

USCG Top 10 Deficiencies - Part II

As per Part I of the "USCG Top 10 Deficiencies" article that was issued in EST Newsletter issue 34, the USCG conducted an analysis of all deficiencies recorded while inspecting vessels in US WATERS. The purpose of this analysis was to identify the ten most common deficiencies to share with the owners /operators so problems can be rectified prior to scheduling the next Coast Guard examination. Below you may find the remaining 5 deficiencies, again, not listed in a specific order:

Lifeboat launching readiness

Operators need to realize the extent to which the inspector will need to see the lifeboat launching & recovery gear operated so that an appropriate number of crewmembers and/or contracted personnel can be available for the evolution. The most labor-intensive examination is the "110% weight test" required by 119.190(i)(5). Vessels with davit-launched lifeboats and rescue boats must undergo this exam every five years. Typically, the exam is scheduled for a time soon after the dry-docking is completed and the boat falls have been either end-for-ended or replaced: 199.190(i). Miscellaneous davit related items that are best corrected while the vessel is in the shipyard include worn rollers/wasted track, badly rusted gripes, bent/twisted hooks on both the falls and the gripes. Also noted is the wastage of the davit arms where the gripes make contact with them. If this is the case, owners should take advantage of the opportunity to weld chafing plates to the davits while the vessel is in the yard.

Lighting fixture

All light fixtures that may be subject to damage must have a guard or be made of high strength material. Light fixtures on the open weather deck, engine room, or other machinery space must be protected with guards. Light Fixtures located in spaces that contain flammable vapors must maintain protective guards as well as their vapor tight seals to prevent flammable vapor from entering the fixture. Lights in accommodation spaces are normally exempted from these requirements because they are not subject to damage. The majority of deficiencies relate to light fixtures are due to the guard. Additionally, 30% of the deficiencies are due to either a missing or damaged fixture. A "missing fixture" could be defined as an area of insufficient light.

Generators

Reality check for greener shipping

Source: BIMCO

It is the most economical and environmentally sound method of moving goods around the world, an essential mode of transport that feeds and fuels the world. So how come the shipping industry has suddenly been forced on the defensive, with ship operators struggling to keep the environmental debate sensible? Scarcely a day goes by without some new revelation about the shipping industry and the harm it is allegedly doing to human health. Even its technical triumphs are somehow turned against it, whether it is angry debates questioning the rationale of very large container ships - somehow becoming arguments against world trade, or a triumphant Arctic voyage being re-branded as a demonstration of global warming and melting icecaps. All the while, it gets more difficult for shipping to make its voice heard. On the grounds that if something is repeated sufficiently, it becomes truth, wildly exaggerated reports of the 'research' on the harm done to human health by emissions from marine diesels are repeated, each more sensational than the last.

Over 40% of all generator deficiencies indicate that the crew and / or shipyard personnel were either unavailable or unable to demonstrate proper operation of a generator. Since these demonstrations might have to include engine alarm shut-downs and an auto-start of the emergency diesel, qualified personnel have to be available for the inspector. Twenty percent of all generator deficiencies are due to water, oil or exhaust leakage; where any visible leakage will result in an "835" deficiency. Fuel lines must be double walled and free from leaks to prevent dripping from the lines onto the generator engine which has been the cause of numerous fires.

Fixed carbon dioxide

All piping controls, valves and alarms need to be checked for proper operation and 90% charge has to be verified. The pressure drop through cylinder connections may not exceed 150psi per minute, over a two minute period, while subjected to the 1,000 psi test pressure. Arrangements will usually have to be made for a contractor. Additional, all carbon dioxide cylinders must be retested every 12 years. If cylinders ever have to be discharged at a time when it has been more than five years since they were pressure tested, they must be retested before recharging.

Wiring materials and methods

Wires must be properly installed and connected in accordance with IEEE Std 45 sections 20 & 22 as well as IEC 92-3 and paragraph 8 of IEC 92-352. The use of temporary wiring where equipment must be hard wired is the most common finding (40%) and dead-end wires account for 18% of the inspection deficiencies. Insufficient mounting of cables as they run along bulkheads is also noteworthy. Operators can easily do a self-inspection prior to scheduling the exam. Make sure that all junction boxes have their covers in place.

General watertight integrity

A missing label (placard) on a bulkhead stop-valve is a deficiency, just as it is for an unlabelled sea suction or discharge valve. After a drydocking, operators should ensure that any labels that had to be removed by the shipyard are replaced before the inspection. If modifications were made that involved the removal of cables or pipes that ran through watertight bulkheads, ensure that the shipyard scaled the holes. Operators should inspect all weather deck tank vents, looking for rust-thru perforations, before going into the shipyard.

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The 'diesel death zone' around the ports where ships congregate could, according to US research, account for 87,000 premature deaths by 2012. The shipping industry, it is said, is 'in denial'; its institutions ineffective and too slow at countering this menace to world health and in the case of its CO2 emissions, to life on earth itself.

Somehow, the shipping industry has to ensure that its own essential operations, which are so closely bound up with global prosperity, are not prejudiced by ill-informed regulation driven by green politics. Shipping's representative organisations, and its principal regulator the IMO, have a huge responsibility here in explaining and defending the industry's position, calmly reiterating realities, to counter often ignorant and prejudiced arguments.

It is frequently suggested, usually by somebody with an axe to grind, that the shipping industry is doing nothing to mitigate atmospheric emissions from the world fleet, that its procedures are ponderous and that there is a brake being deliberately put on progress. Nothing could be further from the truth, and shipping, which is well aware of its environmental responsi-

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bilities, can point to important and spectacular progress in the reduction of emissions harmful to human health such as sulphur and nitrous oxides and particulates which emerge as waste products from the combustion process. International regulations are in place and a mechanism available which is already having an effect in Baltic and European waters.

There is no foot-dragging on this public demand for cleaner air, and shipping is already doing its bit, through the use of cleaner fuels, while developing technical and operational methods of mitigation. It has been suggested that the marine diesel, whose manufacturers have concentrated on producing the maximum power with the cheapest available fuel, is, in terms of efficiency and its emissions, in much the position of the automobile engine of some thirty years ago. Just as the modern car engine is far more efficient and cleaner than its 1970s predecessor, so there is plenty of scope for spectacular improvement, and the manufacturers of marine diesel engines are already well down this road. The better use of waste heat from marine machinery, employing it usefully on board ship rather than voiding it into the atmosphere, will be a feature of engines now coming into service. The employment of shore power for ships in port, the use of scrubbing equipment to clean exhaust gases and even the development of 'hybrid' harbour craft like tugs which produce little in the way of harmful emissions, are all alternatives that are either available, or being currently researched. To suggest an industry in denial, amid such activity, is unfair and ridiculous.

It is one thing to propose a local byelaw that, for instance, would require all ships trading to a single port to reduce their emissions unilaterally, however, suppose every port or coastal state in the world set its own criteria, establishing a mad patchwork of regulation that internationally trading ships were required, somehow to follow. It would be regulatory anarchy, which is why the unifying and essential work being done by the IMO needs to be empha-

sised and continued with the IMO remaining firmly in charge. International solutions for an essential worldwide industry are the sensible contrast to pointless unilateral and regional prescriptions.

The industry, when it can get a word in against the barrage of criticism from the ill-informed, points out that it has a vested interest in technical efficiency and that this can be hugely important in making shipping more sustainable, and in the reduction of greenhouse gases.

To take just one example, of a series of large containerships, these ships have slower running main engines, a better hull shape, bigger propeller and a waste heat recovery system which, between them, can reduce fuel consumption by nearly 23 %. There are roll-on, roll-off ships soon to be delivered which will burn liquefied natural gas in their engines; ferries and offshore craft in operation, already burning this clean fuel.

There is much that can be done with existing ships to reduce their environmental footprint. Keeping the hull clean, with better coatings, polishing the propeller regularly and optimising the draft and trim can be helpful. Keeping the engine properly tuned is a major contributor to the efficiencies which improve sustainability. Small improvements aggregate into something more significant. A ferry company found that by putting reflective film on its many large windows reduced demand on air-conditioning equipment, and heating in winter. Focusing on many small efficiencies makes a big difference.

Really substantial fuel savings and emission reductions can be made by operational, as opposed to mechanical, efficiencies. Ships can often be weather routed to avoid heavy weather or head winds. There is also a great deal of avoidable wasted effort in preventing ships undertaking their deep-sea passages at high speed, only to discover when they arrive that they will spend days at anchor awaiting a berth. A slower passage to coincide arrival with the commencement of cargo handling may be sometimes difficult to arrange, but offers real possibilities.

The shipping industry knows that it is important to reduce its emissions. But it also has the incentives, through efficiencies, to make spectacular progress. **It doesn't need to be harassed.**



Pirates Seize Asian Glory Ship With 10 Ukrainians Aboard In Indian Ocean

Source: Ukrainian News Agency



On January 2, pirates seized a British-flagged ship, m/v “Asian Glory” in Indian Ocean 600 miles off Somalia, its crew including ten Ukrainian citizens, reads a report made by the ministry of foreign affairs.

According to the report, apart from Ukrainians eight Bulgarian nationals, five Indian and two Romanian are also on board. A UK-based company Zodiac Maritime Agencies Ltd is the vessel's operator.

The report says Petro Poroshenko, the minister of foreign affairs, gave an instruction to the Ukrainian embassy in Britain to take all the necessary measures to find out circumstances of the incident, location of the seized vessel and contact with the ship-owner to monitor

further development of the situation.

As Ukrainian News earlier reported, pirates on November 29 seized a Panama-flagged ship Maran Centaurus, whose crew included two Ukrainians, in the Indian Ocean off the Somalia coast.

On November 5, pirates seized a Marshal Islands-flagged ship Delvina near the Seychelles with seven citizens of Ukraine among the crew-members.

PIRACY FACTS:

- ◆ There were 324 pirate attacks worldwide in the year 2009 until Oct. 20, with 37 vessels hijacked and 639 hostages taken. In the same period in 2008 there were 194 attacks, 36 ships hijacked and 631 hostages, according to the latest figures from the ICC International Maritime Bureau's Piracy Reporting Centre (IMB).
- ◆ Of the 324 incidents, attacks by Somali pirates in the Gulf of Aden and the east coast of Somalia numbered 174, with 35 vessels hijacked and 587 crew taken hostage.
- ◆ Nearly 20,000 ships pass through the Gulf of Aden each year, heading to and from the Suez Canal.

(Sources: Reuters/ECOTERRA International/International Maritime Bureau Piracy Reporting Centre/Lloyds List/Inquirer.net)



Sports - Football Standings

Global News

GREEK LEAGUE

Rnk.	Team	MP	Pts
1	Panathinaikos	16	41
2	Olympiacos	16	36
3	PAOK	16	31
4	Aris Saloniki	16	25
5	AEK Athina	16	24
6	Asteras Tripolis	16	23
7	AO Kavala	16	23
8	Panionios	16	22
9	Ergotelis	16	21
10	Atrromitos Athinon	16	19
11	Larissa	16	18
12	Iraklis	16	18
13	Xanthi	16	18
14	Levadiakos	16	15
14	PAS Giannena	16	15
16	Panthrakikos	16	2

POLAND LEAGUE

Rnk.	Team	MP	Pts
1	Wisla Kraków	17	40
2	Legia Warszawa	17	35
3	Lech Poznan	17	32
4	Ruch Chorzów	17	32
5	GKS Belchatów	17	28
6	Lechia Gdansk	17	26
7	Polonia Bytom	17	24
8	Slask Wroclaw	17	23
9	Cracovia Kraków	17	20
10	Jagiellonia Bialystok	17	16
11	GKS Piast Gliwice	17	16
12	Korona Kielce	17	15
13	Arka Gdynia	17	15
14	Polonia Warszawa	17	15
15	Zaglebie Lubin	17	14
16	Odra Wodzislaw Slaski	17	11

RUSSIAN LEAGUE

Rnk.	Team	MP	Pts
1	Rubin Kazan	30	63
2	Spartak Moskva	30	55
3	Zenit St. Petersburg	30	54
4	Lokomotiv Moskva	30	54
5	CSKA Moskva	30	52
6	FK Moskva	30	48
7	Satum Moscow Region	30	45
8	Dinamo Moskva	30	42
9	Tom Tomsk	30	41
10	Krylya Sovetov Samara	30	36
11	Spartak Nalchik	30	35
12	Terek Grozny	30	33
13	Amkar Perm	30	33
14	FK Rostov	30	32
15	Kuban Krasnodar	30	28
16	FK Khimki	30	10

UKRAINIAN LEAGUE

Rnk.	Team	MP	Pts
1	Dynamo Kyiv	16	42
2	Shakhtar Donetsk	17	40
3	Metalist Kharkiv	16	35
4	Dnipro Dnipropetrovsk	16	28
5	Metallurh Donetsk	16	27
6	Tavria Simferopol	16	26
7	SK Karpaty L'viv	16	24
8	Arsenal Kyiv	16	20
9	Vorskla-Naftohaz Poltava	16	19
10	Metallurh Zaporizhzhya	17	19
11	Illichivets Mariupol	16	18
12	Obolon Kyiv	16	18
13	Zarja Lugansk	16	15
14	FK Chornomorets Odesa	16	12
15	Zakarpattia Uzhhorod	16	10
16	Kryvbas Kryvyi Rih	16	7

Ā Pakistan military: Taliban brainwashing children as suicide bombers

Nawaz Kot, Pakistan (CNN) - "When we got to this compound it was shocking for us," Lt. Col. Yusuf tells us, standing in the middle of what the Pakistani military says was a brainwashing centre - for children. It was here, according to the Pakistani military, that children aged 12 to 18 were turned from innocent youngsters into cold-blooded killers, willing to blow themselves to bits as suicide bombers.

The discovery of the compound was first reported in Pakistani media last month. Yusuf says his unit took it over after a three day battle with militants. Part of the compound consists of four rooms -- each wall adorned with brightly coloured paintings in clear contrast to the barren and harsh landscape surrounding it. The children were told that this was what awaited them in heaven. Each of the images has a river flowing through it. Some have people playing in the water. Others have women lining the banks.

The military says that the children are told that these are rivers of milk and honey, that the women are the virgins that await them in heaven. That the children were told that they will live in the company of the holy prophet and be served feasts. One has a home similar to the mud homes in the area which the military says is meant to invoke memories of where the children are from but with a beautiful mountainous green backdrop. Written across it are the words "Long live the Taliban of the mountains."

The images may appear simple. But for the children from this part of Pakistan they are captivating. They grow up in abject poverty surrounded by dirt-colored mountains with treacherous gullies and valleys with no exposure to the outside world. They are gullible and easily manipulated.

"I have never seen such elaborate paintings about so-called heaven," Taliban expert Zahid Hussein says, looking at the images. He has seen similar tactics in the past and spoken extensively with would-be child suicide bombers in the custody of the authorities. "They say life is a waste here and if you do a good thing you will go to heaven, immediately to heaven. For someone who does not have anything to look forward to, who does not have any opportunities and is living a wretched life, this sort of thing comes as a big incentive," Hussein explains.

The children were from the local area. The parents would send them thinking they were getting an education and, more importantly, free food. "But they don't know what kind of religious education their child is being put through." General Satter says, acknowledging that for the next phase of operations to succeed, there has to be a focus on education. "When we start our rehabilitation, we have to reopen schools to stop them [the parents] from sending their children into the wrong hands."

"The pamphlets we found tell us they were trained in weapons handling, preparing of suicide jackets and ambush tactics," Lt. Col. Yusuf says. "These terrorists keep the children at the frontline, and most of the casualties have been children when they [the terrorists] are attacking the posts. 'They say to them, 'Look your sacrifice will not be wasted,' and so he is mentally prepared to do whatever they want him to do,' expert Zahid Hussein further explains. He says it's a complete distortion of Islam, but one that the children fervently believe.

"They are also led to believe that the Muslims who are killed in suicide bombings, they will go to heaven as well. So that is a very powerful instrument of brainwashing," he adds.

The Taliban says that this particular compound is not one of their's. But they say that they are actively training children from Pakistan, Afghanistan, Central Asia and the Middle East to be suicide bombers. As Pakistan tries to cope with an ever increasing wave of suicide bombing, a chilling statistic is coming to light. "Almost 90 percent of suicide bombers, if you look at their profile, are 12 to 18 years old," Hussein says.

The war on terror expert says there also needs to be a war on poverty and a commitment to providing education and opportunity so that children in the future won't be turned into murderers, thinking that suicide and death are their only escape from a hopeless life.

Ā EC Forecasts EU's Second Strongest Economic Growth for Poland in 2010

Poland is expected to post the second strongest growth in the EU after Slovakia with 1.8% in 2010, much higher than the 0.7% EU average, European Commission's forecast show as quoted by the daily Dziennik Gazeta Prawna.

Higher forecasts of over 2% growth in 2010 have been presented by IMF representative Mark Allen, the daily writes.

Ā Polish Banking Sector Records One of the Highest Returns on Equity in Europe

Polish banks likely recorded a sector profit of nearly 10 billion zloty in 2009 to give the sector one of the highest returns on equity in Europe, the chief of the Polish regulator Stanislaw Kluzza told the daily Dziennik Gazeta Prawna.

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The NPL ratio likely rose to near 8% and could grow "insignificantly" higher in 2010.

For banks that posted losses, are in regulator supervised restructuring programs or have solvency ratios near the regulatory minimum, no dividend payments will be allowed.

À Yatseniuk Not Intending To Withdraw From Presidential Race In Favor Of Another Candidate

(Ukrainian News Agency)

Parliamentary Deputy Arsenii Yatseniuk of the Our Ukraine-People's Self-Defense bloc, who is a candidate in this year's presidential elections, does not intend to withdraw from the elections in favor of another presidential candidate.

Yatseniuk's press service announced this in a statement. "No talks are

being held [about withdrawing my candidacy in favor of other presidential candidates]," Yatseniuk said when asked about recent statements by President Viktor Yushchenko. At the same time, Yatseniuk expressed his readiness for talks with any candidate that is willing to withdraw his candidacy in favor of Yatseniuk. Yatseniuk said that he last met with Yushchenko on May 25, 2009.

As Ukrainian News earlier reported, Yushchenko, who is also a candidate in this year's presidential elections, announced on November 4 that he was holding talks with four other presidential candidates on nominating a single presidential candidate.

According to Yushchenko, he is holding such talks with the Public Position public organization's leader Anatolii Hrytsenko, the Ukrainian People's Party's leader Yurii Kostenko, the Svoboda party's leader Oleh Tyahnybok, and the Front for Change party's leader Arsenii Yatseniuk.

kg

EST S.A. Fleet Position List

vd/mc

Ship Name	Port	ETA	ETD	Ship Name	Port	ETA	ETD
1 African Jaguar	Saldanha Bay	presently	8/1/2010	35 Energy Patriot	Quintero	presently	9/1/2010
2 African Lion	Durban	21/1/2010	22/1/2010	36 Energy Pioneer	Tuxpan	17/1/2010	orders
3 African Oryx	Tartous	27/1/2010	1/2/2010	37 Energy Power	Balboa	presently	9/1/2010
4 African Puma	Durban	presently	8/1/2010	38 Energy Pride	Pembroke	16/1/2010	18/1/2010
5 African Wildcat	Baltimore	15/1/2010	16/1/2010	39 Energy Progress	Mina Al Ahmadi	presently	9/1/2010
6 African Zebra	Jebel Ali	10/1/2010	13/1/2010	40 Energy Protector	Rotterdam	12/1/2010	14/1/2010
7 Antwerp Max	Suez	9/1/2010	9/1/2010	41 Energy Puma	Pembroke	12/1/2010	14/1/2010
8 Bay Ranger	Zhoushan	8/1/2010	20/1/2010	42 Energy Ranger	Karmoy	15/1/2010	17/1/2010
9 Bergen Max	Gibraltar	15/1/2010	15/1/2010	43 Energy Skier	Bosporus	presently	14/1/2010
10 Bet Commander	Kemaman	6/2/2010	10/2/2010	44 Energy Sprinter	Trieste	13/1/2010	15/1/2010
11 Bet Fighter	Qingdao	13/2/2010	18/2/2010	45 Force Ranger	Bejaia	presently	16/1/2010
12 Bet Intruder	Murmansk	presently	8/1/2010	46 Ghent Max	Guaiba Island	presently	8/1/2010
13 Bet Prince	Sept Iles	11/1/2010	13/1/2010	47 Glorius	Hibiki	presently	9/1/2010
14 Bet Scouter	Bosporous	10/1/2010	10/1/2010	48 Good Hope Max	Tianjin	9/1/2010	12/1/2010
15 Braverus	Kemen	10/1/2010	16/1/2010	49 Hamburg max	Taboneo	presently	11/1/2010
16 Bremen Max	New Orleans	8/1/2010	9/1/2010	50 Iron Baron	Richards Bay	presently	9/1/2010
17 Brugge Max	Bandar Im.Kh.	presently	12/1/2010	51 Iron King	Qingdao	presently	17/1/2010
18 Channel Ranger	Haifa	8/1/2010	12/1/2010	52 Iron Queen	Montoir	8/1/2010	14/1/2010
19 Constantia	Fangcheng	presently	8/1/2010	53 Island Ranger	Las Palmas	13/1/2010	13/1/2010
20 Davakis G	Chennai	18/1/2010	21/1/2010	54 Louis Pasteur	Perama	presently	orders
21 Delos Ranger	Lake Charles	presently	9/1/2010	55 Miden Max	Richards Bay	16/1/2010	18/1/2010
22 Delphi Ranger	Jebel Ali	10/1/2010	12/1/2010	56 Newcastle Max	Ancona	8/1/2010	12/1/2010
23 Delphin Voyager	Scarborough	presently	7/1/2010	57 Ntabeni	Singapore	9/1/2010	10/1/2010
24 Delta Ranger	Bahrain	8/1/2010	10/1/2010	58 Olympius	Majishan	10/1/2010	14/1/2010
25 Elbe Max	Singapore	10/1/2010	10/1/2010	59 Ostende Max	Tanjung Bara	presently	11/1/2010
26 Energy Centaur	Fujairah	9/1/2010	orders	60 Pierre Doux	Perama	presently	orders
27 Energy Centurion	Off Limassol	presently	9/1/2010	61 Power Ranger	Karachi	14/1/2010	16/1/2010
28 Energy Century	Batangas	10/1/2010	11/1/2010	62 SA Altius	Gladstone	presently	9/1/2010
29 Energy Challenger	Richmond	9/1/2010	23/1/2010	63 SA Fortius	Singapore	13/1/2010	13/1/2010
30 Energy Champion	Skaw	14/1/2010	orders	64 Steel Glory	Parangua	7/1/2010	13/1/2010
31 Energy Chancellor	Balboa	11/1/2010	12/1/2010	65 Steel Might	Gibraltar	8/1/2010	8/1/2010
32 Energy Commander	Texas City	presently	14/1/2010	66 Storm Ranger	Tartous	presently	8/1/2010
33 Energy Conqueror	Algeciras	12/1/2010	13/1/2010	67 Victorius	Bayuquan	15/1/2010	18/1/2010
34 Energy Panther	Cape Town	presently	8/1/2010				



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