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The International Shipmasters Link

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**IFSMA Register of Technical Consultants and Maritime Experts
(RTCME) now Available on the Internet at "www.ifsma.org"**

**IFSMA 37th Annual General Assembly to be held in
Halifax, Canada - 9-10 June 2011**

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- ❖ **Mr. Michael Grey FNI - UK**
Elected: 6/05/2009

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The IFSMA Secretariat

Headquarters contact details on front page.

- ❖ **Secretary General**
Captain Rodger M. MacDonald, FNI
Appointed: 01/08/2001

- ❖ **Assistant Secretary General**
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Appointed: 01/10/1996

- ❖ **Administration Officer**
Mrs. Roberta Howlett
Appointed: 08/10/2002

Some Thoughts from your Secretary General

Manila June 2010

IFSMA visited Manila in the Philippines during 2010 with some strength for three key events; The IFSMA AGA, The Diplomatic Conference for the review of STCW and then our Forum '2010 the Year of the Seafarer'.

It was pleasing to see that the 36th Annual General Assembly was well attended with 55 delegates representing 17 Associations. There were excellent presentations which have been recorded in our Annual Review and also in our AGA report Part B which contains the AGA Minutes and Statements and Resolutions made. (Both publications are available at www.ifsma.org)

This year's AGA also elected by acclaim the following new Vice Presidents; Remi Boissel Dombreval, Hans Sande and Marcel van den Broek. These were appointed following the resignations of Mark Dickinson, Patrick Vigneron-Larosa and Petr Osichansky who had served the Federation well over the years.

At the Diplomatic Conference for the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, also in Manila, on 21-25 June 2010, major revisions were adopted. These amendments will be known as "The Manila Amendments to the STCW Convention and Code" and are to enter into force on 1 January 2012.

Much of the debate from IFSMA's perspective was the issue of hours of rest and although we did not achieve everything we aimed for the consensus that was agreed was much better than had been tabled by other delegations. Our focus on this issue at the Diplomatic Conference may make us overlook the fact that much has been achieved during the last four years leading up to the Manila Amendments. A number of important changes have been made to each chapter of the Convention and Code, including:

- Improved measures to prevent fraudulent practices associated with certificates of competency and strengthening the evaluation process (monitoring of Parties' compliance with the Convention);
- Revised requirements on hours of work and rest and new requirements for the prevention

of drug and alcohol abuse, as well as updated standards relating to medical fitness standards for seafarers;

- New certification requirements for able seafarers;
- New requirements relating to training in modern technology such as electronic charts and information systems (ECDIS);
- New requirements for marine environment awareness training and training in leadership and teamwork;
- New training and certification requirements for electro-technical officers;
- Updating of competence requirements for personnel serving on board all types of tankers, including new requirements for personnel serving on liquefied gas tankers;
- New requirements for security training, as well as provisions to ensure that seafarers are properly trained to cope if their ship comes under attack by pirates;
- Introduction of modern training methodology including distance learning and web-based learning;
- New training guidance for personnel serving on board ships operating in polar waters; and
- New training guidance for personnel operating Dynamic Positioning Systems.

It is perhaps worth bearing in mind that the Manila Amendments will require more practical demonstrations of competence in the assessment of both deck and engine room officer qualifications and it will be interesting to see how the maritime education and training centres deal with this issue.

The forum *2010 The Year of the Seafarer* was a great success with over six hundred attending which included about four hundred active seafarers and cadets. We are awaiting a video of the event which we hope to make available for those interested. Photos and the presentations made can be viewed at:

<http://www.createurinc.com/2010seafarer/>

Some encouraging news regarding Somali Piracy

The UN Secretary-General Ban Ki-moon said in a report to the Security Council that the increase in

success is attributable to the additional defensive measures put in place by merchant ships, their more cautious navigational routes, and effective naval operations. NATO which runs one of three naval operations in the region, has instructed cargo ships to improve their vigilance and, if approached, run at full speed and use evasive manoeuvres and fire hoses to repel pirates. The success rate of pirates operating off the coast of Somalia will fall to below 20% this year, from 63% in 2007, in part due to defensive measures cargo ships are taking. The 30 attacks in the first quarter of 2010 projects to a year total of 120, compared to 217 in 2009

It is also understood that the Indian Ocean nations want to create their own naval force because of the threat posed to their economies. Insurers are charging higher rates for commercial ships that transport goods to Comoros and its neighbours, and this creates financial hardships for local populations.

Criminalisation relating to pollution – a warning for extra vigilance during bunker and oil cargo operations

I hear that the North of England P&I Club has warned that ever more sophisticated oil-spill detection technology means there is a greater risk of being investigated for maritime pollution offences. According to North's loss prevention executive Colin Gillespie, "As indicated by recent events in the Gulf of Mexico, the use of satellite imagery for tracking and measuring oil spills is becoming increasingly sophisticated. A less well-known use is to assist in the detection and prosecution of vessels that pollute the sea, whether accidentally or deliberately".

The club highlights the CleanSeaNet satellite surveillance service which is used by both coastal states and the European Maritime Safety Agency to identify oil slicks. Oil spill alerts can be provided to coastal states within 30 minutes enabling them to send spotter aircraft to confirm whether there is a slick. All ships in the vicinity - or known to have passed through it - are potentially subject to investigation.

Samples of a slick can then be taken, analysed and cross-referenced against samples from suspect ships. 'If the samples match or there are no other ships in the vicinity, the evidence against the vessel is very strong and the usual outcomes - including claims, vessel arrest, fines for the owner and officers, and custodial sentences - can result.

So take extra vigilance during all bunker and oil

cargo operations - including maintaining comprehensive records - to ensure you do not become the subject of an aerial surveillance investigation or, if you do, that you can provide a full defence.

Continuing the green debate IMO suggests an Energy Efficiency Design Index

The International Maritime Organisation (IMO) has suggested the introduction of an Energy Efficiency Design Index at its latest meeting, initially to apply to container vessels and cruise liners. Although the meeting was able to prepare draft text on mandatory requirements for the Energy Efficiency Design Index (EEDI) for new vessels and on the Ship Energy Efficiency Management Plan (SEEMP) for all ships in operation, the Committee noted in particular, that, among other things, issues concerning ship size, target dates and reduction rate in relation to the EEDI requirements all required finalisation.

The Committee agreed on the basic concept that a vessel's attained EEDI shall be equal or less (e.g. more efficient) than the required EEDI, and that the required EEDI shall be drawn up based on EEDI baselines and reduction rates yet to be agreed. The Committee noted guidelines for calculating the EEDI baselines using data from existing ships in the Lloyd's Register Fairplay database.

Other ship types, including the various categories of Ro-Ro ship would not be covered in the first tranche. Ships that have diesel-electric propulsion, turbine propulsion or hybrid propulsion systems are also to be excluded from the draft regulations until an appropriate reference line (previously known as the "baseline") for ships with these propulsion systems has been established.

The main technical issues remaining are the lower size limits for the required EEDI levels and future emission reduction rates for the various ship types. The decision on the instrument to be used to make the EEDI mandatory is expected to be subject to heated debate due to the political sensitivities involved.

US DOT to turn underused waterways into Marine Highways – what a good idea!

A new priority of the US Department of Transportation is an age-old idea: Transport freight by ship for as long as possible. The DOT is proposing designated shipping channels known as Marine Highways, and one may be leading to a port near you (if, that is, you are reading this bulletin in the US).

According to MARAD Administrator Dave Matsuda, the United States is going to catch up with the rest of the world when it comes to marine highways. I find this quite surprising having seen photographs of tugs and barges using the Mighty Mississippi and other US waterways, but I live and learn.

As an example, goods from Asia come into the port of Oakland and are trucked across the state while agricultural products are trucked in the opposite direction. This is a tax on commuters, and adds to the congestion, damages bridges and raises the cost of maintaining infrastructure. It's not just getting the trucks off the road, but also putting people to work in some of these areas that are really devastated. A marine highway would move some of that traffic onto barges and guarantee two-way traffic for the company operating the barges.

At least Matsuda has acknowledged that truck transportation is far from efficient as it clogs highways with multiple trucks headed in the same direction and brings pollution into the cities particularly near freight terminals. So he proposed a system of marine highways where ships would transit goods within the United States. Along designated corridors, ships could provide safe, environmentally friendly and reasonably quick freight transit among a network of well-situated ports.

Matsuda has recognised that in Europe and Asia where it also known as short sea shipping, coastal trade or coastal shipping, the rivers and seas are filled with small container vessels carrying cargo within a continent. He also acknowledged that some short sea shipping operations are already moving freight in the United States, (well that is a relief) and Matsuda wants to help them expand.

Matsuda quotes "These operators are the experts; these are people who have started up new markets in the past. They know the industry; they know the people and the operations". Matsuda is clear about engaging existing operators. "The government's role here is really to help promote these and get them up and running," he said. "We can talk to local transportation planners and say, 'Hey, here are some of the federal programs that help.' There's a limited amount of federal dollars to put towards buying cranes or barges or fixing up a port or something that we need to have up and running".

Should this idea worry the truckers? In a country where the majority of freight travels along marine highways, Matsuda envisions some long-haul truckers working instead in freight yards or in regional distribution, while others remain on the roads with

cargo that can't wait for slower-moving vessels. If estimates of 70% growth in the freight industry over the next 10 years are accurate, trucks will always be in high demand.

According to Matsuda, the US DOT chose to refer to the project as Marine Highways rather than short sea shipping because the network of waterways would often be parallel to an existing interstate highway. "We wanted to draw a parallel with the interstate system, if you can draw a highway on a map, then you can draw a waterway along the map — maybe M-95 — and it'll get you to the same place," he said.

One kind of freight that Matsuda thinks is best suited for the water is hazardous material. In addition to transporting hazardous materials outside of populated areas, a clear advantage of short sea shipping is the reduced environmental impact of moving freight on ships.

I have to admit that I was surprised that this seems to be regarded as a new idea in the USA. It is a fact that us mariners have always been aware of, and often despair at, the lack of using coastal shipping. If Dave Matsuda starts a new maritime revolution in the USA then I salute him and wish him every success.

Shipping Operators Warned of MCA Action on Unsafe Manning Levels

The MCA are warning shipping companies that action will be taken if they are found to be flouting hours of rest requirements.

Both UK and non-UK ships will be subject to inspection, with ships operating busy schedules with small crews being targeted. On board schedules and work records will be checked, and compared to the operating pattern of the ship to verify their accuracy. Where time does not permit for detailed checking on board, copies will be requested of relevant documents, so that they can be checked after the event. As well as hours of rest, surveyors will be checking for compliance with the requirement for a dedicated lookout at night.

The MCA will also be looking for evidence of the company's audit of these records ashore. Under the ISM Code, each Company is required to have procedures in place to audit their compliance with regulations and company procedures. Ensuring that seafarers are able to comply with hours of

rest requirements should be part of that, with non-conformities being addressed. Surveyors will be reporting specifically on these aspects of the company's safety management system, for both DOC and SMC audits.

Paul Coley, MCA Assistant Director of Seafarers and Ships said:

It's been known for many years that tiredness caused by long working hours and low manning is dangerous to both ships and its crews.

Shipping companies have been warned about the consequences of fatigue many times. This time it's not just a warning. The MCA are determined to stamp out excess hours in UK waters and so significant breaches of the regulations will be reported to our enforcement unit and may result in prosecution.

The MCA are committed to reducing fatigue in seafarers. They are doing this in three ways: placing greater emphasis on enforcement of existing Hours of Work Regulations; securing recognition internationally of the problem of fatigue at sea and of its link with seafarer manning levels and seeking to achieve a cultural shift over the longer terms such that excessive working hours are no longer acceptable either to employers or to seafarers.

Captain Wolfgang Schroder

It is with regret we have to report the death of Captain Wolfgang Schroder.

Readers will recall that we reported on Captain Schroder's recent (March 2006) troubles in Alabama, USA, following an incident on his vessel Zim Mexico III which demolished a dockside crane while departing the berth, killing an electrician who was carrying out maintenance work on the crane. (See IFSMA Newsletters 51 and 52 by searching for 'Zim Mexico' using the search box the welcome page of the IFSMA Website).

The trial found Captain Schroder guilty of criminal negligence and he was detained in prison pending sentencing. At the sentencing hearing strong representations were made by CAMM, IFSMA, as well as many other supporting organisations, which resulted in Captain Schroder being sentenced to time served, his immediate release from prison and deportation from the US.

It was reported in the press on 16th August that Captain Schroder had been killed on a fishing trip off the southern coast of Ireland, together with 2 other persons, with a fourth person surviving, when the 8m fibre glass vessel they had chartered for a fishing trip caught fire and sank after 40 minutes. Despite a rescue helicopter being in the area and arriving on the scene within minutes, they were only able to save one person. Captain Schroder lived in Bantry, County Cork, Ireland.

2010 Year of the Seafarer Forum

Keynote Address by Mr. Efthimios Mitropoulos, IMO Secretary General

26 June 2010, Philippines International Conference Centre, Manila

President and Officers of IFSMA, Secretary-General Emeritus, Heads of international shipping organizations, President and participants to the STCW Conference, colleagues, fellow speakers, distinguished guests, dear cadets, ladies and gentlemen,

We gather here today at the end of what has undoubtedly been the most historic and portentous week, thus far, of what we anticipate will prove to be a historic and portentous year for the seafaring profession as a whole.

Just in case anyone here has been living on a different planet from the rest of us for the past few days, or was absently distracted by what is happening in South Africa nowadays, let me reiterate that this week - yesterday, in fact - a Diplomatic Conference here in Manila - indeed, here in this very conference centre - adopted a set of far-reaching and comprehensive amendments to the 1978/95 International Convention on Standards of Training, Certification and Watchkeeping for Seafarers - known to us all more conveniently and, dare I say, affectionately, as the STCW Convention and its associated Code.

These two instruments have jointly been described as one for the four pillars of the global maritime regulatory system, along with two other IMO Conventions, SOLAS and MARPOL, and ILO's Maritime Labour Convention. The amendments adopted yesterday mark the first major revision of the two instruments since those adopted in 1995, which completely revised the original 1978 STCW Convention.

I do not propose to go into them in any great detail during this address, partly because I do not think that is what you expect from a keynote speech and partly because I see they will be put under the microscope later this morning. Suffice it to say that their adoption means, in my view, that the necessary global standards to train and certificate seafarers to operate any modern, technologically advanced ship are now in place. This is a tremendous achievement, a great step forward and I should like to emphasize, once again, the spirit of my closing remarks to the conference, which was that all concerned, and that includes a great many of you here today, deserve credit and gratitude for what has been a huge effort.

Today's "Year of the Seafarer" forum was, I am certain, deliberately timed so that the dust from this week should have had no time to settle. Instead, the organizers have clearly decided to capitalize on the momentum created and that, to me, seems like a sound strategy. I congratulate them for their foresight.

In today's global economy, hundreds of millions of people all over the world rely on ships to transport the great multitude of commodities, fuel, foodstuffs, goods and products on which we all depend. Yet, for most of them, shipping, not to mention the huge range of related maritime activities that, together, go to make up what is loosely termed "the shipping industry", does not register a particularly strong echo on their personal radar. The very nature of shipping makes it something of a "background" industry. For most people, most of the time, ships are simply "out of sight and out of mind".

And the same, as a consequence, can be said of the humble seafarers, despite the fact that the global economy depends utterly on their presence. Seafarers are, in effect, the lubricant without which the engine of trade would simply grind to a halt - which has prompted me, on several occasions in the past, to refer to our industry and its sine qua non servants, the seafarers, as "the unsung heroes of an unsung industry".

It is, of course, a sad truth that many work-forces are largely unrecognized and more-or-less taken for granted. When we switch on a light we do not, generally, pause to think of all those who have laboured in the various sectors of the power generation and transmission industries to make it happen. Or when we sit at the table and start by blessing our daily bread, we do not pause to think who brought the grain that enabled our local baker

to bake it. Or when, faced with a severe winter, we do not pause to think who carried the oil that heats our homes or fuels the energy on which we all so much depend these days. Well, perhaps we should; and we certainly should not use that as an excuse to continue to allow the seafarer to be ignored at best, and poorly treated at worst.

I am very aware that the majority of you here today have served or are still serving as seafarers. You do not need me to remind you of the peculiarities of the job; the fact that, at the end of a long and stressful day, there is usually no return home to the family; no evening with friends at the taverna or the pub; no change of scenery; no chance to properly relax, unwind or de-stress. Just the relentless drone of the diesels and the never-ending movement of the vessel that is not only your place of work but also your home, 24-hours a day, seven days a week, for weeks and often for months on end; and, ever-present in the back of your mind, the possibility of both natural and other, invidious hazards, such as pirate attacks, unwarranted detention, denial of shore leave and abandonment in foreign ports.

In the Year of the Seafarer, our intention has been not only to draw attention to the unique circumstances under which seafarers spend their working lives but also to make a palpable and beneficial difference.

Ladies and gentlemen, when IMO first mooted the idea that our theme for 2010 should focus on the seafarer, we wanted to do two things; first, we wanted to draw attention to a workforce that is largely unheralded and unacknowledged, often even within the industry it serves: and, second, we wanted to extend the theme beyond the regular World Maritime Day celebrations and to galvanize a momentum that would last for the whole year and, indeed, beyond. We wanted 2010 to be the start of this momentum; but we certainly do not want the end of 2010 to be the end of the initiative - we should, rather, want to make it the end of the beginning. That is why I was delighted with the Conference's decision, from now on, to name the 25th of June - the concluding date of its proceedings - the "Day of the Seafarer".

Earlier in the year, I identified three targets that I would be happy to see achieved in conjunction with our "Year of the Seafarer" initiative. They were:

- one, increased awareness among the general public of the indispensable services seafarers render to civil society at large;
- two, a clear message to seafarers that we recognize

and appreciate their services; that we do care about them; and that we do all that we can to look after and protect them when the circumstances of their life at sea so warrant; and

- three, redoubled efforts at the regulatory level to move from words to deeds to create a better world in which seafarers can operate.

Just over halfway through the year, I think I can safely say that progress has been made towards all three of these. And the message from the UN Secretary-General, Mr. Ban Ki-moon, which was read out during the opening session of our Conference last Monday, stands as testament to our efforts to galvanize global public attention to the seafarers' cause.

In this context, it was always envisaged that this year's theme would constitute a focal point around which the maritime community as a whole could rally, to seek ways to recognize and pay tribute to seafarers for their unique contribution to society and the vital part they play in the facilitation of global trade. This has undoubtedly been happening, with seminars and fora such as this being examples of it in action; and I would urge all of you in the industry to give wide circulation to Mr. Ban's message and my own open letter among your seafarers and other personnel - just as you have so widely and effectively used the "Year of the Seafarer" logo - to reinforce in them the sense of pride, value and recognition that they so richly merit.

As to the regulatory process, well, the amendments to the STCW Convention and Code that have just been adopted should, rightly, be considered as the pinnacle of our efforts this year to create a better and safer world in which seafarers can sail. Of course, other efforts continue in parallel because, at IMO, the human element and the interests of seafarers' work and life on board are at the forefront of all our regulatory work, as you will no doubt hear in a short while from Mr. Neil Ferrer, the Chairman of our Maritime Safety Committee and President of this week's Conference.

In the same vein, and still with the interests of seafarers top-most in our minds, I proposed, and the IMO Council unanimously endorsed, earlier this month, that the theme for next year's World Maritime Day should be "Piracy: orchestrating the response". Our aim is for the selected theme to give us the opportunity to maintain, indeed enhance, the efforts of all of us in the maritime community to address the piracy scourge that so affects individual seafarers and their families and does so much to dissuade young people from joining the profession.

And, in this particular respect, I think that the "Year of the Seafarer" theme has also helped to re-focus attention on the pressing need to come to grips with the long-predicted labour-supply shortage in the shipping industry - a shortage that may have been temporarily alleviated by the recent downturn in global trade but which, nevertheless, remains ever-present. This makes it imperative for shipping to re-launch itself as a career of choice for the high-calibre, high-quality young people of today. In this context, the "Year of the Seafarer" has added valuable impetus to the "Go to Sea!" campaign, which we launched at IMO in November 2008, in association with ILO, the "Round Table" of shipping industry associations and ITF.

Above all, though, it is providing an excellent opportunity to reassure those that labour at the "sharp end" of the industry - the seafarers themselves - that those of us who work in other areas of the maritime community, and yet whose actions have such a bearing on seafarers' everyday lives, understand the extreme pressures they face and approach our tasks with genuine interest and concern.

Ladies and gentlemen, I see that you have a busy programme ahead of you and I will take up no more of your time. Let me simply conclude by urging you, in this "Year of the Seafarer", to miss no opportunity to convey, to the 1.5 million seafarers of the world, the message that the entire shipping community appreciates them and their indispensable services; is aware of the conditions under which they operate; shows compassion for the sacrifices they make; and really does care for them. I am confident that the discussions and outcomes of this forum will reflect those sentiments and add to the groundswell of positive sentiment that has been engendered throughout this very special year.

IFSMA's initiative to organize this seminar to coincide with the Conference in the capital city of the country that supplies the largest number of seafarers in the world is commendable and I thank and, once again, congratulate them for that.

Thank you.

Photographs taken during the forum and the pre-nations used may be seen at the following website:

"<http://www.createurinc.com/2010seafarer/>"

Blowouts not such Rare Events

The Maritime Advocate online, 12/7/10

A piece in the admirable Maritime Accident Casebook by former Shell International Health and Safety Group auditor Bill Campbell looks at public data on blowouts and asks some very sensible questions on what the data tells us about the risks. He writes:-

“World-wide since 1955 and prior to “Deepwater Horizon” there have been 44 notable blowout events causing 79 deaths, with significant loss of assets and one event in 1979 causing massive pollution. In this period 55 years 1955 – 2010 the mean time between blowouts was 15 months.

So far as the Gulf of Mexico is concerned, in the 37-year period 1964 – 2001 there were 10 blowouts or 23% of the worldwide events. This resulted in 27 deaths or 34% of the deaths world-wide. One event, the blowout on the Semi-submersible Sedco 135F caused pollution into the Gulf of an estimated 455 to 480,000 tonnes of oil.

In the 46 year period 1964 – 2010, including the “Deepwater Horizon” there has been 11 blowouts, resulting in an additional 11 deaths and pollution estimated on 4th July last of between 333 – 572,000 tonnes of oil.

By comparison in the UK North Sea there has been two blowouts, one in 1977 on a fixed installation, and one in 1988 on a Semi-submersible with one fatality over the 55 years period from 1955 to 2010.

Conclusion

By any definition therefore blowouts are not rare events!

Risk analysis used in the UK post Piper Alpha consider that a safe haven, or Temporary Refuge on an offshore installation should demonstrate by design that its integrity is not threatened by credible events on the installation less than once per 1000 years.

That is one side of the equation. But in any case, a rare event, under any sophisticated quantitative or qualitative analysis, the type of analysis that is mandatory in a UK Offshore Safety Case, would consider risks are tolerable if between 1 in 100 and 1 in 1000 years depending upon the event and its potential consequences.

This is a far cry from what the historic data shows in the Gulf of Mexico on average 1 in 3.7 years frequency for Blowouts over the 37 year period from 1964 to 2001 and 1 in 4.2 years taken into account the Deepwater Horizon ongoing disaster.

For the industry to say therefore that blowouts could be discounted from the decision to drill into deepwater formations because they were rare events is tantamount to deception. Is it not in the public interest in the US that the other side of this sad story is told.”

The article appears on Bob Couttie’s Maritime Accident Casebook which in its chosen field is a superior take on maritime casualties informed by the sort of intelligence available from experienced surveyors and mariners who have seen a thing or two in their time. Access to the site is restricted and the overall design and navigation of the site would probably benefit from some simplification. We never visit the site without learning something of value.

Editors Note: To read an account of the Deep Water Horizon accident, go to this website:

<http://tinyurl.com/2wb8ulw>

Men strike back! 1

How many men does it take to open a beer? None. It should be opened when she brings it.

Why is a Laundromat a really bad place to pick up a woman? Because a woman who can't even afford a washing machine will probably never be able to support you.

Why do women have smaller feet than men? It's one of those "evolutionary things" that allows them to stand closer to the kitchen sink.

How do you know when a woman is about to say something smart? When she starts a sentence with "A man once told me..."

How do you fix a woman's watch? You don't. There is a clock on the oven.

Why do men fart more than women? Because women can't shut up long enough to build up the required pressure.

If your dog is barking at the back door and your wife is yelling at the front door, who do you let in first? The dog, of course. He'll shut up once you let him in.

Vessels Transiting The Straits Of Hormuz

Extract from - Republic of the Marshall Islands - Marine Safety Advisory No. 69-10, 17 August 21010

On the evening of 27 July 2010, 2330z, the Marshall Islands flagged tanker M. STAR reported an explosive incident on her starboard quarter while transiting east in the Straits of Hormuz at position 26 degrees 27 minutes North, 056 degrees 16 minutes East. A team of investigators from the Marshall Islands, military and government officials was immediately dispatched to the ship, which continued on safely to Fujairah for a thorough investigation and repairs.

Although the incident is still under investigation, it can be said that the very suspicious activity of two small craft observed on the vessel's radar and recorded by the ship's voyage data recorder (VDR) and subsequent forensics tend toward supporting the belief that an unsuccessful terrorist bombing attempt was made on the M. STAR. Should further relevant information or advisories be forthcoming, they will be provided to shipowners. Until then, it is highly recommended that all ships transiting the subject waters exercise the highest level of vigilance and caution, particularly during night transits with increased monitoring of small vessel and boat activity.

Shipmasters who observe suspicious activity in the area and around their vessel are advised to make as early an assessment of a threat as possible. As soon as the Master feels that a threat is developing he/she should immediately call to report hostile or potentially hostile action to COMUSNAVCENT Battlewatch Captain at phone number +973-1785-3879. All suspicious activities and events are also to be reported to the UKMTO Dubai at phone number: +971 505 523 215 / ukmto@eim.ae. Such reports may also be relayed to MARLO at +973 394-01395 / marlo.bahrain@me.navy.mil.

It must be remembered that such acts of terrorism and piracy can take place anywhere in this high risk region. Thus, the Administration urges all vessels operating in the region to conduct a pre-voyage risk assessment, actively implement the latest recommended Best Management Practices for anti-piracy measures and incorporate appropriate protective measures into their vessel security plan, regularly report their position/course/speed to UKMTO (+971 505 523 215 / ukmto@eim.ae), participate in the

SSRS service (<http://ssrs.org>), continue to maintain a heightened state of awareness, maintain strict 24 hour visual and radar watches, and report all attacks and suspicious sightings.

Single Act for Port Arrivals in the EU?

In July the European Commission welcomed the European Parliament's approval of the draft Directive intended to simplify and facilitate the administrative procedures for ships entering and leaving European ports. The provisions of the Directive will be phased in between 2012 and 2015. This Directive will contribute to making maritime transport more attractive and supporting maritime activity, particularly in small and medium-sized commercial ports.

Siim Kallas, Commission Vice-President responsible for transport said: "The simplification of administrative procedures for maritime transport is an important step, not only because it will reduce the costs of maritime transport, which is used to deliver almost 40% of goods within the Internal Market, but also because maritime transport is a cleaner and safer form of transport".

This agreement gives the Member States, industries and port authorities five years to set up a one-stop administrative shop in every port. From 2013, the Directive will also simplify and harmonise a certain number of procedures, notably reducing the repeated transmission of data to the different administrative authorities in the ports.

While the administrative formalities for other modes of transport have been considerably streamlined since the creation of the single market, maritime transport remains subject to complex procedures. Under customs regulations and international law, a ship is considered to leave a Member State's territory once it crosses the territorial water limit of 12 nautical miles (22 km). A vessel sailing from one European Union port to another has to go through administrative formalities on both departure and arrival in the same way as international shipping.

After the adoption of guidelines for veterinary checks in December 2009 and the amendment of the implementing rules for the Customs Code in March 2010, the Directive adopted today completes the first instalment of short-term actions planned

as part of the 'European maritime transport area without borders' initiative launched in 2009. It is also a new step towards establishing a framework that will allow a more integrated management of the flow of administrative and commercial information accompanying the movement of goods into, out of and within the European Union, which will facilitate the work of both the operators and the inspection authorities. In the area of maritime transport, this framework will be completed by the European e-Maritime initiative, which the Commission is working on in cooperation with the stakeholders and which will be the subject of a proposal in 2011.

Origin of the term "Master Mariner"

First published in "From the Bridge" the Newsletter of the Company of Master Mariners, Canada in February 2010.

MASTER - from the Latin 'Magister', 'Maitre' - Person in Control, Having complete knowledge. MARINER - From the Latin 'Marinus', 'Mare' - of the Sea
 MASTER MARINER - Captain of a Merchant Ship (Oxford English Dictionary). The true origin of the title is lost in the mists of time - indeed amongst the earliest references to ships and the sea is mention of the person in charge of a ship as 'Master'

In exploring the Red Sea, the Romans discovered a water borne route to an undreamed of world to the East. During the rule of Caesar Augustus, 120 ships each year sailed from Africa's Red Sea coasts south and then east to India's Malabar Coast borne on the South West Monsoon from May to September returning on the North East Monsoon from November to March. These ships were under the command of a person skilled in the ways of the sea, the weather and a knowledge of the coasts from which he sailed and to which he directed his course.

To landsmen this voyaging to the unknown and returning from thence was a source of wonder which designated the person capable of doing so a Master of his calling. The term was certainly used in Biblical times for the Bible (King James' Version) in the Acts of the Apostles, Chapter 27, Verses 10 & 11, describing St Paul's shipwreck on a voyage from Caesarea to Rome states - 'and said unto them that this voyage will be with much hurt and much damage not only of the lading and ship, but also of our lives. Nevertheless the centurion believed the Master and the Owner of the ship more than those things which were spoken by Paul'. Alas, with the fall of Rome so much of the knowledge of that won-

derful civilisation has been lost but already about a thousand years before the Christian era, elements of seamanship and descriptions of places can be found in Homer's Odyssey. Later Greek became the common language of the Mediterranean and the Greeks had a word for the Master of a ship 'Ilioikov' which translates as 'enjus fidei navis concreditur' - to whom the government of the ship is entrusted.

Strabo, the Greek traveller and geographer, writes that in a straight line with the course of the Nile lies the island of Rhodes. This by nature of simple navigation made the island the convergence of several trade routes. It is not surprising that Rhodes became a centre of commerce and gave its name to the earliest code of maritime law known as the Rhodian Sea Law. Within that Law there are several references to the Master of the Ship and his responsibilities. Perhaps the clearest reference to the Master is contained in the Laws of Oleron. This celebrated Code of Laws, appertaining to maritime matters, was originally promulgated by Eleanor, Duchess of Guienne, mother of Richard 1 of England. The island of Oleron is some sixty square miles in size situated off the coast of France in the Bay of Biscay. In the twelfth century it was, from a maritime viewpoint, a very important place and its Merchants' Court was one of high standing. It must be remembered that at that time the Kings of England had vast estates in France and Oleron fell within the Duchy of Guienne. The Laws of Oleron were promulgated in 1160 and written in the language of Gascony. Richard 1, who inherited the dukedom of Guienne from his mother, introduced the Code into England and made some alterations and improvements to it. It was further improved by successive monarchs until it received its ultimate confirmation in 1360. From that date the office of Lord High Admiral was established whose powers have formed the basis of the Admiralty Division of the High Court.

In Australia since 1900 these powers have been exercised by the Australian High Court. Thus does the thread of history run through our Law. However, from our point of view, the Laws of Oleron codified in its English form in plain commonsense language the principles that governed the relations between parties concerned in Maritime trade, Masters and their crew, owners and merchants and prescribed the actions that might properly be taken in various contingencies. The Laws still form the basis of much of modern law and their importance was recognised on the 600th anniversary of their promulgation in England when a service was held in St Paul's

Cathedral in London and a casket containing an illuminated copy of the Laws of Oleron was carried by one of H M Ships to the island where they were originally drawn up so long ago. Incidentally, Captain A N Boulton MBE., founder of the Company of Master Mariners in Australia, who happened to be in London to attend the 1960 SOLAS Convention attended these ceremonies on behalf of Australia.

Obviously the details of the articles of these Laws deserve a contribution devoted to them alone but here the main point is that throughout they refer to the 'Master'. Therefore it was a well established form of address for the person in charge of a ship eight hundred years ago. The translator of the Code made a number of notes or 'glosses' to the original Laws which are of the greatest interest. For instance it states that "The title of Master is so honourable and the command of a ship so important that great care has been taken by all maritime nations that none may be employed but honest and experienced men". Also "By the ordinances and customs of the sea it appears that formerly it was not thought safe to entrust a Master of a ship with the vessel and cargo unless he was a freeman of that City and part owner of the ship". Many other Codes of Law required high standards of the Master - by an ordinance of the Admiralty of France in 1584 every Master of a ship before he took upon himself that trust was to be examined as to whether he was fit for it. Even earlier in 1576 the King of Spain's ordinances required the same thing. The Laws of Wisby, the Code of the powerful Hanseatic League of Germanic towns which wielded great influence over maritime affairs in the 14th and 15th centuries, required that Masters should possess not only experience and capacity but honesty and good manners.

Coming closer to modern times the term 'Master' was enshrined in the British Merchant Shipping Act of 1865 and now, of course, in the Navigation Act and internationally in the Convention on Standards of Training, Competency and Watchkeeping. Thus it can be said with certainty that for well over one thousand years the term 'Master' has been conferred by Law upon the person in charge of a ship.

It should be noted however that the term 'Master' is used in many connections and apart from the obvious connections mentioned above it is the conjunction with the term 'Mariner' that makes it so important. Latterly there seems to have been some movement to replace that ancient and honourable title by more anonymous terms. At one stage there

was a suggestion that the Master be known as Ship Manager though this seems to have faded with the trend to smaller crews. One can only hope that these efforts come to nought. Perhaps the day may yet come when newly promoted Master Mariners will be as proud to put the letters MM after their names as members of other professions do with theirs.

New International Passenger Ship Safety Regulations enter into force

A comprehensive package of amendments to the international regulations affecting new passenger ships entered into force on 1 July 2010. Increased emphasis is placed on reducing the chance of accidents occurring and on improved survivability, embracing the concept of the ship as 'its own best lifeboat'.

The amendments affect passenger ship regulations in the International Convention for the Safety of Life at Sea (SOLAS), and came about as the result of a comprehensive review of passenger ship safety initiated in 2000 by the International Maritime Organization (IMO).

The aim of the review was to assess whether the existing regulations were adequate to meet future challenges, in particular to address issues related to the increased size of passenger ships now being built. The amendments were adopted in 2006.

The guiding philosophy behind this important review was based on the dual premise that the regulatory framework should place more emphasis on the prevention of a casualty from occurring in the first place and that future passenger ships should be designed for improved survivability so that, in the event of a casualty, persons can stay safely on board, in a 'safe area' as the ship proceeds to port.

The amendments include new concepts such as the incorporation of design criteria for the casualty threshold (the amount of damage a ship is able to withstand, according to the design basis, and still safely return to port) into SOLAS chapters II-1 and II-2. The amendments also provide regulatory flexibility so that ship designers can meet future safety challenges.

The amendments, which largely affect new ships built from 1 July 2010, include:

- alternative designs and arrangements;

- provision of safe areas and the essential systems to be maintained while a ship proceeds to port after a casualty, which will require redundancy of propulsion and other essential systems;
- on-board safety centres, from where safety systems can be controlled, operated and monitored;
- fixed fire detection and alarm systems, including requirements for fire detectors and manually operated call points to be capable of being remotely and individually identified;
- fire prevention, including amendments aimed at enhancing the fire safety of atriums, the means of escape in case of fire and ventilation systems; and
- time for orderly evacuation and abandonment, including requirements for the essential systems that must remain operational in case any one main vertical zone is unserviceable due to fire.

Other SOLAS amendments

Other important SOLAS amendments entering into force on 1 July 2010 include the following:

December 2008 amendments to SOLAS

- Amendments to the SOLAS Convention and to the 1988 Load Lines Protocol

These amendments make mandatory the International Code on Intact Stability, 2008 (2008 IS Code). The 2008 IS Code provides, in a single document, both mandatory requirements and recommended provisions relating to intact stability, taking into account technical developments, in particular regarding the dynamic stability phenomena in waves, based on state-of-the-art concepts. The Code's mandatory status, under both the SOLAS Convention and the 1988 Load Lines Protocol, will significantly influence the design and the overall safety of ships.

May 2006 amendments to SOLAS

- Amendments to SOLAS Chapter II-2 - Fire protection

These include amendments relating to Regulation 9 - Containment of fire, to include a requirement for water-mist nozzles which should be tested and approved in accordance with the guidelines approved by the Organization; and to Regulation 15 - Arrangements for oil fuel, lubricating oil and other flammable oils, in which new text is introduced re-

lating to the application of the regulation to ships constructed on or after 1 February 1992 and on or after 1 July 1998.

- Amendments to SOLAS Chapter III - Life-saving appliances and arrangements

In Regulation 7 - Personal life-saving appliances, the amendments add a new requirement for infant lifejackets. For passenger ships on voyages of less than 24 hours, a number of infant lifejackets equal to at least 2.5% of the number of passengers on board is to be provided; and for passenger ships on voyages of 24 hours or greater, infant lifejackets are to be provided for each infant on board. A further amendment relates to the provision of lifejackets for larger passengers and states that, if the adult lifejackets provided are not designed to fit persons with a chest girth of up to 1,750 mm, a sufficient number of suitable accessories are to be available on board to allow them to be secured to such persons.

- Amendments to SOLAS Chapter IV - Radiocommunications

The amendments relate to the provision of radio equipment, in Regulation 7, to require ships to carry an EPIRB capable of transmitting a distress alert through the polar orbiting satellite service (COSPAS-SARSAT) operating in the 406 MHz band; and, in Regulations 9 and 10, to clarify that the means of initiating ship-to-shore distress alerts may be through the Inmarsat geostationary satellite service by a ship earth station.

- Amendments to SOLAS Chapter V - Safety of navigation

The amendment adds a new paragraph to Regulation 22 - Navigation bridge visibility to allow ballast water exchange at sea, provided that the Master has determined that it is safe to do so and takes into consideration any increased blind sectors or reduced horizontal fields of vision resulting from the operation to ensure that a proper lookout is maintained at all times. The operation should be conducted in accordance with the ship's ballast water management plan, taking into account the recommendations on ballast water exchange. The commencement and termination of the operation should be recorded in the ship's record of navigational activities.

Manila conference sets 25 June annually as “Day of the Seafarer”

Conference of Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, Manila, the Philippines, 21-25 June 2010

Manila conference sets 25 June annually as “Day of the Seafarer”

Member States of the International Maritime Organization (IMO) have unanimously agreed that the unique contribution made by seafarers from all over the world to international seaborne trade, the world economy and civil society as a whole, should be marked annually with a ‘Day of the Seafarer’.

A Diplomatic Conference in Manila, the Philippines, meeting to adopt major revisions to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (the STCW Convention), and its associated Code, also adopted a resolution nominating 25 June of each year hereafter as the ‘Day of the Seafarer’. The date chosen was that on which the STCW revisions were adopted and acknowledges their significance for the maritime community and those who serve it on board ships.

The resolution encourages Governments, shipping organizations, companies, shipowners and all other parties concerned to duly and appropriately promote the Day of the Seafarer.

In another resolution, on ‘The Year of the Seafarer’, the Conference expressed its appreciation of IMO for its timely and appropriate decision to dedicate the current year to seafarers, again expressing deep appreciation and gratitude to all seafarers, as well as to maritime pilots, vessel traffic services operators, seafarer welfare organizations and all others who contribute to assisting ships and seafarers to enter, stay at, or leave ports and offshore terminals and to navigate through hazardous waters safely and with due care for the marine environment.

The resolution urged Governments, shipping organizations and companies and all other parties concerned to promote seafaring as a career choice for young persons and encourage those already in the profession to continue serving the industry.

The resolution also recognized the enormous risks seafarers shoulder in the execution of their daily

tasks and duties in an often hostile environment, while spending long periods of their professional life at sea away from their families and friends.

Expressing concern regarding reported instances in which seafarers were unfairly treated when their ships were involved in accidents; were abandoned in foreign ports; were refused shore leave for security purposes; and were subjected to serious risks while their ships were sailing through piracy-infested areas and to potentially harmful treatment while in the hands of pirates, the resolution urged action from Governments, shipping organizations and companies and all other parties concerned, working together under the auspices of IMO and ILO, to address these issues.

In particular, they are urged to promote and implement, as widely and effectively as possible:

- the IMO/ILO Guidelines on the fair treatment of seafarers in the event of a maritime accident;
- the IMO/ILO Guidelines on provision of financial security in case of abandonment of seafarers; and
- the IMO/ILO Guidelines on shipowners’ responsibilities in respect of contractual claims for personal injury to, or death of, seafarers.

The resolution also urges Governments and the shipping industry to implement maritime security related provisions, including the International Ship and Port Facility Security (ISPS) Code; the Guidelines adopted and promulgated by IMO to prevent and suppress acts of piracy and robbery against ships; and the so-called SUA treaties for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation and against the Safety of Fixed Platforms Located on the Continental Shelf (1988 SUA Convention and 1988 SUA Protocol, as amended by the 2005 SUA Protocols), in a manner that, while ensuring that maximum protection is afforded to seafarers, does not subject them to any unfair treatment and unnecessary inconvenience.

Governments are also urged to ratify, accept, approve or accede to, and thereafter effectively implement, the 2006 Maritime Labour Convention.

Judge may cut sentences in Neftegaz-67 collision case

From Lloyds List - Wednesday 3 March 2010

FOUR seafarers jailed by a Hong Kong court in January could be acquitted or receive a substantially reduced jail sentence on appeal, the high court judge who freed all four men on bail has indicated.

This followed publication on 2nd March 2010 of the judgment by Judge Robert Tang following a bail hearing on Friday involving Yuriy Kulemesin.

Mr Kulemesin was the Ukrainian master of the *Neftegaz-67*, the offshore supply vessel that capsized and sank after a fatal collision with the panamax bulker *Yao Hai* on March 22, 2008. Eighteen people on board the *Neftegaz-67* were killed.

Mr Kulemesin was jailed for three years and two months on charges related to endangering life at sea. The three others — the master of the *Yao Hai*, Liu Bo, and pilots Tang Dock-wah and Bruce Chun — received jail sentences between three years and two years and four months on similar charges.

In his judgment, which was given in a closed court with the public and press excluded, the judge indicated that of the four, Capt Liu was likely to succeed in his appeal against conviction and would be freed. The others will probably be given reduced sentences, although the judge suggested there was also a possibility they could be acquitted.

Commenting about both Mr Tang and Mr Kulemesin, the judge said he was unsure if appeals against conviction by both men were likely to be successful.

However, the judge added that Mr Tang's appeal against his three-year sentence "was likely to succeed", while his appeal against conviction "was reasonably arguable".

Turning to Mr Kulemesin, the judge said his appeal was also "reasonably arguable", but he was unable to say if it was "likely to be successful".

The judge said the Ukrainian master would have already served the equivalent of half his sentence, with time off for good behaviour, by the time the appeal was heard sometime after January next year. He also pointed out that in a previous maritime accident, in

which one person was killed, the defendant received an 18-month sentence.

Commenting on his decision to free Mr Kulemesin on HK\$300,000 (\$38,460) bail, the judge said: "Having regard to his background I believe he would be anxious to clear his name and that even if that fails, he is likely to wish to take his punishment rather than to live the rest of his life as a fugitive. No doubt the loss of his crew weighs heavily on him and I do not believe that in such circumstances, he could face their families if he should return as a fugitive from justice."

Rejecting arguments that Mr Kulemesin should remain in Hong Kong until the appeal, the judge added: "His family is in Ukraine. As I have said, the offence does not involve moral turpitude or dishonesty. I have no reason to think that he is not a person of integrity.

"Also to require him to stay in Hong Kong where he is a total stranger is, in my view, punishment in itself.

STCW Conference agrees new provisions on hours of rest for watchkeepers

Conference of Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, Manila, the Philippines, 21-25 June 2010

A Diplomatic Conference to adopt amendments to the STCW Convention, (successfully completed in Manila on 25 June 2010 - see briefing 32/2010) has also agreed, by consensus, a series of new provisions on the issue of "fitness for duty - hours of rest", to provide watchkeeping officers aboard ships with sufficient rest periods. Under the Manila Amendments to the STCW Convention, all persons who are assigned duty as officer in charge of a watch or as a rating forming part of a watch and those whose duties involve designated safety, prevention of pollution and security duties shall be provided with a rest period of not less than:

1. a minimum of 10 hours of rest in any 24-hour period; and
2. 77 hours in any 7-day period.

The hours of rest may be divided into no more than two periods, one of which shall be at least 6 hours in length, and the intervals between consecutive

periods of rest shall not exceed 14 hours.

At the same time, in order to ensure a continued safe operation of ships in exceptional conditions, the Conference unanimously agreed to allow certain exceptions from the above requirements for the rest periods.

Under the exception clause, parties may allow exceptions from the required hours of rest provided that the rest period is not less than 70 hours in any 7 day period and on certain conditions, namely:

1. such exceptional arrangements shall not be extended for more than two consecutive weeks;
2. the intervals between two periods of exceptions shall not be less than twice the duration of the exception;
3. the hours of rest may be divided into no more than three periods, one of which shall be at least 6 hours and none of the other two periods shall be less than one hour in length;
4. the intervals between consecutive periods of rest shall not exceed 14 hours; and
5. exceptions shall not extend beyond two 24-hour periods in any 7-day period. Exceptions shall, as far as possible, take into account the guidance regarding prevention of fatigue in section B-VIII/1.

These provisions were the result of intensive negotiations between regulators and the shipping industry and represent a well balanced solution of the issue in the well known IMO spirit of compromise.

In a statement, Secretary-General Mitropoulos said:

“I am very pleased that the Conference agreed, by consensus, an important new text on fitness for duty, which will create better conditions for seafarers to be adequately rested before they undertake their onboard duties. Fatigue has been found to be a contributory factor to accidents at sea and to ensure seafarers’ rest will play an important role in preventing casualties.

I am particularly pleased that the new STCW requirements on this delicate issue are consistent with the corresponding provisions of ILO’s Maritime Labour Convention, 2006, which I hope will come into force soon.”

Revised STCW Convention and Code adopted at the Manila Conference

Conference of Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, Manila, the Philippines, 21-25 June 2010

Major revisions to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (the STCW Convention), and its associated Code have been adopted at a Diplomatic Conference in Manila, the Philippines, thereby ensuring that the necessary global standards will be in place to train and certify seafarers to operate technologically advanced ships for some time to come. The Conference was held in Manila from 21 to 25 June under the auspices of the International Maritime Organization (IMO), the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution from ships.

The amendments, to be known as “The Manila amendments to the STCW Convention and Code” are set to enter into force on 1 January 2012 under the tacit acceptance procedure and are aimed at bringing the Convention and Code up to date with developments since they were initially adopted in 1978 and further revised in 1995; and to enable them to address issues that are anticipated to emerge in the foreseeable future.

Amongst the amendments adopted, there are a number of important changes to each chapter of the Convention and Code, including:

- Improved measures to prevent fraudulent practices associated with certificates of competency and strengthen the evaluation process (monitoring of Parties’ compliance with the Convention);
- Revised requirements on hours of work and rest and new requirements for the prevention of drug and alcohol abuse, as well as updated standards relating to medical fitness standards for seafarers;
- New certification requirements for able seafarers;
- New requirements relating to training in modern technology such as electronic charts and information systems (ECDIS);

- New requirements for marine environment awareness training and training in leadership and teamwork;
 - New training and certification requirements for electro-technical officers;
 - Updating of competence requirements for personnel serving on board all types of tankers, including new requirements for personnel serving on liquefied gas tankers;
 - New requirements for security training, as well as provisions to ensure that seafarers are properly trained to cope if their ship comes under attack by pirates;
 - Introduction of modern training methodology including distance learning and web-based learning;
 - New training guidance for personnel serving on board ships operating in polar waters; and
 - New training guidance for personnel operating Dynamic Positioning Systems.
- Measures to ensure the competency of masters and officers of ships operating in polar waters;
 - Attracting new entrants to, and retaining seafarers in, the maritime profession;
 - Accommodation for trainees;
 - Promotion of the participation of women in the maritime industry;
 - Future amendments and review of the STCW Convention and Code;
 - Contribution of the International Labour Organization;
 - Role of the World Maritime University and IMO International Maritime Law Institute and International Maritime Safety, Security and Environment Academy (IMSSEA) in promoting enhanced maritime standards;
 - Year of the Seafarer; and
 - Day of the Seafarer.

Conference resolutions In addition to two resolutions adopting the aforesaid amendments, the Conference also adopted resolutions on:

- Expression of appreciation to the host Government;
- Transitional provisions and early implementation;
- Verification of certificates of competency and endorsements contained;
- Standards of training and certification and ships' manning levels;
- Promotion of technical knowledge, skills and professionalism of seafarers;
- Development of guidelines to implement international standards on medical fitness for seafarers;
- Revision of existing model courses published by the International Maritime Organization and development of new model courses;
- Promotion of technical co-operation;

Speaking at the close of the successful Conference, IMO Secretary-General Efthimios E. Mitropoulos said that the adoption of the revised STCW had brought to a successful conclusion the concerted effort undertaken by so many - Government and industry alike, dedicated seafarer representative bodies, maritime training institutions, and the many other interested organizations - over a four-year period.

"The immediate task at hand is to promulgate the standards of maritime excellence we have just come to adopt amongst those working at the sharp end of the industry and to promote their proper implementation and enforcement through the usual means of enacting legislation and introducing enabling measures in maritime administrations and training establishments," Mr. Mitropoulos said.

"I would suggest that the successful closure of the Conference should be seen as marking the beginning of strenuous efforts at three levels: first, to commence, at the earliest possible opportunity, work to translate the revised STCW requirements into national regulations - with the aim of expediting their implementation; second, to deliver, as appropriate, technical assistance through IMO's Integrated Technical Co-operation Programme - with the aim of familiarizing STCW Parties with

the revised requirements, and to provide useful technical advice on the STCW Convention and the STCW Code as a whole; and third, to initiate action, as may be necessary, to ensure the full and effective implementation and rigorous enforcement of the revised STCW Convention and Code when the amendments come into force on the agreed date of 1 January 2012," Mr. Mitropoulos added.

The Conference has been a key highlight in the IMO-designated "Year of the Seafarer", which aims to provide the maritime community with an opportunity to pay tribute to seafarers from all over the world for their unique contribution to society and in recognition of the vital part they play in the facilitation of global trade in a hazardous environment.

The Diplomatic Conference was held from 21 to 25 June 2010 in Manila, the Philippines with the support of the government of the Philippines and was attended by more than 500 delegates from delegations from 85 IMO Member States, as well as by observers from three Associate Members, the International Labour Organization (ILO), the European Commission (EC) and one other intergovernmental Organization; and 17 non-governmental organizations.

Air pollution from ships cut, with entry into force of MARPOL amendments

New and more stringent regulations to reduce harmful emissions from ships are expected to have a significant beneficial impact on the atmospheric environment and on human health, particularly that of people living in port cities and coastal communities.

The revised Annex VI (Regulations for the Prevention of Air Pollution from Ships) of the International Convention for the Prevention of Pollution from Ships (MARPOL convention) enters into force globally on 1 July 2010, together with important reductions in sulphur oxide (SOx) emissions in specific areas. It was adopted in October 2008.

The main changes to MARPOL Annex VI will see a progressive reduction of SOx emissions from ships, with the global sulphur cap reduced initially to 3.50% (from the current 4.50%), effective from 1 January 2012; then progressively to 0.50 %, effective from 1 January 2020, subject to a feasibility review to be completed no later than 2018.

The revised Annex VI allows for Emission Control Areas (ECAs) to be designated for SOx and particulate matter, or NOx, or all three types of emissions from ships, subject to a proposal from a Party or Parties to the Annex, which would be considered for adoption by the Organization, if supported by a demonstrated need to prevent, reduce and control one or all three of those emissions from ships.

The limits applicable in sulphur ECAs are reduced to 1.00%, beginning on 1 July 2010 (from the current 1.50%); being further reduced to 0.10%, effective from 1 January 2015. This means that ships trading in the current ECAs will have to burn fuel of lower sulphur content (or use an alternative method to reduce emissions) from 1 July 2010.

The revised Annex lists two ECAs for the control of SOx, and particulate matter: the Baltic Sea area and the North Sea, which includes the English Channel.

A new North American ECA, for SOx, nitrogen oxide (NOx) and particulate matter was adopted by IMO in March 2010. The regulations to implement this ECA are expected to enter into force in August 2011, with the ECA becoming effective from August 2012.

Progressive reductions in NOx emissions from marine engines also come into force, with the most stringent controls on so-called "Tier III" engines, i.e. those installed on ships constructed on or after 1 January 2016, operating in ECAs.

The MARPOL Annex VI Regulations for the Prevention of Air Pollution from Ships have, to date, been ratified by 59 countries, representing approximately 84.23 % of the gross tonnage of the world's merchant shipping fleet.

Greenhouse gas emissions from ships

Meanwhile, IMO has been addressing the reduction of greenhouse gases (GHGs) from ships, as part of IMO's contribution to the worldwide efforts to stem climate change and global warming and good progress has already been made on related technical and operational measures, with further work being undertaken on market-based measures.

Further consideration of measures to reduce GHGs from ships will continue at the next session of IMO's Marine Environment Protection Committee (MEPC 61), which will meet from 27 September to 1 October 2010.

Space Station keeps watch on world's sea traffic

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15 June 2010

As the ISS circles Earth, it has begun tracking individual ships crossing the seas beneath. An experiment hosted by ESA's Columbus module is testing the viability of monitoring global traffic from the Station's orbit hundreds of kilometres up.

The ship-detection system under test is based around the Automatic Identification System (AIS), the marine equivalent of the air traffic control system.

All international vessels, cargo ships above certain weights and passenger carriers of all sizes must carry 'Class A' AIS transponders, broadcasting continually updated identification and navigation data.

AIS allows port authorities and coastguards to track seagoing traffic, but the system relies on VHF radio signals with a horizontal range of just 40 nautical miles (74 km). This makes it useful within coastal zones and on a ship-to-ship basis but open ocean traffic remains largely untracked. However, AIS signals travel much further vertically – all the way up to the International Space Station.

Global overview of maritime traffic

"The COLAIS (Columbus AIS) experiment was switched on at the start of June," said Karsten Strauch, ESA's project manager.

"To give an idea, more than 90 000 Class A AIS messages were gathered between 19:00 GMT on 2 June and 09:00 GMT the following day, giving a global overview of maritime traffic."

With commissioning completed, the experiment is run remotely and the results are routed via the Columbus Control Centre in Oberpfaffenhofen, Germany to COLAIS teams.

"We are currently testing the NORAIS receiver, built by the Norwegian Defence Research Establishment and Kongsberg Seatex," explained Mr Strauch.

"In three months' time the Station crew will switch it with a second receiver called LUXAIS, the work of Luxembourg companies Luxspace and Emtronix. For the next two years we will go on swapping be-

tween these receivers."

The Station's orbit crosses all major shipping lanes. The main challenge is simply that far too many vessels are detected at once, leading to signal overlaps and interference. The Station's 7 km/s speed also distorts the signal. The receivers therefore need to be capable of high-performance signal detection and message decoding.

Being hosted on the ISS, COLAIS can be kept updated in the future simply by astronauts swapping receivers, or fixing any problems that arise.

Integrating AIS information with other satellite data, such as from remote-sensing satellites, should significantly improve maritime surveillance and boost safety and security at sea.

ESA is planning a dedicated initiative in this area as part of its Advanced Research in Telecommunications Systems (ARTES) programme.

AIS on ISS: Assembling the experiment

"We performed the COLAIS integration with external and internal hardware and software within a very short timeframe," explained Horst Koenig, Head of ESA's ISS System Engineering Section, who was in charge of overall integration.

"We had very close cooperation with NASA and the Radio Amateur Satellite Corporation (AMSAT). The AIS antenna was provided to ESA by AMSAT, along with an additional antenna for the Amateur Radio on International Space Station (ARISS) group."

The receivers were delivered to the ISS by Japan's H-II Transfer Vehicle in September 2009, while the external AIS antenna came up by Shuttle in November 2009.

Astronauts were instrumental in enabling the experiment. Columbus was not originally outfitted with the VHF antennas to capture the AIS signals; they were installed on the outside of the module by Randy Bresnik during a spacewalk, showing again the flexibility of the Station as a multi-purpose tool for a large variety of experiments.

The remaining piece of the system was the 'ER-NObox' control computer, delivered on last month's Russian Progress spacecraft. Finally, on 21 May, it was installed inside Columbus, along with the NORAIS receiver, by astronaut Timothy Creamer.

ERNObox, in itself an orbital demonstration of a new class of space computers being developed by Astrium GmbH, Germany, was originally launched with Columbus in 2008. However, it was returned to Earth in the summer of 2009 when electronic problems were identified, for modifications and adaptation to COLAIS.

About COLAIS

COLAIS is an In-Orbit Demonstration project of ESA's General Support Technology Programme, aimed at providing Europe's space sector with opportunities for flight-testing new technologies.

Astrium Bremen in Germany was responsible for overall system integration, and contributed the ERNObox and a grappling adaptor (GATOR), used to attach the AIS antenna to Columbus. Antennas for both AIS and ARISS were built by AMSAT.

"Integrating COLAIS on the ISS and in Columbus required a substantial amount of work and coordination with the many parties involved," said Daniele Laurini, the Mission Manager for the current ISS Increment.

"The early positive results of this experiment are a good reward for all those involved and further reinforces the need to use this incredible platform, the ISS, in all possible ways, not only for scientific reasons."

Men Strike Back! 2

What's worse than a Male Chauvinist Pig? A woman who won't do what she's told

I married a Miss Right. I just didn't know her first name was Always.

Scientists have discovered a food that diminishes a woman's sex drive by 90%. It's called a Wedding Cake.

Why do men die before their wives? They want to.

Women will never be equal to men until they can walk down the street with a bald head and a beer gut, and still think they are sexy.

In the beginning, God created the earth and rested. Then God created Man and rested. Then God created Woman. Since then, neither God nor Man has rested.

Grounding of Maersk Kendal

Maersk Kendal, a UK registered container ship, ran aground on Monggok Sebarok reef in the Singapore Strait on 16 September 2009. The vessel had altered her course to starboard to give way to three vessels exiting Jong Channel. This caused her to head towards the reef with the intention of altering course to port and resuming her original planned track after passing astern of the third vessel. Despite warnings from Singapore Vessel Traffic Information System (VTIS), the vessel did not reduce speed or alter course in sufficient time to prevent her from grounding. Substantial damage was sustained to the fore part of the vessel. However, there were no resulting injuries and no pollution.

The following decisions and actions taken by the bridge team contributed to the vessel running aground:

- The movement of the engine telegraph from full ahead manoeuvring to half ahead had no effect on the engine speed; neither the master nor the chief officer appreciated this at the time.
- The master's assessment of the situation and decision to alter course to starboard were based on his observation of true vectors and relative trails of the radar targets; no trial manoeuvres were carried out.
- The master and chief officer misinterpreted the information received from VTIS in respect of which three vessels it had referred to.
- The master and chief officer became irritated by the frequent interventions by VTIS, which resulted in important information from VTIS being missed.

The MAIB investigation identified a failure of bridge team work, which included a lack of comprehensive passage planning, poor position monitoring and ineffective interaction, underpinned by complacency.

Following the accident, A.P. Møller – Maersk

A/S has taken steps to ensure that examination of VDR data will now form part of future navigational audits and that all bridge team officers will progressively undergo crew resource management training. The International Chamber of Shipping (ICS) has distributed a circular to its membership highlighting the lessons learned from recent accidents and strongly supporting the need for appropriate navigating officers to attend bridge team management training courses. The Maritime and Coastguard Agency (MCA) has undertaken to support proposed amendments to STCW requirements relating to leadership and management skills and competence in bridge resource management.

In view of the actions that have been taken, the MAIB has issued no safety recommendations.

COMSAR initiates GMDSS review

A scoping exercise to establish whether there is a need for a review of the elements and procedures of the Global Maritime Distress and Safety System (GMDSS) was initiated by the Sub-Committee on Radiocommunications and Search and Rescue (COMSAR) at its 14th session

The aim was to determine which elements of the system may need to be updated or amended. The GMDSS was introduced by means of amendments to SOLAS that were adopted in 1988 and entered into force in 1992 with a phase-in period lasting until 1999.

Issues identified for review include:

- Function - including relevance of existing functional requirements, requirements for both SOLAS and non-SOLAS vessels and whether existing sea areas should be maintained in current form;
- Regulation and administration - including capacity building, legacy issues (modernising all ships, not just newbuildings), survey and inspection, harmonization of global regulatory bodies, training and certification and the impact of e-navigation;
- Existing, new and emerging technologies - including possible integration of technologies such as cell phones, satellite phones, Long-Range Identification and Tracking (LRIT), automatic identification of ships, selection and use of relevant technology; and

- Equipment – including performance and technical standards and carriage requirements as well as assessing how the needs of non-SOLAS vessels can be better accommodated within the GMDSS.

The Joint IMO/ITU Expert Group was instructed to further discuss the issues at its next meeting later in the year. Member Governments and international organizations in consultative status were also invited to submit proposals on the issue to COMSAR 15.

Piracy procedures agreed by COMSAR

A draft guideline on operational procedures for the promulgation of maritime safety information on acts of piracy and piracy counter-measure operations, for broadcast through the World-Wide Navigational Warning Service (WWNWS), was agreed.

The draft guideline, which will be submitted to the Maritime Safety Committee for adoption, aims to assist naval and military authorities operating in waters off the coast of Somalia to protect ships from piracy and armed robbery attacks.

The draft guideline provides specific guidance for naval and military authorities involved in the gathering and interpretation of information on acts of piracy and piracy counter-measure operations, as well as providing guidance for NAVAREA or National Coordinators within the WWNWS, who are responsible for originating the broadcasts.

Revised performance standards for EGC

The Sub-Committee agreed draft revised performance standards for Enhanced Group Call (EGC) equipment, for submission to the MSC. They update the performance standards previously issued in 1989 (resolution A.664(16)).

Persons rescued at sea

The Sub-Committee held a fruitful exchange of views on measures to protect the safety of persons rescued at sea. Interested delegations agreed to hold informal consultations aimed at devising arrangements that would adequately address the issue of such persons being disembarked at a place of safety within a reasonable time following the rescue operation. The outcome of these consultations will be reported to a future session.

Revised International SafetyNET Manual

The Sub-Committee agreed the revised International SafetyNET Manual, for submission to the MSC for approval. The International SafetyNET Manual was first produced in 1994 with a second edition published in 2003.

The Manual describes the structure and operation of the International SafetyNET Service, which is an international automatic direct-printing satellite-based service for the promulgation of navigational and meteorological warnings, meteorological forecasts, search and rescue (SAR) information and other urgent safety-related messages - Maritime Safety Information (MSI) - to ships. It has been developed as a safety service of the Inmarsat C EGC system to provide a simple and automated means of receiving MSI on board ships at sea.

The 2010 edition has been developed in close cooperation with the International Hydrographic Organization (IHO) and the World Meteorological Organization (WMO).

IAMSAR Manual amendments agreed

The Sub-Committee agreed draft amendments to the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, for submission to the MSC for approval. The amendments include references to vessel tracking systems and services, including the Automatic Identification System (AIS), LRIT, Vessel Monitoring Systems (VMS) and Vessel Traffic Services (VTS) which are all valuable sources of vessel position data and can be displayed to provide a surface picture, which itself can assist in the identification and location of suitable rescue vessels.

Further amendments add a new appendix on search planning for 121.5 MHz beacon alerts, which might be received by a high-flying aircraft. The appendix gives comprehensive guidance on methods that will help define and reduce beacon search areas, which may be very large. The amendments follow recommendations to improve SAR services in the light of lessons learned from three accidents involving passenger aircraft that ditched into the sea in 2009.

Warning on non-406 MHz devices

The Sub-Committee agreed a draft MSC circular on commercially available locating, tracking and emergency notification devices, highlighting the limitations of non-406 MHz locating, tracking and

emergency notification devices, which have become widely available.

The advice, to be issued by the International Civil Aviation Organization (ICAO) and IMO, notes that these devices are not compliant with internationally accepted performance standards and operational criteria for global distress alerting and therefore may be ineffective in emergency situations. It says that States may require providers of non-406 MHz emergency notification devices and services to establish user databases and confirm they have systems in place to ensure that potential users can alert the relevant SAR authorities at any time, within five minutes of a confirmed distress situation, with positive confirmation of receipt by the responsible SAR authority.

Medical assistance for yacht racing

The Sub-Committee endorsed a draft MSC circular, for approval by the MSC, giving Guidance on the issue of medical assistance at sea with respect to yacht racing. The guidance contains recommendations for the organization of medical assistance for offshore racing to ensure that the telemedical assistance service (TMAS) can provide the best possible telemedical assistance, together with the Maritime Rescue Co-ordination Centre (MRCC) in charge of a SAR operation.

ITU maritime radiocommunication matters

The Sub-Committee finalized the draft IMO position on matters relating to maritime services on the agenda for the International Telecommunication Union (ITU) World Radiocommunications Conference, to be held in 2012 (WRC-12).

The Sub-Committee also agreed liaison statements to the ITU-R Working Party 5B on Recommendation ITU-R M.493-13 Digital Selective Calling System for use in the Maritime Mobile Service and MMSI Numbering Systems for Hand-Held VHF DSC Radios; the implementation of resolution 355 (WRC-07) Content, formats and periodicity of the maritime-related service publications; and specifications of "man overboard" devices.

ISM Code, 2010 Edition, now available

Now available from IMO is the 2010 edition of the **International Safety Management (ISM) Code**, which includes all related guidelines and consolidates all amendments to the Code adopted since the last edition was published in 2002.

The 2010 edition is an essential reference for maritime administrations, ship manufacturers, owners and operators, shipping companies, academia, engine and equipment manufacturers and others with an interest in ensuring safety at sea and avoidance of damage to the environment and includes:

- Amendments to the ISM Code adopted in 2004, 2005 and 2008;
- *Guidelines on implementation of the ISM Code by Administrations* (Assembly resolution A.1022(26));
- The complete text of SOLAS chapter IX *Management for the Safe Operation of Ships*, as amended in 2000 and 2005;
- *Guidelines for the operational implementation of the ISM Code by Companies* (MSC-MEPC.7/Circ.5);
- *Guidance on the qualifications, training and experience necessary for undertaking the role of the designated person under the provisions of the ISM Code* (MSC-MEPC.7/Circ.6); and
- *Guidance on near-miss reporting* (MSC-MEPC.7/Circ.7)

The ISM Code is mandatory under the International Convention for the Safety of Life at Sea (SOLAS), under amendments to the Convention adopted in 1994.

Hong Kong Check List for Entering a US Ports

The Hong Kong Government has published a check list for masters of Hong Kong vessels to use prior to entry into the US. Others may also find it helpful

- See <http://tinyurl.com/27fgj4n>

Bulk Carrier Practice –Second Edition

The Nautical Institute in May launched *Bulk Carrier Practice – the Second Edition* by Captain Jack Isbester, Individual Member, in response to significant changes in the bulk carrier industry over recent years.

During the book launch Captain Isbester commented: “Structural failures of bulk carriers are nowadays rare and this can be attributed to improvements in design, construction, maintenance, inspection and regulations since the distressing days in the early 1990s when bulk carriers were sinking in their dozens. It is, however, still possible to predict the circumstances in which accidents are likely to occur.

“When personnel are inexperienced and inadequately trained, when ships are poorly designed, when there is a mismatch between ship and berth or when the weight of expectation placed on the ship and her crew is unrealistic, accidents can be expected.”

Launching the book, the Institute’s immediate past president Nick Cooper, Individual Member, pointed out that the latest BIMCO/International Shipping Federation Manpower study from 2005 predicted that the fleet would need an extra 21,000 qualified seafarers by 2010.

“We know there is a huge gap in expertise and that many seafarers are moving to bulk carriers without having experience of these vessels. They need access to help and advice. *Bulk Carrier Practice* is designed to help those people and those who support them ashore.”

The fully updated book takes into account the growth of the fleet and the growth in size of individual vessels. When the popular first edition was published in 1993 there were 5,000 ships in the bulk carrier fleet – expanding by mid 2009 to about 7,000, with some 3,000 newbuildings on order. The intervening years have also seen the addition of very large bulk carriers to the world fleet.

The enlarged second edition covers these changes and takes account of innovations in good practice and of the substantial number of new regulations and codes introduced since the first edition including:

- SOLAS and MARPOL amendments
- The IMSBC Code

• The ISM Code • The ISPS Code

• The BLU Code

Increasing use of computers on board vessels, improvements in communications and changes in shipboard procedures and practices are all fully recognised in this new book, which provides detailed advice on planning and implementation of work aboard bulk carriers and important technical updates on the carriage of grain, coal and steel coils; and information on the carriage of cement.

The CD contains four operating manuals and structural drawings. Extensive new appendices provide advice on subjects as diverse as eliminating taint from fishmeal cargoes before loading flour to the maintenance of coatings in ballast tanks and holds.

Information is given on developments such as double skinned bulk carriers.

The book describes practical matters in plain language and is essential reading for: bulk carrier Masters and deck officers; shipping lawyers; superintendents; maritime arbitrators; marine consultants; nautical college lecturers; surveyors and P&I Club claims handlers.

Input from active mariners, surveyors and operators ensures that the advice is current and appropriate.

Bulk Carrier Practice is available from The Nautical Institute price: £125; ISBN: 978 906915 10 0 www.nautinst.org

Two Officers Jailed in Venezuela.

Two Ukrainian officers have been sentenced to nine years in a Venezuelan prison after drug smugglers attached cocaine to their ship's hull.

The Master Volodymyr Ustymenko and second officer Yuriy Datchenko had been held in Venezuela since August 2007 after the drugs were discovered on their vessel's hull in Lake Maracaibo. Their defence attorney commented that in any other country they would have been acquitted.

This is not the first such case - in November 2008 cocaine was also found attached to the hull of the vessel *Astro Saturn*, and two Greek officers were sentenced to eight years in prison..

Gangway Failure Kills AB

On 10 September 2009, an able seaman from the UK registered container ship *Ever Elite* drowned in San Francisco Bay after the lower section of the accommodation ladder he was standing on broke free and fell into the water. The vessel was approaching the container terminal in Oakland, California when the accident occurred and the seaman's body was soon spotted by an accompanying tug and recovered onto a pilot launch.

The accommodation ladder was set free when the hoist winch gearbox failed; the gearbox had been incorrectly re-assembled by the ship's crew following maintenance. Factors leading to this error included: the lack of technical information held; an ineffective management system of onboard maintenance; and the low-level maintenance and testing requirements adopted for the hoist winch because it had not been considered to be lifting gear as defined in national regulation.

Rigging the ladder when underway was unnecessarily hazardous, and a safe system of work had not been developed. The seaman fell into the water and drowned because he was not wearing a fall arrest device and a lifejacket, which should have been required for working over the side. Other, unrelated, safety shortfalls were identified during the investigation.

From 1 January 2010 international regulation obliges the construction of hoist winches fitted to accommodation ladder systems to meet the requirements of an ISO standard, and for the maintenance of accommodation ladder systems to be in accordance with prescribed guidelines. This is a significant step forward, but the application of this regulation would not necessarily have prevented the accident on board *Ever Elite*.

A recommendation has been made to the British Standards Institution aimed at improving the international standard applicable to the hoist winches fitted to accommodation ladder systems by taking into account current technology, best practice, and the full scope of accommodation ladder operations. Recommendations have also been made to the Maritime and Coastguard Agency which are intended to highlight the weaknesses in the international standard and to make the guidelines on maintenance and testing of accommodation ladder systems more effective. A further recommendation aims to ensure that accommodation ladder hoist systems

carried on board UK registered vessels are tested and maintained in accordance with national regulation. A recommendation made to Evergreen Marine UK is aimed at strengthening its safety culture and improving the maintenance management systems on board its vessels.

The Mission to Seafarers unveils plan of expansion

HRH The Princess Royal in June called on shipping industry leaders to help fund The Mission to Seafarers as the society unveiled a plan to expand its services to meet the growing needs of seafarers in nine new ports around the world.

At a reception on board Cunard's Queen Mary 2, the princess, who is President of the society, met 200 business leaders including representatives from Maersk, Bibby and other industry supporters to encourage them to help the organisation expand its care for seafarers around the world.

"Seafarers are not merely a workforce or a human resource," said the princess, "but vulnerable and valiant human beings who endure much to bring us our home comforts. Employers through the years have found supporting the Mission to be an effective way of providing for their crews ... no company can have a welfare officer in every port, but the Mission is on hand around the world."

The Secretary General of The Mission to Seafarers, the Revd Tom Heffer, told the assembled group that the services the Mission provides in 230 ports around the world – from shipvisitors and chaplains to seafarers' centres and piracy counsellors – was needed as much now as it ever was.

"The Mission to Seafarers is about more than beer and skittles or tea and sympathy," he said. "We have been likened to the 'Samaritans for Seafarers' because of the hard, practical problems that seafarers have which need sorting out. In some ports, the Mission may be the only help on offer. Our port chaplains answer needs of every sort, offering counselling and family liaison, negotiating financial or union assistance or making representation to officials when seafarers find themselves caught up in red tape, taken into custody or admitted to hospital."

Unveiling the society's strategy for future development, Delivering Maritime Ministry Beyond the Next Horizon, the Revd Heffer said that the Mission

was adapting to changing patterns of world trade by withdrawing from historic ports where there is clearly no need for welfare provision and developing services in new ports where there is little or no current facilities. He shared the exciting new work which has begun in Suape and Belem in Brazil and showcased plans to open welfare facilities in nine new locations in countries as diverse as Vietnam, Spain, Russia and Estonia.

The projected cost for the new services is approximately £1.5 million – equivalent to just £1 for each member of the world's seafaring population. The services are intended to be self-funding and will vary in terms of provision according to the requirements of the port.

"When dealing with such a diverse group of people, it is obvious that there is no 'one solution fits all' fix," says Tom. "Turnaround times and the location of many ports vary across the world, but seafarers still look to the Mission to provide them with the services they so desperately need. In some ports access to a seafarers' centre is clearly the most effective way of meeting the needs of the men and women with whom our chaplains come into contact with. We are committed to providing maritime welfare facilities in ports which need it most. The world's merchant fleet is vital for our nation's survival and the debt of gratitude we owe them is immense. Through our work across the world we are able to repay some of that debt and extend the hand of support to any seafarer who needs it."

Two Older Men

Two older, successful businessmen met at a resort. One who had recently retired was describing his life, "I get up late in the morning, have a light breakfast and then I lie down on my veranda for a few hours and relax. In the afternoon I go inside for lunch, have a great salad, fruits and cold fish, then I spend the rest of the afternoon boating or playing golf or tennis... When it starts to get dark I have a great dinner with the finest wines. I smoke a Cuban cigar. Then I go lie on my veranda again." The other gentleman acknowledges that this is a life to be envied. Later he reported the conversation to his wife. She asked, "What's his wife's name?" Her husband said, "I'm not sure, but I think it's Veranda."

INMARSAT to Upgrade Broadband Service

INMARSAT is to invest £751m in a new fleet of next generation satellites. The order of Ka-band satellites from Boeing will allow it to offer a high-speed mobile broadband service covering the whole world.

The order had been expected after several years of growing demand for data services and less reliance on voice calls.

It was reported that INMARSAT management did a good job of convincing people this was not a 'build it and they will come' investment plan, the emphasis being very much customer driven.

The project will commence in 2014 and target £320m of annual revenues five years after launch of the broadband service.

Up to now INMARSAT has been using the L-band to provide broadband links but the technology can only offer limited speeds. By contrast the Ka-band can transmit up to 50 megabytes of data per second from the world's remotest locations.

MEPC – 60th Session

More work needed despite GHG progress, IMO Committee concludes

The Marine Environment Protection Committee (MEPC) of the IMO has concluded that more work needs to be done before it completes its consideration of the proposed mandatory application of technical and operational measures designed to regulate and reduce emissions of greenhouse gases (GHGs) from international shipping.

Meeting at the Organization's London headquarters, the Committee's 60th session agreed to establish an intersessional Working Group to build on the significant progress that had been made during the meeting on technical and operational measures to increase the energy efficiency of ships.

Although the meeting was able to prepare a draft text on mandatory requirements for the Energy Efficiency Design Index (EEDI) for new vessels and on the Ship Energy Efficiency Management Plan (SEEMP) for all ships in operation, the Committee noted in particular, that, among other things, issues concerning ship size, target dates and reduction rate in relation to the EEDI requirements all required

finalization.

The Committee agreed on the basic concept that a vessel's attained EEDI shall be equal or less (e.g. more efficient) than the required EEDI, and that the required EEDI shall be drawn up based on EEDI baselines and reduction rates yet to be agreed. The Committee noted guidelines for calculating the EEDI baselines using data from existing ships in the Lloyd's Register Fairplay database.

With regard to market-based measures, the Committee agreed to establish an Expert Group on the subject to undertake a feasibility study and impact assessment of the various proposals submitted for a market-based instrument for international maritime transport – again, reporting back to MEPC 61.

Amendments to the MARPOL Convention

Among other items on a full agenda, the Committee adopted amendments to the MARPOL Convention to formally establish a North American Emission Control Area, in which emissions of sulphur oxides (SO_x), nitrogen oxides (NO_x) and particulate matter from ships will be subject to more stringent controls than the limits that apply globally.

Another new MARPOL regulation, to protect the Antarctic from pollution by heavy grade oils, was also adopted.

These amendments are expected to enter into force on 1 August 2011.

Implementation of the Ballast Water Management Convention

The MEPC addressed issues relating to the implementation of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 and adopted a resolution that requests Administrations to encourage the installation of ballast water management systems on new ships, in accordance with the application dates contained in the Convention.

The resolution also urges countries that have not already done so to ratify the Convention, which will enter into force twelve months after the date on which not fewer than 30 States, the combined merchant fleets of which constitute not less than 35 percent of the gross tonnage of the world's merchant shipping, have become Parties to it. To date, it has been ratified by 22 countries representing 22.65 per

cent of the gross tonnage of the world's merchant shipping.

The Committee decided to grant "basic approval" to eight ballast water management systems that make use of active substances and "final approval" to five such systems, after consideration of the reports of the tenth, eleventh and twelfth meetings of the Joint Group of Experts on the Scientific Aspects of Marine Environment Protection (GESAMP) Ballast Water Working Group, which met in September, October and December 2009, respectively.

Garbage Special Areas

The MEPC agreed to establish 1 May 2011 as the date on which the discharge requirements for the Wider Caribbean Region Special Area under MARPOL Annex V *Regulations for the prevention of pollution by garbage from ships* will take effect.

This Special Area, which includes the Gulf of Mexico and the Caribbean Sea, was designated as a Special Area under MARPOL Annex V in July 1991. Most countries in the region have now given notice that adequate reception facilities are provided in most relevant ports, so that the Special Area status can now be made effective.

In Annex V, Special Areas, disposal of all garbage into the sea, including plastics, is prohibited. Other special areas under Annex V are: the Baltic Sea (effective since October 1989); the North Sea (February 1991); the Antarctic area (south of latitude 60 degrees south) (March 1992); the "Gulfs" area (August 2008); the Mediterranean Sea (May 2009); the Black Sea (not yet effective); and the Red Sea (not yet effective).

The MEPC is carrying out a review of MARPOL Annex V and received the interim report of an intersessional correspondence group on the subject. The final report, including proposed draft amendments to the Annex and its Guidelines, is expected to be submitted to MEPC 61.

Odds and Ends

Why does mineral water that "has trickled through mountains for centuries" have a use by date?

The only thing that wakes you up faster than coffee is spilled coffee.

A dialect becomes a language when its speakers get an army and navy.

Law of the Sea 11th Meeting

United Nations Open-ended Informal Consultative Process on Oceans and the Law of the Sea

Report by Captain George Previll, CAMM who was attending on behalf of IFSMA

This was the eleventh meeting of the subject and was held from 21-25 June, 2010. It was convened at UN Headquarters in New York. Focus of the discussions was on the topic "Capacity Building in Ocean Affairs and the Law of the Sea, including Marine Science."

Daily meetings were scheduled 1000-1300 and 1500-1800. Agenda items were covered at plenary meetings and designated discussion panels. Panellists were introduced by a Co-chair Person in accordance with various agenda items. On June 21, 22, 23 & 24 delegates from many countries and organizations actively participated in the discussions. Friday 25 June was scheduled for the analysis of Co-Chairs' Summary of discussions for 21-25 June. Copies were distributed to all present. There was considerable discussion on many items during the day and certain changes were agreed upon accordingly, prior to adjournment on 24 June.

Lunch time side events were held 1:15 to 2:45 pm as follows:

Monday 21 June: Marine Spatial Planning as a tool to achieve ecosystem-based management, hosted by International Union for Conservation of Nature (IUCN) Tuesday, 22 June: Global Strategy for Capacity Development in Oceans, Coasts and Small Island Developing States, hosted by the Global Forum on Oceans, Coasts and Islands. On Wednesday 23 June: The International Seabed Authority Endowment Fund - Success Stories, Opportunities and The Way Forward, hosted by the International Seabed Authority (ISA).

Composite streamlined list of issues that could benefit from attention in future work of the General Assembly on oceans and the law of the sea/Topics of focus - list prepared by the Co-Chairpersons.

There are twenty issues on the list with areas of focus on each as follows:

Marine protected areas

Implementation of international instruments

Uses of the oceans

Science/technology/data, including capacity-building

Ecosystem approaches to oceans

Food security

Conservation and management of living marine resources

International cooperation and coordination

Marine environment

Issues discussed at previous meetings

Marine biological diversity and genetic resources

Flag State responsibilities

Human rights and labour rights

Maritime security

Maritime safety

Settlement of disputes

Hazard preparedness/mitigation

Social aspects of oceans and the law and the sea

Climate change and oceans

Oceans and sustainable development

List of the topics of focus selected for the first to tenth meetings of the Informal Consultative Process were then listed in numerical order.

On Friday June 25 the meeting was convened at 1100 for Co-Chair Persons' Summary of Discussions for 21-25 June 2010. Copies were distributed to all present. There was considerable discussion on many items during the day and many changes were recommended. This last day of the meetings was adjourned about 4:15 pm. Copies of the following documents were made available at the meetings;

A. Co-Chairpersons' summary of discussions. Consisted of 22 pages with 96 paragraphs.

B. List of participants at ICP-11 contained on 20 pages listing 90 countries.

Also the European Union, 9 Intergovernmental organizing, 6 special Agencies, 3 United Nations Bodies and Offices. 7 Other Intergovernmental Organizations and Bodies, and 11 Non-governmental Organizations (NGOs) and Co-/chairpersons Mr. Paul Badji from Senegal and Mr. Don Mackay from New Zealand were listed. Also the United Nations Secretariat, Division for Ocean Affairs and the Law of the Sea-Office of Legal Affairs-20 personnel, Also department for Economic and Social Affairs(DESA)

Earth Negotiations Bulletins #'s1 through 5 were published daily with Summaries of each day's meeting and are on line at <http://www.iisd/oceans/icp11/>

End Summary and Analysis: The Earth Negotiations Bulletin and Analysis of ICP-11 is available at <http://www.iisd.ca/oceans/icp11>

A young Monk

A young monk arrives at the monastery. He is assigned to helping the other monks in copying the old canons and laws of the church by hand.

He notices, however, that all of the monks are copying from copies, not from the original manuscript.

So, the new monk goes to the head abbot to question this, pointing out that if someone made even a small error in the first copy, it would never be picked up! In fact, that error would be continued in all of the subsequent copies.

The head monk, says, "We have been copying from the copies for centuries, but you make a good point, myson."

He goes down into the dark caves underneath the monastery where the original manuscripts are held as archives in a locked vault that hasn't been opened for hundreds of years.

Hours go by and nobody sees the old abbot. So, the young monk gets worried and goes down to look for him.

He sees him banging his head against the wall and wailing, "We missed the "R" ! , we missed the "R" !"

His forehead is all bloody and bruised and he is crying uncontrollably. The young monk asks the old abbot, "What's wrong, father?" With a choking voice, the old abbot replies, "The word was... "CELEBRATE!!!"

All Hands and the Cook

Book Review by Michael Grey, Honorary IFSMA Member

Every trade and profession has a language of its own. On holiday a couple of years ago, I sat in a pub listening (rather rudely you might think) to the conversations of a couple of thatchers. They were speaking English, but I scarcely understood a word they were saying.

The British merchant seafarer also speaks in a mysterious language that is incomprehensible to all not of his craft. And bearing in mind the decline in British seafaring, which has been so calamitous in the past 30 years or so, I suppose one could consider this to be a threatened language, going the same way as Cornish or Manx.

So I was particularly delighted to lay hold of an early copy of *All Hands and the Cook*, which portrays the customs and language of the British merchant seaman from 1875 to 1975, which is, I suppose the date after which it all went down the tubes and was replaced by Tagalog on so many once-British ships.

Barry Thompson, a marine surveyor in New Zealand, who sailed with the Port Line and P&O, is the author of this excellent book, which is, in its peculiar fashion, almost a social document, and which will, some years hence, surely become a textbook referred to by students of linguistics.

Capt Thompson has put in plenty of overtime producing this compendium, with no fewer than 21 comprehensive chapters that cover virtually every aspect of seafaring. This is not slang, but a working, fully functional language that enabled seafarers to communicate and ships to be worked. So it is a book that will give much pleasure to people who once used it as part of their everyday communication aboard ship, between shipmates and "BOT acquaintances" and others who enjoy such speech.

It is great fun to turn these pages and be transported back in time and read these forgotten words again. Do seafarers, worried about the tramp of heavy feet on their gangways as the shore side officials swarm aboard still talk about the "crimps, pimps and banjo players" who will be causing them grief? It was great to be reminded of Norwegian Steam (which means manual labour) and all those hours 'sugiing' the paintwork.

It is also a book for reminders of what has gone

in the nicknames of British shipping companies. T&J Harrison (two of fat and one of lean), Hungry Hogarths, Union Castle (the lavender hull mob), P&O (peculiar & ornamental) and Shaw Savill & Albion, which became slow starvation and agony.

It is a book to treasure, like the language itself.

All Hands and the Cook, by Capt Barry Thompson ISBN 0 908608 72 1 is published by The Bush Press and available in UK through rushan@shoreside.demon.co.uk

Normal price: £21.50 including P & P in UK. With 15% discount to IFSMA members: £18.25 incl. P & P. (Please note additional for postage to Europe £2.75 and Rest of World £3.00 surface mail or £7.60 air mail) (Insurance at own cost if requested) Cheques payable to: M.D.Rushan (Cheques on overseas bank accounts are acceptable.)

Marine Spatial Planning A Priority for Ocean Industries

World Ocean Council to advance ocean business involvement in marine spatial planning

Industry representatives at the Sustainable Ocean Summit (SOS) in June 2010 identified marine spatial planning as a priority for the World Ocean Council's efforts to catalyze private sector leadership in ocean stewardship.

The World Ocean Council (WOC) will develop materials and workshops to assist the diverse ocean business community to become familiar with, and engaged in, marine spatial planning (MSP). These efforts will build on the WOC's international MSP seminar for industry, which was held at the SOS - an unprecedented cross-sectoral conference on ocean sustainability that attracted more than 150 business leaders from a wide range of industries.

The need for the ocean business community to better understand and engage in MSP has become even more urgent due to the Executive Order signed by President Obama on 19 July 2010, adopting the Final Recommendations of the U.S. Ocean Policy Task Force. The Task Force calls for the establishment of a national ocean policy council and the implementation of coastal and marine spatial planning (CMSP) through a series of nine regional planning programs.

CMSP is defined by the Task Force as "a compre-

hensive, adaptive, integrated, and transparent spatial planning process, based on sound science, for analyzing current and anticipated uses of ocean, coastal, and Great Lakes areas. CMSP identifies areas most suitable for various types or classes of activities in order to reduce conflicts among uses, reduce environmental impacts, facilitate compatible uses, and preserve critical ecosystem services to meet economic, environmental, security, and social objectives". CSMP seeks to move sea use planning "away from the current sector-by-sector, statute by statute approach" according to the Task Force information.

Proactive, constructive and coordinated participation in CMSP by an informed ocean business community is critical to its success. The WOC, as the cross-sectoral industry leadership alliance on ocean stewardship, can help ensure the planning process includes both the systematic and comprehensive involvement of a diverse range of ocean industries as well as the use of credible science and risk assessment.

Working with its members and other partners to build on the recent MSP seminar, the WOC will develop information and materials to foster private sector familiarity with ocean use planning for industries worldwide. As the CMSP process rolls out in the U.S., the WOC will convene cross-sectoral ocean industry workshops in the marine planning regions. These meetings will bring together the range of ocean sectors active in the region to facilitate understanding and involvement in the newly mandated ocean planning process.

The World Ocean Council is the international, cross-sectoral industry alliance for private sector leadership and collaboration in ocean stewardship. Membership is open to ocean industries committed to addressing ocean sustainability challenges. Companies and associations worldwide are distinguishing themselves as sustainability leaders by joining the WOC as Founding Members in 2009/2010.

WOC members to date include almost 30 leading companies and associations from a wide range of ocean industries: oil and gas, shipping, marine science, ocean technology, fisheries, tourism, maritime law, and marine environmental services.

Photographs from Manila AGA



IF SMA President, Capt Chirster Lindvall



Mr. Robert Haywood, Oceans Beyond Piracy



Mr. Fredrik Larsson, Intertanko



Delegates attending the AGA

Dr. Conrad Antonio F. Oca, welcoming delegates



Secretary General Capt. Rodger MacDonald

Vice President Capt. Willi Wittig

