

CO₂ emissions from ships: A call to reason

The European Commission issued a proposal last June for a Monitoring, Reporting and Verification Regulation of CO₂ emissions from ships calling at EU ports, which lays the foundation for a global measure to reduce CO₂ emissions from international shipping.

It required ships above 5000 gross tons (GT) to monitor and report the verified amount of CO₂ emitted on voyages to, from and between EU ports. Ships were also required to provide certain other information, such as data to determine their energy efficiency.



In late January, the European Parliament adopted the draft report of the rapporteur MEP Theodoros Skylakakis, as amended after a debate in the Environment, Public Health and Food Safety (ENVI) Committee.

According to this report, the scope of the regulation should be extended to also cover smaller ships and more types of emissions. Whereas the initial Commission proposal only made reference to ships above 5000 GT, the text adopted by the ENVI Committee foresees that smaller ships of 400 GT or above should also be included in the Regulation. Moreover, the text extends the scope of the proposed Regulation by including Nitrogen Oxide (NOx) emissions.

"We appeal to the legislators' reason" said Patrick Verhoeven, ECSA Secretary General. "Let us not forget that the MRV system is supposed to be the first step to a global solution on CO₂ emissions from shipping. By extending the scope of the proposed Regulation, the EU might hinder a speedy agreement at IMO level, thus shooting itself in the foot".

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"The 400 GT limit and the resulting inclusion of small emitters will place unacceptable burdens on small ships, which proportionally represent but a very limited fraction of the total CO₂ emissions" continued Mr. Verhoeven.

On the inclusion of NO_x emissions, he added: "The equipment required to monitor other emissions than CO₂, such as NO_x, is not sufficiently reliable, or commercially available for that matter" and continued by saying that "continuous NO_x monitoring is much more complex and technologically challenging than CO₂ monitoring. For these reasons, we strongly believe that the proposed MRV system should be implemented for CO₂ emission monitoring only."

The European Community Shipowners' Associations (ECSA) have just published a position paper strongly opposing the extension of the scope of the proposed MRV Regulation.

Shipowners' hopes dashed over LNG infrastructures

"Shipowners' hopes for decisive action with regard to LNG refueling points have been shattered" said Patrick Verhoeven, ECSA Secretary General.

"While the 2015 deadline for the compliance with the requirements of the EU Sulphur Directive is fast approaching



and with time running out, it was our hope that the EU would break the LNG chicken and egg dilemma by deciding that major European ports will need to have LNG refueling points in place by latest 2020 so as to coincide with the 0.5% limit in sulphur content of bunker fuels in EU waters" he added.

Member States, the European Commission and the European Parliament have agreed in the context of informal negotiations (trialogue) on a text that would considerably weaken the initial Commission proposal for a Directive on the deployment of alternative fuels infrastructure in Europe.

According to the agreement, Member States will have to ensure that "a sufficient number" of big European ports have developed LNG refueling infrastructure for maritime transport by 2025.

The EU Sulphur Directive adopted in 2012 aims at the reduction of sulphur emissions from maritime transport in the SECAs (Sulphur Emission Control Areas - Baltic Sea, North Sea and the English Channel) by rendering the recent IMO (International Maritime Organisation) rules mandatory in the EU. According to the Directive, sulphur content in marine bunker fuels will have to be reduced to 0.1% by 01 January

2015 in the existing European SECAs, and to 0.5% by 2020 in the rest of Europe.

LNG has been hailed by many as a type of fuel that, despite some drawbacks, could effectively cut down on various emissions such as CO₂ and especially sulphur emissions, thus allowing shipping to comply with international norms. However, given the size of the fleet, the cost of switching to LNG and the evident lack of time, the task EU shipowners are faced with is gargantuan.

One of the concerns expressed by the shipping industry has always been that costly investments in LNG are not conceivable as long as the LNG distribution network is in its infancy and far from being complete. On the other hand, ports are not keen to invest in alternative fuel infrastructure as long as the demand from the shipping industry is weak.

By making the availability of LNG refueling points in major EU ports mandatory, the EU would have been able to break the dilemma of the chicken and egg and could have helped EU shipowners overcome an important hurdle.

"Our disappointment is all the greater not only because the 2025 deadline, as agreed between the Commission, the Council and the European Parliament, will only come five years after the 2020 deadline by which shipowners across the EU will have to switch to compliant fuel, but also because this particular Directive seemed to be the only remaining field in which the EU could effectively lend a helping hand to the shipping industry in its efforts to meet the sulphur requirements both inside and outside SECA areas. The deadline of 2025 is simply too far to have an impact. We urge the three institutional players to reconsider their position on the matter at their next triologue meeting on 19 March, lest this become a missed opportunity to assist the shipping industry in a meaningful way" concluded Patrick Verhoeven.

Progress on Safety of Navigation in the IMO

At the meeting of the IMO Sub-Committee on Safety of Navigation (NAV) the work on e-navigation was continued, and the work on electronic symbols for aids to navigation purposes was finalised.

E-navigation

The Sub-Committee on Safety of Navigation had an intensive debate on e-navigation. The purpose of e-navigation is to rethink the manner in which onboard navigation systems are organised and to modernize the ship-shore communication and information systems. Denmark contributed to the deliberations, inter alia by making a presentation on future maritime communication structures, "the Maritime Cloud", together with Norway, Sweden and Finland. The presentation was well-attended, and new initiatives were presented and later debated at the subsequent reception. Here, the participants could also see specific examples of e-navigation on the electronic screens mounted.

In general, the Sub-Committee decided to continue its work on an e-navigation implementation plan. In this connection, Denmark will - together with France - coordinate the ongoing work on the Maritime Cloud concept.

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From the Editor's Desk



Vision without action, is a day-dream. Action without a vision is a nightmare. – Japanese proverb

No one who does good deeds will ever come to a bad end, either here or in the world to come. When such people die, they go to other realms where the righteous live. – Bhagwad Gita 6.40-41

It's the action, not the fruit of the action, that's important. You have to do the right thing. It may not be in your power, may not be in your time, that there'll be any fruit. – Mohandas Karamchand Gandhi

One cannot blame in common, for all issues and in this context, similar to different facets of our own lives.

In the live society of newspapers, self-launched the "Marine Waves", monthly in 2003 soon after 'WAVES' in 2001, on my return from U.K. on higher studies. On the 11th year(2013) now, restricted myself to remain online, having to manage alone in this old age 67, with just a volunteer (Mr. R. Venkatakrishnan, M.Com; M.C.A; M.B.A.,) who is backed with three PG's. But steep prices in paper and printing, causing financial challenges, threatened to drive to closure, which as a first step restricting to go online, since April 2013 onwards.

By virtue of age and experience, we must presume to possess a mature appreciation of the needs of the Maritime Industry. We have faced several crises in the years gone by, owing to have not ventured for funds by donors, in consideration of avoiding scams by trusts. We have dealt with these with equanimity and occasionally even while with a high degree of skill. As the newspaper industry, faces an existential crisis, one whose contours haven't quite been appreciated by various stakeholders - including the government. A recent judgment of the "Supreme Court" upholding the validity of an Act that ought to have been circumscribed or even repealed by the legislature for its lack of relevance to 21st century India, threatened to drive many of us to closure and it may do so after it has taken a severe toll on the industrial peace. We have so carefully nurtured. Our forbearers crafted beneficial legislation that took into account the newspaper's capacity to pay. In other words, it was aimed at being a sustainable model of wage determination. Now, in the hands of authority, it has empowered a prescription that is far divorced from even the newspaper's capacity to earn. It ill-behooves me as head of a marine news institution to wonder if it could survive further long. Such dire thoughts, might even be considered inauspicious. But the crisis that looms and the storm clouds that have gathered, are direly ominous and therefore these fears must be voiced. Someone wise, once said, books and minds work only when they are open; both literally and metaphorically this is valid for newsmagazines as well.

There are other challenges, too. The health's of newspapers/magazines are undermined by presence of other similar magazines. It is undermined occasionally by intrusive policies of Govt.'s that impact our sustainability. It is undermined by rising costs, especially by the fall in the value of the rupee that directly impacts our production costs, since a large quantity of newsprint that we consume is still imported. It is undermined by advertisement policies of central and state Govt.'s that elevate to a fine art, the subvention by newspapers of the state's messages to citizens. Equally, it must be admitted that the health of newspapers is also undermined by the actions of some of us, especially by a phenomenon, such as paid news that strikes at the very roots of an independent-Press. Unhealthy competition, predicated on the desire to consolidate media power, assails the democratic commandment to present a plurality of views. These challenges too must be addressed. The point I, wish to emphasize though is that the Society, as a responsible body of newspapers and periodicals, is quite capable of dealing with challenges, provided it is allowed to do so. It ought not to give rise to the belief that we either need assisted living or judicially-directed euthanasia. We note with some alarm and considerable dismay that the solution of those in authority is to legislate or to impose regulations on us, when we are quite capable of determining solutions and imposing these on ourselves. Amendments to the Press and Registration of Books Legislation, especially moves to link content to licensing, are a case in point. The continuance of the anachronism of wage boards, withdrawn from every other industry, is another. Artificial and arbitrary fixation of government advertisement rates, is yet another. Newspapers disseminate knowledge. They empower citizens. They play a critical role in nation-building. They nurture the intellect, and offer a cerebral counterpoint to the occasionally mindless shenanigans of other media. A democracy thus owes it to itself to ensure that its newspapers are empowered to be free, toe fearless.

To my mind, "Freedom of the Press" is not just a slogan from the larger point of view, but it is an essential attribute of the democratic process. I, have no doubt that even if the government dislikes the liberties taken by the press and considers them dangerous, it is wrong to interfere with the freedom of the press. By imposing restrictions, you do not change anything; you merely suppress the public manifestation of certain things, thereby causing the idea and thought underlying them to spread further. Therefore, I would rather have a completely free press with all the dangers involved, in the wrong use of that freedom, than a suppressed or regulated press. "These are the words of a liberal; they are words that deserve to be cast on tablets and placed in every newspaper office and in various nodal ministries of the press. But it is the slow poisoning of the well of liberalism, that has compromised the completely free press Nehru had envisioned. It is important for all of us, those inside newspapers and those responsible for policy, to revisit the basics of freedom and liberalism, and to craft a path that makes newspapers, both relevant and viable.

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Standard for AIS symbols for navigation purposes

The Sub-Committee approved a common policy on the use of electronic symbols (AIS) for navigation. For example, a buoy or a wreck can now be marked by means of electronic symbols on the radar on certain ships. In case of a new wreck where a wreck buoy has not yet been mounted, electronic symbols can illustrate the wreck and, thereby, prevent a ship from

colliding with the wreck. A number of countries, including Denmark, had previously expressed concern that IMO standards on the use of electronic symbols were not available.

Another issue of special interest were recent surveys that have identified operational anomalies in the use of systems for electronic chart display and information systems (ECDIS). Especially, the updating of ECDIS software attracted attention and will, consequently, be debated at the next meeting to be held in 2014.

World InfoDesk

First Statement of Compliance with The IMO Tier III NOx Emission Limits:

DNV GL has issued its first statement of compliance with the IMO Tier III NOx emission limits and its first approval of an engine equipped with a selective catalytic reduction system. Pending the IMO Marine Environment Protection Committee's final vote on this year's proposal to postpone the entry into force of Tier III, manufacturers are continuing their work to meet the initial deadline.

This first statement of compliance with IMO Tier III NOx emission limits was issued by DNV GL's Approval Centre Norway to Daihatsu Diesel Mfg. Co. Ltd. on 6 November 2013, following September's compliance test at Daihatsu's Moriyama factory.



The engine, which is equipped with a selective catalytic reduction (SCR) system, is furthermore the first to be approved by DNV GL as being in compliance with IMO Resolution MEPC.198(62).

Regulations and controversy

Adopted in 2008, the IMO Tier III NOx limits were to be applicable to ships keel laid as from 1 January 2016 when sailing in areas designated by IMO as Emission Control Areas (ECAs).

The limits are about 75% lower than those of the currently applicable Tier II. However, at the 65th session of the IMO Marine Environment Protection Committee in London in May 2013, a proposal to postpone the entry into force of the IMO Tier III NOx limits for ship engines by five years was passed by a marginal majority. The regulatory outcome will be finally decided by a new vote at MEPC's next session in March 2014.

Increasing demand for NOx approval

Despite the uncertainty, DNV GL is experiencing a continuing increase in requests for approval in accordance with the IMO Tier III NOx emission limits. "Several of the major manufacturers have indicated that the postponement proposal

does not impact on their development of NOx-reducing technologies," says Stine Mundal, machinery approval engineer and project manager for Selective Catalytic Reduction competence building at DNV GL's Approval Centre Norway. "They have already invested heavily to reduce NOx emissions by the 2016 deadline and proven technologies like SCR are in place," says Mundal.

NOx-Reducing SCR System Efficacy Confirmed In Shipboard Tests:

Mitsui O.S.K. Lines, Ltd. (MOL; President: Koichi Muto) announced that the company installed Selective Catalytic Reduction (SCR) systems on the power generators aboard the MOL-owned and operated Capesize vessel Awobasan Maru (hereinafter "the vessel") and confirmed that after catalytic reduction the NOx in exhaust emissions meet Tier III regulations set by the International Maritime Organization (IMO).



With the cooperation of Yanmar Co., Ltd. (President: Takehito Yamaoka; Headquarters: Osaka City, Osaka), we installed SCR systems on the vessel to be operational from its delivery in December 2013. Since then, the systems have been operated for more than 1,000 hours of testing each.

Fuel for the power generators being tested was selected to match the type that would be available in Emission Control Areas (ECAs) (*) and would meet future reduce sulfur regulations as well. The systems were evaluated during normal generator operation under normal steaming conditions and under estimated future stricter regulations. Their efficacy was duly confirmed.

These operational evaluations will continue for two years, and we plan to conduct tests with C heavy fuel oil (HFO) as well.

This initiative reflects MOL's effort to prevent air pollution as one of the environmental strategies in its single-year

management plan RISE 2013. The company takes a proactive stance in introducing various technologies that will reduce the environmental burden of its business activities.

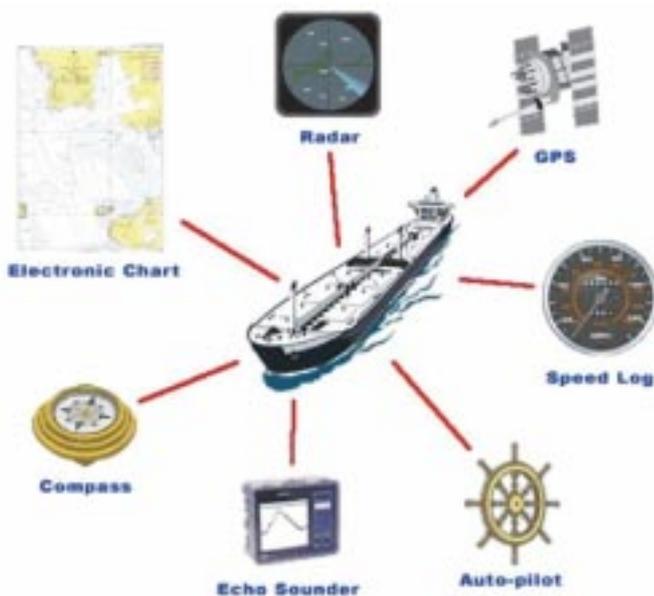
Further, this R&D program received research assistance from the ClassNK's "Joint R&D with Industries and Academic Partners" program.

Outline of onboard SCR system and details of test operation

- Install catalytic reactors with bypass systems onboard an actual vessel. This will save space in the engine room and simplify the naval architects in the engine room.
- Reduce space required for peripheral equipment by integrating control of three NOx-reducing SCR devices.
- Test operation onboard an actual vessel is scheduled for two years, confirming the following points related to operability, as well as procedures for refilling the aqueous urea solution.
- Monitor performance of three NOx-reducing devices under normal use on power generators.
- Maintain performance of devices even when using fuel such as C heavy fuel oil, which is high in impurities.

30 Types of Navigation Equipment and Resources Used Onboard Modern Ships:

Gone are the days when a ship navigation officer had to take help of unconventional ways to plan and navigate a voyage at sea. Today, a ship officer has myriad of marine navigation equipment which makes his life a lot simpler, thanks to the advancement in technology. Moreover, present day seafarers are trained so as to know the functioning and operation of all modern day navigational equipment that have made the journey at sea smoother and safer.



With modern day facilities and automation, a ship today has several advanced navigation equipmentsystems which give accurate data for the voyage.

Herein, we have enlisted 30 types of navigational equipment, both old and new, which are present on all merchant ships.

1. Gyro Compass: It is used for finding the right direction. Unlike magnetic compass, gyro compass is not hampered by external magnetic field. It is used to find correct North Position, which is also the earth's rotational axis. Its repeater system must be present in the steering platform for emergency steering.

2. Radar: It is used to determine the distance of the ship from land, other ships, or any floating object out at sea.

3. Magnetic Compass: The magnetic compass work in conjunction with the magnetic field of the earth. It is used to get planned direction for the voyage.

4. Auto Pilot: It is a combination of hydraulic, mechanical,



and electrical system and is used to control the ship's steering system from a remote location (Navigation bridge).

5. ARPA: Automatic Radar Plotting Aid displays the position of a ship and other vessels nearby. The radar displays the position of the ships in the vicinity and selects the course for the vessel by avoiding any kind of collision.



6. Automatic Tracking Aid: Just like ARPA, automatic tracking aid displays the information on tracked targets in graphic and numeric to generate a planned layout for a safer and collision free course.

7. Speed & Distance Log Device: The device is used to measure the speed and the distance traveled by a ship from a set point. By calculating the same, ETA of the ship is adjusted or given to the port authority and agent.

8. Echo Sounder: This instrument is used to measure the depth of the water below the ship's bottom using sound waves.



9. Electronic Chart Display Information System:

10. Automatic Identification system:

11. LRIT:

12. Rudder Angle Indicator: Rudder angle indicator, as the name indicates, provide the angle of the rudder. The display is provided on bridge to control the rate of turn and rudder angle of the ship.



13. Voyage Data Recorder:

14. Rate of turn indicator: It indicates how fast the ship is turning at steady rate, normally shown as number of degree turned.

15. GPS Receiver: A Global Positioning System (GPS) receiver is a display system used to show the ship's location with the help of Global positioning satellite in the earth's orbit.

16. Sound Reception System: This system is required for

a ship with fully enclosed type bridge. It enables the navigating officer inside the cabin to listen to the sound signals and fog horn from other ships.



17. Navigational Lights:

18. Ship Whistle: A ship's horn is known as whistle and it is generally provided in duplicate. One is driven by air and the other is electrically operated.

19. Daylight Signaling Lamp: They are light signaling devices used for emergency signaling in

the day time.



20. Pilot Card: It is an informative booklet provided to the ship's pilot. It consists of the dimension, draught, turning circle, maneuvering, propulsion equipment etc. of the vessel for safe maneuvering.

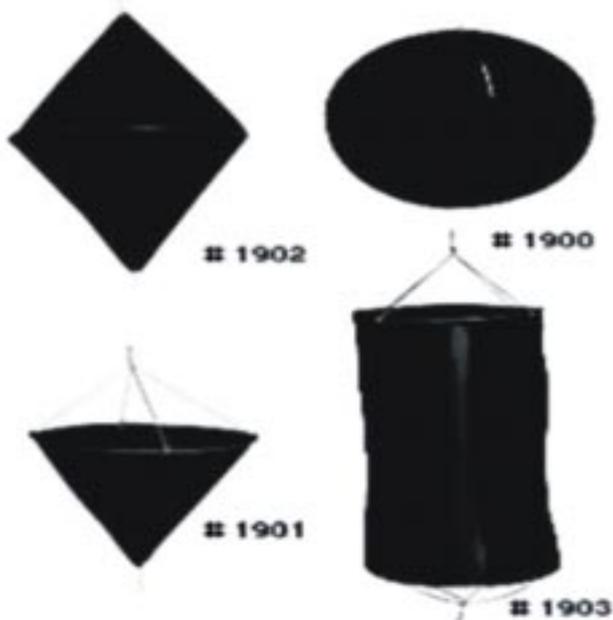
21. Voyage Plan: A voyage Plan must be present onboard for referring past voyage plans or planning a future voyage.



22. Forecastle Bell: It is used to mark the presence of the ship in fog or bad weather and sound the alarm in case of any emergency.

23. Maneuvering Booklet: In this booklet the performance of the propulsion plant and the ship during maneuvering in different weathers and situations is recorded for quick reference.

24. Black Ball Shape: It is a day time signaling shape used to determine the characteristics of vessel with different arrangement of ball shapes. For e.g. a vessel at anchor will show a blackball at foremost end of the forecastle.



25. Record of Navigation Activities: All the navigational activities must be recorded and kept on board for ready reference. This is a mandatory and the most important log book.

26. Record of Maintenance of Navigational Equipment: Hard copy of the record must be present onboard ships for ready reference of port and regulatory authorities and must be signed by master and duty officers of the ship.

27. Wheelhouse Posters: Present in the Navigation bridge, it displays a detailed information of maneuvering characteristics of the ship.



28. Transmitting Heading Device: They are used to display the information of the vessel's true heading.

29. Black Diamond Shape: When the ship is being towed or when a vessel is unable to maneuver on itself, a black diamond shape is shown during the day time.

30. Ship Flags: Various types of ship flags with different colors and signs are used to indicate a ship's position. Signal flags are they are commonly known, have been used since the ancient times and are still used on all vessels.

Floating Hotel draws workers to NW Canada boom town:

Hundreds of construction workers in booming northern British Columbia will take up residence this week in unique digs on board a cruise ferry revamped into a floating luxury hotel.

The aging ship will help relieve a housing shortage in one busy Canadian port town already bursting ahead of a promised energy boom that could last more than a decade.

The Silja Festival - a Baltic ferry made over as the Delta Spirit Lodge - will spend at least a year docked outside Kitimat, British Columbia, where it will provide housing for about 600 workers in town for Rio Tinto Alcan's (RIO.AX) (RIO.L) \$3.3 billion smelter-upgrade project, which is expected to wrap up in 2015.

After that, the ship's owners hope more contracts will float their way as major energy companies like Chevron Corp (CVX.N), Petronas and Royal Dutch Shell (RDSa.L) push ahead with proposed liquefied natural gas export (LNG) projects along Canada's Pacific coast.



"This kind of investment would never occur without the kind of mega-opportunities that are growing in the Pacific Northwest," said Andrew Purdy, vice president of Bridgemans Services Ltd, the privately held company behind the hotel. "We saw the opportunity and we put it all together, but it was effectively driven by industry."

Despite the "No Vacancy" signs popping up all over town, the endeavor is risky. Bridgemans declined to say how much it is making from its first job, but it has already spent more than C\$4 million to import and upgrade the ship, with further improvements planned. It has no contract after work wraps up at the Rio smelter.

But if just four major LNG projects go ahead, roughly 15,000 extra beds will be needed in coastal northern British Columbia at peak construction, according to a report from National Bank Financial.

For employers, offering free top-end accommodations complete with a basketball court, a theater, a fine-dining room that serves three hearty meals a day and a captain's lounge for relaxing may be a draw in a very competitive labor market.

"We always go back to what our client wants. They want to build a platform that attracts and retains the best workers," said Purdy.

SCRAMBLING FOR SKILLED LABOR

The North American energy industry is booming. Yet as companies make new investments, there are doubts the sector will be able to find and keep the employees needed to complete all the potential projects.

Speaking at an event earlier this year, British Columbia's energy and mines minister, Bill Bennett, said the province will need to import workers from other provinces and abroad.

"If every single high school kid in B.C. graduated, became an apprentice ... it wouldn't even come close to satisfying the demand we see coming," he said.

Luring skilled labor away from other thriving areas, like the Alberta oil sands and the Bakken region driving North Dakota's fracking boom, will take more than good pay. Workers are looking for perks.

The floating hotel, with its all-inclusive facilities and gourmet meals, may be just the ticket for companies that want to take temporary living to the next level.

The ship, which used to sleep more than 2,000 people on overnight trips across the Baltic Sea, has been retrofitted with 700 single-occupancy rooms, each fitted out with a memory foam bed and flat-screen TV.

In addition to providing room and board for the temporary construction workers, the ship has meeting facilities and even a private dining area that can be rented out for special events.

The hotel also provides jobs for local residents who don't have a professional trade, the owners note, helping to ease the pain of a sharp increase in local housing costs.

TRIPLING RENTS, SOARING HOME PRICES

A quick scan of real estate listings for Kitimat shows just how tight the market has become. Only two houses are listed for under C\$200,000, and both are fixer-uppers.

"If the house is priced right, it sells within a few days," said Ilona Kenny, a realtor with RE/MAX Kitimat Realty who has lived in the area for nearly four decades. "They're being snapped up by people who live here, by investors who are renting out properties and families that are moving into town."

The town's typical family home - an older three-bedroom, one-bathroom bungalow - is selling for about C\$250,000, said Kenny, compared with C\$100,000 to C\$150,000 last year. In one new subdivision, not yet under construction, townhomes start at C\$288,500.

Rents too have skyrocketed, which is putting pressure on long-time residents who can no longer afford their homes, said Kitimat mayor Joanne Monaghan.

"All the apartment buildings that were built in the 1970s have been purchased and are being refurbished, and that's causing problems," she said. "People were paying C\$400 a month rent, and now, in some cases, it's up to C\$1,200 a month."

The worry is the town will soon find itself in a housing-affordability crisis, much like Williston, North Dakota, where a fracking boom delivered high-paying jobs for thousands of workers but also led to a sharp rise in homelessness.

While the housing crunch keeps Monaghan awake at night, she is happy the local economy is thriving. There are new hotels, restaurants and retail shops in the works, and the town of 11,000 just got its first Tim Hortons, a popular coffee shop chain that is the hallmark of a bustling Canadian town.

PARADE OF THE U-HAULS

Still, the long-time politician knows that with every resource boom there is usually a bust. Indeed, the town was hit hard during the economic crisis when the local forestry industry collapsed.

"A few months after I became mayor, the Eurocan (paper mill) just pulled out. We had more U-haul trailers going out than I could shake a stick at," said Monaghan. "Now they're coming back in and I'm just thanking God."

Floating lodges are nothing new along the west coast, where they have traditionally been used for road, lumber and fishery projects, but there's never been anything close to the same size as the 11-deck Silja Festival ship.

As workers finish up last-minute vacuuming and polishing on board the floating hotel, the four investors are eager to secure their next contract. They have had meetings with various companies that plan to build LNG export projects.

To mitigate risk, the group did not buy the roughly \$30 million cruise ferry outright but rather reached a type of rent-to-own deal. If things go well, the investors can buy it. If not, they can walk away.

"I think everybody is sitting here waiting to see if this is a success," said Brian Grange, president of Bridgemans. "Am I terrified? No, I'm not. I think this is probably one of the most innovative ideas that has been seen on the B.C. coast in quite some time."

Global Shippers Must Tighten Belts, China's COSCO Chairman Says

Global shipping firms must prepare for another tough year as a glut in global capacity will continue to weigh on profits and margins, the chairman of China's biggest shipping group, China Ocean Shipping Group Co. (COSCO) said.



"The industry turnaround will still take a long time," Ma Zehua told Reuters in an interview this week. "There are a lot of challenges ahead."

COSCO Group is one of China's top 100 central government-controlled conglomerates. The firm operates more than 700 merchant vessels with shipping lines covering 1,600 ports. The group controls five listed companies, including China COSCO Holdings Co. and COSCO Corp (Singapore) Ltd..

COSCO Corp (Singapore) reported a 71 percent decline in net profit last year, while China COSCO Holdings Co, the group's flagship, said it should return to profitability after posting losses in 2011 and 2012 following the sale of its logistics business, stakes in a container manufacturer and office properties.

Ma, however, said he wasn't sure China COSCO could make a profit this year given the uncertain outlook for the global economy.

"We haven't announced any target (for China COSCO) because we can't say for sure it won't make losses in 2014," Ma said. "There aren't that many ways left to tackle losses through asset disposal."

The shipping industry has been battling overcapacity since the onset of the global financial crisis, as the transport market needed to digest the large number of new vessels that flooded the market between 2007 and 2009, even as the world's economy sank into its biggest slowdown since the 1930s.

While the outlook for the shipping industry is improving, excess capacity remains a big headache. According to a recent transport sector survey by international law firm Norton Rose Fulbright, 40 percent of those polled cited overcapacity as the biggest threat to recovery in the industry.

Maersk Line, part of Danish oil and shipping group A.P. Moller-Maersk Group, cut its fleet container capacity by about 1 percent between mid-year 2012 and 2013, and its chief executive Soren Skou said last year that the market may not recover until 2018.

China COSCO also sidelined 1 to 2 percent of its ships this year, fewer than last year, Ma said.

In February, COSCO Group and rival China Shipping Group signed a strategic agreement to share resources for terminal operation, shipbuilding and other areas.

Ma declined to talk specifically about the agreement or say whether the two firms would consider consolidation. "Many people have asked us (about merging), but we have nothing to say about it," he said.

Re-examining Piracy in the Gulf of Guinea: Fewer Attacks, Better Pirates: Along with the release of the International Maritime Bureau (IMB)'s 2012 piracy report come the onslaught of analysts seeking to explain why the maritime piracy is decreasing in certain theaters, why it is expanding in others, and where it will spread to next.

The top story is that global pirate attacks have hit a five year low, explained by a sharp decline in the activities of Somalia's notorious marauders. When this trend is reported it is almost always followed by the caveat that a "new" piracy epicenter has "emerged" in Nigeria and that the criminal enterprise is now increasing and expanding across the Gulf of Guinea. These types of statements are an oversimplification, however, and mask the complexities of maritime crime in West Africa.

Playing with Numbers

A multitude of criminal actors have parasitically operated in the Nigerian littoral since the country's oil boom in the 1970s-piracy,



kidnapping, and oil theft are by no means "new" to the region. To say that the country has "reemerged" as an epicenter of maritime crime is more accurate, as it was only in 2007 that Somali waters became more pirate prone than those of Nigeria. The 27 pirate attacks reported for Nigeria in 2012 represents an increase over the past two years, but fall well short of the 42 attacks the IMB recorded in 2007.

One must also be careful (a mistake this author is willing to admit) about reporting an absolute "increase" in the total number of pirate attacks that have taken place in West Africa over the past year. The IMB's figures display a clear trend: attacks off Nigeria increased from 10 to 27, while those for the region as a whole rose from 44 to 51. These numbers are incomplete, however, as they only include incidents that were directly reported to the IMB; whereas an estimated 50-80% of pirate attacks go unreported.

The larger data set of the Danish consultancy firm Risk Intelligence reveals a decrease in Nigerian and West African piracy. The company recorded 48 attacks in Nigerian waters in 2012, a higher number than the IMB reported, but lower than Risk Intelligence's 2011 and 2010 figures, recorded as 52 and 73 attacks respectively. The expansion of pirate gangs into the waters of neighboring states explains why attacks may have decreased in Nigeria, but it is also noted that the total figure for West African waters has fallen from 116 in 2011 to 89 in 2012.

	2008	2009	2010	2011	2012
Nigeria	114	91	73	52	48
West Africa Total	138	120	110	116	89
Nigerian Incidents as Percentage of Regional Total	82.6%	75.8%	66.3%	44.8%	53.9%

Table 1: Incidents of Piracy off Nigeria and West Africa: 2008-2012

Not More, but Different

An overall decline in the total number of pirate attacks in the Gulf of Guinea does not mean that the problem is being a solved. The January 16 hijacking of the Panamanian-flagged product tanker Itri off the port of Abidjan, Côte d'Ivoire attests that the threat remains high, but has shifted in terms of its targets and scope.

The rampant maritime crime and insurgency that plagued Nigeria in the mid-to-late 2000s displayed a mixture of communal, political and economic motives and was frequently

directed towards supply vessels and fixed assets operating in oil and gas fields off the Niger Delta. A 2009 amnesty offered by the federal government essentially served to buy off thousands of Delta militants, rewarding some of them with huge security contracts to protect the waters they had previously hunted in. It is this change in the security environment that is credited with the sharp decline in pirate attacks in Nigerian waters seen in Table 1.

Heightened security in the Nigerian littoral appears to have had a Darwinian effect on maritime criminals, as more sophisticated and politically connected syndicates have thrived at the relative expense of opportunistic "smash and grab" pirates.

One manner in which this is evident is target selection. Attacks against support vessels operating close to shore have declined over the last five years (and with them, the total number of incidents), but this has coincided, since 2010, with a surge in tanker hijackings. According to the records of one corporate security manager operating in Nigeria, there were 42 attacks against supply vessels in 2008 (one of the worst years of the Niger Delta insurgency), but only 15 in 2012. Conversely, there were just 8 attacks against tankers and cargo ships in 2008, but 42 in 2012. In total, Risk Intelligence has recorded 78 attempted attacks on product tankers and 27 short-duration hijackings since December 2010.

This shift in targets might explain why commenters incorrectly refer to rising levels of piracy in the region, as the hijacking and short term disappearance of tankers owned by international companies garners far greater media attention than the robbing of supply ships, despite the fact that these types of attacks were more frequent.

Bigger and Better

While boarding a supply vessel and robbing it of valuables is a relatively low-tech affair, hijacking a product tanker and pilfering vast quantities of fuel over several days requires a high degree of organization and sophistication. The confessions of four captured pirates, believed to be behind the hijacking of the Energy Centurion off the coast of Togo on August 28, 2012, reveals the intricacies of such an operation.

According to one testimony, criminal syndicates are "sponsored by powerful people," including Nigeria government officials and oil industry executives, who provide advanced payment and information about the cargo, route, and security details of ships that have been targeted. These intelligence-led operations have become increasingly multinational with gangs based in Nigeria planning attacks off the coasts of Benin, Togo, and Côte d'Ivoire, often with the assistance of nationals from these countries.

Once a vessel has been hijacked, pirates have been known to go to great lengths to make sure that the ship 'disappears' while preparations are made to offload the cargo. For example, the gang that hijacked the product tanker MT Anuket Emerald made sure to damage all the ship's communication equipment and loading computer, repaint its funnel, change the tanker's name, and remove its IMO number. The offloading and black market sale of stolen product is equally complex, requiring a network of "oil mafia" insiders who facilitate fuel storage at numerous depots across Nigeria and then organize for onward distribution.

Money over Everything

Though fewer ships are being attacked, the current crop of West African pirates (and their financial backers) are seeing greater returns. The group that recently hijacked the Itri was able to

siphon off the ship's entire cargo of fuel, valued at \$5 million. Captured pirates involved in tanker hijackings (dubiously) claim that pay offs range from \$17,000 for new recruits to over \$60,000 for 'commanders.' The value of large scale oil theft exceeds many of the ransom sums made by Somali pirates and is acquired without months of hostage negotiations. Piracy in the Gulf of Guinea, notes piracy expert Martin Murphy, is now "the most lucrative in the world."

The West African modus operandi is also more secure, as Nigerian pirates are not subjected to the same risks as their Somali counterparts-namely extended voyages in treacherous open ocean, the combined pressure of the world's greatest navies, and the widespread use of professional armed guards aboard merchant vessels. Endemic corruption in Nigeria assures that even if pirates are caught, they are unlikely to face serious consequences. The Nigerian Maritime Administration and Safety Agency and Joint Task Force have made dozens of arrests in recent months, but lack the authority to detain or prosecute suspects as this is the responsibility of other security agencies. Bribes to these agencies, captured pirates note, are set aside as an operational expense, meaning most suspects are released without charge.

In terms of numbers, overall pirate attacks may be declining in the Gulf of Guinea, but the gangs responsible appear to have increased both their operational sophistication and target selectivity. Given the increased value of each operation and the small risk of punishment their crimes show no signs of disappearing.

Ransoms to Pirates remain a spiraling Illegal Tax on the 90% of World's Goods that move by Sea:

The revelation this week that the owner of an Algerian cargo ship whose crew was held by Somali pirates paid them \$2.6 million in ransom is yet another indication that the rewards these denizens reap for their illegal, life-threatening work remain a serious stumbling block to ending maritime organized crime, according to AdvanFort Company President and COO William H. Watson.

"Those ship owners and operators who have still not hired a highly-reputable private maritime security company (PMSC) continue to risk paying what amounts to an illegal tax in support of further organized maritime extortion," Watson noted in a statement. "It is a cost that ends up being borne by all of us."

Watson noted that the MV Blida, carrying 17 Algerians, six Ukrainians, two Filipinos, one Jordanian and one Indonesian, was overtaken by a gang of heavily- armed pirates on its way



from Oman to Tanzania, with almost all the hostages freed after a bag full of cash was dropped from a plane to the captors.

"The fact that Rear Admiral Bob Tarrant, the Operation Commander of the EU Naval Force, has just issued a warning that Somali pirates still remain determined to get out to sea and attack easy targets should be a wake-up call for those still asleep at the helm of security for their companies," Watson added.

"Tarrant's observation that piracy's threat in the Gulf of Aden and elsewhere is not over, but is merely contained for now, means that the costs associated with world-wide shipping remain burdened by a transnational security threat that carries with it an unnecessary tax that unfairly buffets the maritime industry and those consumers whose life depends on the free flow of commerce."

"The silver lining in all those clouds on the horizon is the fact that those vessels protected by first-rate PMSCs remain outside the pirates' greedy reach," Watson said.

Rear Admiral Tarrant's warning was issued after the EU Naval Force warship ESPS Rayo located a skiff with six men on board that was 320 nautical miles off the Somali coast. That the small, open-top boat was so far out to sea caused the Rayo to send a team to investigate.

As a result Tarrant said that he was "very concerned that seafarers and nations will lower their guard and support for counter piracy operations in the belief that the piracy threat is over. It is not; it is merely contained. We should remember that at its height in January 2011, 32 ships were pirated by Somalipirates and 736 hostages were held. It is crucial that we remain vigilant or the number of attacks will once again rise."

Although the Gulf of Aden and the Indian Ocean are now protected by a coalition of world navies, in 2011 pirates staged 439 violent attacks and held hostage 802 crewmembers. Although the ransom paid by the Saudi owner of the MV Blida was \$2.6 million, the average paid to pirates that year was \$4.97 million.

According to a recent report, the some \$170 million in ransom payments to piracy made during 2011 was a more than 50 percent increase from the total of \$110 million they received in 2010. During the period 2007-2011, it noted, the ransoms paid "have increased sevenfold," with average ransoms increasing from about \$600,000 in 2007 to some \$5 million in 2011.

In February 2011, \$13.5 million in ransom was paid to secure the release of a supertanker, the MV Irene, which carried 2 million barrels of Kuwaiti oil, estimated to be worth \$200 million and destined for the United States.

The menace of Maritime Piracy and Somali Pirates - is there a Solution?

Maritime piracy must have been in existence ever since the first ship set its sails on the high seas. Talk about sea pirates to your friends or relatives and the first thing that would come to their minds are the images of Capt. Jack Sparrow and Barbossa from the movie *Pirates of the Caribbean*.

For landlubbers it's hard to imagine that today a sea pirate looks no different from any of us. The only difference is that he is better trained, more fearless and perhaps a part of an organized crime or terrorist network. That is what our seafarers have to deal with in today's world at sea and live in constant fear of

getting jacked or looted or even killed by the sea pirates when sailing on highly dangerous waters infested with such criminals.

In olden days, merchant ships were well armed and prepared with gallant sailors who carried guns and swords to protect themselves and their precious cargo. In comparison to older ships, today's maritime fleet is completely unarmed and banks on non-lethal anti-piracy weapons and armed guards to deter the sea pirates or rely on naval vessels or coast guard. Training ashore and on board deals strictly with methods to protect us from piracy but not to fight pirates. No seafarer in his right mind would want to fight pirates armed or otherwise.



Since specialized shore based training is already provided to seaman today for tackling maritime piracy issues, I would focus here more on the growing trends of piracy at sea worldwide and how it is affecting the seamen.

Earlier before socio economic and political issues redefined the whole meaning of maritime piracy, Piracy from Malacca strait to the West Coast of Africa and even India was confined more with looting of ship's property and crew's personal items. With changing political dynamics from year 2005 onwards, Somalia grabbed the world center stage in ship hijackings and the entire Arabian sea and the Gulf of Aden became virtually a "No Man's Land" for seafarers. The plight of captured seamen, their captivity for several months has only increased the presence of Naval Vessels in the area, but still there seems to be no lasting solution to this problem.

Hijacking of unarmed ships and kidnapping of seafarers near Nigeria and Somalia have become the most lucrative business for political rebels, organized criminals and agencies involved in the negotiation of ransom payments. Also, South China Sea/ Singapore strait have been reporting considerable number of hijackings of small ships in the past few years.

Is there a Solution to Curb Maritime Piracy?

If we check the history of piracy around USA, rarely one will read about cases of ship hijacking. The US coast guard is extremely alert and professional and the coast is well guarded. Can other countries with piracy activities along their coasts boast such firewall against pirates?

No doubt the coast guard of these countries are alert and their navies are excellent, but the lack of enforcing legislation on lines of USCG 96 hours (NOA) has made coastlines of countries such as India prone to alien vessels.

Many of these countries (e.g. India) do not have Vessel Traffic Services (VTS) and ships report to port authorities only when

within VHF range. Comparatively, if the US coast guard does not receive the mandatory 96 hrs.' notice of arrival a ship cannot dock to any of its port and this system ensures each and every approaching vessel is tracked and monitored. A shipmaster before arriving US port must declare all particulars of his crew, cargo, past history of ports called by the ship etc. This is a great method to keep illegal activities away from the country.

Ship owners have started installing armed guards, created citadels and barbed wires on board for protection from piracy attacks, but these measures are focused mainly for ships transiting Gulf of Aden or pirated sensitive areas in the Arabian Sea and Indian ocean. The recent shooting case of Indian fisherman off Kerala coast by Italian armed guards has given good excuse to some ship-owners to remove armed guards quoting this incident and leaving their seafarers totally at the mercy of patrolling Naval vessels.

Several measures taken by NATO's Operation ocean shield , the EU's NAVFOR operation Atlantaand the Combined Task force151 which have been helpful to deter the pirates from attacking ships off Somalia up to a certain extent, but not completely. The political situation in Somalia is too complex for any foreign government to interfere and to provide a lasting solution. Considering the easy money that the ransom brings to the pirates, the problem of somali pirates will not end very soon.

With piracy spreading its influence to many terrorist groups who eye easy money with the kidnapping and seajacking of ships, seafarers are one left at the receiving end and more vulnerable to such piracy attacks.

What Seafarers Should Do To Tackle Maritime Piracy?

Seafarers should demand armed guards in all hostile waters where even a minutest risk exists for militants to settle scores with theirs or any foreign Govt. or to wage war on a foreign nation. For those who do not track IMB piracy reports, the following sea areas are prominent piracy prone areas as declared by IMB PRC and seafarers should be vigilant when passing through them.

- 1. Bangladesh 2. India 3. Indonesia
- 4. Singapore strait 5. Malacca strait 6. South China sea
- 7. Lagos 8. Cotonou(Benin) 9. Lome (Togo)
- 10. Abidjan(Ivory coast) 11. Gulf of Aden/Red sea
- 12. Somalia

Ending Somali Piracy: Go after the system, not just the Pirates: The global fight against piracy in Somalia has centered on prosecuting pirates and mobilizing naval forces. But to get to the root cause of the problem, the international community must focus on helping the nation build a functional political system, according to a new World Bank study.

"Piracy is a symptom of the breakdown of Somalia's political system," says Quy-Toan Do, a senior economist in the Bank's research department and lead author of the report, The Pirates of Somalia: Ending the Threat, Rebuilding a Nation. "Go after the system, not just the pirates."

Three elements - political capital, manpower and financial resources - form the foundation of the hijack-for-ransom phenomenon in Somalia, where a history of inter- and intra-clan competition and European colonization has left many areas without functioning institutions, according to the study. That



has allowed pirates to recruit local youth, buy guns and speedboats, and most importantly, secure coastal areas where they can anchor hijacked vessels for months or years.

Pirates in the East African nation favor places such as Puntland and Central Somalia, which provide enough political stability to do business in, but not enough state control to challenge piracy operations. They then use bribes and physical threats to tilt the balance of power between politicians and gain long-term access to the coasts.

The cost of that political operation takes up as much as 86% of the piracy proceeds, according to the study. A large sum - sometimes \$300,000 per vessel - goes to government officials, businessmen, clans, militia and religious leaders as bribes and "development fees" to make sure the politicians won't interfere in the piracy business. Crewmembers, often hired from a particular clan or location, command significantly higher salaries than local wages. Pirates also pay more than locals do for meal services, energy, and water. Given the local custom of resource sharing, piracy proceeds trickle down to local residents and other stakeholders, creating a favorable political environment in which the pirates can operate.

Their success has global consequences. Between 2005 and 2012, more than 3,740 crewmembers from 125 countries fell

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prey to Somali pirates, and as many as 97 died. On the Somali side, the number of pirates lost at sea is believed to be in the hundreds. The ransom extracted during that period rose to as much as \$385 million. Piracy also hurts trade, as shippers are forced to alter trading routes and pay more for fuel and insurance premiums, costing the world economy \$18 billion a year, the study estimates. Since 2006, tourism and fish catches, as well as other outputs from coastal commerce, have declined in neighboring countries in East Africa.

Somalia's economy is not spared either: piracy-related trade costs are at \$6 million a year, without taking into account the fact that potential sea-based economic activities are constrained by piracy. The collaboration between pirates and Islamist insurgent groups also has raised concerns about Somalia's political stability.

The international community has mostly focused on offshore measures to fight piracy, such as increasing naval pressure and onboard security, which have helped reduce the number of hijacks. But ending piracy would call for those costly measures to be expanded and made permanent, which wouldn't be sustainable in the long run. Efforts that target onshore prevention, such as paying youth more to discourage them from joining the pirates, would only prompt owners to pay crew members more. Given the poverty rates among the population from which the pirates are typically recruited, owners can afford to pay pirates more without significantly hurting profit.

To end piracy off the Horn of Africa, the study urges a paradigm shift away from perpetrators and toward the enablers of piracy. With a limited number of suitable coastal areas available to anchor hijacked ships, piracy would be less profitable if Somalia removes access to safe anchorage points or significantly raises the price for coastal access. In addition, the central government can offer incentives - along with built-in monitoring mechanisms - to encourage local stakeholders to stop pirate activity and learn from the success and failure of Afghanistan's policies targeting opium poppy production and Colombia's against coca production.

At the heart of this policy agenda lies the need to better understand the political economy of resource sharing, so that winners and losers are properly identified and compensated. The lessons from the study go beyond piracy eradication and speak to the fundamental issue of state building in Somalia.

UN approves funding to support anti-piracy efforts in Somalia and affected States in the Region:

The United Nations Trust Fund for the Fight against Piracy today approved a package of projects in support of anti-piracy efforts in Somalia and other affected States in the region, including Djibouti, Ethiopia, Kenya, Maldives and the Seychelles.

The announcement was made in New York by United Nations Assistant-Secretary-General for Political Affairs Tayé-Brook Zerihoun, who chaired the Board of the Trust Fund to Support Initiatives of States Countering Piracy off the Coast of Somalia.

"The dramatic decline in pirate attacks is clear evidence of years of hard work by United Nations Member States, international and regional organizations, and actors in the shipping industry," said Mr. Zerihoun.

But while acknowledging the gains, we should not be under any illusion that piracy has been conclusively brought under control, Mr. Zerihoun stressed. "The international community

should continue to support the efforts of Somalia and States in the region to strengthen their maritime lawenforcement capacities and their rule of law sector". He added that "With the Trust Fund's resources largely spent, now is the time to replenish the Fund to bridge critical gaps in counter-piracy efforts."

The five projects approved today, worth \$2 million, aim to ensure that the ongoing piracy trials are conducted in a fair and efficient manner and that the human rights, health and safety of individuals suspected of piracy are protected. The projects approved today will also facilitate the repatriation from the Maldives to Somalia of detainees suspected of piracy, as well as supporting Kenyan prisons in meeting minimum standards for the treatment of prisoners. The projects will equip detainees and youth at risk in Somalia with skills employable in gainful livelihoods, deterring their involvement in piracy and contributing to the economic development of their communities. These projects will provide biometrics-based fishermen database systems to support monitoring and surveillance of fisheries resources while providing important information to counter-piracy forces. Support will also be provided to law enforcement authorities and prosecutors in front-line States affected by piracy to investigate illicit financial flows from piracy.

The Board of the United Nations Trust Fund for the Fight against Piracy comprises 10 voting Member States - Germany, Italy, Kenya, Republic of Korea, Norway, Qatar, Seychelles, Somalia, Turkey, and the United Kingdom - and three non-voting entities, the International Maritime Organization (IMO), the United Nations Office on Drugs and Crime (UNODC), and the United Nations Political Office for Somalia (UNPOS).

Since its establishment in January 2010, the Trust Fund has received some \$17 million in contributions from Member States and the maritime industry. It approved funding for 31 projects, worth almost \$16 million, as well as \$700,000 to meet short-term needs related to unforeseen expenditures. The Fund aims to help defray the expenses associated with the prosecution of suspected pirates and other activities undertaken in the fight against piracy.

Maritime Piracy - after Somalia it's Western Africa:

Piracy at sea or maritime piracy is an ever growing concern for present day seafarers and is proving to be a nightmare for maritime operators. Lately, security issues have drastically increased off the coasts of the Western African nations majorly Nigeria and to some extent off Benin, Togo and Ivory Coast have. However, piracy off the Coast of Somalia still tops the charts.

Somali pirates over the years have shown that they are ready to play havoc using violent tactics by venturing deep afield for kidnapping, hijacking and ransom. Likewise, such tactics are now being used by the pirate bands in the Western African regions. Albeit the security threats have considerably reduced off Somalia, the growing numbers of incidents along the Western African coast undoubtedly reveal that the anti-security measures in place at the moment are entirely scarce.

Recent incidents of maritime piracy off the Nigerian coast show that there have been attacks on the offshore industry as well apart from the regular tanker hijackings. Reports claim a few of the Platform Support Vessels (PSV's) working for the Nigerian Offshore developments were seized for kidnapping the crew and subsequently for demanding a hefty ransom. Such maritime piracy incidents pose a distress situation for the offshore



industry, especially with the intensity of developments swelling up in the area. Certain offshore work vessels are considered "sitting ducks" and are defenceless to the terrorising attacks.

According to experts studying the coastal WAF (Western African region), maritime piracy is distinctively categorized based on various needs -

1. Unarmed Robbery - Such attacks are usually carried out at night, on ships at anchor or drifting off the coasts. Robbers steal whatever they get their hands on, chiefly the vessel's stores. They fear of getting caught and normally are harmless to the ship's crew.

2. Armed Robbery / Forced Attack - Pirates use weapons and violence causing chaos among the ship members who are usually unarmed. They loot the ship and her staff at 'gun point' stealing cash, high value stores and personal belongings. Attacks of maritime piracy like these are dangerous as pirates with weapons are fearless and could harm the crew if resisted.

3. Hijacking Marine Tankers - The oil-rich Nigerian grounds provide marine tankers with high value cargoes such as crude oils and their Pirates target these vessels with the intention of hijacking them and selling off the precious cargo elsewhere. These maritime piracy operations are normally carried out by highly influenced criminal groups with a clear idea of racking millions of dollars.

4. Kidnapping - Waters off the Gulf of Aden are infested with the notorious Somali pirates with a sole purpose of seizing the ship, her crew and demand ransom to fuel demands for illegal purposes. Similar methods and intentions have now triggered the criminal gangs of the Western African countries. Maritime piracy attacks as far as 100 nautical miles off the Nigerian coast have been reported recently.

A trend for kidnapping and demanding ransom is evolving. Seafarers and shipping had been anguished by the Somali pirates for a considerable length of time before the security forces jumped into action. Similarly, to protect the interests of seafarers and shipping in general on the coastal WAF regions,



advanced security techniques should be used onboard ships. These may include designating a citadel, placing security cameras, tracking devices, hosting armed security personnel, etc.

Local governments and authorities should also participate in deploying methods to protect their waters from pirates. Enduring solutions such as deploying alert coastguards, carrying out regular criminal tribunals and development of anti-security techniques would curb maritime piracy to some extent.

Maritime piracy in the coastal WAF is sprouting ever since the substantial recognition of 'red zone' on the continent's eastern shores. Concerns for the offshore and related maritime sections near the western African coasts are multiplying and it's only a matter of time that major oil and maritime companies would start shelving their projects for security reasons.

New ICS Initiative to Maintain IMO Primacy on Shipping and CO₂ Issues:

The International Chamber of Shipping (ICS) - the worldwide trade association for shipowners - has made an important written submission to the United Nations International Maritime Organization (IMO) suggesting a possible way forward with respect to complex discussions about additional global regulations to further reduce CO₂ emissions from merchant ships.

In particular, ICS wishes to ensure the primacy of a global IMO framework for addressing the reduction of shipping's CO₂ emissions in the face of proposals by the European Commission for unilateral regional regulations that will apply to international shipping trading to the EU.

In a carefully worded 'political' paper, ICS has suggested that IMO Member States should initially focus on developing regulations for the mandatory reporting of fuel consumption and CO₂ emissions by internationally trading ships, deferring further discussions on how the information collected might subsequently be used to develop additional efficiency measures.

The latter include politically controversial proposals for developing tools to measure and benchmark the operational efficiency of individual ships, or even the development of Market Based Measures through which ships might be charged depending on how efficient they are deemed to be.

ICS hopes that if governments can agree to approach their work in distinct stages, IMO Member States can proceed towards the early adoption of mandatory CO₂ monitoring and reporting measures that would be enforced worldwide.

ICS suggests this could be done relatively quickly, and might be acceptable to those governments that may not yet be ready to commit to more radical CO₂ reduction measures for shipping such as efficiency indexing. ICS believes that focusing on monitoring and reporting measures now would not prejudice the positions of such countries at the high-level United Nations climate change talks on a replacement for the Kyoto Protocol, which are not scheduled to be completed by UNFCCC until 2015.

ICS argues that if IMO can make further progress one step at a time - the so called 'three phase' approach which has already been proposed by the United States - this will have little negative impact on the industry's efforts to continue reducing CO₂ emissions. CO₂ emissions reductions are already very incentivised by the unprecedented high cost of marine fuel, which is expected to increase further due to the introduction

of separate IMO requirements to burn low sulphur fuel. This is already the industry's largest variable operating cost, typically now amounting, over a ship's life, to about three times the capital cost of the ship itself.

"The recent impasse at IMO on making further progress is due to difficulties unconnected with shipping and imported from the UNFCCC" explained ICS Secretary General, Peter Hinchliffe. "However, IMO is now confronted by the danger of unilateral action by the European Union which is already considering a draft Regulation on monitoring and reporting of ships' emissions which risks destroying the possibility of a global approach towards shipping and CO2."

ICS's main objection to the draft EU Regulation (as currently proposed by the European Commission) is not so much with the objective as with the timing and the level of detail which it contains. If the EU measures on monitoring and reporting ships' CO2 emissions are adopted in advance of IMO developing its own global measure, it may be impossible to have a global regime that will be compatible with the EU approach. "Unless the EU expects the rest of the world to follow its unilateral approach to the letter?" said Mr Hinchliffe.

If there is no uniform global regime on monitoring and reporting of CO2 emissions from ships it is difficult to see how IMO can develop other global measures on CO2 for shipping. "Quite a lot is therefore at stake" said Mr Hinchliffe.

The ICS submission, which has involved several weeks of negotiations between ICS member national shipowners' associations, is therefore intended to suggest a possible way forward so that IMO can demonstrate that it is indeed making progress to ensure that a global approach is maintained towards this critically important issue.

"We are a global industry requiring global rules," said Mr Hinchliffe. "Otherwise we have chaos and inefficiency."

ICS launches free guidance to Shipowners: The International Chamber of Shipping (ICS) has published new guidance for shipowners on how shipping companies and crews can implement an effective 'safety culture'.

The new ICS Guidelines, being distributed free of charge throughout the industry, were launched at a reception today, sponsored by ICS, for Governments attending the IMO Symposium on the Future of Ship Safety in London.

ICS Secretary General, Peter Hinchliffe, explained: "Our brochure is intended to provide some basic advice to companies on the successful implementation of an effective safety culture. This covers the vital need for all concerned, at sea and ashore, to understand the relationship between unsafe acts and serious incidents that may result with loss of life. In particular our brochure emphasises the need to change behaviour and to avoid negative attitudes and complacency."

The new ICS brochure explains that there are three essential components to developing a safety culture: commitment from the top, measuring performance, and then modifying behaviour. The brochure also stresses the importance of accident and 'near miss' reporting, and the establishment of a 'just culture' approach whereby shipping company personnel are encouraged to provide essential safety related information whenever something might have gone wrong, but without fear of punishment.

Peter Hinchliffe added: "Repeated analysis demonstrates that serious accidents in shipping are nearly always due to a failure to follow established procedures. Our goal is to ensure that all company personnel believe in safety, think safety and are committed to safety. Hopefully our new brochure will contribute to this objective."

Shipping Associations slam Suez Canal toll hikes: The Round Table of international shipping associations has protested against the third consecutive annual increases in Suez Canal tolls, saying carriers are "dismayed" by steep hikes with a short notice period.

Having raised tolls by 3% in 2012 and 5% in 2013, the Suez Canal Authority announced in early February that transit fees would be increased by more than 4% for vessels larger than 20,000 dwt in the dry bulk and energy sectors from May.



In response, the International Chamber of Shipping, BIMCO, Intertanko and Intercargo have written to the SCA chairman, Vice-Admiral Mohab Mohamed Hussien Mameesh, to express their discomfort in having to pay more fees and bear higher expenses at a time of macroeconomic uncertainty.

"The shipping industry is once again dismayed both by the quantum of the increases, and by the SCA's continued insistence on imposing a short notice period of only three months before toll increases are to be implemented," ICS secretary-general Peter Hinchliffe wrote on behalf of the Round Table.

"Circumstances for owners and operators using the Suez Canal for transit remain very challenging.

"The global economic crisis shows little sign of ending, with most commentators agreeing that no recovery will be seen in 2014 as demand continues to struggle in an oversupplied market."

Mr Hinchliffe said ship operators "have no chance to plan ahead to share the cost increases with their customers" given just three months' notice.

Coupled with the challenge of piracy in the western Indian Ocean, the toll increases could drive more operators to take the "longer but safer" route around the Cape of Good Hope, Mr Hinchliffe said.

The ICS issued similar warnings when the SCA hiked fees last year, though the increases were maintained.

Drydocks World, Maritime World and the Suez Canal Authority discuss future cooperation:

Drydocks World and Maritime World, the leading global service provider of marine and maritime diverse sectors, received high-level delegation from the Suez Canal Authority, chaired by H.E Admiral Mohab Mohamed Hussien Mameesh, Chairman & Managing Director of the Suez Canal Authority, the delegation included Eng. Nader Abbas Mohamed Fors, Board Member & Shipyards Director and Eng. Ahmed Mohammed Elmanakhly, Board Member & Transit Director.

They were received by HE Khamis Juma Buamim, Chairman of Drydocks World and Maritime World and senior executives of the Group.

HE Khamis Juma Buamim welcomed the delegation and said: "We welcome H.E Admiral Mameesh and the accompanying delegation to their second home the United Arab Emirates. The relationship between Egypt and the UAE is brotherly and historical in all areas. We always take pride in Egypt and what it has provided the global maritime industry.

The Suez Canal is the most important water canal for trade and global economics and it provides services and sea lane security to and from the West and the East, and the most used



water canal for shipping route in the world. It supports the maritime sector through the provision of savings in time, fuel consumption, transportation cost and the operation of ships. The Suez Canal Authority is well known for its support for the growth of the maritime industry and shipping in Egypt. We are ready to share our experiences and abilities and go into the field of future cooperation in this regard, as the historical value and future potential of the canal is enormous, and we have no doubt that the upgrade and development of the Suez Canal zone will benefit from Dubai's experience in this area and creates jobs and exceptional investments for Egypt."

H.E. Buamim gave a detailed explanation on the existing plans and future business in Drydocks World and Dubai Maritime City, adding that the leadership of Dubai supports the marine industry, which in turn enhances the prestige maritime sector and its global significance. Dubai has a spirit of challenge and unhindered positivity, which is embodied under the approach of "we can achieve and progress."

In turn, H.E Admiral Mameesh praised the extraordinary excellent relations between the UAE and Egypt and the deep appreciation of the Government and people of Egypt for the honorable and brotherly stand of the UAE government and people. He stressed the important role played by the UAE in

general and Dubai in particular and its leading experience in the promotion and development of the marine industry. Dubai has an incredible culture and maritime rich heritage which makes us look to Dubai experience as an important factor in what we plan to do, in particularly the development, modernization and conversion of the canal. Admiral Mameesh expressed his admiration of the potential and recent development of maritime industries and clusters in Dubai, which underlines our ambition to learn and gain from the knowhow, knowledge and best practices propagated at Drydocks World and Dubai Maritime City and explore future opportunities for cooperation between the two countries in the marine and maritime sector.

H.E Admiral Mameesh highlighted the existing opportunities and possibilities in the Canal Zone from North to South and the future master plans.

This was followed by discussion on international and regional variables in the maritime sector, and ways to strengthen maritime cooperation and integration in order to strengthen the Suez Canal Authority new plans and future opportunities for cooperation between the two parties. The two sides agreed to develop cooperation and the formation of a working group to exchange experiences and discuss potential joint projects within the strategic plans for Suez Canal development.

Then the high-level delegation, accompanied by Eng / Ali Suwaidi , Vice President - BusinessDevelopment & Commercial at Drydocks World, and Dr. / Markus Johannes Voege, Vice President - Operations and Production toured the facilities of Dubai Maritime City and Drydocks World, where the delegation expressed delight at the visit and showed surprise at the tremendous possibilities, services and the extraordinary global projects being implemented in Dubai for the world.

The Shipping Industry must continue to take reasonable security measures through the Suez Canal:

Shipowners and Charterers should continue to take normal precautionary security measures when transiting through the Suez Canal, said Andrew Varney, Managing Director Port2Port Maritime Security in a recent webcast discussion: "Is the Suez Canal Safe for Shipping?" with the US Journal of Commerce.

With Egypt receiving in excess of \$5bn from vessels transiting the canal, and the waterway providing obvious cost savings in transit times, Andrew said that, "The security of the Suez Canal is paramount and clearly something to safeguard. The risks to transiting the canal are manifest - political instability, physical attack, or commercial uncertainty - where in places the canal is only 150m wide and 24m deep and should a vessel be disabled or sunk, it would block this vital seaway for at least two weeks."

With the brazen RPG attack on the Cosco Asia in September this year, this clearly demonstrates how susceptible vessels are to rocket and small arms fire. And with another incident occurring only recently where approximately 35 Egyptian policemen were wounded when a car blew up near their base in the Suez Canal city of Ismailia, insecurity and instability remains in the region.

Militants firing RPG at ship in Suez Canal:

The video clip shows two militants firing rocket-propelled grenades at a container ship as it passed through the Suez Canal in the eastern Sinai. The video carries a logo featuring

a black Islamist flag and the name of the "al-Firqan Brigade". The two men, dressed in civilian clothes, fire RPGs into the side of the ship, where they explode.

The ship carries the name "COSCO" on its side and appears to match pictures of the reported target of the attack, the Panamanian-registered Cosco Asia. An army source said on Thursday that security officials were "sure that the operation was a random operation that is not backed by an organisation".

The incident had minimal effect on the ship or on canal traffic. Any major assault on the canal would hurt Egypt's economy, which depends heavily on revenue from the 192-kilometres (120 mile) waterway, the quickest sea route between Asia and Europe.

After the canal attack, the army said three people had been arrested for firing machine guns at the ship. The head of the Canal Authority, Mohab Memish, later said an RPG had been used. Militant attacks on security forces in the nearby lawless North Sinai region have been on the rise since the army ousted Egypt's first freely elected president, Islamist Mohamed Mursi, on July 3 after weeks of mass protests against his rule.



He continued to state how a closure of the canal might affect the Shipping Industry financially, specifically with the effect on Maritime Contracts. "A central concern would be the frustration of existing shipping and charter party contracts, and whether a closure of the Suez Canal would indeed render those contracts unable to be performed. US and UK courts have routinely held that where vessels are not trapped, but merely required to seek an alternate route around the Suez Canal, the charter party will not be frustrated and the ship-owner might be required to perform the contract."

The current situation in Egypt does not presently involve hostilities with other nations, a key factor in past closings of the canal. As such, breakdown clauses, exceptions clauses, and war clauses in charter parties would likely not relieve performance under the charter. The onus is still very much upon both the Ship-owner to manage the risks to the vessel, but also the Egyptian Government to maintain a safe transit corridor. Private Armed Security cannot be used in the Canal, moreover, unarmed advisors can and are being used in an advisory role should an incident occur.

The Private Security Industry stands ready to assist clients operating in the area, but only within National and International legal frameworks. Andrew Varney concluded, "The Suez Canal remains a high risk area, where it is in everyone's interests to safeguard vessels and seafarers, however the continued instability is a worry where Ship owners and Charterers should take all reasonable steps to mitigate the risks to transiting this key shipping lane."

Egypt Suez Canal Master Plan to be finalised in nine months:

Egypt has invited 14 consortia to bid for a chance to say how they would develop the Suez Canal area, officials said on Monday, aiming to attract more ships and revenue to shore up the country's finances.

The Suez Canal is the fastest shipping route between Europe and Asia and brings in around \$5 billion a year, a source of hard currency whose importance has risen since a popular uprising in 2011 scared off tourists and foreign investors.

"We must move dynamically ... Investors must find service here at an international level because if they do not find it here they will go some place else," Mohab Memish, head of the Suez Canal Authority, said at a press conference in Ismailiya.

Egypt wants to turn 76,000 square kilometres (29,000 square miles) around the canal into an international industrial and logistics hub, reviving economic development after more than three years of economic and political turmoil.

The approved consortia will be able to buy bidding documents from Jan. 8-23. A winning consortium will be selected in the next three months and will have a further 6 months to come up with a master plan, Memish said.

Egypt's Interim Prime Minister Hazem el-Beblawi said the master plan will be presented to the cabinet within nine months.

In November Egypt will host an international conference for investors and in early 2015 infrastructure work on the project will begin, Memish said.

Gulf allies Saudi Arabia, the United Arab Emirates and Kuwait came to Egypt's aid by pledging a combined \$12 billion after the army, prompted by mass protests, overthrew the country's first elected leader Mohamed Mursi in July.

But Egypt is in dire need of longer-term development to generate revenues and tackle youth unemployment, estimated at over 20 percent.

The Suez Canal project was a main feature in the campaigns of the most prominent candidates in the 2012 election. It was adopted by the Mursi administration but opposition groups accused him of attempting to seize and sell public land to foreign countries.

Memish said the project would be put to the public for national discussion before it is adopted.

Indian Navy joins search for missing Malaysian plane in the Malacca Straits:

KOLKATA: Ships of the Indian Navy that are on patrol in the Malacca Straits are participating in Search and Rescue (SAR) operations for Malaysia Airlines Flight 370 that has been missing since Saturday with 239 people on board.

Those tracking the aircraft have said that it disappeared over the Malacca Straits while attempting to fly back to Kuala Lumpur from where it took off for Beijing.

The Indian Navy's satellite Rukmini or GSAT-7 has also been activated to try and pick up any clue that may lead investigators to the missing Boeing 777-200 aircraft.

"Indian Navy ships are on routine patrol in the Malacca Straits. Our ships carry out coordinated anti-piracy patrols with the navies of countries like Indonesia and Malaysia. As per the laws of the sea, it is only natural that our vessels will participate in the SAR operations. The ships that have heli-components will

use the aircraft for the operations. Though several navies patrol the busy shipping lines passing through the Malacca Straits, India has a strong presence there," an official said.

The Navy believes that this will also be a good opportunity to try out the Rukmini satellite, which became operational in 2013 and has put up a commendable performance during exercises.

During the recently concluded Theatre-level Readiness and Operational Exercise (Tropex) in the Bay of Bengal, Rukmini was able to network about 60 ships and 75 aircraft seamlessly. The intention of the Indian Navy is to use this geostationary naval communication and surveillance satellite to cover activities up to the Malacca Straits in the east and the Hormuz Strait to the west. Rukmini has a nearly 2,000 nautical mile 'footprint' over the Indian Ocean Region, another official said.

"There is no competition involved but this is certainly a challenge. SAR operations are a crucial part of any navy's duties, particularly if it wishes to achieve 'blue-water' status. In fact, SAR operations was the highlight of Milan 2014, the exercise organized by the Indian Navy at Port Blair in February this year in which several navies from the Indian Ocean and Pacific Ocean regions participated," the official added.

BIMCO Reflections 2014: Critical issues faced by the Shipping Industry: BIMCO on 8th January published its Reflections 2014, a short and accessible analysis including its clear views on the critical issues faced by the shipping industry today and in the coming years.

Not least, the steady improvement of the global economy is bettering the outlook for shipping, as demand goes up and fleet expansion growth cools off, the market fundamentals are expected to improve across the board. Windows of sustainable earnings are likely to occur more often going forward.

But the regulatory burdens, notably those seeking to address environmental pressures, remain major challenges to the industry's cost base at a time when resources are limited. This includes massive challenges on sulphur limits, ship efficiency, ballast water treatment and NOx regulation.

Reflections 2014 also takes a closer look at maritime security, noting that the greatest emphasis is upon the scourge of piracy, but also stresses that there remain many other strands to maritime security e.g. the combating of narcotics and terrorism. The piracy situation is dynamic, and despite attacks in the Gulf of Aden and Somali basin dwindling the situation could reverse and the shipping industry must not drop its guard.

BIMCO's traditional lead in the world of standard contracts and clauses remains strong along with its ability to respond fast and effectively to documentary demands. The Documentary Committee has been very busy throughout 2013 and has a very full agenda looking forward.

In his accompanying message to Reflections 2014, BIMCO President John Denholm says: "a worrying amount of ordering is taking place, adding tonnage to an already excessive world fleet. This will delay a return to a balance between supply and demand and hence the long awaited market recovery. To add insult to injury, the ever increasing regulatory requirements impose significant costs on our industry at a time when it can ill afford them."

Ship glut burdens LNG tanker market, slashes profits: Deliveries of new gas tankers have created a glut that is threatening to tip some operators into



losses, just as other shipping markets emerge from their worst downturn in decades.

The liquefied natural gas (LNG) tanker market was until recently the only bright spot in an otherwise depressed freight industry. A global surge in the demand for gas, led by Japan in 2011, boosted trade, tied vessels to longer routes and drove rental rates to record highs.

But the 119 new carriers ordered from 2011 will have expanded the fleet by over 30 percent by end-2017. As tankers leave the shipyards, delays in construction of new LNG export plants and erratic global gas output have curtailed demand for them.

Earnings have halved to around \$70,000 per day over the past year, leaving only a thin profit margin. Owners that relied on financing to buy new vessels may be barely covering their debt payments.

"Some of the highly leveraged owners dependent on spot or short-term business will be close to their breakeven costs at current rates," Erik Stavseth of Arctic Securities said.

Industry analysts warn of a still deeper slump ahead as attempts by owners to delay deliveries of new vessels could result in a surge of additional capacity by year-end.

Thirty-two vessels were delivered to the global fleet this year, and another 63 are expected over the next two years.

"It is generally accepted that day-rates are not going back to 2011-2012 levels this year as there are just too many vessels available in the market," said Jon Skule Storheill, chief executive of Norwegian ship owner Awilco LNG.

"We need to see more LNG volumes on the water as well as some older vessels disappear first," he added.

Golar LNG described the market as very challenging in February due to growing supply and lacklustre LNG output.

SCRAPPING

The lower returns are putting pressure on ageing vessels, known as Old Ladies, to retire, given their higher costs for maintenance, upkeep and fuel.

Data from maritime analysis firm VesselsValue.com showed that 13 LNG tankers have been scrapped since 2010. Another 42, which are 30 years or older, are candidates for scrapping, Stavseth said.

The oldest LNG tankers now in the fleet - the 1969-built SCF Arctic and SCF Polar - are to be sold for scrap by Russian owner Sovcomflot Group this year once their charters with Spain's Gas Natural Fenosa expire.

Norway's Hoegh LNG has sent its Norman Lady, a 1973-built

vessel, to a Chinese scrap yard, where the metal will be stripped and resold.

Peter Sand, chief shipping analyst with trade association BIMCO, said the ships scrapped were mainly smaller LNG carriers.

"LNG vessels live a very long life," he said.

"For fundamental oversupply to crumble into dust, we need at least two to three years of strong demand growth to counterbalance the recent contraction."

FRAGILE RECOVERY

In contrast, rates are rising for crude and oil products tankers and for the dry freight market after over five years of depressed conditions.

"Most shipping markets, with the exception of LNG, are in the early stage of a cyclical revival as fleet growth falls below trend for the next several years, while a stronger global economy revives growth in tonnage demand," RS Platou Markets said in a report.

Ship owners in those segments ordered large numbers of vessels between 2007 and 2009, just as the global economy sank into its biggest crisis since the 1930s. It usually takes three years for a vessel to be delivered after it is ordered.

"The pace of new deliveries is slowing down sharply, with only a handful of crude tankers delivered in both Q4 last year and the year-to-date in 2014," Pareto Securities said.



"We believe this will continue in 2014 and 2015, with many cancellations and delays on the ghost ships currently dominating the order books."

DNV GL Releases Subsea Power Cable Guideline

DNV GL, the world's largest resource of independent energy experts, today announced the launch of its guideline "Subsea power cables in shallow water renewable energy applications" (DNV-RP-J301), which provides a comprehensive review of subsea power cable practice and advice for managing the risk commonly associated with the cables.

The recommended practice, which is free to download from www.dnvgl.com/rules-standards/default.aspx#2, is the most comprehensive of its type in the industry.

- Technical guideline covers entire lifecycle of subsea power cables, from concept development to decommissioning, and is a comprehensive resource of project guidance

- Many existing offshore wind farms have faced subsea power cable problems caused by underestimation of complexities and interrelationships

- Guideline will become essential tool for stakeholders involved in renewable energy projects, improving safety and lowering costs for the wind industry.

Problems with subsea cables have affected many offshore wind farms and damage to cables has been identified as a major insurance risk for the offshore wind industry. Cable related problems are costly and most often arise from inadequate risk identification, lack of planning, sub-standard design and deficiencies in how procedures are applied. To date, cabling failures have cost millions of euros in delays and numerous legal disputes.

In order to address these problems, a guideline was developed by the Joint Industry Project (JIP) known as 'CableRisk', which was established in August 2012 by DNV GL and 15 partner organisations, including:

- Bohlen & Doyen
- Boskalis Offshore
- DONG Energy
- Electrabel GDF SUEZ
- Iberdrola
- Inch Cape (EDPR, Repsol)
- JDR Cable Systems
- Norddeutsche Seekabelwerke
- Offshore Marine Management
- Siem Offshore Contractors
- Tekmar Energy
- Tideway Offshore Solutions
- Van Oord Offshore Wind Projects
- VSMC

The subsea power cable guideline is a comprehensive technical guide that covers all project phases of subsea cable projects. It applies to the entire length of the cable and its surroundings including assessment of project conditions, planning and execution of works as well as asset management. Important sections of the 145-pages document cover design of the physical interfaces at offshore units and in the landfall area.

Thomas Boehme, Principal Engineer with DNV GL and Project Manager for the JIP commented: "The guideline that we've developed under the 'CableRisk' project is an important step in the right direction to address design questions and manage risks surrounding subsea power cables. Major themes of the guideline are improvement of communication between stakeholders, clarification of what is required and pointing to possible solutions without limiting the options for implementation."

Kim Mørk, Vice President and Global Technical Manager, DNV GL Renewables Certification and project sponsor for the JIP added: "The guideline will benefit the entire offshore wind industry, from developers and contractors through to owners and operators. Working with subject experts as part of 'CableRisk' has enabled us to develop a detailed and credible document, which will provide the industry with crucial insight into this often underestimated part of offshore wind development."

DNV GL Launches Six Scientific Reports On Sustainability:

DNV GL kicked off its 150th anniversary year with an event in Singapore for more than 500 customers, employees and stakeholders, together exploring insights and actions necessary to achieve its vision of 'global impact for a safe and sustainable future'.

Can the shipping industry cut fatality rates by 90 per cent? Why should business help society build resilience to the effects of climate change that we can no longer avoid? Could cutting-edge floating offshore wind technology enable energy-challenged countries to provide clean and affordable power to their societies?

These are the types of questions that DNV GL has been tackling in a year-long scientific initiative to explore how to achieve its vision of global impact for a safe and sustainable future. Today, DNV GL President and CEO Henrik O. Madsen, IPCC Chairman Rajendra Pachauri and a group of next generation leaders drawn from across DNV GL's global organisation met with customers and stakeholders to explore the initiative's initial findings.

The initiative marked a double milestone: DNV's 150th anniversary and DNV GL's first year as a merged company. The focus is on six sustainability themes for the future:

1. Safe and sustainable future
2. From technology to transformation
3. The future of shipping
4. Electrifying the future
5. Arctic: the next risk frontier
6. Adaptation to a changing climate

Dr Henrik O. Madsen, President and CEO of DNV GL, said that the themes reflect the company's aim to take a broader view of the relationship between technology, business and society. "I hope that we can use the findings of the themes, as well as the momentum of our 2014 celebrations, to engage a wide range of stakeholders in a forward-leaning discussion. With an eye on the bigger picture, we want to guide our customers in making the right choices for the business, the lives they touch and the communities in which they exist. We want to make a difference."

Bjørn K. Haugland, DNV GL's chief sustainability officer and responsible overall for the development of the six themes, adds: "It is my aspiration that we will use this conversation to inspire in three directions. Firstly, to engage the young generation. Secondly, to encourage leaders in business and politics to take the lead instead of maintaining the status quo. And thirdly, to promote collaboration among all partners and stakeholders, which is key to solving the systems challenge that a safe and sustainable future represents. It's an exciting road ahead, a road paved with opportunities."

DNV GL launches extraordinary innovation project:

Phased-out tank ships are part of a solution that can provide much needed clean water for coastal cities according to a DNV GL research project. "Transforming ships into offshore treatment plants for waste water is a radical new way of approaching global water scarcity," says Bjørn K. Haugland DNV GL Group Chief Sustainability Officer.

Sigmund Larsen, CEO of tech start-up EnviroNor, approached DNV GL CEO Henrik O. Madsen with the idea of converting "old



tankers" into floating treatment plants in April 2013. Madsen saw the same opportunities and set up a project group to look into this. Ten months on and the project is ready for its pilot run. "We have to think differently if we want to solve the global challenges related to water supply and pollution from discharge of untreated wastewater," Larsen says.

"There are many problems and the challenges are large and global. The concept of mobile treatment plants may help to ease this situation in some locations," says Haugland who points out that by combining known technologies in a new way, a floating wastewater treatment plant can be tailor-made to the specific location and its water needs. Converting a tanker for this purpose can add 20 years to its life cycle.

"Ships from super tankers to river barges can be converted to provide dry coastal cities with much needed clean water for irrigation, industry purposes and even providing safe drinking water for humans", says Haugland and adds, "By converting, for example, a 15 year old product tanker we can treat the waste water from a city of 250.000 inhabitants."

Support from World Wildlife Fund and Red Cross

"It's hugely exciting that there is creative thinking about new solutions to help resolve a global problem. If we can treat water for irrigation and industry, that relieves the pressure on the drinking water resources," says Nina Jensen CEO of the WWF Norway who together with the Norwegian Red Cross supports the program. "Large-scale reuse of water is essential to a sustainable future. A solution that also reuses phased out ships is spot on environmentally," she says.

Commenting on the project, Tørris Jaeger, head of the International division of the Norwegian Red Cross says, "In our view, the treatment concepts have two sides: they may produce more clean drinking water and they may mean that we see less polluted water in local environments. Polluted water reduces people's resistance to diseases and thus leads to more illnesses."

Nina Jensen also looks on mobile water-treatment plants as something relevant for emergency help. She challenges the shipping industry and Norwegian government to realise the technology. Such a mobile treatment plant could be an important contribution to increase the access to clean water in connection with acute needs or to stabilise the situation in conflict areas.

"In countries like China, where the drinking water in many areas is a scarce resource, barges can go up shallow rivers and treat

river water into drinking water on location," says DNV GL project manager Petter Andersen, who says the solution is "cost effective, mobile, and when faced with acute needs, much quicker to build than an onshore plant."

Opportunities in water

Aqua Recovery is a part of the DNV GL Extraordinary Innovation program, which allows selected international project teams to explore a specific field of technology or develop a defined service to be tested in the marketplace.

"We have been looking for an opportunity to help solve the enormous global water challenges due to urbanization and population growth and, together with our partners EnviroNor, the WFF and Red Cross, we want to bring more knowledge and concrete solutions to the market. We have reason to believe that the Aqua Recovery concept is both feasible and profitable," says Bjørn K. Haugland.

As part of the Aqua Recovery innovation project, three solutions are being developed:

1. The Reliever: a ship that can help to treat waste, for example while a land-based plant is being modified, expanded or repaired. Typical need: a slightly developed country with a shortage of water and unsatisfactory treatment capacity.

2. The Changemaker: a more or less permanent treatment plant that takes grey water and polluted industrial effluents and treats them enough for them to be used for watering and manufacturing purposes. This allows more water for drinking. Typical need: the Mediterranean.

3. The Water Factory: slightly polluted river water is treated so that it has drinking water quality. Typical need: rivers in China and other densely populated places where drinking water is in short supply.

DNV GL takes the lead on Research and Innovation:

DNV GL has become the world's leading ship and offshore classification society, with a 24 per cent market share of the world's classed ships and mobile offshore units measured in gross tonnage. The group combines two major innovation clusters and will continue to invest five per cent of its annual revenue in R&D, including long-term, strategic research.

"Both companies have long traditions of collaborating with the industry to find solutions to technological, regulatory and operational challenges," says Remi Eriksen, DNV GL Executive Vice President & COO. "Now, with strong hubs of expertise in both Hamburg and Oslo, we will be a driving force for innovation in the industry. We aim to improve safety by developing new knowledge and insight into the technical and operational challenges faced by our customers. We will invest in research and development and innovate together with our customers, advancing technology to new levels and enabling our customers to become safer, smarter and greener."

Mr Eriksen sees a need for an increased focus on technology to support reliability and efficiency improvements in the offshore industry as it moves into deeper, harsher environments with a growing number of subsea installations. Owners of offshore support vessels are already responding to the challenges, with improvements in their ships' overall system reliability and in particular in the man-machine interface and position-keeping arrangements. Now, over 85 per cent of PSVs built to DNV GL class have electric drives. These vessels are moving from simple

propulsion systems to complex, advanced technologies, including hybrid propulsion combinations, to achieve further fuel savings and safer operations.

"As a leading provider of marine warranty, technical assurance and risk management services to the oil and gas industry and of expert services relating to renewable power and power transmission, we look forward to further meeting the industry's need for safer, smarter and greener technologies," says Mr Eriksen.

In the cargo sector, DNV GL has extended its relationship with SDARI in the design of a second Green Dolphin bulk carrier. The 575 Handymax Green Dolphin builds on the success of the Handysize Green Dolphin 38, for which more than 80 orders and optional contracts have been placed at different Chinese yards.

The work undertaken on the new design includes resistance calculations and model testing of the influence waves will have on ship speed and fuel consumption. The calculations were performed using DNV GL's in-house software tools and have enabled the hull to be designed to suit realistic sailing conditions.

"The design is energy efficient, reliable, flexible and able to meet both current and future environmental regulations," says Mr Eriksen. "Importantly, it uses technologies that are available today and is ready to meet the challenging market conditions that ship owners are facing right now as well as those they will face in the coming years.

"With 16,000 employees across 300 sites in more than 100 countries, DNV GL's commitment to listen to customers is stronger than ever," says Mr Eriksen. "Together, we must meet the challenges of the day, but we must also work strategically to deliver transformative technology and solutions that will lead to a safer and more sustainable future. DNV GL's expertise and commitment to these goals is second to none."

New guideline for oil-sea interfaces: DNV GL makes EAL service available:

DNV GL has responded to regulations mandating the use in US waters of environmentally friendly and quickly degradable lubricants in any interfaces where oil can be discharged into the water with a new service designed to smooth adherence to the new requirements. The EAL Report Service helps ship operators to meet with the new rules without the need for extensive outlays, and provides valuable feedback on areas of concern.

The "Vessel General Permit" (VGP) framework, which came into effect in December 2013 stipulates that biologically degradable oils, or "Environmentally Acceptable Lubricants" (EAL), must be used at all oil to sea interfaces, where technically feasible. All ships with a total length of 24 meters or more that enter US waters must observe the new environmental standard.

Numerous components in the underwater area of a ship are impacted by the new rules. This includes the stern tube seal, as well as mechanical components in the propeller, bow thrusters, the rudder shaft, as well as other underwater equipment.

"A number of questions arise here for ship operators," says Dr Jörg Lampe, Risk & Safety, Systems Engineering at DNV GL. "Which lubricants are allowed to be used and are there technical challenges involved in switching to them? For example, the stern tube seal, as the largest connecting piece between propeller

and stern of the ship, need not be exchanged before the next planned dry dock as this is not technically feasible."

In order to be able to adhere to the VGP 2013, proper documentation on board is also required. DNV GL is making a Reporting Service available that includes the issuing of an EAL Factual Statement of Compliance in order to fulfil the EAL requirements required of ship operators. "We have received positive feedback from the US EPA agency and the Coast Guard on our new service," Dr Jörg Lampe explains. "Thanks to our global expert network we are also in the position of being able to offer an efficient and reliable service that makes it easier for ship operators to comply with the new regulations and to correctly create the reports due at the end of the year."

Additionally, DNV GL offers consulting services for sealant materials, such as those in older stern tubes still in use, for example.

Entry into Force of the Maritime Labour Convention, 2006:

The International Labour Organization (ILO) adopted the MLC (http://www.ilo.org/global/standards/maritime-labour-convention/WCMS_090250/lang-en/index.htm) on 23 February 2006. Following ratification of the Convention by the thirtieth State on 20 August 2012, the Convention will enter into force internationally on 20 August 2013. As of 27 February 2013, thirty five States have now ratified the Convention. A list of those States that have ratified the MLC can be found at: http://www.ilo.org/dyn/normlex/en/f?p=1000:11300:0::NO::P11300_INSTRUMENT_ID:312331

The MLC provides a set of comprehensive rights and protection at work for seafarers and aims to achieve minimum on board working conditions covering a wide range of matters, including working hours, health and safety, crew accommodation, seafarers' welfare and seafarers' contractual arrangements. The new labour standards contained in the Convention consolidate and update more than 68 international labour standards related to the maritime sector adopted over the last 80 years.

The MLC requires owners to submit a Declaration of Maritime Labour Compliance (DMLC) to their Flag State, which must be a State Party to the Convention. The Flag State will then issue an MLC certificate to ships flying their flag which should be posted on-board in a conspicuous place that is accessible to seafarers.

Financial Security for Repatriation of Seafarers and Death or Long Term Disability of Seafarers

The MLC also provides that States Parties shall ensure that seafarers¹ on vessels flying their flag are entitled to:

a) repatriation, including repatriation in cases of a shipowner's insolvency (effectively abandonment) and for which financial security should be in place, and

b) compensation in the event of death or long term disability due to an occupational injury, illness or hazard as set out in national law, the seafarer's employment agreement or collective agreement and for which financial security must be in place.

Ships flying the flag of a State Party to the MLC will therefore need to have evidence that financial security is in place to ensure compliance with (a) and (b) above.

The MLC also provides that seafarers are entitled to unemployment compensation resulting from a ship's loss or

foundering for each day the seafarer remains unemployed, although there is no requirement to have financial security in place. The total sum of such compensation may be limited to two months wages.

Claims for repatriation following illness or injury and claims under (b) above have generally been covered in the past under a Member's P&I Club entry for standard P&I cover subject to the Club Rules, save for repatriation in cases of insolvency. In order to assist owners in complying with these financial security requirements, all thirteen International Group (IG) Clubs have agreed to extend the scope of standard P&I cover to include repatriation in cases of insolvency and in other circumstances listed in the MLC where seafarers should be entitled to repatriation (as contained in Guideline B2.5.1 of the MLC).

These changes to the scope of Club cover will take effect in advance of the entry into force of the Convention on 20 August 2013.

Evidence of Financial Security

The term "financial security" is not defined in the Convention.

The MLC does not require "blue cards" in the form that are provided for the purposes of the 1992 CLC and 2001 Bunkers Convention, and does not impose a right of direct action against the provider of financial security. However each individual State can determine the precise form of financial security in its legislation implementing the Convention, and some form of evidence (such as proof that adequate insurance is in place) is likely to be required to satisfy the requirement of financial security for claims under (a) and (b) above.

The IG will liaise with each State Party to the Convention to determine whether they will accept an IG Club issued certificate of entry, in the form already issued at 20th February 2013 renewal, as evidence of compliance with the MLC financial security provisions, on the basis that Members' cover includes crew risks

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The initial indications from those States already contacted are that an IG Club issued certificate of entry will be sufficient evidence of compliance where the Member's cover includes crew risks.

The IG will continue to liaise with States Parties to the MLC and a further update to Members will be provided closer to the entry into force of the Convention.

All Clubs in the International Group have issued similar Circulars.

At least 42 African migrants drown in Arabian Sea off Yemeni Coast - Defence Ministry:

At least 42 illegal African migrants drowned in the Arabian Sea off the southern coast of Yemen late on Sunday, the defence ministry said on its website.

The ministry's September 26 website quoted a local official in Shabwa province as saying the migrants drowned off the coastal town of Bir Ali. A naval patrol managed to rescue 30 other migrants, the source said, and were taking them to a refugee camp in the town of Mayfaa.

African migrants often use unseaworthy boats to try to reach Yemen, seen as a gateway to wealthier parts of the Middle East and the West. Hundreds of migrants have died at sea.

The International Organisation for Migration said in December that more than 7,000 migrants have perished at sea or while crossing deserts trying to reach a safe haven in 2013, believed to be the deadliest year on record.

Of those figures, some 2,000-5,000 Africans are thought to have lost their lives while crossing the Sinai peninsula to Israel and the Gulf of Aden to reach Yemen, although no firm figures were available, the IOM said.

A third of Seafarers are burdened by Admin tasks, Survey finds:

Seafarers feel they spend too much time on tasks they consider to be an administrative burden according to the findings of a study by the Danish Maritime Authority, supported by InterManager, the international trade association for ship and crew managers.

A comprehensive survey of international seafarers revealed that a third of all nationalities are annoyed or frustrated by administrative burdens in the maritime sector. These burdens stem from what the seafarers consider to be unnecessary repetition of tasks and demands for too much paperwork and documentation to be handled.

The study also concludes that there is a "significant potential to relocate time to more fruitful tasks" to increase efficiency and quality.

The study, which surveyed almost 2,000 anonymous seafarers from 59 different nationalities, asked 55 questions to understand the characteristics and perceptions of administrative burden and the different types of work-related activities perceived as administrative burdens among seafarers.

The survey concentrated on seven main areas of work: preparation of and participation in Port State Control, Flag State Control or Class inspections; vetting inspections; handling of International Vessel and Port Facility Security requirements (including paperwork and mandatory deck watch duties);



planning and executing exercises and drills; using and maintaining internal management systems (QSM, ISM etc); completion of journals (garbage, oil, deviation etc); and the completion of port and pre-arrival documents (such as crew and passenger lists, vessel stores, port calls, health declarations etc).

At least 50% of those responding - and sometimes as many as 79% - felt the tasks were repeated too often and required too much documentation and paperwork. The report concluded that "a lot of paperwork and documentation that is being produced on the job contributes little value to the work of the seafarers".

Port and pre-arrival documentation proved particularly problematic with many seafarers feeling a lot of the paperwork was superfluous. The report advised: "The qualitative comments from the seafarers give the general impression that the amount of necessary paperwork has exploded in recent years and in some cases taken time away from more urgent and meaningful tasks in terms of guaranteeing ship safety. Seafarers suggest easing the rigid control slightly and instead putting more focus on culture and competencies in order to effectively and meaningfully improve efficiency and safety on vessels."

The report states that "many seafarers are frustrated because they feel that the time usages are disproportionate to the gains of many of the tasks" and advises there is "a large potential to rationalise and/or digitalise at least some of the processes".

In addition, the report underlines the fact that "seafarers and shipowners" understand the rationale underlying most procedures and requirements even though these may lead to administrative burdens. They acknowledge that such procedures are not implemented with the aim of being a burden but that they in principle serve higher-end objectives like personal safety and environmental protection."

It points out there is scope for developing "work smart, easy-to-use" digital solutions to reduce paperwork and time consuming manual workflows, particularly in relation to port and pre-arrival procedures. In addition the report recommends a revived focus on seamanship and safety culture with a view to reducing the number of procedures and burdens and advises of a potential for increased co-operation and dialogue between stakeholders in all areas of the maritime sector.

InterManager Secretary General, Captain Kuba Szymanski, said: "InterManager members and their crews were happy to take part in this important survey. The amount of time seafarers report they are spending on administrative tasks is eye-opening and we welcome the report's suggestion for further investigation into how these requirements can be better complied with to enable smarter working."



One killed in accident at Indian Nuclear Submarine building yard: One worker was killed and two injured in an accident at shipyard building a nuclear submarine in Visakhapatnam in southern India on Saturday evening, the third fatal navy related accident in a month.

The accident took place outside the submarine during testing of a pressure tank at the facility meant for development of submarines, the Defence Research and Development Organisation said in a statement on Sunday.

"The submarines are safe and the accident does not adversely effect the project. An inquiry has been ordered," the statement added.

An Indian navy officer died on Friday from a gas leak during shipyard work on a new destroyer, just two weeks after a fatal submarine accident prompted the resignation of the country's naval chief.

The latest fatal accident follows a dockside blast in Mumbai that killed all 18 aboard another submarine last August, raising concerns over India's ageing fleet and crew training.

"Maritime Group" knows as to what we are, not forgetting that we are here to share our valued flow of thoughts, inter-changed with quality of expression exchanged, is to arrive at a QUALITY consensus, since "MARINE NEEDS A MULTI-DISCIPLINARY APPROACH - Do something instead of killing time or else, time will be killing you."

For all practical purposes, my e-mail ID would be:- chandranpeechulli@gmail.com, OR chandran.peechulli@yahoo.com



Attention Seafarers! TOLL FREE NUMBER

In case of Emergency seek Help, while in Indian waters / Indian EEZ, Contact: INDIAN COAST GUARD Dial City Code, followed by 1554.

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