



*Juldia Marine Academy Alumni Association (JMAAA)  
Eleventh anniversary year get together  
January 2, 2017 Dhaka, Bangladesh*

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## President's Message



As the President of JMAAA, I came across a lot of activities in the last one year.

I am pleased that we have been able to arrange JMAAA's 11th anniversary within time. It's also time to take stock of the year's activities. We had started with a lot of baggage with us. DoS and MoS have agreed in principle and has taken steps to implement our suggestions. The process is in its final stage of approval from MoF for funds.

For the whole year, fake CDC and COC were a serious matter of discussion all across the marine community. With our persuasion and a forward-looking DG Shipping, Shipping Master and help of the Press, both electronic as well as print, the racket has been brought to control. Now DG Shipping's office has established an online checking of the COC. However, to eliminate the Fake CDC and COC, we need "machine readable CDC and COC" with provision for online verification. Once this is established, the glorious past of the hardworking and efficient Mariners will be re-established.

Another burning issue came to light, when Fisheries Academy cadets raised the issue, through the office of Prime Minister, that the Fisheries Cadets should be issued CDC directly after completion of their two years course. This would allow their graduates join vessels directly like Bangladesh Marine Academy Cadets. This became a very thorny issue as Fisheries Cadets were supported by some of the very powerful Marine business peoples and also Marine Professionals with fisheries background.

We argued that we have no objection to them to joining Ships if the Shipping Act's procedures are followed. Initially, nobody wanted to listen to our views. We arranged many "Human Chains" in Chittagong and Dhaka in conjunction with Press Conferences to propagate our point of view to the media and the public. We received a favorable review from the press. I also wrote an article on the subject to one of the most renowned daily newspapers. We prepared ourselves for a writ petition in the High Court. At the same time, we lobbied with the DG Shipping, its senior officials for support and had numerous meetings. I met with the Shipping Secretary a few times to convince him to our viewpoints and also to the Shipping Minister for his support. Thus mastering support of all concerned, we were able to resolve the issue in favor of BMA alumni. We thank the Shipping Minister, Shipping Secretary, DG Shipping and other senior officials for their support to a just cause.

We also have been very active to reduce the "Intake of new cadets" to BMA and private academies by organizing human chains. Additionally, we communicated with the guardians and prospective cadets to apprise them of the present day as well as future job prospects. We believe, we have achieved a reasonable success in this regard. This can be noticed in the lack of enthusiasm for admission into the BMA.

We have given a written proposal to the Secretary of Shipping to use their influence on the Foreign Container Feeder Vessels plying between Singapore and Chittagong to use our Cadets and Junior Officers in their 37 vessels. We have suggested to form a committee to study the suggestions and the way to implement it. Meanwhile we have written to the HE Golam Moshi, the Ambassador of Bangladesh in Kingdom of Saudi Arabia to use his influence, so that KSA visa problem of mariners are eased.

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It may also be remembered that the fate of 4 Bangladeshi Mariners jailed in Nigeria had been brought to notice at our 10th JMAAA anniversary meeting in Dhaka on December 23, 2015. It was finally resolved with the generosity of all the mariners from all over the world. These unjustly imprisoned Mariners were brought home successfully. Our gratitude and thanks to the efforts of Capt. Zillur Rahman and Mr. M.A. Baten whose continuous endeavor to raise funds, payment of fines to the Nigerian authorities and subsequently arranging their release and safe return to Bangladesh. However, it is most disheartening to find that one of them was using "Fake Chief Officer's COC."

We are now organizing a Library at JMAAA Office to be used by the juniors especially for their exams. Reference Books are being collected and exam books purchased.

We shall appreciate if all senior alumni donate their books in stock for the Library.

We are also in the process to start a computer and English literacy enhancement program for the juniors to improve their Skill. We expect donations to this cause from the seniors.

We have been engaged in some other issues relating to our junior alumni, like the arrangement to enroll them to BSMRMU's [Bangabandhu Sheikh Mujibur Rahman Marine University] Masters Course for the students who have three years graduation from National University. We have been encouraging the juniors to get involved in other fields, including BCS Exams and Executive MBA and enter into the business and industrial fields. This is one of the reasons why we have arranged a seminar on the prospect of diversification of marine profession.

I must thank all the cadets from the junior batches and especially the ones who dedicated their valuable time and energy. Without their efforts, we would not have awakened the maritime community to the looming disaster in our profession.

I would urge all alumni to get involved in alumni activities vigorously. Alumni office is willing to listen to your concerns and perhaps we could devise the right goals together. Also, we would like to receive your ideas and suggestions to better the professional goals of our community.

Sincerely  
Ashraf Ibn Noor [S/E]  
President, JMAAA.

## From the President, JMAAA North America



Dear BMA Alumni,

Welcome to Jaldia Marine Academy Alumni Association (JMAAA) website [www.juldians.org](http://www.juldians.org). The site has wealth of articles and information that concern the alumni. It also generates discussions on various courses of action if necessary. Alumni Association website! The Alumni Association is an organization of over 3,000 members worldwide. Our experiences as graduates connect all of us in a very special way, so I hope you will use this website as a means to keep that connection current, no matter where life takes you.

Membership in the Alumni Association is free and takes effect the moment you graduate. Membership offers many benefits as your relationship with BMA should not end at your passing out. There is much BMA can and should do for you throughout life and much that you can, and are encouraged to, do in support of your alma mater. Your voluntary contributions JMAAA runs the day to day operations of the organization.

Make a difference by getting involved in JMAAA and contribute in any way possible. We recognize the great virtue of commitment, and as such, embrace it in the natural expression of higher objectives. These objectives now serve as a unifying framework as JMAAA aims to strengthen relations between alumni and BMA, and also enable the alumni who aim to support BMA and the junior cadets who desperately need our help.

The senior alumni who have already reached the pinnacle of their careers should come forward and join hands to bring glory back into the academy and our profession. Remember, if you do not get involved who will protect our profession?

Monirul Islam (4E)  
President, JMAAA USA

## Editor's notes



Juldia Marine Academy Alumni Association (JMAAA) has taken a solid shape since it was formed 11 years ago. The organization serves as a platform where the Bangladesh Marine Academy alumni fraternize and contribute in many different ways.

This year we have decided to print a magazine comprising of articles by the alumni on technical, social and personal issues. The magazine serves as the media where mariners are encouraged to contribute interesting materials that could benefit or inform the intended readers in a positive way.

Captain F.R. Chowdhury excels in writing skills, thus we have chosen many of his works in this issue. Other works were collected from writers as far as Australia, United Kingdom, and United States in addition to Bangladesh. Many of these mariners are extremely gifted and yearn to express their knowledge for the next generation to follow.

As a show of respect and expression of own maritime heritage, it was unanimously decided to present "Distinguished Mariner of the Year" awards to three individuals.

1. Captain QABM Rahman
2. Mr. Zahedur Rahman
3. Captain Mohammed Shafi

They are our pioneers who crossed the seven seas to get maritime education in the United Kingdom way before the Marine Academy in Chittagong was established. Each of them contributed in many ways and we should salute them for showing us the right track. We pray for their good health and would expect them to attend our future gatherings if their health permits.

We at JMAAA want to build a pattern where we will salute the distinguished mariners every year. This will encourage and provide a sense of pride to the junior alumni and mariners as a whole.

Bangladeshis are gifted entrepreneurs who love leadership roles whenever they get an opportunity. The dynamics of our culture, intelligence and competitiveness, if directed in an organized manner, it can propel us to a brighter finish line. The alumni are urged to contribute in any manner as possible to make JMAAA a great organization. Bangladesh, like any emerging nation is passing through a lot of confusion, mismanagement and other drawbacks. We must collectively and pro-actively point out the drawbacks and immediately follow the right track.

All alumni and mariners are urged to write down their notable achievements and exchange these ideas in this forum every year.

Ghulam Suhrawardi (6N)

## THE DISTIGUISHED MARINERS OF THE YEAR

### Captain QABM Rahman



If one has to think about a person in relation to shipping in Bangladesh, that person is Captain QABM Rahman. His name is linked with the history of development of shipping in Bangladesh in such a way that it will always remain afresh in the minds of all seafarers and others connected with shipping in Bangladesh.

Capt. Rahman was involved with our inland shipping for quite some time. It was Admiral Ahsan, the then Governor of East Pakistan who recognized the genii of Capt Rahman and appointed him as the chairman of the East Pakistan Inland Shipping Corporation (now known as BIWTC). Those days in Pakistan he was one of the youngest chief executive of an organization that had probably the highest number of people involved.

Capt. Rahman left his job during the 1971 occupation of the country by Pakistani forces and joined the Bangladesh interim government. Returning to Dhaka with the rest of the high officials of the now independent Bangladesh, he was virtually the one-man show in the maritime sector. He was personally known to Bangabandhu Sheikh Mujibur Rahman and utilized his connections solely for the interest of the nation.

A month after Bangabandhu Sheikh Mujibur Rahman's return, Bangladesh Shipping Corporation was created with Capt. Rahman as its first Chairman and Managing Director through a Presidential order. Prior to that, he set up the national maritime administration as the first director general of the department of shipping. He was a dynamic personality. We were lucky to have a person like him at that critical moment of the new nation.

## Mr. Zahedur Rahman



After liberation of Bangladesh we got the services of some well-trained merchant navy officers like Capt. Hemayet Chowdhury, Capt. QABM Rahman, Capt. M. Shafi, Marine Engineer Sakhawat Hussain, Marine Engineer Zakaria Khan Majlish, Marine Engineer Zahedur Rahman, Capt. SMA Islam and Marine Engineer Tareck Anis Ahmed. Each one of them contributed in the initial development of shipping in Bangladesh.

It was not only the Master Mariners but also the Marine Engineers who played their pioneering roles in the shipping sector. Mr. Zakaria Khan Majlis was probably working with the renowned classification society Lloyds Register. Mr. Sakhawat Hussain was also working ashore. But a remarkable man, Mr. Zahedur Rahman worked day and night to keep our ships operational. He worked initially as an engineer superintendent of BSC. Then he joined Lloyds Register. LR was kind enough to give his services on loan to the government to appoint him as technical director of BSC. Later he returned to LR and retired from that organization.

When we wrote to Mr. Zahedur rahman to give us some insight into his life, this is what he wrote:

“Thank you for your concern about our health.; “Q”(Capt. Rahman), Shafi (Capt. Shafi) & myself, few of the still surviving so called pioneer mariners started in early ‘50s, and we all are now 80+, each having his own age related problems of various s kinds and degrees should however be grateful to Almighty Allah that we can still undertake long Trans-Atlantic flights between US and Bangladesh! As I find in my case, apart from the fluctuating phases of so many ailments/syndromes, the pains of separation from all children as well as the grand children are perhaps all the more difficult to overcome at this twilight of life.

Regarding the past, before starting as a novice in profession (1953-96) till retirement, which now appears so nostalgic to recapitulate following background of the preliminary grooming/education are included as indebtedness to which can never be forgotten as long as I live !

Primary schooling was in then M.E school(1942-46) run under a devout disciple of great Mr. Oliullah Patwary of famous Matlab High school. He also provided foundation-lessons imparted as house teacher to be always remembered with reverence. High school education(1947-51) also in an institution run by another dedicated Head Master who was greatly responsible for establishment of the first Brahmanbaria College. Moved to Dhaka and while pursuing college education was selected by Pakistan Public Service Commission in 1952 for Mercantile Marine Training in UK as one of the second batch of 12 cadets(5 from east & 7 from western wing) to embark on a voyage as passenger all together on board P&O steamer “Strathnever” from Bombay to Southampton. The coronation of the present, Queen Elizabeth -2 was being held at that time. Another historic event; Everest was conquered by Hilary & Tenzing same time.

On completion of UK training returned home to join Trans-Oceanic Steamship Co., where spent all the sea going life; starting as a junior Engineer up to the rank of Chief Engineer from 1957-63. In early part of 1963 joined the then PRS former IGN & RSN Co a century old British organization which in 1972 was nationalized by Govt. of Bangladesh. Service was soon transferred to Bangladesh Shipping Corporation where served as

its first Superintendent. Engineer/Technical Director. During that period had the privilege to participate in UNCTAD/ESCAPE as member of the Bangladesh delegations. During intervening period was already recruited by Lloyd’s Register of Shipping in 1975 and by a mutual agreement between GOB & Lloyd’s was released to serve BSC. Returned to Lloyd’s Register 1979 as Country Manager for Bangladesh .Subsequently worked in many oversea Lloyd’s out port offices; in Iran, Dubai, Manila, Shanghai as well as HQ in London. Finally retired from service in 1996.

Hope you will find my above scribblings with many editorial deficiency good enough for your requirement with whatever changes/correction as may be desired.

In conclusion may I also express my shock & horror at what I saw in the recently held presidential election of US & hope all of you including my own off springs should have any cause of concern/fear living in this great country in the future. May Allah bless you all.

Best regards.----- Z. Rahman”, Visiting USA, November 2016

The above in a nutshell, is a summary of a quiet but relentless individual who with his great education and training, pioneered our industry and cast the die for the future Bangladeshi Mariners.

## Captain Mohammad Shafi



Captain Shafi born in 1936 in Dhaka attended pre-sea training on HMS Worcester (1952 -54). Subsequently he joined a British Shipping Company, Ellerman Lines Ltd. (1954 – 57) as an apprentice. He received his Master Mariner's certificate from the U.K Ministry of Transport in 1961.

### Hereunder is his short CV.

In command of Pakistani Ocean-going Vessels 1962 - 64. Joined East Pakistan Water Transport Authority and Worked in various capacities 1964 - 72. Last position - Chief Executive, Conservancy and Pilotage Department. Joined Government of Bangladesh as Director of Shipping in 1972. Worked as administrator of Bangladesh transportation task group which was Government counterpart authority of UN task force 1972 - 76. Returned back to Department of Shipping in August 1976 as Director General of Shipping. Transferred to Bangladesh Shipping Corporation in September 1977 as Chairman and Managing Director. Returned back Department of Shipping on completion of 3 years tenure as Director General in 1980. Retired from Government Service in 1983.

Worked as Shipping Consultant with a Bangladeshi Shipping Company (Hegge & Co.) 1983 - 89.

Worked as Assistant team leader in a World Bank Financed Consultancy service with Chittagong Port Authority from 1989 - 1992. Worked as National Consultant with Finnish Experts on Inland Water Transport Project in 1992 for 3 months. Worked as Short Term Consultant with International Maritime Organisation and visited Bangladesh, India, Iran, Pakistan, Thailand, and Vietnam. Worked as Consultant for Commonwealth Secretariat in Samoa (South Pacific) for three and a half months advising/preparing legislation Government on F.O.C.

Worked as advisor in a Shipping Agency. Worked as Regional consultant for Asian Development Bank for 3 months. This was for Transport Connectivity among SAARC countries.

Rotarian for Last 20 years. Received District Governor's Gold Medal, as Selfless Soul given by President of Bangladesh Government in Rotary year 2014-15. Received "Life Time Achievement Award from District Governor in Rotary year 2015-16.

## রুশিং - গরব অর্গুইলি কক



### মুজতবা রেজা (১৪তম ব্যাচ, মেরীন একাডেমী)

জুলদিয়া মেরীন একাডেমী এলুমাই এসোসিয়েশন (JMMAA) বাংলাদেশ মেরিটাইম জগতের এক উজ্জ্বলতম পথিকৃৎ, পথ প্রদর্শক ও সফল প্রকৌশলী জনাব জাহেদুর রহমানকে তাঁর জীবনব্যাপী অর্জন ও অবদান এর জন্য বিশেষভাবে সম্মানিত করছে জেনে অন্য অনেকের মত আমিও অত্যন্ত আনন্দিত।

একথা সর্বজনবিদিত যে, যে সমাজ বা সামাজিক গোষ্ঠী নিবেদিতপ্রান গুণীজনদের যথার্থ সম্মাননা জানাতে অপারগ, তাদের ভেতর প্রকৃত গুণীজনদের সঠিক বিকাশ ও অবদান রাখা অসম্ভব না হলেও যথেষ্ট দুষ্কর। এই প্রেক্ষাপট থেকে সর্বজনের ক্যাপ্টেন কিউ. এ. বি. এম. রহমান, জাহেদুর রহমান ও ক্যাপ্টেন শফি সাহেবদের সংবর্ননার উদ্যোগ কেবল প্রশংসনীয়ই নয়, বরং অনুকরণীয় দৃষ্টান্ত হয়ে থাকবে বলেই আমাদের বিশ্বাস।

আমার সুদীর্ঘ কর্মজীবনে জনাব জাহেদুর রহমান (যিনি আমাদের অনেকের কাছে "জাহেদ স্যার" নামেই সমধিক পরিচিত) এর ব্যক্তিগত সান্নিধ্য হওয়ার সুবাদে আমি তাঁর জীবনের আদর্শ, দৃষ্টিভঙ্গী, শিক্ষা ও অনুকরণীয় দৃষ্টান্তগুলোর সম্পর্কে কিছুটা আলোকপাত করতে চাই:

### (K) এ'ব'ম'z b'w'z I A'v'k'g-

এ কথা বললে অত্যুক্তি হবে না যে, বর্তমান যুগে জাহেদ স্যারের মত ন্যায়নিষ্ঠ নীতি ও আদর্শবান সমাজ ও দেশপ্রেমিক ব্যক্তির রাষ্ট্র বা সমাজের গুরুত্বপূর্ণ নেতৃস্থানীয়দের মাঝে ক্রমেই বিরল বা সংখ্যালঘু হয়ে যাচ্ছেন।

জাহেদ সাহেব প্রায়শই বলতেন যে – "কখনো ব্যক্তিগত লোভ-লালসার কাছে তোমার সামাজিক বা পেশাগত আদর্শ, মূল্যবোধ, অর্জন বা নিরপেক্ষ বিচার- বিশ্লেষণকে বিসর্জন দেবে না। মনে রাখবে, যেদিন তুমি এটা শুরু করবে, সেই দিনই তোমার বুদ্ধিবৃত্তিক মৃত্যু নিশ্চিত হয়ে যাবে।"

### (L) t'ck'w'z t'lm'w'm'g'u'r I t'k'-f'ie'b'v:-

সমাজ ও দেশসেবায় জাহেদ সাহেবের বিভিন্ন অনুকরণীয় অবদান বা অর্জনগুলোকে আমি এখানে উল্লেখ করতে চাই :-

- (১) "লয়েডস রেজিস্টার অফ শিপিং বাংলাদেশ" এর প্রধান নির্বাহী থাকাকালীন জুলদিয়াস্থ বাংলাদেশ মেরীন একাডেমীর মেধাবী তরুণদের জন্য "লয়েডস শিক্ষাবৃত্তি" প্রবর্তন।
- (২) বাংলাদেশ শিপিং কর্পোরেশনের প্রধান কারিগরী কর্মকর্তা (Technical Director) হিসেবে তৎকালীন সময়ে জাতীয় সমুদ্রগামী জাহাজবহরের প্রসারে গুরুত্বপূর্ণ অবদান রাখা।
- (৩) বাংলাদেশে মেরীন পেশাজীবীদের পেশাগত উৎকর্ষ সাধনের লক্ষ্যে "The Institute of Marine Engineers, London" এর বাংলাদেশ শাখা প্রতিষ্ঠায় অগ্রনী ভূমিকা পালন।
- (৪) অকালমৃত বা গুরুতর অসুস্থ নাবিকদের কল্যাণে "Bangladesh Merchant Navy Officer's Benevolent Fund" প্রতিষ্ঠায় ও প্রসারে অগ্রনী ভূমিকা পালন।
- (৫) দেশের মা ও শিশুদের কল্যাণে চতুর্গ্রামস্থ "মা ও শিশু হাসপাতাল" এর অন্যতম পৃষ্ঠপোষক।
- (৬) সমাজের মুক, বধির বা শ্রুতি প্রতিবন্ধীদের কল্যাণে ঢাকায় "Society for Assistance to Hearing Impaired Children (SAHIC)" বা মুক-বধির কল্যাণ কেন্দ্র ও হাসপাতাল" এর অন্যতম পৃষ্ঠপোষক।

### t'k' I K' w't-

ন্যায়নিষ্ঠ আদর্শ ভিত্তিক সুস্থ, উন্নত ও শিক্ষিত জাতি নির্মাণে জাহেদ স্যারের প্রচেষ্টার আলোর শিখা সর্বত্র ছড়িয়ে পড়ুক।

"আশি বছর বয়সের তরুণ" উদ্যমী জাহেদ স্যারকে ধন্যবাদ ও অভিবাদন জানাই, সেই সাথে আমরা সকলে তাঁর ও তাঁর সমমনা সতীর্থদের সুস্বাস্থ্য ও সুদীর্ঘ জীবন কামনা করি।

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## Global Mariners Groups



Mohammed Abdul Baten (18E)

*We salute the distinguished mariners of the year  
Captain QAB/M Rahman, Mr. Zahedur Rahman and Captain Mohammed Shafi*



*We congratulate Jaldia Marine Academy Alumni Association (JMAAA) on its 11 anniversary year. JMAAA's dedication to the Bangladesh Marine Academy alumni is well recognized.*

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Website: alunited.org

When Singapore marine community grew, we realized that we need to have a virtual common platform, we all need to be connected with each other, primarily sharing our professional knowledge & exchange our professional ideas, then on 06 July 2009, we developed our "Yahoo Groups" & since then we are all connected together through our common "Yahoo Groups". We developed a very strong means to keep all of us in touch, share our feelings & remain bonded together as a big family.

Looking forward, we realized that, not only in Singapore, we all fellow professional mariners around the world need to be connected globally. To integrate all of us around the globe, with very simple vision of bringing all our fellow mariners under one big umbrella. View Singapore's success story, on 21 May 2014, we developed our "Google Groups" for all our fellow professional mariners residing around the globe, primarily at the 6 major hubs, like: Bangladesh; Europe (UK & Holland); Far East (Singapore, Hong Kong, Malaysia, Indonesia, Myanmar & China); Middle East (UAE, Qatar, Saudi Arabia, Kuwait, Oman, South Africa, Pakistan & India); North America (Canada & USA); Oceania (Australia, New Zealand & Papua New Guinea).

Our "Google Groups", known as "Global Mariners Groups" is for all Bangladeshi origin professional mariners around the globe, all will be treated & accommodated equally, irrespective of their academic background & religion, no discrimination between marine academy and non-marine academy professional mariners (direct entry/fisheries/etc.) now sailing or earlier sailed in foreign going ships.

This is not an organization, it is a simple internet communication tool to remain connected & united forever, an effort to create global bonding for all our fellow professional mariners. It is totally independent, impartial from all our present association/society/organization/etc. which we are now running & continue to run around the globe.

With this, we all can now directly post email to "Global Mariners Groups" using [bdmariners@googlegroups.com](mailto:bdmariners@googlegroups.com), which will reach all our fellow professional mariners. We all will share & exchange our views, information, bulletin, shipping/marine journals which are common & intended for our entire global marine community.

We invite all our fellow mariners around the globe to participate, irrespective of our attachments with various other organizations and wish all of us to enjoy all the topics from our fellow professional mariners, and this will keep all of us on-board intact. Everyone to continue sharing with their meaningful thoughts. All our fellow mariners are expected some sort of self-censorship mechanism for sensitive issues which may disturb our community and social harmony or can undermine our professional dignity and merchant navy traditions. Our fellow professional mariners will refrain from bullying, criticism, indecent language, posting political or religious topics considering that among us we have fellow mariners of different religion groups. We are confident that everyone will feel great & proud to be part of this Groups.

We shall follow our simple basic **Code of Conducts:**

**What can be posted (including photographs/videos):**

1. Reunions, gathering, party
2. Employment/business opportunity
3. Education/training opportunity
4. Migration, visa information
5. Sickness/death/obituary
6. Holidays
7. Travels
8. Innovation (Shipping, IT)
9. Medical facility
10. Taxation
11. Investment
12. Retirement
13. Legal matters on shipping, investment, property, family issues
14. House, vehicle purchase/sell
15. Sea faring experience/incidents
16. Good health tips
17. Safety/security at sea and ashore
18. Engagement/marriage/proposals
19. Humor/jokes
20. Newsletter, information, bulletin from alumni, association, unions, societies, extracts from Shipping/marine journals.
21. Fund raising appeal for mariners in distress

**What cannot be posted**

1. Any political, religious views, comments, extracts from media, religious books
2. Any non-marine related fund raising, such as appeal for educational institutions, mosque, orphanage, charity etc.
3. Bullying, criticism
4. Indecent language
5. Advertising/promotion of services and products for self & of commercial nature.
6. Posting with false identity. Group approved ID signature must be entered.

**Role of Group Moderator:**

1. Screening and approving entry to the group and acceptance of code of conduct.
2. Periodic appeal /promotion/ research to enhance attractiveness of the group to induce more mariners to subscribe
3. Periodic status update of subscribers: entry/exit matrix
4. Review "Can" & "Cannot" periodically and amend, reflecting subscribers requirement and long term sustainability.
5. Warning/ termination of subscription in case of breach of guidelines
6. Subscribers to be encouraged private email ID as business email could be jammed with very large number of email traffic
7. Mediate & close prolonged discussion/dispute for a single issue, avoiding excessive email traffic and causing annoyance to other subscribers.
8. All email ID of individual must be kept confidential

Finally, every single fellow mariner is very important & shoulder's huge responsibility for our entire marine community's pride. And standing in the cross-road, let's build our golden bridge to connect all our respected seniors & beloved juniors. Let's all try our level best to keep all our fellow mariners around the globe together & united forever.

All our collective vision is to help our professional mariners & their family members during their needs. Our main focus shall be our mariners' family's welfare by keeping entire Marine Community around the globe connected together through this groups. As an individual, we will not think what community can give us, rather we will always think what we can contribute for our marine community.

For the greater interest of our entire marine community, all our fellow mariners around the globe will be there with this great team to support each other & participate with all our collective efforts, effective guidance & motivation. Let's hold each other & uphold our marine community, high. Let's take this golden opportunity to unite all our fellow professional mariners and we all work as a big family. All our combined effort to keep all of us united, that should be our top priority & our ultimate goal, our younger generation's future.

*Mohammed Abdul Baten; 18th Batch, Marine Academy; School & College: Faujdarhat Cadet College; CoC Class 1 & 2 (Engineering) from U.K.; Residing in Singapore since 1996, now serving Ocean Tankers as Technical Manager.*



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## MARITIME HISTORY IN CHRONOLOGICAL ORDER

Compiled by F R Chowdhury



- 1492 – Christopher Columbus sails from Spain and discovers the new world. (The continents of North and South Americas are commonly known as the new world).
- 1498 – Portuguese explorer Vasco da Gama reached India.
- 1783 – Steam power was used for the first time to propel a boat.
- 1788 – First paddle steamer was made. Steam power was used to rotate two large wheel-like paddles on either side of the steamer.
- 1805 – Battle of Trafalgar. The famous battle in which British Admiral Nelson defeated Napoleon's Naval fleet (combined French and Spanish) near Trafalgar in Spain. Nelson lost an arm. Injured Nelson was landed in Gibraltar.
- 1819 – s.s."Savanah" was the first steam ship to cross Atlantic. She also had sails and used them as required. In fact she crossed Atlantic under power and sail.
- 1822 – First iron ship was built in Wolverhampton, UK.
- 1838 – s.s."Sirius" was the first ship to cross Atlantic under steam power alone.
- 1840 – Cunard's s.s."Britannia" introduced the Trans-Atlantic mail service.
- 1845 – s.s. "Great Britain" was the first steam and screw ship to cross Atlantic.
- 1869 – Suez Canal was opened reducing the sailing time between Far-East and Europe.
- 1878 – The world saw the first tanker where oil was carried in bulk instead of barrels.
- 1878 – This is the year when a ship took fuel oil bunker to operate by oil instead of coal.
- 1879 – The world saw the first ship with electric internal lighting.
- 1897 – 98 – First time steam was used with turbines to produce direct rotary power to drive a ship. Turbine steam engines could produce huge power. The concept was later used in development of gas turbine and jet engines.
- 1898 – In September Marconi tested radio-telegraphy on board "Electra". In December first wireless telegraphy between South Foreland Lighthouse and the East Goodwin Lightship took place.
- 1902 – First sub-marine was built.
- 1904 – First motor ship was built. Diesel engine was used instead of steam. Boilers were not required to produce steam for propulsion. Combustion took place within the cylinders by compressing the air and igniting the same with injection of diesel spray. Auxiliary boilers were still used for domestic purposes.
- 1911 – First diesel/ motor ship crossed Atlantic.
- 1912 – A small bi-plane takes off the deck of HMS "Africa" on an experimental basis. This concept was later used for building aircraft carrier.
- This is also the sad year in which passenger liner "Titanic" hit ice-berg and sank in her maiden voyage. The loss of Titanic gave rise to international awareness for safety of life at sea.
- 1914 – 15 – Panama Canal was opened reducing sailing time between Atlantic and Pacific.

1919 – First aircraft carrier “Hermes” came into operation.  
 1920 – All welded steel ship was made. This technology eventually replaced riveted ships. Ship’s hull became smoother and increased fuel economy was achieved.  
 1929 – First ship with turbo-electric propulsion was built.  
 1952 – s.s.”United States” made 38 knots (about 43 miles per hour) across Atlantic.  
 1958 – IMCO later renamed IMO (International Maritime Organization) came into being 10 years after the adoption of the UN resolution. It is located in London. The site and building are a gift of the British government.  
 1959 – First tanker (perhaps named Tokyo-Maru) was built to carry more than 100,000 tonnes of oil at a time.  
 This year (1959) the first nuclear powered merchant ship “Savannah” also came into operation.  
 1966 – Britain made the first hovercraft and introduced the same into service.  
 1969 – LASH (lighter aboard ship) was introduced by the Americans.  
 1998 – Last manned lighthouse in the UK was turned automatic.

This list will not be complete unless I remember those who made very positive contributions to the world of shipping. They are –

1. Mr. Edward Lloyd whose pioneering work led to the eventual development of present day marine insurance and ships’ classification system.
2. Mr. Samuel Plimsol, an MP from Bristol area had tremendous contribution to passing a law for minimum mandatory free-board. The modern load-line regulations are based on that theory that freeboard provide buoyancy to help ship remain afloat.
3. Mr. Guglielmo Marconi developed wireless system that led to radio-telecommunication. This eventually led to the development of GMDSS.
4. Mr. Ferdinand de Lesseps (French) designed Suez and Panama canals.
5. Mr Malcolm Mc Lean introduced the containerization through US Sea-Land Co.

London, 07-November-2016

<fazlu.chowdhury@btinternet.com>

## Building Industry: Alternate Career Path for Seafarers



(Dilwar Ali 6E, Melbourne)

### 1 Introduction

Global downturn in the shipping industry, slowdown in mining and resource sectors in Western Australia and Northern territory have resulted in unemployment of marine professionals. Furthermore, there are mariners with young families who are reluctant to leave their families, even for short duration seaborne duties. These factors have motivated mariners to seek alternate areas of employment, such as the Building Industry.

Employment within the Building Industry can be classified into two categories:

- 1) **Maintenance** of existing facilities; and
- 2) **Construction** of new facilities.

The subsequent sections of this document will broadly address both the aforementioned categories, with focus applied on the maintenance aspects of the Building Industry. The context, narrative and information presented are solely based on the Australian Building Industry.

### 2 Building/Property Industry

At present, due to the consistent and incremental economic growth, there is a critical shortage of maintenance staff in Australia. The effects of these skill shortages are primarily impacting the global Facilities Management (FM) organisations, such as Brookfield, UGL, Spotless, Transfield, Serco, CBRE etc.

Maintenance staff will be required to operate, repair and maintain the following equipment set; and will require management and coordination skills to engage technicians and tradespeople such as, air con mechanics, plumbers, electricians, carpenters, painters etc.

- Heating Ventilation Air condition (HVAC) system comprising Chillers, split , package units, Window room air condition, air handing units, fans;
- Variable Air Volume (VAV), Variable Speed Drive (VSD);
- Cooling towers, biocide dosing plant;
- Air compressors, pumps and valves and distribution network;
- Boilers, steam and heating hot water and warm water plants and associated equipment;
- Co-generation, tri-generation plants and its end to end network;
- Precision air con in data centres;

- All electrical LV, MV and HV transformers, generators, switchgears, thermographs;
- UPS network, particularly to data centres;
- Vertical transports (lifts & escalators)
- Fire extinguishers, blanket, detectors, sprinklers, EWIS, VESDA, inert gas flooding, fire/smoke doors, Fire brigade interface modules;
- CCTV camera system, security, e- parking;
- Electronic door access system operated through computers/handy cards;
- Kitchen equipment including tunnel washers on conveyer belts, ovens, grills, cookers, walk-in freezers, cool rooms etc.
- Building fabric, Gutters, down pipes, ground pits, rain water and sewer drainage
- Painting, plumbing, carpentry, tiling, carpeting etc.
- Gardening and landscaping.

Additional equipment specific to hospitals:

- Medical air compressors and supply network to theatres & wards;
- Vacuum pumps and supply network to theatres & wards;
- Positive air (Theatre, ICU etc.) and negative air (small pox, TB, etc.) wards including airlocks support system
- PC1 to PC5 labs support system;
- Medical gas (oxygen, air, nitrogen, N2O, CO2, helium, etc.) bulk storage and or supply network system;
- Sterilising plant and ancillary equipment;
- Beds, patient lifters and trolleys
- Ultra-low temp freezers (-85deg C), cryogenic chambers (-150deg C);
- Mortuary plants, equipment, storage support system
- Pure water generation plant including RO & polishing equipment;
- Cyclotron (Generation of radio isotopes), robotic/semi-robotic surgical equipment;
- Scanners (ECG, MRI, Angiogram etc.) and other diagnostics equipment.
- Radioactive/ hazardous/ infectious waste management.

## 2.1 Overview of Maintenance Methodology

Building maintenance can be fully automatic, semi-automatic to manual operation. All automatic building will have central control room, couple of terminals at various floors in the plant room. Entire operations can be monitored and controlled remotely through a laptop, iPad and some functionality through mobile phones. There is current a trend moving towards

100% paperless operational and financial management system. Apart from MS Office suite, there will be over a dozen software applications to operate in Admin, Equipment monitoring, Asset management, Building management, Finance, Human resources, Environment etc. Building Officer/Facilities Manager must have full knowledge and visibility of asset information and operating system.

Maintenance are classified in two categories:

1. Preventative/Planned Maintenance(PM) are signed up through tenders/quotations with specific contractors and all contract clauses including financials, service frequencies, response period are recorded in the contract, migrated to Building Maintenance Software(BMS) and integrated to DDC.
2. Reactive Maintenance (RM) are carried out, generating task request by building occupants, managed by call centres usually based in India/Philippines/Fiji for 24/7.

In case of DDC failure, it may be necessary for the Building Officer to reshuffle ratio of warm and chilled water in the mixing header plus modulate VAVs, VSDs, dampers, humidifiers, pre- post coolers/heaters to achieve required condition.

It is mandatory that Annual Essential Safety Measures(AESM) must be completed for each building as per building legislative Act on the anniversary day, otherwise, Fire Brigade or local Council or Building Commission may seal the building(similar to arresting a ship by AMSA)

“Near map” satellite Image, drones fitted with cameras/ laser are widely used in Australia for data measurement, alignments, recording and monitoring

## 2.2 Building Officer (\$50K – \$80K per yr.)

TASK: Maintain above equipment through DDC, engage tradespersons such as carpenter, plumber, electricians etc. Communicate with call centres staff. Daily inspection of plant rooms with an IPAD. Upload text, audio/video to call centres’ web portal for any abnormalities. Execute service isolation to facilitate tradesmen’s work. Conduct photo/biometric screening, safety induction and issue electronic key cards to contractors/visitors. Set up tele/video conferencing, Degrease/sanitize grease pits, chemical pits, manage stores/spares/males/parcels receive/dispatch. Light globe changes, fix minor building defects. In emergency only, carry out front desk reception duties, mail room, car park, clean spillage on the carpet, clean & unblock toilets.

## 2.3 Facilities Manager (\$90K – \$150K per yr.)

TASK: Overall in charge of a large or number of buildings, most important pivotal position in the organization. , Deal with diverse/irate stakeholders, must be smart, all-rounder, articulate, outstanding people management, leadership and task delegation skill. Rough and tough yet admired by all. Expert negotiator (get more-for-less). Close liaison with National FM. Manage operation, with in- house staff and outsourced contractors. Chair and lead meetings: daily with internal staff, weekly with occupants’ reps, monthly with contractor’s managers/owners, monthly with Regional/National Manager. Budget management. Approve contractor’s payment. Data centres management (precision temp, humidity) are mission critical responsibility of Facilities Manager. Chair and Lead Emergency Command Centre (ECC), act as Chief Fire warden until Fire Brigade arrives. Develop, implement, and drill DRP for data centres, fire, bush fire, earthquake, flood, cyclones, pandemic (surge of patients), Minor project work such converting a toilet to meeting room, office space to store, renew boilers, generators etc.

## 2.4 Regional Facilities Manager (\$120K – \$170K per yr.)

TASK: In charge of buildings within a region, say SOUTH, covering Victoria, Tasmania and South Australia. Tendering and awarding PM contracts to service providers such as air conditioning, electrical, plumbing etc. Compliance and quality audit. Compliance to Building Code of Australia (BCA), Australian Standard (AS), ISO, Government legislation. Root cause analysis (RCA) & solution to chronic equipment failures. Monitor PM and reshuffle frequency. Dispute resolution. Asset life cycle for 1, 5, 10 & 20 yrs., Cost benefit analysis. Business case/submissions for funding. Develop templates for SOP, OHS, policy and Procedure for Facility operation

## 2.5 National Facilities Manager (\$150K – \$250K per yr.)

TASK: In charge of all company/Ministry properties within Australia.

Manage national dashboard demonstrating on-line key operational parameters, Bench marking, Negotiate/ implement Enterprise Bargaining Award (EBA) for employees. High level stakeholder engagement, Contract management with property owners/investors. Negotiate financials for Penalties/incentives for contract default/exceed KPI. Liaise with Government departments and implement legislative impacts on building maintenance. Ministerial briefs. Assets insurance cover & claims

## 2.6 Director of Facilities Operations (\$300K plus per yr.)

TASK: In charge of all properties of the organization such as Asia Pacific (Australia, Singapore, Hong Kong etc.). Asset disposal/Acquisition strategic framework, developing/implementing master plan, Business model, Manage overall budget, Operational Efficiency (OE), strategic policy/procedure, new business development

## 2.7 Job Security and Performance Appraisal

Building officer: Job security and promotion will depend on (a) how lovable with all building occupants, addressing promptly their needs and comforts(survey),(b) Dealing with contractors and call centres staff (c) supporting Facilities Manager in all aspects of operation(d) Attend workshops/webinar, e-learning, and achieve minimum CPD(Continuous professional development) points

Facilities Manager, Regional FM and National FM: These positions are highly accountable, seriously assessed and must meet KPI target. They have to develop their own KPI for 12 months in advance, self-appraisal 6 monthly, deviation explained in details and records remain visible to senior executives/CEO. Examples of these KPIs are: Monthly expenses and cash flow targets, reduction of CO2 emission (in tons), Energy (electricity, gas and water) reduction target, Waste recycles (in tons), rain water harvest (KL), Demurrage/incentives for loss/gain (\$) as per contract clause, number of incidents/near miss, number of maintenance tasks backlog, project timelines/budget overrun, AESM building lock ups, innovation, more importantly survey results from customers/stakeholders. If KPI targets are not met in three consecutive assessments, the person will be instructed to leave the organisation.

## 3 Construction (Business) / Project Management (Employment)

A critical skills shortage is prevalent in construction. In order to work in this area, one must be certified or be at least conversant with PMBOK (Australia) or PRINCE2 (UK). This knowledge needs to extend to awareness of the discrete stages of project life cycle from project scoping to project close-out activities.

## 4 Steel Work / Metal Fabrication (Business)

This is an area never having shortage of work, backbone of all construction work. Builder go default/broke for lack of support from steel fabricator. BMA graduates must be expert in Arc, Mig & Tig welding and prepared to take up tools in emergency. This business can be set up with very small capital outlay, outside metropolitan area. The common approach is to outsource various scopes of work, which includes cutting, polishing, galvanizing etc. First Year T/O could be over \$100K, if expanded to erection/rigging, the T/O will be substantially higher.

## 5 Consultancy (Employment/Business):

Must have extensive knowledge and experience in subject matter

TASK: AESM audits, NABERS star rating, 3rd. party maintenance contract set up. Simple to critical engineer-

ing solution such as: Fire & Evacuation system, Air condition optimization with ambient temp lock out. Asset management plan. Energy saving strategy and solutions etc.

- Admin officer (\$30-\$50 per hr.): Communications, Accounts etc.
- Analyst (\$90- \$110 per hr.): 80%-90% completion
- Associate (\$150- \$250 per hr.): 10%- 15% input
- Principal consultant (\$350- \$500 per hr.): 1%-5% input

N.B. Admin task, analysts can be outsourced in India/Sri lanka

**There are also other areas of business/employment in this sector such as developer (Buying land & building and or selling as plots), Real Estate agents/brokers (selling/renting properties).**

## 6 Conclusion

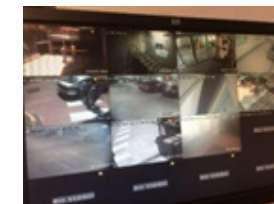
Australian Building Industry yields approximately \$500 billion yearly T/O, driving the Australian economy. Using this as context, the Bangladesh building and infrastructure landscape will significantly change in coming years due to a steady 7% economic growth. This no doubt will accelerate the need to implement a robust and tightly controlled framework that will be driven through Work, Health and Safety (WHS) and technical regulatory legislations. The aim inevitably will require the Bangladeshi industry to standardise work place practises, engineering operations, inclusive of design and delivery of solutions; allowing work to be conducted in safe environment particularly in garment industries and EPZ.

Our competent BMA graduates should be geared to take this opportunity.

Building industry jobs are primarily “People management” task. In Australia, academic qualification have little or no values to employers, rather assessed if the candidate has aptitude and potential to carry out tasks.

In BMA, we were taught scotch boilers, slide rules, made us 100% expert in semaphore signalling, then to engine room for watch keeping duties. We learnt as we were sailing. Mariners from nautical stream should not be discouraged to join this career. They will have substantial resources in their employer’s Intranet, E-learning modules, correspondence courses (Company funded) and would rapidly gain knowledge and skills. They will be learning while earning as we all did in the ships.

I possess over 26 yrs. of experience in building industry, have significant resources library in my stock. Any-one serious about this career may contact me for guidance



CCTV



house under construction



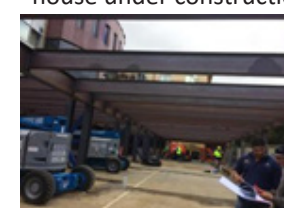
Completed house



typical building plant room



Multi-level construction



Steelwork



Lifting building section



সংস্ক. ১৯০৬-৬৭



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Vast fishing resources of Bangladesh are yet to be explored  
Feb 18, 2016



The demarcation of the maritime boundary of Bangladesh has paved the way to develop our maritime wealth that includes, oil exploration, vast fisheries resources and many more minerals. Bangladesh will now be able to attract international oil companies to explore the deep sea for oil and gas. Past efforts in this regard did not get much response from oil companies due to the maritime disputes with Myanmar and India. But Bangladesh will have to redesign six offshore oil and gas exploration blocks bordering Indian waters before going for a fresh bid for oil and gas blocks.

With these undisputed waters in hand, Bangladesh can also tap their deep sea fish resources. At present, wooden boats can go up to 20 nautical miles and motorized trawlers up to another 20 nautical miles. "The total collection of fish from the Bay is around 6 million tons annually. Of this, we share only 0.29 million tons," as per Rear Admiral (ret'd) Khurshed Alam, secretary of the maritime affairs unit of the foreign ministry.

Now with the 200 nautical miles of exclusive economic zone, the potentials are enormous. Bangladesh's full access to high seas out to 200 nautical miles and beyond is now guaranteed as are our undisputed rights to fishing in our waters and the natural resources beneath our seabed. The international court verdict ensured Bangladesh more than 1, 18,813 sq. km of waters comprising territorial sea, exclusive economic zone and also undeniable sovereign rights in the seabed extending as far as 354NM from the Chittagong coast in the Bay.

The Prime Minister, the Fisheries ministry along with other prominent players in the government should use our full resources including proper training of the cadets in the Fisheries Academy in Chittagong to explore and enjoy the vast fisheries wealth. Presently Cadets for the Fisheries Academy (run by the Fisheries ministry) vie for the same jobs the Bangladesh Marine Academy (run by Shipping Ministry) cadets are seeking, making it harder for the job seekers in the oceangoing commercial vessels. Jobs are rare these days. Instead of harvesting fish, the cadets of the Fisheries Academy are being diverted to other jobs by the manning agents and other man-power establishments.

## Unpaid Freight and Shipowners Right for Maritime Lien: Bangladesh Perspective

Apr 7, 2016

Dr. Zalat Uddin Ahmed, Coast To Coast P&I Services Ltd. Bangladesh

Dispute in respect of Charter Party is quite frequent in Maritime Industry. Shipowners, Charterer, P&I Underwriters or even brokers also experience this type of problem at Chittagong and Mongla. This is an effort to give a brief overview of problems ship owners occasionally experience in Bangladesh with freight issue. Discussion came on Charter Party and Bill of Lading terms & clauses analysis, issues to be considered as checklist prior exercising successful Lien, Dispute Resolution, Arbitration, Bangladesh Jurisdiction and recognition procedure of Foreign Arbitration in Bangladesh.

Each charter party brings with it a separate set of obligations and rights, with some favoring owners and others the charterer. Late and Non-Payment of Hire is one of the most commonly encountered problem faced by an owner in time charter or voyage charter of their vessel. Circumstances leading disputes between Owners and Charterers often compel owners to prefer to explore option for lien on cargo especially when the charterer's liquidity position becomes in prime consideration. At the outset Shipowners need to consider BL, charterparty and the local legal entitlement carefully whether those allows them to exercise lien over the cargo, on possession, for the debt amount which is due to them.

### Bangladesh Perspective

Foreign trade is of vital importance to the economic development of Bangladesh. The country's import needs are large where both the private and public sectors participate actively. Though private sector mostly prefer to follow the international trading practices, however, in case of public sector there are set policies to be governed and usually cargo vessels owned by foreign owners and/or charterers call at the maritime ports with cargo owned by third party, and not even by charterers. Chain charter party are quite frequently noticed here with existence of sub-charterer/sub-sub-charterer, who maintain parents or sister or shadow company to do the charter or sub-charterer with the owners or disponent owners and simultaneously maintain contact with the cargo receiver to receive freight payment through their respective agents in Bangladesh. When the cargo receiver is any state organ like Bangladesh Chemical Industries and Corporation (BCIC), Trading Corporation of Bangladesh (TCB) or any of the parent ministries of such corporations such as Ministry of Food etc. it has been observed that sub-charterers enter into agreement with such receivers through participating in international tender schedule under which the receivers are obliged to and indeed make payment of 80% to 90% of full freight payment the shipment at designated bank, just after commencement of cargo discharge, at their designated bank under letter of credit terms, opened by receiver. In case of non-payment of hire by head charterer, this type of chain CP creates more commercial problem for ship owners when the bills of lading neither contain provisions of lien, nor fails to legally incorporate the lien clause from the charter party. In several cases in recent times, it has been observed that the sub-charterers deliberately stop hire payment to vessel owners the moment ship docks at Port and commence cargo discharge with LOI. Impression was such like that the head charterers totally become silent upon receiving repeated instruction from vessel owners to clear due payments and the vessel owners end up having to exercise their lien rights over the remaining cargo. This type of scenario is repeating more frequently and gets worsen scenario where the discharge port experiences congestion problem or discharge rate becomes severely slow due to lack of logistics facilities (lighter or carrying truck shortage or warehouse space crisis) which ultimately increases vessel's stay period at port and consequently the hire amount.

Nevertheless, Admiralty cases on the line that in order for ship owners to exercise their lien right on freight, sub-fright, dead-freight, demurrage and damages for detention, it must be have been expressly reserved in the charter party with clause similar to Clause 18 of the NYPE which provides that the ship owners will have a lien on all cargoes and all sub freight for hire under the charter. In order to be well protected, while executing CP shipowners also need to consider the relevant clause as stated in the Gencon. 1976, which

combines the lien clause with a cesser element ensure similar effect as above. Clause 8 of Gencon 1976 reads as "Owners shall have a lien on the cargo for freight, dead-freight, demurrage and damages for detention. Charterers shall remain responsible for dead-freight and demurrage (including damages for detention) incurred at port of loading. Charterers shall also remain responsible for freight and demurrage (including damages for detention) incurred at port of discharge, but only to such extent as the Owners have been unable to obtain payment thereof by exercising the lien on the cargo."

### Charter Party and Bill of Lading Terms and Clauses: Analysis

Exercising lien on freight, sub-fright, dead-freight, bunker and demurrage etc. it requires details general analysis on Charter party and bill of lading clauses. With several other regular issues, it appears that in many cases the Bank or consignee, neither of whom are a party to the head charter, is the named consignee in the bill of lading, and hence a party to the bill of lading contract. Under English law, in case of straight bill of lading, Bank or consignee is the only party to which delivery of the cargo can be made. The lien in the head charter only allows the Owners to deny delivery to Bank or consignee if the lien clause is incorporated into the bill of lading contract. When the bill of lading is on the Gencon 94 form, stating "freight payable as per charter party", and no charterparty date has been entered on the front of BL, as also observed here. In such like case, the wording on the reverse of the bill will state that all term, conditions etc of the charterparty "dated as overleaf" are incorporated. Even if no date is entered, as per English law it will assume that the parties intended to incorporate a charter party and will be identified.

If the bill of lading is marked as "freight prepaid" but in fact freight or full or partial sub freight is pending till the notice is served, owners will be able to exercise line. In cases of Bangladesh public sector, where cargo receiver transfer balance 10% to 20% of LC freight to charterer/ sub-charterer (80% to 90% are transferred earlier after commencement of cargo discharge as discussed earlier) after completion of cargo discharge. The ship owner's right to an express contractual lien on sub-freights can include this part of freight earned by the sub-charterers under a bill of lading or freight due under the voyage charter. Many charters clause, such as BPTIME3, clause 14; NYPE, clause 23; Baltime, clause 18 etc. gives the ship owner the right to intercept due sub-freights before they are paid to the charterer. But in case of the contractual provision for "freight paid in advance" intercepting freight payment will often be delayed or prevented. Again, lien on sub freights remains effective when a bill of lading stamped "freight prepaid" and that the freight has not been paid at the date of the notice. The owners also to have lien over bunkers on board and have fair liberty to withdraw the vessel as per the provisions of the charter party withdrawal clause which will allow owners to obtain ownership of the bunkers remaining on board the vessel and will be considered as credit A/C time charterer for the sums due to owners considering the applicable provisions of the charter party bunkers clauses applicable on redelivery. The lien on freight and demurrage entitles the Owner to require all parties to the bill of lading contract to pay freight and demurrage direct to the Owners. This is only effective if notice of lien is given to the paying party before payment is made. Hence it is important to serve these notices as soon as any non-payment of hire (or other sums due under the head charter) arises.

### Checklist Prior Exercising Lien Shipowners need to consider the following:

- 01.Notification to interested parties for exercising lien
- 02.Possibility to retain effective possession of cargo after discharge
- 03.Incorporation of lien clause in BL and CP
- 04.Incorporation of CP clause into the BL
- 05.Relevancy of BL date in relation to executed CP
- 06.Condition/ restrictions imposed by local law and port Authority
- 07.Nature of cargo to access the risk of quality deterioration
- 08.Storage facility into bonded warehouse and cost benefit analysis for the same
- 09.Loss of time to the ship resulting from exercise of lien
10. Freight terms, such as "Freight Payable

as per Charter Party” or “Freight Prepaid”

11. Ownership of cargo on board vessel

Prospect of selling cargo according to the provision of local law

12. BL signed by master or logistics company, with due authorization

13. Existence of Chain CP

14. Existence of single contract and single consignee on the same voyage.

15. Arbitration clause, jurisdiction clause and choice of law clauses.

#### **Dispute Resolution, Arbitration and Bangladesh Jurisdiction**

Arbitration, results in a final resolution without appeal, utilized when contracting parties agree to use it for a dispute. When any CP contain London seated arbitration clause and the applicable law is specified as English Law, the procedure to be followed for resolution of material dispute will be the London Arbitration procedure.

When the vessel is in territorial waters of Bangladesh and they have actionable claim under Admiralty Act. There are conflicting judgements from both the High Court as well as Supreme Court of Bangladesh, both on favour or against such cases but in recent case appellate division has allowed admiralty suit despite the charter party having arbitration clause. Informatively, The High Court division of the Supreme Court is vested with Admiralty jurisdiction. Section 3(1) of the Bangladesh Admiralty Court Act, 2000 proclaims that the High Court Division of the Supreme Court shall be the Court of Admiralty. Article 103 of the Constitution of the People’s Republic of Bangladesh, any one aggrieved by the decision of the admiralty court may file an appeal before the Appellate division of the Supreme Court. According to the order XIII of the provision of the Supreme Court of Bangladesh Rules, 1988, the period of limitation for preferring an appeal to the Appellate Division is within 60 days from the date of passing of the judgement, excluding the time of obtaining certified copy of the judgement.

Indeed the ship owners don’t need to go to court to exercise lien to retain cargo at own possession, but if the validity of the lien is in any doubt the shipowner may wish to consider obtaining a court order as this will provide at least some protection against a claim for wrongful exercise of the lien. Shipowners need to be equipped with the following documents in original (preferred) for submission at Court to file application for Lien permission-

01. Signed CP between Owners and Charterer. In case of non-availability of signed Charter Party, correspondence exchanged among all parties in support of applicable CP and related documents.

02. Load port information (SOF)

03. BL copies, CP and Sub CP (if applicable)

04. Hire Statement (updated), evidence of last hire payment by charterer in case of non-availability of signed CP

05. Notice of Lien if served

06. Receiver’s LC details if available

07. Banking details of charterer and sub-charterer ( if possible)

08. Power of Attorney (POA) to authorize OPA or correspondents for court purpose

09. Owners company board resolution in favour above POA.

#### **Recognition Procedure of Foreign Arbitration in Bangladesh**

Bangladeshi law recognises and provides for recognition procedure of foreign arbitration award in order for same to be enforceable locally. Once an arbitration proceeding in a foreign country is completed, the Arbitral Award, on an application by any party, will be enforced by a court of this country under the Civil Procedure Code in the same manner as if it were a decree of court. For the arbitral award to be recognised

and enforced in Bangladesh, one of the parties will have to make an application to the Court of the District Judge, Dhaka under the Code of Civil Procedure of Bangladesh. While making that application seeking the recognition and the enforcement, the party will have to supply:

a) The original arbitral award or a copy thereof duly authenticated in the manner required by the law of the country in which it was made;

b) The original agreement for arbitration or a duly certified copy thereof; and

c) Such evidence as may be necessary to prove that the award is a foreign award.

For an arbitration award given in London to be enforceable in Bangladesh depends upon several factors such as whether the other party against whom such award was made applies for refusal of recognition or execution of foreign arbitral award under section 46 of the Arbitration Act, 2001. Besides, it is to be taken into account that for the recognition and enforcement of the arbitration award, application is to be made in District Court which does not appear to operate expeditiously.

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## OUT FROM THE PERILS OF THE SHIP BREAKING YARDS OF BANGLADESH



Abdus Salam

Rapid Industrialization in Bangladesh and export have taken its per capita income and GDP growth to envious levels. This has been due to cumulative efforts of government and private entrepreneurship, foreign investments, foreign partnerships coupled with government policies which are conducive to growth, infrastructure development and development of various industries.

One such industry that is relevant to professionals associated with the marine industry is the Ship Breaking Industry in Bangladesh.

Ship breaking industry is located in Sitakund which is about 12 miles northwest of the port city of Chittagong and extends approximately a strip of 25 Km along the coast of the Bay of Bengal. The industry grew steadily through the 1980s and by mid-90s, Bangladesh ranked number two in the world by scraped tonnage. A statistic shows that between 2004 to 2009, Sitakund was the largest ship-breaking yard in the world with 26 breaking yards in 2008 and rising to 40 in 2009. Since 2012 it is probably the Second Largest ship-breaking yard in the world with almost half of the world's ships destined to meet their deaths on these beaches here in Bangladesh. In 2015, 768 ships were scrapped globally. A total of 469 vessels were sent to scrap yards in India, Bangladesh, and Pakistan. Out of this Bangladesh accounted for almost 256 ships which were scrapped at its beaches.

The rapid rise of this industry was because ship breaking was declared as an industry in early 2012 by the High Court in Dhaka Bangladesh, lifting a ban on import of ships for breaking but ordered the owners to comply with strict Environmental and safety regulations. But even before this, the Dhaka High Court on March 17, 2009, issued orders relating to the safety of workers working in the ship breaking yards and the orders to protect the environment. This landmark order came as a result of the constant raising of awareness of safety and environment issues by BELA (Bangladesh Environmental Lawyers Association), BILS (Bangladesh Institute for Labour Studies) and YPSA (Young Power in Social Action), specially a petition at the Dhaka High Court by BELA. The orders were to ensure workers safety, usage of modern technology, environmentally friendly waste disposal, the embargo on the entry of unclean Oil tankers and an embargo on Nuclear and Passenger ships that contain toxic wastes.

This court ruling had all the right intentions of encouraging the practice of ship breaking in early years and more so to help launch the country's economic growth and create jobs in massive numbers keeping safety and environment in mind. Very similar to the rulings of the Dhaka High Court but much more in details, two other international conventions also advocated for the safety of workers and the environment. One was earlier in 1993 known as the Basel Convention. The other, the HK convention came about as a result of IMO (International Maritime Organization) member states unanimously agreeing at their 24th assembly in Dec 2005 to develop international legally binding regulations for recycling of ships.

Adopted in May 1989 and which went into force in May 1993, the Basel Convention on Transboundary Movement of Hazardous Wastes and their disposal is about protecting human health and the environment



against the adverse effects which may result from such waste. In short to ensure legally, the sound management of shipbreaking practices and to secure the smooth withdrawal of ships that have reached their life's end without polluting the environment, humans and other forms of life. Bangladesh is an 'Accession' member of the Basel Convention since 1993.

The Hong Kong Convention of 15th May 2009 laid down strict measures to be undertaken for ship breaking. Among a host of others were: All workers must use protective gears, Workers must be trained by competent personnel; this included Refresher training, reviewed periodically and documented. Particular emphasis was laid on the handling of Asbestos, Ozone Depleting Substance, PCBs, Anti-Fouling Compound systems, heavy metals, etc.

Regulation 23 of the H.K. Convention states that Ship Recycling facilities shall report to authorities any incident, accident, occupational disease or chronic effects causing or potential of causing risks to worker safety, human health, and the environment. Reports must include a description, cause, consequences and Corrective Actions. So the same occurrence does not happen again.

Also, Regulation 24 states – Ship Owners intention to Recycle a ship must be made in writing to the authorities for Survey Administration and Certification obtained as required by the Convention. A requirement before any ship recycling commences is; the International 'Ready for Recycling Certificate.' The inspectors see that proper SRFPs (Ship Recycling Facility Plans) have been developed and are being followed and secondly do an On-site inspection before issuing a SOC (Statement of Compliance) to the yard.

In short, the purpose of the H.K. Convention 2009 is to obtain the 'Statement of Compliance' from the Classification Societies that the facilities are in line with the HK. International Convention for Safe and Environmentally Sound Recycling of Ships.

It is not that ship breaking industry just started in the 70s or 80s. There were ships plying international waters and at the end of their feasible and profitable life did reach their end somewhere. Till the 1960s, places where ship breaking took place were mostly in the U.K., USA, Germany and Italy, where highly mechanized practices were utilized and where safe working practices were followed. But from the early 1980s to maximize profits, ship owners sent their vessels to Asian scrap yards of Bangladesh, India, China, Pakistan, Turkey and Vietnam.

We shall examine and try to have an insight of our ship breaking yards only located in between Bhatiari and Baro Awlia in Sitakund; Chittagong and presently extend over approximately 12.78 km and cover an area of about 1133 ha as compared to 3.45 km of coastal strip belt which included only about 367HA in 1989. A jump of 308.7 per cent. An industry employing around 20,000 people directly and another 30,000 indirectly. Unbelievable as it may sound, here ordinary, non-trained day laborers strip down massive sea-going vessels with their bare hands equipped only with Blow torches, oxy-acetylene bottles, large hammers, sometimes cranky old winch and perhaps a Bull Dozer in some cases. Environment policies and laws are not enforced, laborer's salary who work here in one of the dirtiest and dangerous job in the world being the lowest anywhere to be found. No standards for OSH (Occupation Safety and Health) are followed, and plenty of opportunities exist to exploit people and flout environment. With approximately 1.5billion dollar business such lax laws should have now been a thing of the past. These financial figures are staggering and reflect the amount of scraped tonnage which was averaging 30 per cent of world's scraped LDT ships. Very soothing to the ear and no doubt a proud milestone for our country in contributing to the economy but consideration for the safety of human lives is of paramount importance because of the sanctity, preciousness and dignity of each person. Then of course comes the environment which belongs to all citizens for everyone's benefit and ultimately the global impact. The question arises at what price the economic return seems so rosy?

Apart from steel which is 90% re-rolled or turned to reinforced steel bars or ingots and the ship's furniture

and all other inside materials used and sold, the Hazardous waste which is extremely costly to dispose off is left on the beach. This is scary for people who understand the implications and would pause to think and say to themselves – is this happening here in our own backyard?

A serious breach of the cost in human lives approximately 400 deaths and 6000 more injured for last almost 20 years has prompted BELA (Bangladesh Environmental Lawyers Association) Executive Director, Syeda Rizwana Hasan to say back in Oct 2012 that "ship breaking yards continue to violate rules by importing old ships without Pre-Cleaning and removing Toxic gases. That's why accidents continue to happen." These heart-wrenching accidents and deaths are known to all as they are reported in daily newspapers and media, especially Chittagong newspaper immediately. Also, the World Maritime Forums monitor these along with NGOs. But those are approximate reported casualty figures only. Reportedly from 2005 to Sep, 2012, 90 workers died in a span of 7 years nine months. In 2015, reportedly 16 workers died, and 22 got injured, and in 2016 the reported figures are of 9 deaths and many injured. Some of these injured are maimed for life; some have been suffering from severe occupational diseases and waiting for an agonizing death. Their poor helpless families shattered.

So what has been done so far to adhere and comply with the Basel and Hong Kong conventions which also scores the need to Pre-Clean the ship's holds, fuel tanks, chemical tanks, ballast tanks, lubricating oil tanks and bilges? The hatches, double bottom tanks, cofferdams, holds must be hundred percent gas free using the most modern equipment and technique and not by some primitive unacceptable method to calibrate atmosphere and flammability level. To what extent has hazardous wastes like asbestos banned by the developed world in 1980 and which is responsible for Asbestosis, (Lung causing cancer) lead, paints, CO2 bottles, ozone depleting substances, Batteries, PCBs (Cancer-causing substance) and such likes have been meticulously and in accordance with conventions been disposed off before the ships have arrived for the beaches in Bangladesh? These above items must not be found on ships before they reach our beaches, but evidently, they are present.

Naturally, for greater profits, ship exporters mostly from Europe, China and Japan find our country a dumping ground for the world's ship's waste and toxic materials and our yard owners and the relaxed governing agencies and bodies mostly turn a blind eye to the human cost as well. Otherwise, dying from explosions, inhaling toxic fumes and asbestos fibers, falling from heights and huge steel plates falling on untrained, un-insured laborers would not have continued unabated. And for all this little or no compensation to the poor workers. No one takes any liability. Does not irk any soul who could be responsible! Amazing!

These workers are sought out by contractors on a day to day basis for minimum pay, no job security, almost eleven hour of back breaking unimaginable hard labor. No personal injury lawsuits nor worker's health claims are ever entertained thus encouraging shipyards to operate with high health risks. There is no worker's union hence no rights. Add to it there are child laborers working at night in complete disregard of Bangladesh's supreme court orders of not employing anyone below age 18 years.

Merely knowing these facts, occurrences, keeping a data of all these preventable accidents and reporting these gruesome fatalities is not enough. It begs the question how to standardize the system in our country, how to bring this growing industry to international level, how to follow the conventions, how to raise ourselves in front of the world maritime and marine sector involving this business. Whether yard owner businessmen or governing, monitoring and enforcing bodies, in short, our whole country needs to take a hard and meaningful look. There must be someone or some agencies or organization who must be accountable because our innocent, poor, untrained laborers are dying to fill up the coffers of someone somewhere. Let the foreign ship owners and nations and Bangladeshi conscience of individuals who are related to this whole operation right from where a scrap ship starts till it is beached ask what positive steps and convention abiding steps can be taken to make a positive difference for this country's land, air, water, forests, trees, fish, plants and above all human beings.?

Interesting to note that in 2014, Hapag- Lloyd and Maersk stopped using Chittagong Shipbreaking Yard facilities despite higher costs elsewhere.

So what are the proper procedure to be followed and who should be monitoring and enforcing them is the next thing that surfaces to address this problem, so the sustainable development is maintained in compliance with our court orders, international conventions, human conscience and without compromising human safety and also protecting the environment?

As per the H.K. convention, vessels to be dismantled are to be Pre-Cleaned in OECD (Organization for Economic Cooperation and Development) countries thoroughly to remove harmful substances before being sent to Non-OECD for breaking. Ship Owners are also to be held accountable for hazardous waste removal and proper disposal. If there are asbestos, then the Pipes and Boiler insulation that contains them require labeling with identifying stickers and placards. The conventions require ship owning countries to transfer expertise to Bangladesh and other Asian shipbreaking nations. Experts have opined that Ship Breaking Yards should have stiff berthing areas so that vessels do not shift in the sand to prevent steel plates falling on unsuspecting workers and killing or injuring them. However, this phenomenon is a norm that is witnessed in Bangladeshi shipyards. Sadly, this also results in workers falling from great heights to their deaths below as in many cases no harnesses were provided.

Very correctly Patrizia Heidegger, Executive Director of Ship Breaking Platform, a Brussels-based advocacy group says “you are talking about breaking down the largest movable manmade structures on a bed of mud.” She said “You can’t use any heavy machinery, you can’t use cranes. Workers can’t even wear boots because they would disappear in the mud.” It is high time that this ship breaking Industry in Bangladesh must live to its name. It is imperative that our shipbuilding come of age and at par with International standards.

The will to make a difference is to take the necessary step by implementing the HK and Basel conventions. While ultimate responsibility for conditions in the yards has to lie with the countries in which they are situated, other stakeholders must share their part of the responsibility in this whole process.

Congo, Norway, France, Belgium, Netherlands, Italy and very lately Panama in Sep 2016 has Ratified, and Denmark is highly expected to ratify the HK convention in early Spring 2017. However, much is left to be desired from other big stakeholders, ship owners and nations as the HK convention states “The HKC enters into force after 24 months when 15 states, representing 40 per cent of world merchant shipping by gross tonnage have either signed it without reservation as to ratification, acceptance or approval or have deposited instruments of ratification, acceptance, approval or accession with the Secretary-General of IMO.” Panama’s membership to the HKC is a significant step in inching towards bringing the convention in to force as around 330 million Dead weight of global merchant ships sail under its flag.

A start has been made and a ray of optimism is on the horizon. Few companies in the developed world produce Environmental friendly ‘Green’ recycling with a total capacity of 78,000LDT per year. This is only a fraction of the global recycle demand (60-70 million) LDT per year. Therefore, it can be gauged how much is left to be desired. The European ship owners have called for the smart application of the 2013 EU Ship Recycle Regulations (EUSSR) so that the latter act as a lever by incentivising ship recycle yards to upgrade towards compliance with HK Convention requirements. Important to note for Bangladesh is that EU (European Union) is expected to publish a list of Ship Recycling facilities worldwide by the end of 2016. According to Ship Breaking Platform NGO, out of the 27 vessels sold by U.S. ship owners for recycling in 2015, 21 went to Turkey and India as experts say they have improved conditions in their demolition yards. Diverting ships for recycling elsewhere is a reality that is happening. Is there any scope of ignoring these signs by Bangladesh? The Flag States and the Recycling States seem to be waiting on each other to adopt the HKC. Informatively, the classification Society Japan NK has issued the first Eco-friendly SOC to Miyaji Salvage Co Ltd on Nov 15, 2013, first in Asia. Japan’s NK recognized two shipbreaking yards in Alang; Gujrat, India and certified them

as International Compliant status on 29th Sep, 2015. These two are the first and only ones in South Asia. Bangladesh should follow suit as soon as possible for its own benefit.

Meanwhile, from Bangladesh’s perspective, fast and effective measures need to be taken, and the prime matter is to protect life and environment. Ministry of Environment and Forests, Ministry of Shipping, Ministry of Labour and Employment, Ministry of Industries, Bangladesh Maritime Board, Department of Inspection for Factories and Establishment and the Department of Environment have all got a huge role to play. BSBA (Bangladesh Ship Breakers Association) is at focus here to develop all safety procedures as per the Basel and HK conventions. The NGOs like BELA, BILS and YPSA and Green Peace are all working hard, and whatever awareness and high court decisions we see is because of their tireless work in this field. They are to be applauded for their sincere efforts, specially BELA.

Our maritime experts, mariners, executives, administrators, and surveyors will do a great service to humanity and the environment if only all pertaining documents were scrutinized as per the necessary laws, regulations and onsite inspections. If things are not right, then someone somewhere, saying a categorical “no” for the benefit of all and enforcing them with the help of regulatory departments makes all the difference. Therefore, SOC should only be given post inspection of the IHM (Inventory of Hazardous Materials) and their disposal, the SRP (ship recycle Plan) and SRFP (Ship Recycling Facility Plans). Last but not the least, BD Environment Conservation Act 1995 and Environment Conservation Rules 1997 makes “Environment Clearance Certificate” mandatory, as existing Environmental laws categorize Ship breaking yards as Category Red (extremely dangerous).

Only very recently BSBA after a lot of persuasion and under pressure from ship-owning nations and ship owners and the Bangladesh Government have undertaken steps like arranging medical help for injured workers; they have planned to set up a small hospital as well. BSBA website also reports that they are training the workers. The IMO and the ship-owning nations have committed US 1.5m to develop our yards to acceptable safe level to fall into compliance. But no talk of the wage increase, working conditions, job security and compensation for the workers. No real or concrete plan to clean the polluted beaches and the adjoining mangrove forests either.

The funds donated is insignificant in eliminating unsafe working conditions and create the acceptable clean environment. Our ship breaking industry needs massive financial investments from yard owners, foreign ship-owning nations and International bodies to be brought up to an acceptable standard. Once this criterion is evident, that would attract more business as the foreign ship-owning nations would not have any qualms then in sending their ships for recycling to the shores of Bangladesh. The stigma of our shipyards being labeled as ‘Death Trap’ could be a thing of the past.

Japan which has been a genuine friend of Bangladesh since it recognized us in early 1972 has been a significant economic partner. We can ask Japan for their help and expertise. The Japanese ambassador to Bangladesh in an interview in early December this year (2016) reiterated that his country is committed to helping Bangladesh. Why not seize this opportunity! A dialogue could perhaps open doors with helping hands from the other side. They have the Compliant Eco-friendly ship recycling yards too!

We all know and remember that after the Tazreen Garments fire in 2012 and the 2013 Rana Plaza collapse in which approximately a thousand garment workers perished, the BGMEA (Bangladesh Garment Manufacturers Exporters Association) came under severe pressure. The foreign buyers guided and helped our factory owners who themselves poured a huge chunk of money to bring many of their industries to acceptable safety standards for their workers and their properties.

Would it be inappropriate and is it too early to say that – No more deaths and no more toxic dumping on our land and beaches?

Keeping in mind that our motherland Bangladesh was created for both, the Haves and the Have Nots then for Bangladesh’s sake there is no alternative but to realize that Empathy should take precedence over Apathy.

*(The writer is from 09th batch Bangladesh Marine Academy Jaldia and is a retired Marine Chief Engineer living in Vancouver Canada. He is the Founding Director of ‘The Mother Language Lovers of the World’ Canada and recipient of the Bangladesh ‘Independence Award 2016’).*

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September 22, 2016

বিদেশী জাহাজে মোটা অংকের বেতনে চাকরি, রোমাঞ্চকর সামুদ্রিক ও জীবন- এমনই বিভিন্ন প্রলোভন দেখিয়ে মেরিন ক্যাডেট তৈরির নামে প্রতারণা করছে দেশের বিভিন্ন বেসরকারি মেরিন ইন্সটিটিউট। এসব প্রতিষ্ঠানে শিক্ষাজীবন শুরু পর থেকেই পদে পদে প্রতারণার শিকার হচ্ছে শিক্ষার্থীরা। মাত্র তিন বছরের কোর্সের জন্য ১৫ থেকে ২৫ লাখ টাকা নেয়া হলেও বেশিরভাগ ইন্সটিটিউটে নেই শিক্ষার ন্যূনতম পরিবেশ। কোর্স শেষে মেলে না প্রত্যাশিত চাকরি, উল্টো জাল কাগজপত্র বানিয়ে বিদেশী জাহাজে প্রশিক্ষণের জন্য শিক্ষার্থী পাঠানোর ঘটনা ঘটছে। এ প্রক্রিয়ায় বিদেশ গিয়ে পুলিশের হাতে আটক হয়েছেন অনেক শিক্ষার্থী। শুধু তাই নয়, লাখ লাখ টাকা নেয়ার পরও কয়েকটি প্রতিষ্ঠান থেকে জাল সার্টিফিকেট দেয়ার প্রমাণ মিলেছে। সংশ্লিষ্ট নথিপত্র পর্যালোচনা ও যুগান্তরের অনুসন্ধানে পাওয়া গেছে কয়েকটি বেসরকারি ইন্সটিটিউটের প্রতারণার এমন সব চিত্র।

বেসরকারি মেরিন ইন্সটিটিউট ও মেনিং এজেন্টগুলোর নানামুখী প্রতারণায় আন্তর্জাতিক বাজারে ক্ষুণ্ণ হচ্ছে দেশের সুনাম। বিদেশী জাহাজ কোম্পানিগুলো বাংলাদেশী নাবিকদের নিতে আর্থিক হারিয়ে ফেলছে। বিপুলসংখ্যক নাবিক বেকার জীবন-যাপন করছেন। প্রতারণার কারণে সিঙ্গাপুর, দুবাই, সৌদি আরব, কুয়েত, মালয়েশিয়াসহ মধ্যপ্রাচ্যের কয়েকটি দেশ বাংলাদেশী নাবিকদের সহসা ভিসা দিচ্ছে না। ফলে অনেকে নিয়োগপত্র পেয়েও জাহাজে যোগ দিতে পারেন না। ফলে ইন্টারন্যাশনাল মেরিটাইম অর্গানাইজেশনের (আইএমও) সাদা তালিকা থেকে বাংলাদেশের সদস্যপদ বাদ পড়ার আশংকা দেখা দিয়েছে।

অভিযোগ রয়েছে, দেশের ১৭টি বেসরকারি মেরিন ইন্সটিটিউটের বেশিরভাগে নৌ মন্ত্রণালয় ও নৌ পরিবহন অধিদফতরের কয়েক কর্মকর্তার বেনামে অংশীদারিত্ব রয়েছে। ফলে প্রতিষ্ঠানগুলো অনিয়ম-দুর্নীতি করার পরও নির্বিঘ্নে শিক্ষা কার্যক্রম চালিয়ে যাচ্ছে।

এ বিষয়ে নৌ মন্ত্রণালয়ের সচিব অশোক মাধব রায় বলেন, মেরিন ইন্সটিটিউটগুলোর শিক্ষার পরিবেশ ও কার্যক্রম পরিদর্শনে একটি শক্তিশালী কমিটি করা হয়েছে। কমিটির সুপারিশের আলোকে পদক্ষেপ নেয়া হচ্ছে। যেগুলোর অবস্থা বেশি খারাপ সেগুলো বন্ধ করে দেয়া হবে। কিছু প্রতিষ্ঠানকে শোকজ করা হবে।

নৌ পরিবহন মন্ত্রণালয় ও নৌ পরিবহন অধিদফতর সূত্রে জানা গেছে, বর্তমানে সারা দেশে ১৭টি বেসরকারি মেরিন ইন্সটিটিউট চালু রয়েছে। এর মধ্যে দু’তিনটি ছাড়া বাকিগুলোর অবস্থা খুবই নাজুক। একজন শিক্ষক আছে এমনও প্রতিষ্ঠান রয়েছে। কোনো কোনো প্রতিষ্ঠান কাগজে-কলমে থাকলেও বাস্তবে কার্যক্রম নেই। এসব প্রতিষ্ঠান থেকে তিন বছর মেয়াদি ক্যাডেট কোর্স ও সর্বোচ্চ ছয় মাস মেয়াদি বিভিন্ন প্রি-সি শর্ট কোর্স (রেটিং) করানো হয়। ক্যাডেট কোর্সে দুই বছর প্রাতিষ্ঠানিক শিক্ষা ও এক বছর সমুদ্রগামী জাহাজে হাতে-কলমে প্রশিক্ষণের প্রয়োজন হয়। প্রতিষ্ঠানগুলো নিজস্ব ব্যবস্থাপনায় ক্যাডেটদের এক বছরের জন্য জাহাজে প্রশিক্ষণের ব্যবস্থা নিশ্চিত করার বিধান রয়েছে। জানা গেছে, এসব নির্দেশনা মানছে না বেশিরভাগ প্রতিষ্ঠান। এর মধ্যে অন্যতম রাজধানীর মোহাম্মদপুরের আদাবরে অবস্থিত শাহ্ মেরিন অ্যান্ড বিজনেস ইন্সটিটিউট। এই প্রতিষ্ঠানটির পাঁচ শিক্ষার্থীকে গত বছর জাল সনদে ভারতে পাঠানো হয়। সেখানে যাওয়ার পর বিষয়টি ধরা পড়লে ওই পাঁচ শিক্ষার্থী ভারতে বাংলাদেশের দূতাবাসের মাধ্যমে দেশে ফিরে আসেন। তাদের কাছ থেকে মোবাইল, ল্যাপটপ, পাসপোর্টসহ সব রেখে দেয় ভারতীয় দালালরা। পাঁচ শিক্ষার্থী হচ্ছেন- মো. কামরুল হাসান, মোহাম্মদ আবদুল মামুন, মো. সোহেল রানা, আবদুল্লাহ আল মামুন ও সৈকত বাগচী শুভ্র। ওই ঘটনার সত্যতা পেয়েছে নৌ পরিবহন অধিদফতর গঠিত তদন্ত কমিটি।

ভুক্তভোগী কামরুল হাসান জবানবন্দিতে কমিটিকে জানিয়েছেন, শাহ্ মেরিন অ্যান্ড বিজনেস ইন্সটিটিউটের দ্বিতীয় ব্যাচে দুই বছর মেয়াদি ডেক শাখায় প্রি-সি কোর্সের জন্য সবমিলে ২২ লাখের বেশি টাকা শোধ করছেন। জাহাজে উঠার জন্য ওই প্রতিষ্ঠানের মালিকানাধীন শাহ্ মেরিন রিক্রুটিং এজেন্সির মাধ্যমে আরও ২ লাখ ৮০ হাজার টাকা শোধ করেন। কলকাতা থেকে দিলি যাওয়ার ভাড়াও দেন। ভারতে পৌঁছলে শাহ্ মেরিন রিক্রুটিং এজেন্সির দালাল রাহুল শর্মা তার পাসপোর্ট, সিডিসি ও অন্যান্য ডকুমেন্ট রেখে দেন। তাকে ভারতীয় নাগরিকের জাল আইডি ও ভারতীয় জাল শর্ট কোর্সের সনদ দিয়ে রাধা কৃষ্ণ-৩ নামের জাহাজে উঠানো হয় এবং মুরিংম্যান ও অর্ডিনারি সি-ম্যানদের মতো জাহাজ পরিষ্কারের কাজে লাগানো হয়। কিন্তু কামরুল ইসলাম ভারতীয় নাগরিক নন- বিষয়টি জানার পর ওই জাহাজের মাস্টার তাকে নামিয়ে দেন। পরে ভারতে অবস্থিত বাংলাদেশের দূতাবাসের মাধ্যমে ফেরত আসেন এ ক্যাডেট।

প্রতারণার শিকার আরেক শিক্ষার্থী মোহাম্মদ আবদুল মামুন জানান, একই প্রক্রিয়ায় তাকে গুজরাটের কান্দলা বন্দরের ভারতীয় নাগরিকের জাল আইডি ও ভারতীয় জাল শর্ট কোর্স সনদ দিয়ে একটি বার্জে উঠানো হয়। কোনো পদ না থাকায় তাকে টয়লেট পরিষ্কারের কাজ করতে হয়। বার্জে ওঠানোর আগে তার পাসপোর্ট, সিডিসি, ল্যাপটপ ও মোবাইলসহ অন্যান্য ডকুমেন্ট নিয়ে যায় ভারতীয় দালাল।

একই প্রতিষ্ঠানের আরও তিন শিক্ষার্থীর জবানবন্দিতেও প্রতারণার নানা বিষয় উঠে এসেছে তদন্ত কমিটির রিপোর্টে। এতে বলা হয়, প্রতিষ্ঠানটির রিক্রুটিং এজেন্সির মাধ্যমে শিক্ষার্থীদের কখনও অস্তিত্ববিহীন জাহাজ, কখনও স্ক্র্যাপ জাহাজ, কখনও ভারতের অভ্যন্তরীণ কোস্টাল জাহাজ বা বার্জে জালিয়াতি করে কাগজ-কলমে সি-টাইম দেখানো হয়েছে। এছাড়া ওই প্রতিষ্ঠানের মাধ্যমে যুক্তরাজ্যে প্রশিক্ষণে যাওয়া বেশকিছু শিক্ষার্থী ফিরে আসেনি। এ ঘটনায় প্রতিষ্ঠানটির লাইসেন্স বাতিল, জামানত বাজেয়াফত এবং জড়িতদের বিরুদ্ধে ফৌজদারি আইনে ব্যবস্থা নিতে সুপারিশ করেছে কমিটি। তবে, তদন্ত প্রতিবেদনের পরিপ্রেক্ষিতে প্রতিষ্ঠানটিকে শোকজ করা হলেও জড়িতদের বিরুদ্ধে কোনো ব্যবস্থা নেয়া হয়নি বলে জানা গেছে।

পাঁচ শিক্ষার্থীর সঙ্গে প্রতারণার বিষয়টি 'দুর্ঘটনা' হিসেবে দাবি করেছেন শাহ্ মেরিন অ্যান্ড বিজনেস ইন্সটিটিউটের ম্যানেজিং ডিরেক্টর শাহ্ মোমিনুল ইসলাম চৌধুরী। তিনি বলেন, ওই ঘটনা একটি এঞ্জিডেন্ট। আমরা ব্যবসা করার জন্য প্রতিষ্ঠান খুলেছি, প্রতারণা করার জন্য নয়।

২০১৫ সালে একই ধরনের প্রতারণা করেছিল ওয়েস্টওয়ে মেরিন একাডেমি এবং ওই প্রতিষ্ঠানের নিজস্ব ম্যানিং এজেন্ট। তৎকালীন সমুদ্র পরিবহন অধিদফতর ও শিপিং অফিসের কাগজপত্র জাল করে ওই প্রতিষ্ঠানের নামে ১৯ জন নাবিককে ভারতে পাঠানো হয়। পরে মুম্বাই পুলিশ তাদের গ্রেফতার করে। এতে দেশের ভাবমূর্তি ক্ষুণ্ণ হয়েছে বলে উল্লেখ করা হয়েছে নৌ অধিদফতরের অপর এক প্রতিবেদনে। ওয়েস্টওয়ে মেরিন একাডেমির লাইসেন্স বাতিল করেছে নৌ পরিবহন অধিদফতর।

প্রতারণা এখানেই শেষ নয়, বেশ কয়েকটি মেরিন একাডেমি টাকার বিনিময়ে জাল সার্টিফিকেট বিক্রি করছে বলে অভিযোগ রয়েছে। অনুসন্ধানে দেখা গেছে, আটলান্টিক মেরিটাইম ট্রেনিং ইন্সটিটিউট এবং ইন্টারন্যাশনাল মেরিটাইম ট্রেনিং একাডেমি থেকে দেয়া সনদ জাল প্রমাণ পেয়েছে সংস্থার কর্মকর্তারা। ওই সব সার্টিফিকেট তাৎক্ষণিক জব্দ করা হয়। নাম প্রকাশ না করার শর্তে সনদধারীরা জানান, মোটা অংকের টাকার বিনিময়ে তারা এ সার্টিফিকেট পেয়েছেন। তবে, বিস্তারিত জানতে চাইলে তারা সটকে পড়েন। এ বিষয়ে আটলান্টিক মেরিটাইম ট্রেনিং ইন্সটিটিউটের ব্যবস্থাপনা পরিচালক মো. শাহ আলম বলেন, বাইরের লোকেরা জাল করে। কিছু অসাধু ব্যবসায়ী সার্টিফিকেট জালিয়াতি করে প্রিন্ট করেছে। নৌ পরিবহন অধিদফতরে থাকা ইন্টারন্যাশনাল ট্রেনিং একাডেমিতে ফোন করে কাউকে পাওয়া যায়নি। নৌ পরিবহন অধিদফতরের কর্মকর্তারা জানান, পাঁচটি প্রতিষ্ঠানের বিপুলসংখ্যক জাল সার্টিফিকেট জব্দ করেছেন তারা।

বেসরকারি মেরিন একাডেমি নিয়ন্ত্রণকারী সংস্থা নৌ পরিবহন অধিদফতরের মহাপরিচালক কমডোর এম জাকিউর রহমান ভূঁইয়া যুগান্তরকে বলেন, প্রতারণার কারণে ওয়েস্টওয়ে মেরিন একাডেমি বন্ধ করে দেয়া হয়েছে। শাহ্ মেরিন অ্যান্ড বিজনেস ইন্সটিটিউটকে শোকজ করা হয়েছে। তবে, প্রতিষ্ঠান দুটির বিরুদ্ধে মামলা করা হয়নি। তিনি বলেন, শিক্ষার মান ভালো না থাকায় ৪টি প্রতিষ্ঠান বাতিলের উদ্যোগ নেয়া হয়েছে। বাকিগুলো পর্যবেক্ষণ করা হচ্ছে।

শিক্ষার নূনতম পরিবেশ নেই : জানা গেছে, ১৭টি প্রতিষ্ঠানের দু'তিনটি ছাড়া বাকিগুলো নৌ মন্ত্রণালয়ের গাইডলাইন অনুযায়ী শিক্ষার পরিবেশ তৈরি করতে পারেনি। এর মধ্যে একটি এশিয়ান মেরিটাইম একাডেমি। ২০১২ সালের ২৫ জুলাই মোছা. শারমিন আক্তারের নামে অনুমোদন পাওয়া এ প্রতিষ্ঠানটির দুই দফায় মালিকানা বদল হয়েছে। ক্যাম্পাসের আকার ৩০ হাজার বর্গফুট হওয়ার কথা থাকলেও এ প্রতিষ্ঠানের রয়েছে ৫ হাজার ৪০০ বর্গফুট। চারটি ছোট আকারের ক্লাসরুম থাকলেও সেখানে মাল্টিমিডিয়া ও কম্পিউটার নেই। এছাড়া কম্পিউটার ল্যাব, ওয়ার্কশপ, ফায়ার ফাইটিং ট্রেনিং সুবিধা, ল্যাংগুয়েজ ল্যাবসহ অন্যান্য সুবিধাও নেই। এশিয়ান মেরিটাইম একাডেমি থেকে এ পর্যন্ত দুটি ব্যাচে ৬৫ জন শিক্ষার্থী ভর্তি করা হলেও কাউকে জাহাজে যোগ দেয়ার ব্যবস্থা করা হয়নি।

আরেক প্রতিষ্ঠান প্যাসিফিক মেরিটাইম একাডেমির ক্যাম্পাস উত্তরার ১২ নম্বর সেক্টরের ৫ নম্বর রোডের ৫০ নম্বর বাড়িতে থাকার কথা থাকলেও সেখানে কোনো ক্যাম্পাস নেই। প্রতিষ্ঠানটির কর্তৃপক্ষের দাবি, একই সেক্টরের ১৩ নম্বর রোডের ৪৪ নম্বর বাড়িতে ক্যাম্পাস স্থাপন করা হয়েছে। ওই ঠিকানায় পাঁচতলা আবাসিক ভবনে ১০ হাজার বর্গফুট ফ্লোর স্পেসে ক্যাম্পাস পরিচালনা করা হচ্ছে। ওই প্রতিষ্ঠানে কোনো কম্পিউটার ল্যাব, অগ্নিনির্বাপক প্রশিক্ষণ যন্ত্রপাতি, সার্ভাইভাল ট্রেনিং যন্ত্রপাতি, ল্যাংগুয়েজ ক্লাব, লাইব্রেরি, অডিটোরিয়াম, বিনোদন রুম, প্যারেড গ্রাউন্ড নেই। দুই বছরে ১৬ জন ক্যাডেট পাস করলেও কাউকে জাহাজে উঠাতে পারেনি প্রতিষ্ঠানটি। ইউএস-বাংলা মেরিন একাডেমি নামে এটির অনুমোদন নেয়া হলেও পরে নাম ও মালিকানা পরিবর্তন করা হয়। এ বিষয়ে প্যাসিফিক মেরিটাইম একাডেমির ব্যবস্থাপনা পরিচালক মারুফ মোহাম্মদ জহিরুল ইসলাম বলেন, প্রশাসনিক জটিলতায় সিডিসি পেতে দেরি হয়েছে। তাদের জাহাজে উঠার সময় এখনও আসেনি। একাডেমিক অবকাঠামো সম্পর্কে তিনি বলেন, আমাদের অবকাঠামো উন্নয়নের জন্য সময় নির্ধারণ করা আছে। ওই সময় এখনও শেষ হয়নি। এ ছাড়া আরও কিছু প্রতিষ্ঠান শিক্ষার নূনতম মান রক্ষা করতে পারেনি। এরমধ্যে রয়েছে- মেরিনা একাডেমি, মেরিটাইম ইন্সটিটিউট অব সায়েন্স অ্যান্ড টেকনোলজি, বে মেরিটাইম একাডেমি, শাহ্ মেরিন অ্যান্ড বিজনেস ইন্সটিটিউট, ন্যাশনাল মেরিন একাডেমি অব বাংলাদেশ, ইন্টারন্যাশনাল মেরিটাইম ট্রেনিং একাডেমি, মাস মেরিটাইম একাডেমি ও আটলান্টিক মেরিটাইম একাডেমি।

Source: Jugantor



*I salute the distinguished mariners of the year*

*Captain QABM Rahman, Mr. Zahedur Rahman and Captain Mohammed Shafi*



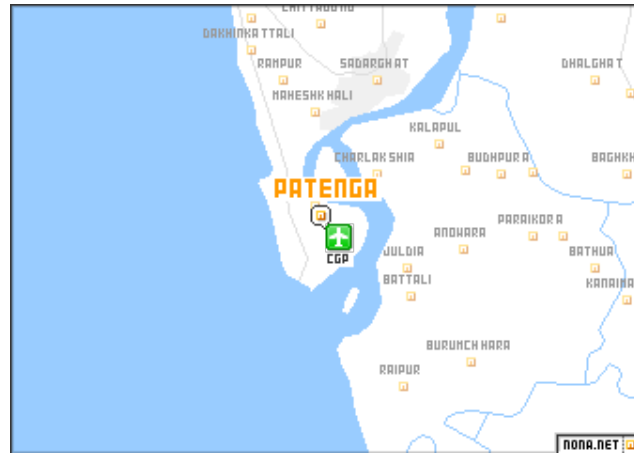
*We congratulate Juldia Marine Academy Alumni Association (JMAAA) on its 11 anniversary year. JMAAA's dedication to the Bangladesh Marine Academy alumni is well recognized.*

*Abid Choudhury (11N)*

## The Marine Academy, Jaldia, Chittagong – A Brief History

Aug 10, 2016

Captain Khairul Anam, 9N



For the information of all Bangladeshi Mariners who might not have been aware of some basic maritime facts, I quote below some information on history of Marine Academy situated in Jaldia, Chittagong as sourced from Wikipedia and also the Marine Academy website:

“World scenario was changing fast after the WWII (1939–46). Pakistan along with East Bengal (Bangladesh) became independent in 1947 from the British rule. Thereafter, the then Pakistan Government looked into developing various industrial training facilities. As such a scheme for establishing a Marine Academy beside Bay of Bengal had been sanctioned in 1952. Jaldia Point (valleys of Jaldia-Rangadia) at the Karnaphuly river-mouth at Bay of Bengal was chosen for the planned academy. Interesting to note that the reason was to create a ‘ship-like environment’ due to geographical location the Jaldia Point was considered as it was almost like a ship but not floating! Such suitable facility/location was unique in the country and was not available from Suez to South-East Asian countries except India. (Project Plan – Development of Marine Academy, Phase – II [1973-1980]).

Building basic infrastructure commenced. The establishment budget was Taka 31.19 lakhs in 1952, then increased to Taka 53 lakhs in 1959 and finally to Taka 58.3 lakhs in 1961. The initial project was completed with the aim of training 22 Nautical Cadet Officers and 22 Marine Engineering Cadet Officers. The new-built ‘**Mercantile Marine Academy**’ went into functioning from 3 September 1962.

Afterwards, during our Great Liberation War 1971 the then Pakistan Government shifted the Academy’s function to Karachi leaving this Academy abandoned. Immediately after liberation, Bangabandhu Sheikh Mujibur Rahman resumed it as Marine Academy with appointing Capt. (Merchant Marine) M L Rahman as the Commandant (first Bangalee Commandant). Bangabandhu also took a project titled “Development of Marine Academy (1973-1980)” and could raise the Academy at the forefront of maritime professional excellence in South Asia.

The campus is located in a beautiful picturesque surrounding on the lush-green hills and valleys of Jaldia, Chittagong on the east bank of river Karnaphuly. This is 20 kilometres south of the Chittagong city.

### TIME LINE: 1952 – 1972

1952 Government took the decision of establishment of a Marine Academy at Chittagong.

1962 Mercantile Marine Academy was established under Colombo Plan; commenced functioning from 3 September 1962.

1971 Pakistan Government shifted the Academy at Karachi leaving MMA abandoned.

1972 Bangabandhu started it as “Marine Academy” and appointed Capt. M L Rahman as the first Bangalee Commandant.”

It is clear from the brief history of Marine Academy, Chittagong that it commenced functioning as Mercantile Marine Academy from its inception on 3 September 1962. When I joined the Marine Academy in October 1970, all the official documents were in the name of Mercantile Marine Academy with the letters MMA contained within its logo on some documents, educational materials etc. Later when I returned to the Academy with my Bangladeshi batch mates in the middle of 1972, it was called Marine Academy, Chittagong but also called Marine Academy, Bangladesh at some places. Marine Academy was closed from mid-1971 to mid-1972 due to the liberation war so we sat idle at home for a year.

When our liberation war ended in December 1971, Pakistan had already started its own temporary Academy at Haji Camp Karachi under the name of Pakistan Marine Academy. I don’t know when our Academy changed its name to Bangladesh Marine Academy – probably some people in our Academy wanted to have the Pakistani culture continued in the way how Pakistan Marine Academy was named and maybe changed the name of our Academy to Bangladesh Marine Academy in the same way Pakistanis called their Academy – there might have been some fascination by a section of people or mariners towards following Pakistani trends, I do not know! Otherwise why such a change when the Academy was already officially called “Marine Academy, Chittagong” and the Academy logo still has the words “Marine Academy Bangladesh” inserted within it – see logo reproduced from the web – it was initially never called Bangladesh Marine Academy or BMA.

So one can see from the above information on our alma mater that it had a deep rooted connection with the very sweet name of “Jaldia”, even from before it was established – ie from the very planning stage in 1952. All our incoming posts from the loved ones during our Academy life, the Post Office (PO) was clearly stated as Jaldia on the envelopes. How we can now disassociate ourselves with such a lovely place situated in the valley of Jaldia – a tranquil place called Jaldia – where we had spent the best two years of our lives!

No wonder why **Jaldia** is so close to my heart and will remain so for ever. **Jaldia** was my love, soil of **Jaldia** gave me shelter when I ran away from the Academy under Pakistani oppression in March 1971, **Jaldia** gave me a footing in building my career, **Jaldia** is my life! How can I forget you my love?

By the way, this is the official logo currently used by both Marine Academy, Bangladesh and AABMA on their official websites. So, where has the acronym BMA come from in the context of Marine Academy situated in Jaldia?

## Charting of a safe passage



Forkanul Quader (6N)

### Introductory Remarks

From centuries adventurous explorers and merchant traders crisscrossed the oceans to either find new lands or to trade merchandise for profits or to make a living. Navigators charted courses in search of new continents or known destinations. Faced with unknown hazards those who went after new places often foundered or abandoned their voyages while others saw their ventures become successful. Those who charted courses for known destinations made every effort to chart and follow correct courses to achieve their goal. As time goes by, navigators are becoming far more accurate in precision navigation to find their destinations. Charting correct courses and following those through are far more important for present day navigators in their effort to economise their venture and arrive at destination on time.

Current generation of navigators has to follow guidance given in Chapter V of SOLAS Convention. That is known as passage planning. A navigator has to carry out careful appraisal and then plan a safe passage to destination. He then has to execute the passage and monitor the voyage throughout until he arrives at destination.

Faced with current situation of mass unemployment of Marine Academy cadets, one has to consider all options to chart a course that would safely take future navigators and engineers to their destinations. This may not be a one man show. It is also too late to leave everything to the Administration. Accurate evaluation and assessment of current conditions would be the pre-condition to such Passage Planning.

Just like Voyage Planning we have to consider the four stages of Appraisal, Planning, Execution and Monitoring logically to achieve the desired outcome. "An appraisal of all information available must be made before detailed plans can be drawn up and a plan must be in existence before tactics for its execution can be decided upon. Once the plan and the manner in which it is to be executed have been decided, monitoring must be carried out to ensure that the plan is followed".

### Objectives

There is a need to set clear objectives for the development of a plan for a journey towards achieving full employment for our future cadets: nautical and engineering. We needed to do that not only to salvage the current situation but also to raise the expectation of future generation of dying breed.

Such need for voyage and passage planning would also apply to educational institutions that are recruiting cadets. There are many factors including socio-economic that may impede the safe journey of all institu-

tions. These factors will need to be taken into account in the preparation of the plan and in the subsequent monitoring of the execution of the plan. Voyage and passage planning includes appraisal, i.e. gathering all information relevant to the contemplated voyage or passage; detailed planning of the whole journey or passage, from recruitment to employment and progression, including those areas necessitating the assistance of Administration; execution of the plan; and the monitoring of the progress of the journey in the implementation of the plan.

Let us now consider this from the perspective of voyage planning.

### Appraisal

**Appraisal** is the process of gathering all information relevant to the proposed voyage, including ascertaining risks and assessing its critical areas. Among those:

- Evaluation and effectiveness of current Education and Training System;
- Current recruitment policy and practices;
- Role and effectiveness of Directorate of Shipping with respect to overall training and employment;
- What is going well and what is not working and SWOT analysis;
- Assessment of current risks and possible mitigating measures;
- Evaluate the need of a Board with wider terms of reference;
- Evaluation of accountability;
- Assessment of available sea berths and evaluation of opportunity;
- Possibility of increasing fleet through private-public investment;
- Take full stock of near-coastal fleet and improving those to provide sea berths;
- Assessment of all private institutions with a view to streamlining those to sustainable numbers;
- Collation of statistics, data and ideas through organised forums;
- Assessment of current training framework and success rate;
- Assessment and drawing up of a Business Plan;
- Evaluation of current status and future prospect of Marine Academy
- Assessment and availability of national fund to help those cadets who will remain unemployed for over 8 months.

### Planning

On the basis of the fullest possible appraisal, a detailed plan should be prepared which should cover the entire duration from recruitment to deployment, including those areas where foreign aid assistance can be sought to improve the current state of affair.

As mentioned earlier (forum), a constructive way forward would be to work towards addressing burning issues and look far beyond the horizon, in planning for our future generations. A ten step risk based approach can be adopted in preparing a future business plan for seafaring cadets of Bangladesh.

- To form a Training Board comprising of the Industry, Seafarer Representatives, Marine Academy, other graded institutions and Maritime Forums. This Board will oversee all relevant issues including but not limited to employment, recruitment and placement of cadets and seafarers and address other issues such as visa, stranded seafarer, overseas detention of vessels and seafarers.
- To introduce Quality Management System across the board in accordance with Chapter VIII of STCW 78 as amended.
- To empower Administration/DG Shipping to oversee the review of Shipping Ordinance keeping in pace with the time and current practices.
- To empower the Administrative arm of the Government in ensuring a Quality controlled inspection regime, limiting the number of maritime institutions, closing down of sub-standard institutions, and

control of intakes based on placement on-board. To ensure total & independent governance of training & recruitment – free from malpractices.

- To risk assess, review and ensure a progression route for merchant navy officers and engineers to enable them to reach up to highest respectable level in government.
- To assess current sea going service taking the near-coastal and wider waterways into account and to find progression pathways from inland to seagoing masters & chief engineers.
- To make a thorough review of the current examination and certification system in Bangladesh to ensure a quality controlled regime.
- To reform the audit process of training institutions and colleges so as to ensure quality, consistency, security, authenticity and reliability. To reach an understanding with local classification society members in establishing such an audit regime;
- To extend a consultative arm to overseas Bangladeshi experts in creating an education & training framework for future;
- To review the overall safety regime for inland, coastal and seagoing vessels.
- In this respect all relevant sectors must jointly put their thoughts together to lay a firm foundation for the industry and for the future generation of Bangladeshi mariners – that is the least that our generation could do.

### Execution

Execution of the finalised plan should be carried out taking into account the above. Administration can work hand in hand with the Board to oversee the operational aspects of education, training and employment. It would be foolish to think that changes will occur overnight. The execution of such plan in an honest and sincere manner would require highest level of motivation and operational capability. Capacity building in true would require innovation and creativity. A dedicated team of likeminded experts would be needed to draw up a workable and economically viable road map. Government machinery can be made to play a leading role in realising a realistic business plan. The team can put that together along with education and training framework, through various committee of the Board. In this respect the team should try to avoid the idea of inventing new wheels but to take account of what we have and what can work best for our socio-economic environment. The same has to be linked to the existing tertiary foundation. It is important to seek assistance of our available intellectual and entrepreneurial resources (experts).

### Monitoring

Monitoring of progress would be a continuous process. Experience has shown that monitoring is crucial and possibly one of the most difficult task in ensuring a consistent approach to maritime education, training and recruitment. This stage requires careful consideration and attention. Failing to do so will have a domino effect on all other aspects. Such attention can only be possible through strict and rigorous implementation of a Quality Management System. Recruitment, entry, progression through education through to sea training phase all areas must be monitored systematically and continuously. Recruitment has to be impartial, merit-based, irrespective of gender, race, ethnicity, colour or religion and must have to be based on available sea berth. In this respect a strong link up and relationship must have to be established with prospective national and foreign shipping companies. Those who will play the role of instructors, mentors or that of shipboard training officer, all must have relevant and updated skills to impart quality training.

Finally all relevant sectors and individuals must work together to prepare for this journey to success. Hard work, cooperation and combined but relentless effort would be the key to such journey ahead. Those who will have the courage to take up the helm will have to overcome many challenges. Surely something better awaits us so long as we have the courage to keep reaching, to keep working, to keep striving for success and never to give up.

## Liquefied Natural Gas (LNG)

Exploration & Production Process



*[Author - Manjur Khan (LinkedIn), a master mariner (Australia) with over 24yrs of experience in Australian maritime industry as Marine Pilot-Loadmaster for LNG projects (Gorgon & Wheatstone), within port regulatory and operations, offshore support vessels operation management, Commonwealth (AMSA) and State (NSW) maritime regulatory administrations and search & rescue, liner shipping cargo operations, at maritime training institutes. He served as master on tall-ship 'Bounty', offshore oil & gas support and ocean going vessels].*

### Introduction

Safe and efficient handling, stowage and transportation of goods by sea, amongst others, are some of the key tasks best performed by mariners. As deserved, goods in custody are treated with utmost respect for safe delivery. Any cargo carried by sea is perceived to be a product ready at its transportable status. It is not usually expected of a mariner to know where and how the cargo was produced other than its characteristics and associated hazards for safe transportation by sea.

Shipping and transporting LNG by sea is a day-to-day task for many mariners at sea. These skilled mariners are thoroughly familiar with the characteristics and safe transportation of LNG by sea. Oil & gas sector is a vast and complex industry. Many mariners at various stages of their career have supported different sectors of this industry. Not everyone had the opportunity to know or see all stages of the complex exploration and production cycles of hydrocarbons carried by sea.

This article aims to explain, in layman terms, LNG basic knowledge and exploration & production process. Throughout the article, references have been drawn from a wide range of resources and author's personal industry experience. It is intended to use the article as a vehicle to share oil & gas industry knowledge with a wide range of audience including aspiring mariners.

### Liquefied Natural Gas (LNG)

Liquefied Natural Gas (LNG) is natural gas, predominantly methane (90%) with some mixture of ethane, propane, butane, some heavier alkaline and nitrogen that has been condensed into a cryogenic liquid through liquefaction process at close to atmospheric pressure by cooling it to approximately  $-162^{\circ}\text{C}$  or less for ease of storage or transportation. The liquefaction process involves removal of certain components, such as dust, acid gases, helium, water and heavy hydrocarbons.

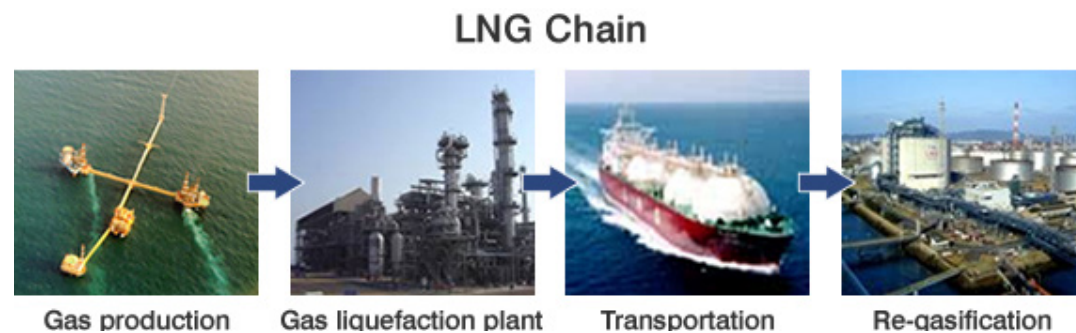
It takes up about 1/600th the volume of natural gas in the gaseous state. Maximum transport pressure is set at around 25kPa. Approximate lower and upper flammable limit is between 5% and 15% by volume in the air. It is odourless, colourless, non-toxic and non-corrosive. Hazards include flammability after vaporization into a gaseous state, freezing and asphyxia.

Natural gas was formed over hundreds of millions of years from organic matter, such as plankton, plants and other life forms, which is why it is sometimes referred to as 'Fossil Fuel'. Over time, sand, sediment and rock buried the organic matter and eventually large quantities of natural gas were formed and trapped underground. Natural gas can be "associated" (found in oil fields), or "non-associated" (found in natural gas fields), and is also found in coal beds (as coal seam gas).

The world has enormous quantities of natural gas, but much of it is in areas far from where the gas is needed. The dramatic reduction in volume allows it to be shipped safely and efficiently aboard specially designed LNG vessels. After arriving at its destination, LNG is warmed to return it to its gaseous state, 'mercaptan' is added for odour and delivered to consumers through local pipelines as a source of clean energy (Learn more<sup>1</sup>).

### LNG Value Chain

East Asia, which includes Japan, is the largest natural gas consumer in the world. Many of the world's largest gas fields are found in the Middle East, Southeast Asia, and Australia. East Asia is located some distance away and separated by oceans from these areas. For transportation to East Asia, natural gas is liquefied to reduce it to one six-hundredth of its original volume, and then transported on LNG carriers. As a result, an "LNG Chain" is required, by which natural gas that has been extracted from a gas field is refined, liquefied, transported by ships, and then re-gasified in the area where it is to be consumed.



### LNG Commercial Aspects

In the commercial development of an LNG value chain, LNG suppliers first confirm sales to the downstream buyers and then sign long-term contracts (typically >20 years) with strict terms and structures for gas pricing. Only when the customers are confirmed and the development of a Greenfield Project deemed economically feasible, the sponsors of an LNG project invest in their development and operation. Hence, the LNG liquefaction business has been limited to players with strong financial and political resources. Major international oil companies (IOCs) such as ExxonMobil, Royal Dutch Shell, BP, BG Group, Chevron and some national oil companies (NOCs) are active players in the world LNG market.

LNG quality is one of the most important issues in the LNG business. LNG is sold based on its heating or calorific value which depends on the source of gas that is used and the process that is used to liquefy the gas. The range of heating value can span +/- 10 to 15 percent. The typical higher and lower heating value of LNG is approximately 50 MJ/kg or 21,500 BTU/lb and 45 MJ/kg or 19,350 BTU/lb.

### Exploration and Production Process

Oil and gas developments are evolving from conventional to unconventional resources for onshore, and from shallow to deep water for offshore. Offshore developments are shifting from shallow water areas such as Middle East, the North Sea, South East Asia, North America and Australia to deep waters in Africa, Brazil, the Gulf of Mexico and the Arctic.

Oil major companies use highly advanced multi-dimension seismic acquisition and processing technologies such as ocean bottom nodes and full waveform inversion modeling as well as interpretive and interactive seismic modeling and imaging algorithms. These technologies improve their understanding of complex subsurface conditions throughout the life of their assets from exploration stage to ongoing reservoir management. LNG production process is in two (2) distinct divisions and as follows:

### 1. Offshore - Upstream Production Process

Offshore developments require a long period of time (5 to 15 years) from exploration to the start of production. A typical development process consists of four (4) stages:

"Exploration" is the 1st stage that involves the discovery of oil or gas prospects through geophysical and geological study and exploration.

"Development" is the 2nd stage that assesses the recoverable reserves by drilling some appraisal wells and analysing the data obtained from the appraisal well. At this time, the operator will determine a development plan detailing key development milestones.

Through conducting sequential feasibility and concept studies, and 'Front-End Engineering and Design' (FEED) to produce quality process and engineering documentation of sufficient depth, defining the project requirements for engineering, procurement, fabrication and construction of facilities and supporting a ±10% project cost estimate, the operator then considers to continue with the project at a stage called 'final investment decision' (FID).

Following approval of FID, "Execution" the 3rd stage of the project is conducted to execute the detailed Engineering, Procurement, Construction and Installation (EPCI).

Upon completion of construction and production start-up of the development the operator will move into "Life of field" the 4th stage of the development concerned with ongoing asset operations and integrity management.



Under the lifecycle mentioned above, offshore oil and gas fields are developed through aspects including reservoir geology, drilling, well completion, environmental assessments, facility design, installation and operations (Learn more<sup>2</sup>).

### 2. Onshore - Downstream Production Process

At downstream, a liquefied natural gas plant (commonly known as LNG Train) is constructed and roughly divided into five processes: (1) pre-treatment, (2) acid gas removal, (3) dehydration, (4) liquefaction and (5) heavy oil separation.

(1) In the pre-treatment process, undesired substances are removed from the gas taken from a gas field. Then the gas is separated using a slug catcher into oil and water which are then weighed.



(2) Natural gas taken from a gas field contains environmental pollutants like hydrogen sulfide (H<sub>2</sub>S) and carbon dioxide (CO<sub>2</sub>). These impure substances are absorbed and removed from natural gas with an amine absorber acid gas removal or (AGR). With the use of a sulfur removal unit (SRU), sulfur is extracted from the hydrogen sulfide in the removed pollutant.

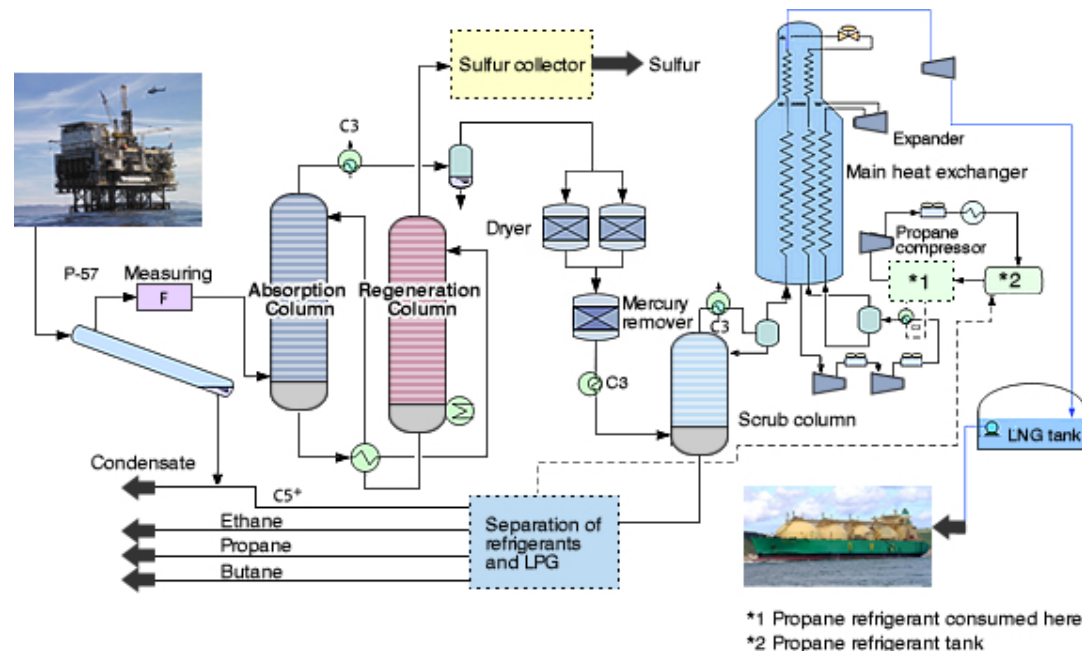
(3) An adsorbent is used to remove water from the natural gas from which impure substances have been removed so that ice will not form during the subsequent liquefaction process.

(4) Traces of harmful mercury are removed before liquefaction.

(5) The heavy compounds separation process is the core of an LNG plant in which natural gas is cooled and liquefied to -160°C or less using the principle of refrigeration.

As gas is cooled and liquefied to an extremely low temperature during the process, an enormous amount of energy is consumed. Reduced consumption of this energy is very important, so various ingenious processes have been proposed and commercialised. The C3-MR method is currently the main method. Propane and mixed coolants (nitrogen, methane, ethane and propane) are used as the coolant (APCI), and an improvement on this method called the AP-X method is also used for large LNG plants. All of these methods require enormous refrigeration compressors. Gas turbines are used for giant power plants to drive them, so elaborate engineering based on experience and high-level knowledge is required to design, produce and assemble the compressors and gas turbines.

**Mono Ethylene Glycol (MEG)** is used as an inhibitor to prevent hydrate formation in subsea pipelines. It is injected at the wellhead and follows the gas and liquid flow to the gas processing facility. MEG is separated at the LNG processing plant along with LNG condensate.



LNG Process Flow Diagram

**Natural-gas Condensate** (Condensate), a by-product of the LNG process is a low-density mixture of hydrocarbon liquids that are present as gaseous components in the raw natural gas produced from many natural gas fields. Some gas species within the raw natural gas will condense to a liquid state if the temperature is

reduced to below the hydrocarbon dew point temperature at a set pressure. In general, gas condensate has a specific gravity ranging from 0.5 to 0.8, and is composed of hydrocarbons such as propane, butane, pentane etc. Condensates are stored in specially built storage tanks to export via condensate tankers. (Learn more<sup>3</sup>)

### LNG Storage & Loading Facilities

Modern LNG storage tanks are typically full containment type, which has a pre-stressed concrete outer wall and a high-nickel (9%) steel inner tank, with extremely efficient insulation between the walls. Large tanks are low aspect ratio (height to width) and cylindrical in design with a domed steel or concrete roof. Storage pressure in these tanks is very low, less than 10Kpa. Sometimes more expensive underground tanks are used for storage. LNG must be kept cold to remain a liquid, independent of pressure. Despite efficient insulation, there will inevitably be some heat leakage into the LNG, resulting in vaporisation of the LNG. This boil-off gas acts to keep the LNG cold. The boil-off gas is typically compressed and exported as natural gas, or it is re-liquefied and returned to storage tanks. The tanks are fitted with vertical pumps and connected via extensive insulated pipelines from LNG Train, and leading to export marine loading arms.

**Material Offloading Facility (MOF)** is a shallow depth, specially designed and constructed port facility, protected by breakwaters within the plant footprint to facilitate logistical support for the construction of the LNG plant. Large plant equipment and modules are built and fabricated in yards/sites around the world according to design specifications. Heavy construction equipment and materials, large section of modules are shipped onsite by heavy-lift and semi-submersible project vessels along with a large flotilla of tug and barges. These cargoes are unloaded at the purpose built general and ro-ro berths. Some of these cargo units could weigh over 5000 tonnes, usually rolled-off and driven to site locations by using multi-wheeled heavy haulage SPMTs. On completion of plant construction works this facility usually remains as a support base and tugs shelter for rest of the project life. Marine scope of works during downstream construction phase could be extensive depending on site locations. Many mariners are employed during this construction phase in various capacities.

**Product Loading Facility (PLF)** is usually constructed some distances away from the main LNG plant site in a dredged pocket with sufficient depth for the LNG and Condensate vessels to moor and load. It is connected by a jetty from the landside which also houses all piping system. In most cases, PLF is well inshore from open seas, and connected by long dredged channel from the deep water contour line, marked with navigational aids. Vessels are piloted in and out of the port facility by licensed marine pilots throughout the life of the facility (Learn more<sup>3</sup>).



LNG Storage Tank



LNG Product Loading Facility

### LNG Transportation

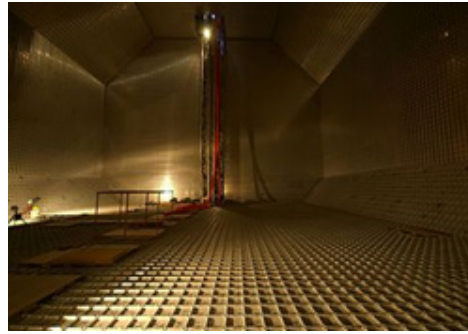
LNG is transported by sea on board specially designed LNG vessels. There are predominantly two types of

tank construction system currently in use.

Membrane Types - LNG containment systems of the Membrane design generally fall into two categories that were originally designed by the two separate companies, GAZ Transport (GTT) and Technigaz. The membrane may be Invar (Gaz Transport) or stainless steel (Technigaz). The membranes in the NO.96 design are 0.7mm thick and each layer of insulation is about 200mm thick. The tanks are not self-supporting as in the Moss design; they are built against the inner (double) hull of the vessel. Nitrogen is purged through the insulation layers and a gas detection system is installed.



Section through Membrane LNG vessel

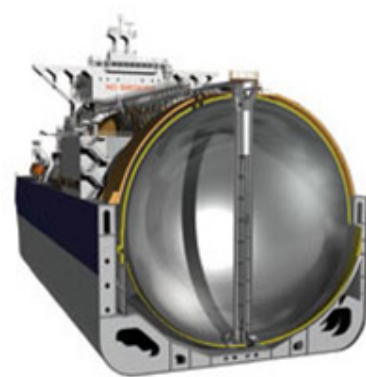


LNG Membrane Tank

Moss Rosenberg Types - The Moss® LNG tank enables high accuracy of predicted stresses and fatigue life of all parts of the tank structure, eliminating the need for a full secondary barrier. The tanks are generally made from Aluminium and supported around the equatorial ring by a Structural Transition Joint (STJ), which also acts as a thermal break between steel and aluminium. The tanks are then insulated with polyurethane foam which is purged with Nitrogen. A partial barrier in the form of a drip-tray beneath the sphere is fitted. A gas sampling system is fitted to detect any signs of leakage. The complete tank and hold space are protected by weatherproof cover.



Section through Moss LNG vessel



LNG Moss Spherical Tank

### Conclusion

LNG shipping sources have recently welcomed the decision by the International Maritime Organization (IMO) marine environment protection committee (MEPC70) to implement a global 0.5 per cent cap on sulphur emissions with effect from 2020, saying it will boost take-up for gas as marine fuel.

Oil & gas exploration and production of LNG is growing worldwide. Keeping a steady pace, world LNG fleet is also growing, which means an increased requirement for skilled and competent seafarers. Training insti-

tutes are not yet quite equipped to provide the education needed by the shipping industry for the future. Training seafarers for the existing fleet is not an easy feat, but with the growing number of ships the struggle is likely to grow.

The International Chamber of Shipping (ICS) urged ship owners and managers not to cut training during the shipping downturn. Shipping companies must have an eye to the future and consider that significant growth in shipping could return within the next few years. Employers must recognise that decisions made in difficult times should not inhibit the future sustainability of the industry. Investment in good quality training and recruitment of skilled workforce is an essential part of assuring good industrial health.

Oil and gas industry provides endless opportunities for aspiring mariners. Mariners are engaged in supporting the offshore exploration activities such as: conducting 1D/3D seismic surveys onboard sophisticated seismic survey vessels; drilling well-heads and sub-sea drilling onboard specialised drill ships and semi-submersible rigs; construction of sub-sea asset and manifolds onboard heavy lift offshore construction, dive support and platform supply vessels; rig moving onboard shallow and deep water anchor handling vessels; trenching sub-sea pipe ducts onboard trenching vessels; laying offshore pipelines on pipe-laying vessels and barges; rock dumping on sub-sea pipelines onboard specially designed rock-dumping vessels; towing offshore platforms from long distances onboard ocean going tug and barges; surveying offshore pipelines and sub-sea assets onboard survey vessels and providing ongoing logistical supports to this vast industry.

The article has endeavoured to promote some essential basic knowledge of a growing and sustainable industry for aspiring mariners and future workforce. LNG is continuing to become the sustainable and clean fuel for the future not just as a marine fuel, but in all aspects of our daily lives (Learn more<sup>4</sup>).

### List of References:

- <sup>1</sup><https://www.youtube.com/watch?v=s9oMknya7Rg>
- <sup>2</sup><https://www.chevronaustralia.com/our-businesses/gorgon>
- <sup>3</sup><https://www.chevronaustralia.com/our-businesses/wheatstone>
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### Kuřiv cuřci dmj buK Avguř i bxiēZvi cwiYwř?



#### মিনার রশীদ (21E)

সবার মনেই একই প্রশ্ন, মেরিন নামক সোনার হাঁসটিকে কে বা কারা এভাবে জবাই করলো? হাঁসটিকে জবাইয়ের আগে বিষয়টি কেউ টের পান নি । আজ জবাইয়ের রক্ত প্রবাহিত হতে দেখে সবার চোখ কপালে ওঠে গেছে ।

অনেক মানুষের শ্রম আর মেধার বদৌলতে গত ৫০/৬০ বছর ধরে যে হাঁসটিকে যত্ন করে বড় করা হয়েছিল, আজ গুটিকয় ব্যক্তি অতিরিক্ত লোভের বশবর্তি হয়ে সেইসোনার ডিম পাড়া হাঁসটিকে একদম জবাই করে ফেলেছে ।

নেপোলিয়ন যথার্থই বলেছেন, অসৎ লোকের কর্মকাণ্ডে সমাজ ধ্বংস হয়না । সমাজ ধ্বংস হয় ভালো লোকের নীরবতায় । আমাদের ক্ষেত্রেও ছবছ তাই হয়েছে ।

কাজেই বলতে দ্বিধা নেই, এটি আমাদের সামষ্টিক পাপ । অর্থাৎ আমরা সকলে মিলে মেরিন নামক এই সোনার হাঁসটিকে জবাই করে ফেলেছি । আমাদের অবহেলা, লোভ আর নিষ্ক্রিয়তার কারণেই এই সোনার হাঁসটি এভাবে জবাই হয়েছে ।

মেরিটাইম সেক্টরটি কী ধরনের মানুষের হাতে পড়েছে তা উপলব্ধি করা যায় সাম্প্রতিক সময়ে গৃহিত কিছু সিদ্ধান্তেজ্ঞ স্যাম্পল বা নমুনা দেখে । আমরা জানি যে মেরিটাইম এডুকেশনের ক্ষেত্রটি সম্পূর্ণ একটা প্রফেশনাল বা ব্যবহারিক ক্ষেত্র । এই ফিল্ডে যে ধরনের কম্পিটেন্সি বা দক্ষতার দরকার পড়ে - তা প্রচলিত ধারার কোন ইউনিভার্সিটি তৈরি করতে পারে না । আর সে কারণেই গ্যারিসন মেজাজের মেরিন একাডেমির ধারণাটি চালু হয়েছে এবং তা সারা বিশ্বেই আদৃত হয়েছে ।

বর্তমান মেরিন একাডেমির নাম, ট্রেনিং পদ্ধতি ও সকল ট্রাডিশন বজায় রেখে এটাকেই ধাপে ধাপে একটা বিশেষায়িত ইউনিভার্সিটির পর্যায়ে উন্নীত করা যেত । ইন্ডিয়ার আইআইটি তেমন ধারার একটি বিশেষায়িত বিশ্ববিদ্যালয় । এটি করলে বরং মেরিন একাডেমির গুরুত্ব ও ট্রেনিংএর মান অনেক বেড়ে যেত এবং বিশ্ব বাজারে বিভিন্ন প্রতিযোগিতায় এই একাডেমির ক্যাডেটগণ আরো সুবিধাজনক অবস্থানে চলে যেতেন । এটা না করে বর্তমান ঘরানার মেরিটাইম ইউনিভার্সিটি কোন পারপাস সার্ভ করছে তা বোধগম্য হচ্ছে না । কারণ এই বিশ্ববিদ্যালয় থেকে পাশ করা শত শত গ্র্যাজুয়েটের চাকুরি বাংলাদেশ তো দূরের কথা -বিশ্বের অন্যতম শিপিং হাবগুলোতেও নেই । এ সংক্রান্ত যে কয়টি চাকুরি রয়েছে সেই চাহিদা মেটাতে যে কোন সাধারণ বিশ্ববিদ্যালয়ের একটি ডিপার্টমেন্টই যথেষ্ট হতো ।

জাতি হিসাবে আমরা একটা অদ্ভুত মানসিকতা লালন করে থাকি । নিজের গোত্রের বা দলের গুটিকয় ব্যক্তি কিছু গুরুত্বপূর্ণ জায়গা ( ভিসি, প্রক্টর, ডিজি ইত্যাদি ) দখল করলে বাদবাকি সকলে বিশেষ তৃপ্তি অনুভব করি । ব্রিটিশ আমলে খ্রীষ্টান সুইপার গণও একেকজন নিজেদেরকে এদেশের মালিক গণ্য করত । কারণ তাদের মতই একজন খ্রীষ্টান ব্যক্তি এদেশের বড়লাট ছিলেন । এতে সেই গোষ্ঠি বা দল মনের কোন অজানা কুঠরীতে কিছুটা তৃপ্তি পেলেও ইনডিবিজুয়েলি তাদের তেমন কোন ফায়দা হয় না । অথচ নিয়মটি ভঙ্গ করাতে ( একজনের কাঁধে অন্যজনের মাথা জুড়ে দেওয়ায় ) পুরো জাতির বা সমাজের যে সার্বিক ক্ষতিটি করা হয়, সেই ক্ষতির ভাগ যুগ যুগ ধরে সবাইকেই বহন করতে হয় ।

দ্বিতীয় আরেকটি উৎকট সিদ্ধান্ত হয়েছে-মেরিন একাডেমিতে মহিলা ক্যাডেট ভর্তি নিয়ে। পৃথিবীর অত্যাধুনিক ও খোলামেলা সমাজ গুলিতে যে পরিকল্পনাটি সফল হয় নি - কোনরূপ গবেষণা ব্যতিরেকে আমাদের মত রক্ষণশীল সমাজে সেটাই চাপিয়ে দেয়া হয়েছে ।

কারণ বিদেশগামী জাহাজে চাকুরী হলো সম্পূর্ণ ম্যাসকুলিন একটা প্রফেশন । মেয়েদের পক্ষে এখানে টিকে থাকা শুধু কঠিন নয় - আমার সতের আঠারো বছরের সামুদ্রিক জীবনের অভিজ্ঞতায় বলব, রীতিমত অসম্ভব । এটা মেয়ে জাতির অক্ষমতা নয়, বৈরি সমুদ্র ও সঙ্গী পুরুষদের সহজাত স্বভাবই এখানে মূলত দায়ী । আমরা নিজের বউ, নিজের মেয়ে বা বোনের জন্যে রক্ষণশীল সাজি অথচ অন্যের মেয়ে বা বোন নিয়ে আমরা দিলদরিয়া

হাতেম তর্কি হয়ে পড়ি । এটা উদারতা নয়- এটা স্রেফ হিপোক্রেসি, এটা মতলববাজি ।

মেরিন একাডেমিতে লেডি ক্যাডেট ভর্তি করানোর এই সিদ্ধান্তর্ভূট কিছু কর্তা ব্যক্তির উদ্ভট মানসিকতা যেমন করে তুলে ধরেছে, ঠিক তেমনি আমাদের বাদ বাকিদের সবকিছু নীরবে মেনে নেয়ার এক আজব মানসিকতাটিও ফুটে উঠেছে । একজন ব্যক্তির মাথা যে কোন কারণেই খারাপ হয়ে যেতে পারে কিন্তু পুরো একটা গ্রুপের মাথা এক সঙ্গে কীভাবে খারাপ হয়, তা সত্যিই ভাবনার বিষয় ।

ইউরোপের যে সব দেশ মেয়ে ক্যাডেট ভর্তি করা হয়েছিল তাদের মধ্যে কতজন ক্যাপ্টেন বা চীফ ইঞ্জিনিয়ার হতে পেরেছে কিংবা ততদিন পর্যন্ড কতজন সি লাইফে টিকতে পেরেছে অস্ভুত সেই হিসাবটি এমন একটি গুরুত্বপূর্ণ সিদ্ধান্ত্ নেয়ার আগে এই বিজ্ঞজনেরা নিতে পারতেন । অপরের পোড়া হাত দেখেই জ্ঞানী মানুষ বুঝে নেন যে আঙনে হাত পুড়ে যায় । হতভাগারা নিজের হাত পুড়িয়ে সেটা প্রমাণ করতে চান । আর দুর্ভাগারা হাত পুড়ে গেলেও সেটা স্বীকার করতে চান না ।

বিশেষ করে কোন কথা যদি বিশেষ চেতনা বা বিশেষ বিশ্বাসের স্রোতে একবার বসিয়ে দেয়া যায় তখন তার উল্টো দিকে দাঁড়ানোর কাউকে পাওয়া যায় না । আমাদের পছন্দ-অপছন্দ, নীতিবোধ সিজনের সাথে সাথে পাল্টে যায় ।

সত্য কথা উচ্চারণের মত এই সব সাহস ও প্রজ্ঞা আমরা হারিয়ে ফেলেছি ।

প্রতিটা জায়গায় আমরা নলেজ বেইজড সোসাইটি তৈরি না করে পেশি ভিত্তিক সমাজ তৈরি করে চলেছি । এখানে জোর যার, সবকিছু তার । ইউনি-ফরম এবং নন - ইউনিফর্ম; দুটো ক্ষেত্রেই এই নিয়ম প্রযোজ্য হয়ে পড়েছে ।

গত ৫০ বছর যাবত এদেশের মেরিটাইম এডুকেশন একটা সুনির্দিষ্ট নিয়ম মেনে চলেছে । এতদিন স সরকারের একক নিয়ন্ত্রণ থাকায় বিশেষায়িত এই শিক্ষা ব্যবস্থার জন্যে তা এক ধরনের নিরাপত্তা চাদর হিসাবে কাজ করে আসছিল ।

এবার হঠাৎ সেই নিয়মের ব্যাঘাত ঘটিয়ে ব্যাণ্ডের ছাতার মত অনেকগুলো প্রাইভেট মেরিন একাডেমি স্থাপনের অনুমতি দেয়া হয় । বড় ধরনের একটি মৌলিক পরিবর্তনের জন্যে বিশ্বের শিপিং ব্যবসা কিংবা মেরিটাইম সেক্টরের মতি গতি সম্পর্কে ঠিকভাবে স্টাডি করা হয় নি । প্রথমে একটা বা দুইটা প্রাইভেট প্রতিষ্ঠানের অনুমতি দিয়ে তার ফলাফল বা প্রভাব খতিয়ে দেখার ধৈর্যটিও আমাদের কর্তাব্যক্তিদের হয় নি! কীসের একটা তাড়া থেকে যেন রাতারাতি এই অনুমতি গুলি দেয়া হয়েছে!!! এগুলি নিয়ে প্রশ্ন করার কেউ নেই ।

কাজেই যার বা যাদের হাত দিয়ে এই অকাজটি সংঘটিত হয়েছে, জাতির বৃহত্তর স্বার্থে তাদের মেরিটাইম অভিজ্ঞতা বা ব্যাকগ্রাউন্ডটি তলিয়ে দেখা দরকার । এখান থেকে যে সত্য বেরিয়ে আসে, তা যতই কঠিন হোক তা মুখ ফুটে উচ্চারণ করা দরকার ।

আজ শত শত মেরিন ক্যাডেট বেকার হয়ে আছে । মেরিন বেকার এবং অন্য বেকারদের মধ্যে কিছু বেদনাদায়ক পার্থক্য রয়েছে । সেই বেদনাটি কোন নন-মেরিনার উপলব্ধি করতে পারবেন না ।

এটা কার বা কাদের পাপের ফসল তা বের করা দরকার । তা না হলে একই ভুল বার বার করতে থাকব ।

## BMMOA Election 2016-2018

### 2016-2018 BMMOA executive committee election- VOTE FOR CHANGE

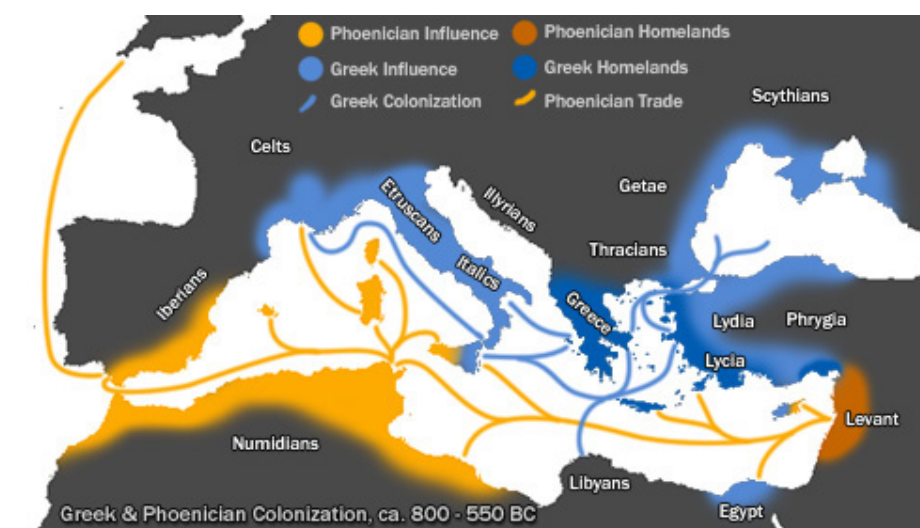
#### List of Our Candidates

Sl. No.	Post	No. of Post	Candidates
1.	President	1	Zillur Rahman Bhuiyan
2.	Vice President	3	Muhammad Zaber Md. Shakawat Hossain Hasan Quddus
3.	General Secretary	1	A. S. M. Arifuzzaman
4.	Assistant General Secretary	2	Mohammed Moshir Rahman Kazi Md. Abu Sayeed
5.	Treasurer	1	Abu Syed Mohammad Delwar Rahman
6.	Assistant Treasurer	1	Md. Iftekhar Alam
7.	Organising Secretary	1	Mohammad Mahmudur Rahman
8.	Assistant Organising Secretary	2	Mohammed Jahidul Kamal Amir Mohammad Abu Sufian
9.	Cultural Secretary	1	Md. Ali Hosain
10.	Sports Secretary	1	Md. Saiful Islam Bhuiyan
11.	Office Secretary	1	K.M. Saiful Islam
12.	Assistant Office Secretary	1	Muhammad Nasir Uddin
13.	Public Relation & Welfare Secretary	1	Ashik Imran

## THE ORIGIN OF SHIPPING & INSURANCE



F R Chowdhury



Shipping is one of the oldest businesses in the world. Risk management and insurance is also equally old business. They are closely linked with one another. In fact the development of insurance took place in support of the shipping industry.

In the early days the ship-owner, trader and ship-captain was a single entity. A rich influential person got a ship built, procured some commodity that is readily available in his area and then sailed to another place for business. He would normally barter the goods in exchange of commodity available in the new land. Gradually gold and then coins and currency became medium of exchange. Fortune favours the brave. The pioneer in shipping gradually became a rich man. He was not anymore ready to undergo all the rolling and pitching at sea. He employed a trusted man as the captain of his ship. He still remained owner of the ship and the cargo. However, those days with no radio telecommunication there was no way for him to know anything until the ship was sighted on the horizon again. Some time the ship was never seen again – either lost at sea or hijacked by pirates.

Another businessman came with a bright idea. He agreed to share the risk in exchange of a token payment. Because he shared similar risks with few other ship-owners, he managed to keep the premium low and thereby flourished his business. This is how the concept of hull insurance took birth in this world. However,

it was also necessary to know “how good the ship is and the risk it represents”. This we will deal at a later stage.

With the passage of time more changes took place. The ship-owner was no more the cargo owner. The ship-owner placed a ship and accepted cargoes from different traders. The cargo owners also looked for similar security and there came the concept of cargo insurance.

Hundreds of years later the ship-owners came across claims from others for damages caused by way of the operation of the ship. Sometime the claim was too big to handle by a single ship-owner. The ship-owners got together and created common fund to protect themselves from such claims. This became the eventual protection and indemnity insurance. Because of being mutual in nature, they were called P&I clubs.

An important group of organizations that exert considerable influence on the design, construction, equipment and safety of ships are Classification Societies. Classification is defined as “a division by groups in order of merit” – and this was what was precisely attempted in the early days of ship classification. It was done for the benefit of ship-owners, cargo owners and underwriters in order to ascertain the risk a particular ship represented. The origin of classification is linked with the name Lloyd, and we shall discuss the history.

It was customary in the seventeenth and eighteenth centuries for merchants, shippers and underwriters to meet in tea shops/ coffee houses in London to discuss business. Ship lists were circulated in these establishments, which contained information concerning ships; and these lists were particularly helpful in providing underwriters with information concerning the degree of risk involved in insuring the ships and their cargoes. Amongst these coffee houses was one owned by an enterprising man called Edward Lloyd. His coffee house was originally in Tower Street but he later moved to Lombard Street (I think there is now a branch of Sainsbury, supermarket chain stores located there). Lloyd provided a list or bulletin about ships as far back as 1702 and after being withdrawn for a time it was issued again in 1734 and has continued to be published the present day as Lloyd’s List (perhaps the oldest newspaper being published today). It is still published but only the electronic version. The last printed issue was published 19th December, 2013.

Another interesting development in shipping took place when the housewives of Bristol area approached their MP Samuel Plimsol to do something in the parliament to save seafarers’ lives from the greedy ship-owners who would load the ship with cargo to such an extent that ships could not remain afloat at sea. The first load line (1876) act was named after the MP as Plimsol Mark Act.

One of the most remarkable improvements to safety came through radio-communication by Marconi. He was an Italian but developed his first radio transmission and reception facility in the UK in 1897 on a boat called “Electra” given to him by British government.

As time went on, the provisions relating to information about ships got more formalized and eventually a Register was published. Today this register is number one reference for shipbrokers, charterers and others keen to know about the status/ condition of the ship. Originally business of classifying ships and insuring them went under the same roof but eventually the two activities became completely separate. Both activities took the name of the coffee house proprietor. The Classification side took the name Lloyd’s Register of Shipping (the oldest classification society). Founded in 1760 to examine merchant ships and classify them according to their condition, today the organization’s expertise and activities extend far wider than shipping field – shore based industries including steel mills and oil refineries, offshore explorations and installations. Today Lloyd’s Register is an independent authority, non-profit making, and relying entirely on fees charged for surveys and other services rendered. It is controlled by a Committee representing ship-owners, ship and engine builders, the Institute of London Underwriters, the Royal Institute of Naval Architects and Shipbuilders. The national committees also include similar national bodies.

Other classification societies also follow the pattern set by LR. They are like independent standard institutes having common rules. A ship or an installation remains classed so long it meets the standard. Because they operate without any bias, they are equally trusted by ship-owners, traders, underwriters and even national administrations who delegate lot of statutory survey and certification to them. However, it must be understood that functions may be delegated to classification societies but administration as Party State shall always bear the responsibility.

We shall now discuss a very important aspect of shipping and insurance. It is to be noted that early shipping, insurance and classification developed on its own without any legal constraints. Those days there were no national or international laws governing those activities. They were self regulatory and it worked wonderfully well. By making necessary Act of Parliament, the British Government formally legitimised the working of Lloyds. This is why London still remains the centre for resolution of most of the legal disputes and arbitration. With the development of time shipping became the most international business in the world becoming subject to international conventions and protocols. Most of the early conventions were drafted by CMI and adopted through diplomatic conference called by a lead nation. After the World War II and development of the UN network, most of the maritime conventions are adopted through a number of UN agencies such as UNCTAD, UNCITRAL, ITU, ILO and IMO. Today the International Maritime Organization (IMO), a specialised agency of the UN is the international guardian of safety and security of operation of ships and protection of the marine environment. However, neither the UN nor any of its agencies can enforce the international standards to ships around the world. This aspect is left with sovereign nations. It is the duty of the Party States to transpose the provisions of international conventions into national legislation and enforce them over own ships (wherever they may be) and other ships within their jurisdiction. This measure is known as Flag State and Port State jurisdiction.

Now we shall discuss a little about development of port facilities. Remember, in the early part of this paper we said about some of the ships never returning back to owners. They either went down due to perils of the sea or taken over by pirates. So, port facilities needed to provide shelter from both weather and pirates. However, it was not necessary to go far inland as pirates would not chase that far being mindful of their return journey. Ports were based on hinterland – either in proximity of raw materials or in proximity of large population to deliver the consumer goods. Natural locations were sheltered basins or mouth of the river going to sea. Port facilities would normally develop a few miles up-stream where depth of water still sufficient to navigate safely. Immediately after that there would be evidently a bridge across the river to make it a hub of trading activities. London, New York, Calcutta and Chittagong are examples of such ports. In today’s world of economy of scales, main line global operators have big ships touching key points around the world. So, port and transshipment facilities are developing in key junction points like Singapore, Hambantota (Sri Lanka) and Algeciras (Spain).

However, ports are not as well regulated as shipping is. There is no separate UN agency to deal exclusively with port matters. ILO and UNCTAD have developed a number of guidelines that are widely followed by sea-ports all over the world. Ports provide the shore based facilities that shipping requires to operate. This is why many international shipping regulations also extend over ports. All marine operations within the port areas have to comply with SOLAS and COLREG. In respect of protection of marine environment, ports have to meet the MARPOL requirements. In addition to national contingency plan for combating accidental pollution, ports are required to have their own contingency plans. Ports have to work hand in hand with maritime administration for compliance of ISPS Code. Handling of all dangerous goods within the port areas is done in conformity with IMDG Code. IMO has developed training standards for marine pilots (for handling ships within port areas) and IMO wants ports to have efficient VTS.

This is the summarised history of development of trade, shipping, ports, insurance and classification societies.

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*I salute the distinguished mariners of the year*

*Captain QABM Rahman, Mr. Zahedur Rahman and Captain Mohammed Shafi*



*We congratulate Juldia Marine Academy Alumni Association (JMAAA) on its 11 anniversary year. JMAAA's dedication to the Bangladesh Marine Academy alumni is well recognized.*

*Monirul Islam (4E)*

**SEAFARERS' LODGE at Academy is now open**



Aug 27, 2016

In his facebook, Dr. Sajid Hossain, the Commandant of the Bangladesh Marine Academy posted a number of photographs showing the new building that would be used as a lodge for the alumni and other guests. Welcome to our "Seafarers' Lodge" for a serene scenic solitude amidst surrounding sea & river!

This New Quality Accommodation is open for the ex-Cadets'/Mariners. Living facilities are suitable for family stay too. Located beside the Main Gate, Jetty-way and River Karnafuly,

Your purpose of staying here may be doing a course at Academy or just enjoying the environment!





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## OUR PRIDE, OUR INSPIRATION



F R Chowdhury

In British-India period people from present Bangladesh started joining merchant ships. Those days most of the British ships used to have officers from UK and ratings from Indian sub-continent. After creation of Pakistan, we still saw British officers in Pakistani ships that were gradually replaced by West Pakistanis (with elite family connections). There were only a few East Pakistani officers. It all started changing after establishment of the Marine Academy at Jaldia, Chittagong in 1962. Mr. Sabur Khan of Khulna (former communication minister of Pakistan) and Mr. Fazlul Qader Chowdhury of Chittagong (former Speaker of the Pakistan National Assembly) played pioneering role. But the man whose dynamic action expedited the opening of the academy was Lt-Gen. Azam Khan (the then Governor of East Pakistan). May Allah bless their departed souls to rest in peace in heaven.

The academy served its purpose very well. Within a few years ships under national flag got all officers of its nationality. Today they are serving all over the world – both on ships as well as ashore. Cluster of our marine community are there in Hong Kong, Australia, Singapore, Mid-East, UK, USA and Canada. It is story of success that the nation can be proud of. The marine academy and its graduates provided the inspirations to others who came to merchant navy through direct entry or from navy or even from fishing fleet. Today they stand together as a community.

The Academy was established basically to produce officers for merchant marine. The normal fulfilment of career would be achieved by becoming a ship-master or marine chief engineer. However, the more intelligent officers would often be employed ashore in marine related jobs such as superintendent, manager, marine pilot, harbour-master, workshop and shipyard managers. Many of them also joined training institutes to train younger generation and others joined as government safety surveyors and inspectors. Many sea-going chief engineers joined reputable classification societies like Lloyds, ABS, DNV-GL etc.

This article is about those who have gone beyond the horizon stated above. Career at sea gives a great opportunity to learn so much about this world – go places, meet people, get to know about their history, geography and culture apart from the fact that most of the ocean-going ships today have multi-racial crew. On long voyages across Atlantic and Pacific there is always enough time to study subject of your choice. As a cadet and junior officer I came across senior officers who would regularly study Time, News Week, Economist, Readers' Digest and National Geographic. No wonder merchant marine officers are very knowledgeable persons. Many of our community members have studied different subjects and ventured into different activities. It appears that most of them have done it more for glory and to achieve diversity in life.

I shall start with Mazharul Anwar Chowdhury of First batch. While in Karachi undergoing workshop training,

he passed BA (Bachelor of Arts) from Karachi University. Later while working in BIWTA, he passed LLB (Bachelor of Law) examination under Dhaka University. He also obtained the bar licence and but never practised law. He was a happy man with his additional knowledge.

Next person I am going to talk about is Capt. Hussain Imam of Second batch. To the best of my knowledge he remains perhaps the only one from our community who ventured into sea fishing. Together with Mr Mumtaz Bhuiyan he set up Imam Fishing Ltd. They were the pioneer private sea-fishing company. They owned and operated a number of trawlers and other fishing vessels for many years. They now have the expertise that they can transfer to others.

The 1971 liberation war gave an opportunity to Awal Mintu and Suhrawardi. Both of them initially defected in the United States but later established themselves. Mintu returned to Bangladesh with his American education, training and skill; and today he is one of the most successful industrialists in the country. Suhrawardi remained in the US and is now the owner of his business empire in New Jersey. Suhrawardi has set-up cadet college style school in his home at Matlab. Engr. Munir also jumped ship in New Orleans, La. Apart from marine engineering he also obtained university degree in electrical and mechanical engineering.

Captain Imam Anwar Hossain started with shipping business with owned ships, chartered ship and carried on with agency and ship-management business. He was one of the pioneers in garment industry. He finally ventured into financial service with bank and insurance.

Hannan and Subrata (10/E) were two bright stars of the academy. When undergoing workshop training with Narayanganj Dockyard both of them enrolled themselves in a local college and passed B.Sc. (Bachelor of Science) degree. They stood first and second respectively.

Nasir of 14/E joined Bangladesh Navy after obtaining Second Engineer's certificate. He retired from the Navy as a Commander (E) and then again obtained Class 1 Marine Engineer Officer certificate. He has the unique experience of service in the Bangladesh Navy as well as the merchant navy.

This article will not come to an end unless I put on record the achievements of Fazle Rabbi. He obtained Deck Officer Class One Master Mariner certificate. He also obtained a Ph.D. (doctorate) from Southampton University. He was teaching in that university when he started with accountancy and finally became a Chartered Accountant. He now owns his accountancy firm in London. He is the one who achieved highest certificates in two different professional fields. He is unique. Another unique person is Mar Engr Dilwar Ali of 6/E. He works for the City Council of Melbourne, Australia as Safety Surveyor for building and structures. What a job for a marine engineer!

Sakhawat Hossain of 16th batch and Ghulam Sarwar of 19th batch have shown their entrepreneurship in ship-building industry. Western Marine under the leadership of Sakhawat is now perhaps the best and biggest ship-builder in Bangladesh. Prantik group headed by Sarwar is engaged apart from ship-building in innovative shipping including direct container service in coastal trade.

Dr. Khurshid Alam of 10/E has obtained so many degrees from universities in Bangladesh, Australia and the United Kingdom. Finally he obtained Ph.D (doctorate) in Environmental Engineering from National University of Singapore. He is now Regional Manager of DNV-GL in Singapore. Akhtar Hossain of 4/E obtained a degree in electrical engineering and is now perhaps the head of electrical division of the US Coast Guard. Capt. Monawar Jahangir of 18/N obtained LLB (Hons) and is perhaps the only Bangladeshi mariner to become a Bar-at-law (Barrister in Law). Capt. Barrister Jahangir works for the Bahamas Maritime Authority and is now stationed in Hong Kong. Capt. Mohiuddin Abdul Kader of 19/N is also a qualified lawyer and deals with most of the P&I claims in Bangladesh.



Mar-Engr. Tareq of 23/E developed his knowledge and skill in electronics and software engineering to such an extent that he was hired by Northrop, famous defence contractor for US Navy (aviation wing). He has recently invented a sorting machine for postal services. His machine is now used by US Post, UPS and FedEx. A great achievement for a Bangladeshi mariner!

Mirza Sainul Hassan of 25/E has obtained M.Sc. from Glasgow Strath-Clyde University. He also achieved Chartered Engineer status. He is now Global Technology Manger for Shell Marine. Wasiur Rauf of 35/E obtained M.Sc. degree and is now employed perhaps as head of technical department of BP Shipping.

Capt. Ghulam Hossain of 11/N has an MBA and LLM degree. He also achieved FCILT and FICS apart from FNI. He works for the Nautical Institute (NI) and he is in charge of accreditation. He approves DP courses on behalf of NI. Capt. Qamrul Siraj of 27/N has the distinction of being the first and so far the only (offshore) rig master from Bangladesh.

Another mariner Ariful Islam of 40/E has taken a bold business adventure abroad. He has set-up a marine workshop in Australia named AIS Marine Services. They undertake all types of marine repair and maintenance work – hull, mechanical, electrical, air-conditioning, refrigeration and radio-communication. They also work on ships with boarding party while the ship continues to sail on Australian coast. AIS employ lot of Bangladeshis in Australia.

Minar Rashid of 21/E is listed here for a different reason. We read his articles in different papers on a wide range of subjects. His writings have a distinctive flair and I consider him as one of the nation's gifted political essayists.

Some of our community members who never went to Marine Academy also achieved lot of success. Capt. Moin U. Ahmed served IMO as a P-5 officer and is now Director General of IMSO. Capt. Nurur Rahman is the head of the maritime administration in PNG (Papua New-Guinea). Capt. Faizur Rahman (son of late Capt. M. L. Rahman) obtained B.A. degree and then MBA. To the best of my knowledge, from among the Bangladeshi mariners, he is perhaps the first and so far the only member of the Mar Ar. Of LMAA (London Marine Arbitration Association).

I have not included those who obtained M.Sc. degree from WMU and a few other qualifications that were sponsored by the Government. I may have failed, purely due to lack of knowledge/ information, to include many more who perhaps achieved similar success in life. I apologise for such unintentional shortcoming. It is not a question of who is higher than whom. It is not even meant to glorify or condemn anyone. Mistakes are evident and I apologise again.

As I compile this list, I remember with gratitude how Capt. S.M. Abdullah of 14/N had compiled the first list of all Bangladeshi mariners (batch-wise, direct, nautical, engineering, electrical, radio etc.). Mar-Engr. Baten of 18/E is now the custodian/ moderator of our "bdmariners" that has a common communication platform. Baten has become the centre point of our community. Capt. Zillur Rahman Bhuiyan of 11/N has been providing great leadership to the community. His coordinated actions finally resulted into release of our seafarers from Nigerian jail.

My effort to put together achievements by members of our community is to recognise their hard work and dedication. The community as a whole feel proud of such diverse achievements by our mariners. Juniors can draw inspiration to achieve even higher glories. May Allah help the community to achieve further success; and contribute more to the progress and development of the country.

London, 23-August-2016

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## BANGLADESHI MARINERS- LET US GET READY FOR THE DIGITAL AGE WITH SHIP SERVICE ELECTRICAL POWER GENERATION AND DISTRIBUTION OF MAIN SYSTEM, SUB SYSTEM AND SUPER SYSTEM



*Mohammed Monirul Islam – 4th Batch Engineering-Juldia Marine Academy  
Retired Shipboard Electrical System Design Engineer  
Retired Chairman of IEEE-45 Standard Development- Recommended Standard for Electrical Installations on Ships  
Author of "Handbook to IEEE-45"  
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Electric propulsion power requirement demands multi megawatt and multiple generators with 6600-11000 V AC with variable frequency drives. Due to power demand of 100 (s) Megawatt for propulsion and ship service loads, the viability of DC transmission is being considered.

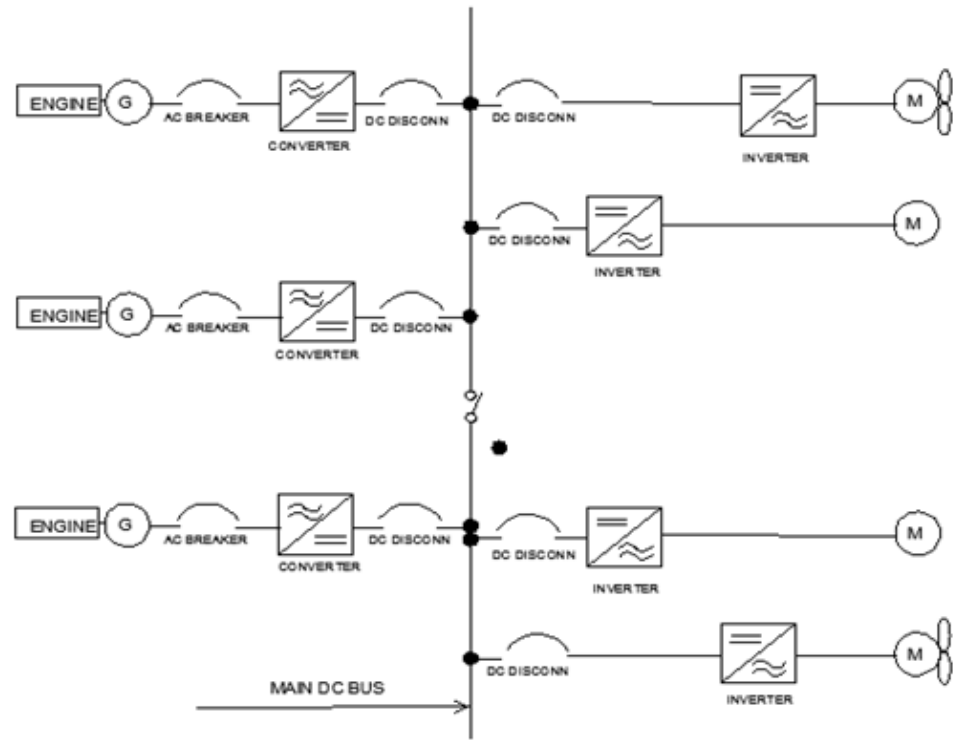
This is an overview of the present technology as well as the future technology trend so that the mariners understand importance of getting ready to face the electrical watch keeping challenge of duty officers (both branches).

This is a high time for the maritime educational facilities to introduce course requirements for such super systems. The demand for the mariners with proper education will increase with the increase of ships joining service.

The attached drawing is to show AC generation and AC distribution and then DC distribution. To support watch keeping officers, a shore based, centralized equipment health monitoring facility will be required to monitor continuously, the health of major equipment such as engine, generator, transformer, switchboard, drives and advise the ship when and what action is to be taken during normal watch keeping duty as well as specific electric fault or break down condition. The digital technology is here to support such complex undertaking.



AC GENERATION AND DC DISTRIBUTION



**OBITUARIES**

2016

**One alumni Abu Bakkar Siddique (44N) killed by a crowd**

Mar 24, 2016

Suspecting them as robbers, 4 persons were manhandled by a mob and killed in Hatia. One of them happened to be one of our alumni.

নোয়াখালীর হাতিয়ায় ডাকাত বলে গণ পিটুনির নামে নির্মমভাবে মেরে ফেলা আবু বকুর ছিদ্দিক আর কেউনা, আমাদের মেরিন একাডেমীরই ৪৪তম ব্যাচের একজন নটিক্যাল ক্যাডেট, বাংলাদেশ শিপিং কর্পোরেশনের স্থায়ী কর্মকর্তা!! ছিদ্দিক বিএসসির বাংলার সৌরভ জাহাজ থেকে সর্বশেষ সেকেন্ড অফিসার হিসেবে গত অক্টোবরে সাইন অফ করে ছুটিতে যায়। আমরা এ হত্যাকাণ্ডের সূষ্ঠ তদন্ত ও বিচার দাবি করছি।

সম্মানিত মেরিনার ও পাঠক সমাজ,  
আপনারা নিশ্চয়ই শুনেছেন গত ১১ই মার্চ শুক্রবার দিবাগত রাতে নোয়াখালী জেলার হাতিয়া দ্বীপের চেয়ারম্যান ঘাট এলাকায় স্থানীয় লোকজন ডাকাত সন্দেহে গণপিটুনি দিয়ে চারজন লোককে হত্যা করেছে। নিহতরা হলেন জয়পুরহাট সদর উপজেলার আবু বকর ছিদ্দিক (২৭), গাইবান্ধার গোবিন্দগঞ্জের সাইফুল ইসলাম (২২), দিনাজপুরের আশিকুর রহমান (২২) ও চাঁপাইনবাবগঞ্জ সদরের আকবর আলী (২৪)। এ চারজনের মধ্যে আবু বকুর ছিদ্দিক হচ্ছে আমাদের মেরিন একাডেমীর ৪৪তম ব্যাচের ক্যাডেট। বাংলাদেশ শিপিং কর্পোরেশন ও সরকারি শিপিং অফিসের রেকর্ড অনুযায়ী সে বিএসসির অয়েল ট্যাংকার বাংলার সৌরভ জাহাজে সেকেন্ড অফিসার হিসেবে কর্মরত ছিল। তার সিডিসি নাম্বার ঙ/০/৫৯৭১।

গত অক্টোবরের ২৫ তারিখ বকুর সাইন অফ করে ছুটিতে যায়। বাংলাদেশ শিপিং কর্পোরেশনের স্থায়ী এ কর্মকর্তাকে হাতিয়া দ্বীপে নির্মমভাবে হত্যা করা হয়েছে। পুলিশের দাবি স্থানীয় জনগণ তাদেরকে একটি নৌকাসহ ডাকাত সন্দেহে আটক করে পুলিশকে খবর দিলে পুলিশ তাদেরকে শ্রেফতার করে ফাঁড়িতে নিয়ে বেঁধে রাখে। এরপর তারা তাদের নৌকাতে আলোয়াল আছে বলে স্বীকার করলে পুলিশ নৌকায় অনুসন্ধান চালাতে যায়। তখন তাদের বাকি সহযোগিরা এসে পুলিশের উপর আক্রমণ করলে স্থানীয় জনগণ ধাওয়া দেয়। এক পর্যায়ে গণ পিটুনিতে তাদের মৃত্যু হয়। এ সংক্রান্ত বিস্তারিত খবর আমরা মেরিটাইম সংবাদের আগামী সংখ্যার(সোমবার) প্রিন্ট সংস্করণে প্রকাশ করব।

বকুরের বন্ধু ও সহকর্মীদের সাথে কথা বলে জানা গেছে সে একজন নিরীহ ও স্বল্পভাষী মানুষ ছিল। কোন রাজনৈতিক দলের সাথে সক্রিয়ভাবে যুক্ত থাকার কথাও কেউ বলতে পারেনি। তবে চাকুরীর ফাঁকে সে তাবলীগ জামাআতে নিয়মিত সময় দিত যা আমাদের মেরিনারদের অনেকেই করে থাকেন। নোয়াখালীর হাতিয়া দ্বীপে যাওয়ার কারণ হয়ত তাবলীগ।

উলেখ্য, গণ পিটুনিতে মৃত্যুর কথা বলা হলেও আবু বকুরের শরীরে আঘাতের কোন চিহ্ন ছিলনা। শুধুমাত্র গলায় একটি মোটা দাগ ছিল। নাক দিয়ে রক্ত বরা নিথর দেহ দেখে প্রত্যক্ষদর্শীদের ধারণা শ্বাসরোধেই তার মৃত্যু। যাইহোক, আমরা আরও তথ্য সংগ্রহ করছি যা পত্রিকায় ছাপানো হবে। আমরা পুলিশের উর্ধতন কর্মকর্তাদের সাথে যোগাযোগ করে তাদের দৃষ্টি আকর্ষণ করছি। কারণ স্থানীয় পুলিশ ও জনগণ ধাওয়া দেয়ার পর তাদের মৃত্যু হলেও পরে পুলিশ ৫০০ লোকের বিরুদ্ধে মামলা করেছে।

মেরিন একাডেমীর ৪৪তম ব্যাচের ক্যাডেট, আমাদের সহকর্মী আবু বকুরের মৃত্যুতে আমরা মর্মান্বিত। আমরা চাই গণপিটুনি নাকি অন্য কোনভাবে তার মৃত্যু হয়েছে তার কারণ খুঁজে বের করা হোক। শুধুমাত্র সন্দেহ করে একজন চাকুরীরত সরকারি কর্মকর্তাকে এভাবে মেরে ফেলা হবে তা অগ্রহণযোগ্য। আমরা এ হত্যাকাণ্ডের সূষ্ঠ তদন্ত ও দোষীদের বিচার দাবি করছি। আমাদের প্রত্যাশা এ নির্মম হত্যার বিরুদ্ধে মেরিন একাডেমী, বাংলাদেশ শিপিং কর্পোরেশন, সরকারী শিপিং অফিস, মার্চেন্ট মেরিন অফিসার্স এসোসিয়েশনসহ অন্যান্য সহযোগি সংস্থাসমূহ বিবৃতি দিয়ে আবু বকুর ছিদ্দিক যে তাদের ক্যাডেট ও অফিসার তা নিশ্চিত করবে। একজন সার্টিফায়েড কর্মকর্তার করণ মৃত্যুতে তার পরিবারের আশার প্রদীপ নিঃসন্দেহে নিভেই গেল। আমরা সবাইকে এ ক্ষতগ্রস্থ পরিবারটির পাশে দাঁড়ানোর আহবান জানাচ্ছি।

Courtesy Maritime Sangbad

## Manzoor Hussain Khan (6th Batch Engineering) passed away

Mar 29, 2016

INNA LILLAHE WA INNA ELAIHE RAAJEON



Manzoor had a fatal brain stroke and passed away. Doctors were unable to revive him but was able to keep him in life support. His family decided to remove the life support on hospital's advice. Namaz-e-Janaza was held on March 28th and was well attended.

May Allah SWT give strength to the grieved family to bear this tragic loss and award the departed soul a highest place in Jannah. Ameen.

Manzoor graduated from Chittagong Marine Academy in the year 1969 in what was then undivided Pakistan. He hails from Pakistan and lived in Karachi where he held a management position in the Kohinoor Chemical Industries. He was the founder/President of the Pakistan Marine Academy Old Boys Association (MAcOBA). The alumni association was formed by the graduates of Pakistan Marine Academy in 1970 when sixth batch graduated. All the graduates of the institution from the two years degree program become the part of the Association and are referred as Marine Academy Old Boys (MAcOBs). The association is led by President, Vice President, General Secretary, Joint Secretary and executive members. The fresh graduates of the Academy work voluntarily for the association and are referred as the Task Force.

Manzoor attended the Golden Jubilee celebrations at the BMA held in January 2014.

May Allah rest his soul in eternal peace.

## Sanaul Haq passed away, July 17, 2016

Jul 18, 2016

Kh. Sanaul Haque (13th), Gold Medalist, BMA passed away today in Dhaka at 1215 hours.



Inna lillahi wa inna ilaihi rajiun. May almighty Allah grant his soul eternal peace and Jannah, Ameen. Mr. Sanaul Haque was suffering from cancer. After initial treatment in Singapore he was transferred to Square hospital where he ultimately died.

He was an extraordinary person as his was a life of service, love, compassion and excellence. Our deepest sympathies and condolences to his family members and loved ones.

He served Mobil Jamuna Lubricants Ltd., a joint venture company of ExxonMobil, as Sales & Marketing Manager in Dhaka. Joined Mobil Jamuna in February 1998. Was residing in Indira Road, Dhaka, with his wife Mrs. Shabnam Banu and two sons, Saeef Ali Haque Raj and Tauseef Ali Haque Roop.

Mariners who sailed with him remember him fondly about his leadership, friendliness and companionship.

Some death is difficult to accept and it is one of those. May Allah forgive him, accept his good deeds and place him in Jannat.

FOLLOWING MESSAGE SUMMERIZES ONE PERSON'S RESPECT FOR SANAU

Inna lillahi wa inna ilayhi raji'un... may Allah grant Sana Bhai's departed soul Jannatul Ferdaus. My deepest sympathy to Bhavi and whole family, may Allah give them the strength to bear the profound loss.

It is with deep sadness I remember many fond memories of Sana Bhai. The BD Marine community has lost one of its most dynamic, one-of-a-kind leader. He was an honest sincere and charismatic leader who would push the cause of greater community benefit above anything else.

It was immensely inspiring to be in the company of Sana Bhai and being around Sana Bhai having a chit-chat and gossiping. I remember in 1978 as a Year 12 Student...we were on excursion....my first visit to Marine Academy. 13 batch was senior and Sanaul Hoque bhai was CCC. He greeted us with cheer and smile... showed us around the Marine Academy with great pride and honor and was inspirational on myself making the choice to join Marine Academy.

Later on after passing out from Academy I found what an amazing character he was, always friendly and inspiration. He was an idol we wanted to follow and imitate. It was always truly heart-warming to know Sana Bhai. The fact that we had things in common, we were on the same wave length and strongly aligned. Thanks to his generosity, vision, and courage...Sana Bhai inspired, encouraged and became referee to many for choosing to seek employment outside sea career and to excel in their new chosen field be it power generation or any other shore based marine jobs.

Last but not least, I wish to I thank, from the bottom of my heart Sana Bhai for what he was, an unofficial Ambassador for marine community and a true champion for the cause of the marine community. He was an inspirational beacon, always served and connected with others to pursue benefit for the other selflessly, honestly and sincerely.

I believe not only us who was his fortunate juniors can spread benefit from following his footsteps but his exemplary honest and selfless act can immensely influence all marine personnel in all ranks to server for the community. We are going to miss Sana Bhai for a long time to come and his achievements are unparalleled and his legends and memories will be with us to cherish.

My deepest sympathy, much gratitude, and many prayers for Sana Bhai.

Edmad (15N, Aus)



**BDMariners.org**

*We salute the distinguished mariners of the year  
 Captain QABM Rahman, Mr. Zahedur Rahman and Captain Mohammed Shafi*



*We congratulate Jaldia Marine Academy Alumni Association (JMAAA) on its 11 anniversary year. JMAAA's dedication to the Bangladesh Marine Academy alumni is well recognized.*

**Distinguished visitors to the Bangladesh Maritime Museum  
 (A JMAAA undertaking)**

Australian High Commission visit - Ms. Nicola Watkinson, Sr. Trade & Investment

Commissioner (South Asia) signing the visitor's book of Museum –Visiting date : 20/05/2014

Captain James Robinson, President, Nautical Institute, London - visit the Museum from left

Capt. Robinson, Dr. Sajid Hussain, Commandant – Visiting date : 24/10/2011

Visit of Australian Maritime College delegate –Visiting date : 29/05/2012

Visit of Consul General of the Russian Federation –Visiting date : 23/10/2014

Visit of Intl. Maritime Employers Council delegate Ms Agnes Staker & Capt. Belal Ahmed, London –Visiting date : 09/10/2011

Visit of Intl. Maritime Employers Council delegate Capt. Rajesh Tendon, Capt. Joseph Thwiller, Mr. Adam Lewis London –Visiting date : 07/07/2012

Visit of H E Koji Sekimizu, Secretary General, IMO, UN - in the Museum with Dr. Sajid Hussain, Commandant, Bangladesh Marine Academy and other officers –Visiting date : 25/06/2013

Visit of Mr.M.A. Baten, Chief Engineer –Visiting date : 10/12/2014

Visit of Cdre Jobair Ahmad ndc BN, DG, DG Shipping Signing the visitor's book of Museum –Visiting date : 21/07/2011

Visit of Mr. G.M. Suhrawardi & signing the Visitor's book of Museum –Visiting date : 01/06/2011



Australian High Commissioner



Captain James Robinson, President, Nautical Institute



Visit of Australian Maritime College delegate



Visit of Consul General of the Russian Federation



Intl. Maritime Employers Council delegate, London



Visit of Mr. Koji Sekimizu, Secretary General, IMO, UN



Mr. M.A. Baten (19E), Capt. Shafiq Bhuiyan (8N)10/12/2014



An ancient boat with believed to be similar to that used by the Arakanese settlers was found on 29th June of 2012 surfaced on a beach in Kuakata, Khulna