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I F S M A - NEWSLETTER

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 36th Annual General Assembly to be held in
Halifax, Nova Scotia, Canada - -9/10 June 2010**

An Electronic Colour Version (pdf) of this Newsletter is available at "www.ifsma.org"

The IFSMA President and Executive Council

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Captain Christer Lindvall, FNI - SWEDEN
Orginally Elected: 23/05/1998

- ❖ **Deputy President**
Captain Koichi Akatsuka - JAPAN
Orginally Elected: 08/05/2006

- ❖ **Vice President**
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- ❖ **Vice President**
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Elected: 08/05/2006

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- ❖ **Vice President**
Captain Hans Sande - NORWAY
Elected: 17/06/2010

- ❖ **Vice President**
Captain Willi Wittig - GERMANY
Orginally Elected: 08/05/2006

IFSMA Honorary Members

- ❖ **Dr. C P Srivastava (K.C.M.G.) - UK**
Elected: 23/05/1985

- ❖ **Captain Nic W C Rutherford - UK**
Elected: 15/05/1992

- ❖ **Mr. William A O'Neil - UK**
Elected: 07/10/1993

- ❖ **Captain Genji Yoshinaga - UK**
Elected: 23/05/1997

- ❖ **Captain Hiroshi Kawashima - JAPAN**
Elected: 23/05/1998

- ❖ **Captain Roger Clipsham FNI - UK**
Elected: 01/06/2002

- ❖ **Mr. Efthimios Mitropoulos FNI - UK**
Elected: 12/05/2004

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

- ❖ **Mr. Julian Parker FNI - UK**
Elected: 6/05/2009

The IFSMA Secretariat

Headquarters contact details on front page.

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

- ❖ **Assistant Secretary General**
Captain Paul R Owen, FNI
Appointed: 01/10/1996

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

Some Thoughts from your Secretary General

The IFSMA Executive Council meeting November 2010

This meeting was held in Tokyo and your Council members were treated most hospitably by the Japan Captains' Association. The members of this association were also celebrating their sixty years' birthday, so IFSMA were pleased to join in this event. The IFSMA President addressed the JCA members and marked the anniversary with an IFSMA plaque.

The meeting covered many of our current issues but the key debate focussed on our aims to provide Shipmasters with the chance to have some legal assistance if they found themselves in a criminalisation situation after a maritime incident.

Protection against Criminalisation.

After the Erica and Prestige incidents IFSMA raised their concern at IMO that Shipmasters were being criminalised for incidents that occurred beyond their control. This resulted in the ILO/IMO Guidelines for the Fair Treatment of Seafarers, but from IFSMA's viewpoint this was not enough. Indeed subsequent events have demonstrated that many coastal states ignore, or are ignorant of, the guidelines and Shipmasters find themselves at the mercy of the local judiciary. So we have been seeking some form of legal assistance to be made available to our members and I am pleased to say that after lengthy negotiations we will be able to offer from January 2011 a benefit to our members who choose to wish to be covered. We will be giving more details on our web site during December 2010.

Progress on davit launched lifeboats and on-load release hooks

I was hoping to bring good news for the festive season and report favourably on the outcome of the IMO Maritime Safety Committee held in London in November/December 2010 but I am afraid that our Industry Lifeboat Group did

not achieve its objective which was to ensure that the lifeboat hook manufacturers provide safe stable hooks. Our concern may be briefly summarised by noting that the proposed IMO guidelines do not require assessment of a release hook to be 'stable in the closed position' or otherwise provide sufficient information regarding a 'design review' and that consequential amendments to SOLAS and the LSA Code were not considered.

However, the group is now getting more support from Administrations who now believe the approach proposed in the ILG document was the "right thing to do" and wondered why the right thing was not being done! The real crunch came at the IMO Maritime Safety Committee which closed on 3rd December. It seems our argument gained sufficient support to postpone the decision until the next DE sub-committee meeting. So the fight to save seafarers carrying out lifeboat drills goes on, and the need for this was further emphasised by the recently published report from Brazil where a lifeboat on-load release hook failure killed two seafarers and injured two more during a lifeboat drill.

Somali Pirates

There was some good news for the festive season as far as the British couple who were kidnapped from their yacht by Somali pirates in the Indian Ocean over a year ago have been released. This retired couple was snatched from their yacht Lynn Rival a short distance from the Seychelles in October last year. They had just left the Seychelles and were en route to Tanzania on the next leg of a round-the-world trip. Armed pirates boarded the boat whilst the two were asleep and swiftly set sail for the Somali coast. Although they were tracked by the Royal Navy, they were then shifted from the yacht to the 1,550-TEU hijacked box ship Kota Wajar (built 1997). The Pacific International Lines vessel was itself taken on 15 October in the same region.

There are reports that family members, friends and Somali sources scraped together a ransom of \$1m. Although a ransom payment was almost certainly made, its true source or sources

is likely to remain a mystery. The UK media gave a lot of coverage for this story but as usual made little or no reference to the real problem. There are still more than 500 seafarers currently held by Somali pirate gangs and more than 800 have been captured this year alone and forcibly detained for periods of up to 180 days. Since the first pirate hijacking in the Gulf of Aden/Arabian Sea, more than 2,500 seafarers have been taken and forced at gunpoint into captivity.

The world at large seems to be ignoring the fact that every day hundreds of seafarers are running the gauntlet of sailing through these pirated waters on routes that are essential for the global economy. .

Some of our members have asked the question 'why doesn't the industry get together and just stop sailing through these waters?' This would of course have a dramatic effect on trade and every one of us would be affected as the re-routing would cost both time and money. It would not be the long term solution and we must continue to urge governments to be proactive and strive to bring about the capture and prosecution of all those committing acts of piracy on the high seas. IFSMA is doing its part with other members of the Maritime industry and has made its voice known in a number of fora around the world.

Stuttgart Conference held by the US Africa Command 13th and 14th October 2010

One such forum was in Stuttgart.

I was invited by the US Assistant Secretary of State for African Affairs to participate in the two day conference to discuss the common cross-sector maritime security for sustained capacity building and economic development. The conference was most informative and highlighted the importance of how Africa is becoming a bigger stakeholder in the global economy. Discussions emphasized the dependence of western nations to be able to use the trade routes around the African coast for international trade.

The strategy of the USA regarding maritime security is based on the three 'd's': defence, development and diplomacy, and this conference emphasized their importance.

It was stated that there is no single, universally applicable definition of maritime security. From an African perspective, a proposed definition could be 'anything that creates, sustains or improves the secure use of Africa's waterways and the infrastructure that supports these waterways'. Enhancing maritime security will become of vital importance as Africa strives to become a bigger stakeholder in the global economy.

The ultimate goal of an African maritime strategy is to contribute to the sustainable economic development of Africa through the promotion of safety of passage, compliance with international obligations, and improvement in levels of competence, resulting in the increased competitiveness of goods and services. Maritime security encompasses a vast range of policy sectors, information services and user communities, including maritime safety, search and rescue, policing operations, operational safety for offshore oil and gas production, marine environmental monitoring and protection, and navy operations support.

It is proposed that a maritime strategy should be a plan or road map that outlines what objective Africa should pursue to create a sustainable, coherent, African-owned maritime security regime that will assist in the continent's economic development.

Working in collaboration with the US strategy, Shipmasters may benefit in positive steps in dealing with piracy in African waters. So far the rapid increase in incidents of piracy off the Somali coast has led to four meetings of the United Nations Security Council during the second half of 2008 and to the adoption of Resolutions 1838 and 1851 encouraging nations to commit themselves to the active combating of piracy in the area and even to the legalization of hot pursuit operations ashore - onto sovereign Somali territory. This is a measure of the lengths the international community would

go to in addressing the threat to commercial activity in one of the world's busiest waterways.

Unfortunately, piracy is not confined to Somali waters, and those coastal states located near choke points or busy anchorages have become havens for pirates. A case in question is the Gulf of Guinea, where, in spite of the presence of the Nigerian Navy, piracy remains a major problem. In areas like the coastal waters of Cameroon, in the absence of any credible deterrent, piracy is expected to grow unchecked towards Angola.

Many other aspects of the problem facing the coastal regions of Africa such as human trafficking, stealing state oil (or 'bunkering' as it is called), drug smuggling and illegal fishing were also addressed at this conference.

Overall, I came away from this conference feeling more assured that positive things are being done to deal with these problems that face our Shipmasters and seafarers who work off the African coastline, and would like to commend the USA for its pro-active drive in getting all the stakeholders together to seek a solution to securing the trade routes that are so essential to our economic well being.

The 2011 Command Seminar

The excellent discussions I had with USA delegates during the US Africa Command conference have encouraged our plans to hold the first of the 2011 'Command Seminars' in Baltimore, where speakers from the USA delegation and USA Coastguard in Washington DC could add valuable advice to Shipmasters both along the US Coastline and internationally where a collaborative policy would enhance shipping security.

The Command seminar will take place on the day immediately prior to the CAMM annual meeting in Baltimore. Attendance is free to all CAMM, IFSMA, Nautical Institute and IMPA members as well as ship's officers who will benefit from the presentations and meeting Shipmasters to discuss their future command. Further details will be announced in the next

few weeks.

The main theme for the Command Seminar will be Maritime Resource Management, and I look forward to meeting as many of you as possible.

Finally may I wish all our Members a happy festive season and a prosperous New Year for 2011.

IMO Award for Exceptional Bravery at Sea 2010

A 72 year-old survivor from a yacht that sank off Australia in appalling weather conditions last year, was reunited with his rescuer in an emotional ceremony held on 24 November 2010 at the Headquarters of the International Maritime Organization (IMO), IFSMA was in attendance.

Dr. Jerome Morgan, of the United States, was on hand to thank personally Fijian seaman James Fanifau when the latter received, from IMO Secretary-General Efthimios E. Mitropoulos, the 2010 IMO Award for Exceptional Bravery at Sea for his part in plucking Dr. Morgan from the sea in a highly dangerous rescue operation.

Dr. Morgan, who was accompanied at the ceremony by his two sons, said: "I would not be standing here before you today if it were not for the courage and bravery of James Fanifau. James braved the violent storm that dark night to reach out for me and deliver me from the certain jaws of death, so that I would be able to see my beloved family again."

Mr. Fanifau, who was, at the time, Fourth Engineer of the Singapore-flagged general cargo ship **Scarlett Lucy**, received the Award for his part in the dramatic rescue of two survivors, including Dr. Morgan, from the yacht Sumatra II, in May 2009, amid severe weather conditions in the Tasman Sea. A panel of eminent maritime professionals adjudged Mr. Fanifau to have displayed extraordinary bravery and humanitarian concern far beyond the normal call of duty.

The **Scarlett Lucy** had responded to a broadcast from the Australian Maritime Safety Authority's Rescue Coordination Centre, alerting ships in the vicinity to a distress call some 350 nautical miles east of Brisbane. There were two people on board the yacht, which was taking on water and sinking. Weather conditions were very poor, with rough seas, waves up to eight metres high and low visibility. The distance offshore meant that a rescue helicopter

could not be utilized.

As the rescue unfolded, Dr. Morgan's fellow yachtsman was able to scramble up a boarding net to reach safety aboard the **Scarlett Lucy**. But Dr. Morgan drifted in the water for some 45 minutes as the crew of the **Scarlett Lucy** attempted to utilize life rings to bring him on board. Finally, Mr. Fanifau, placing himself in great danger and exhibiting little regard for his own personal safety, went over the side of his ship to pull the exhausted elderly man from the water and carry him to the safety of the vessel.

Having been nominated for the Award by the Government of Australia, Mr. Fanifau accepted it with heartfelt thanks and said that it was wonderful to see Dr. Morgan again.

"I had no idea that it would come to this when I climbed down the side of our ship to give Dr. Jerome a helping hand. I just acted instinctively, like anyone else, and I would do the same all over again if I had the chance," he said.

Secretary-General Mitropoulos said that presenting the Award to Mr. Fanifau had particular resonance in 2010, during IMO's "Year of the Seafarer", adding: "May James's act inspire others who may find themselves faced with the same dilemma he was put to: to risk or not to risk. Let him become a role model for young people: for his decisiveness, his gallantry, his sense of self-sacrifice, his professionalism and his modesty. And let those who aspire to make a career at sea be motivated by James's example when honouring one of the highest and noblest traditions at sea: to risk your life so that others may live!"



(Mr. James Fanifau receives the 2010 IMO Award for Exceptional Bravery at Sea from IMO Secretary-General Efthimios E. Mitropoulos. Behind him are (left) His Excellency Mr. John Dauth LVO, Australian High Commissioner and Permanent Representative of Australia to IMO, (right) His Excellency Mr. Pio Bosco Tikoisuva, Fijian High

Commissioner)

The Award takes the form of a silver medal depicting, on one side, a search and rescue operation with a sinking ship in the background and a helicopter rescuing survivors from the sea in the foreground, with the IMO logo on the reverse side.

Certificates to highly commended nominees

In addition to the Award itself, certificates were also presented during the ceremony to the following "highly commended" nominees or their representatives:

- The crew of the fishing boat **Zhe Ping Yu 2325**, nominated by China, for their speedy response, with limited search and rescue experience, in recovering four crew members from a liferaft of the sunken cargo ship **Dong Hai 1818**, in heavy seas and bad visibility, in September 2009. They then continued the search operation until the remaining three crew members had also been rescued.
- Petty Officer (PO2) Samuel B. Boniol, PO3 Anifer S. Bucuo, SN1 Oliver S. Cogo and SPO3 Loreto F. Justo, Task Force Sea Marshals (TFSM), nominated by the Philippines, for their actions while on duty onboard the **Super Ferry 9**, when it capsized and sank in September 2009. Following the order to abandon ship, they assisted with the evacuation and disembarkation of the passengers, shepherded them to their rescue and were the last to leave the severely listing ferry.
- Coxswain Myck Jubber, Crewmember Kobus Meyer and Crewmember Kim Germishuys of the rescue boat **Spirit of Rotary-Blouberg**, Station 18, Melkbosstrand, National Sea Rescue Institute of South Africa, nominated by South Africa, for assisting in the rescue of the crew of the bulk carrier **Seli 1**, which was being swept to shore by stormy seas in Table Bay, after breaking its anchor link while awaiting engine repairs, in September 2009. Operating in extreme sea and weather conditions close to the operational limits of their craft, the nominees succeeded in evacuating the stricken vessel's crew of 25 to the safety of another rescue craft.
- AST3 Michael C. Romano, a helicopter rescue swimmer and emergency medical technician, from Air Station Atlantic City, United States Coast Guard, nominated by the United States, for his actions in April 2009 in preventing a crew member of the fishing vessel **Andy II** from drowning in freezing seas after a hoist parted during a medical evacuation, in hazardous night conditions, dropping the patient overboard. Mr. Romano swam to

the immobile patient and kept him afloat in stormy seas until the helicopter crew were able to make an emergency repair and hoist the two out of the water.

Letters of Commendation

Furthermore, letters of commendation were sent to the following nominees:

- Officers of the patrol vessel **31321**, Changjiang Maritime Safety Administration, nominated by China, for persevering for some 20 hours to rescue five crew members from the overturned cargo ship **YuLuoHe 1111**, in severe weather conditions, in June 2009.

- The team of rescue swimmers of the Israel Defence Force (IDF), nominated by Israel, for the rescue of six persons from the sea, after the general cargo vessel **Salla 2** had foundered, by swimming to the survivors and hoisting each one individually, in conditions of poor visibility, floating debris and extremely heavy weather, in December 2009.

- The Master and crew of the merchant vessel **Dorian**, nominated by Liberia, for the rescue, in heavy weather, of 77 people from the sinking small coastal passenger/cargo ship **Lle D'Anjouan**, some 120 miles south east of Dar es Salaam, in an area known for pirate activity, in April 2009.

- Negeri Sembilan Fire and Rescue Department, Malaysia (FRDM), nominated by Malaysia, for effective fire fighting and search and rescue response measures by 80 fire fighters, who succeeded in putting out a fire on the oil tanker **MT Formosa Product Brick**, which had been seriously damaged by an explosion and fire, following a collision with a bulk carrier in August 2009.

- AB (Maritime Police) Gustavo Castrillon and AB (Maritime Police) Juan Almada, Sub-prefecture, Port of Santiago Vázquez, Coastguard of the Oriental Republic of Uruguay, nominated by Uruguay, for the rescue of three children aged 6, 7 and 11, and two adults, suffering hypothermia and panic, after their yacht capsized, requiring the two officers to leave their rescue craft to reach the survivors and rescue them one by one over a rocky seabed, in poor weather conditions, in September 2009.

The IMO Award for Exceptional Bravery at Sea was established by the Organization to provide international recognition for those who, at the risk of losing their own life, perform acts of exceptional bravery in attempting to save life at sea or in attempting to prevent or mitigate damage to the marine environment – and, by so doing, help to raise the profile of shipping and enhance its image.

New Technology for life-saving at Sea

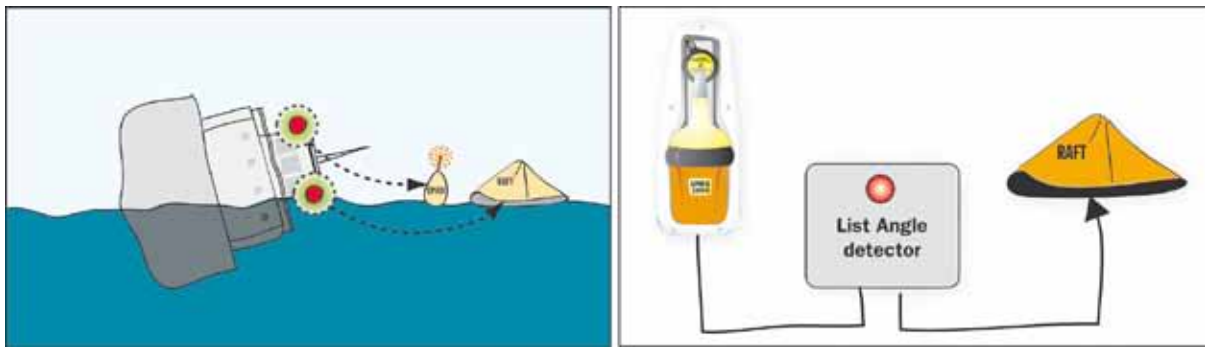
Swedish maritime safety company CM Hammar presents a solution to the well known safety problem. With new technology, Liferrafts and EPIRBS can be released and float free at a predefined angle when a ship is listing.

With current release systems on the market, safety equipment is released first when it reaches a depth of 1.5 to 4 metres. When a ship or a vessel capsizes without sinking, there is therefore a major risk that Liferrafts and EPIRBS are trapped under the vessel, or never released at all. With List Angle Detection (LAD), the new technology introduced by CM Hammar, Liferrafts and EPIRBS can be automatically released at a specified degree of list as a vessel capsizes. The released safety units reach the surface before the ship flips over, significantly reducing the risk for it to be trapped or entangled by structures on deck.

The problem with safety equipment not being released or becoming trapped under the vessel has a long history. It was most recently put under the spotlight after the tragic capsizing of the anchor-handling Norwegian ship **Bourbon Dolphin** in 2007, when eight people lost their lives. Norway has proposed amendments to the current IMO Resolutions, and demands “a release mechanism that operates immediately when the satellite EPIRB reaches the surface, instead of before reaching a depth of 4 metres in any orientation.”

“We are excited about this new technology and how it can contribute to saving lives of seamen in distress all over the world. Norway requests a solution in the future, but as we see it the future is already here”, said Henrik Pålsson, Managing Director at CM Hammar.

The LAD consists of a control box with two activating outputs for Hammar H20 ERU's. The control box has an integrated inclination sensor designed to release the ERU's automatically in case the vessel capsizes. The preset activation angle can be adjusted to suit different vessels. There is also a pushbutton which can be used for controlled manual activation. Output number two is activated auto-



matically 2 seconds after output number one has been activated. The system has an integrated battery back-up and is built for the tough marine environment.

Today's problem is that liferafts, EPIRBs or other safety equipment can be trapped under capsized vessels or fail to surface. With the new List Angle technology from Hammar lives can be saved as EPIRBs and Liferafts are released at a specified degree of list when a vessel capsizes.

Recommendations on the Safe Use of Pesticides in Ships

MSC.1/Circ.1358 30 June 2010

1 The Maritime Safety Committee, at its sixty-second session (24 to 28 May 1993), approved the Recommendations on the safe use of pesticides in ships (MSC/Circ.612), proposed by the Sub-Committee on Containers and Cargoes at its thirty-second session.

2 The Maritime Safety Committee, at its eighty-seventh session (12 to 21 May 2010), approved the revised Recommendations on the safe use of pesticides in ships in pursuance of the requirement of SOLAS regulation VI/4, proposed by the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers at its fourteenth session, as set out in the annex to the present circular.

3 Member Governments are invited to bring the revised Recommendations to the attention of competent authorities, mariners, fumigators, fumigant and pesticide manufacturers and others concerned.

4 The present circular supersedes MSC/Circ.612, as amended by MSC/Circ.689 and MSC/Circ.746.

Members may request, to IFSMA, for details of how to access the IMO Documents Website. This facility contains IMO meeting and other documents going back several years for all the IMO Committees, Sub-Committees, Council, Assembly, Circulars and Circular Letters.

New Centre Launched to Advance Seafarers' Rights

A ground-breaking new resource to advance the legal protection of seafarers across the world has been launched by the ITF on 23rd September.

Seafarers' Rights International, which was inaugurated at the International Maritime Organization, is a centre for research and analysis that will raise awareness of seafarers' legal concerns. It will work to ensure that the protection afforded to seafarers through national and international laws is improved.

Funded by a start-up grant from the ITF Seafarers' Trust, the centre, which will be based at ITF headquarters in London, UK, is an independent organisation. It will carry out a number of tasks including: research on strategic topics, monitor legal developments affecting seafarers' law, and coordinate and participate in cross-border networks of researchers, research bodies and universities. Other activities include: promoting educational activities and delivering legal training and consultancy. David Cockroft, ITF general secretary, commented: "The success of an independent body such as Seafarers' Rights International is crucial to identifying and tackling the rights of seafarers and that is of interest to all industry stakeholders including the ITF."

The new centre will be led by international lawyer Deirdre Fitzpatrick, who will take on the role of executive director. She will be supported by an advisory board comprising experts from the shipping industry and the legal world. Fitzpatrick said: "Seafarers work in often hazardous conditions. As mobile

workers they are highly vulnerable to ill treatment, exploitation, abuse and injustice. They operate within and across different national jurisdictions and are subject to different international and national laws. In some cases, there may be doubt as to what if any law is applicable or enforceable”.

“Seafarers’ Rights International will be dedicated to advancing seafarers’ rights and interests worldwide. Currently there is no established forum for research and dissemination of ideas and information regarding employment law in the area of international maritime transport. Seafarers’ Rights International will work to fill this gap. It will be an international resource for seafarers and for all stakeholders with a genuine concern for the protection of seafarers.

Irish Lights Lose Subsidy

Shipowners have for several years lobbied for the removal of the subsidy that the UK pays towards the cost of running navigational aids around Ireland.

At a time when the Irish government is negotiating a massive €85bn bailout package, the Republic conceded to pressure to pay for its own lighthouses and other marine aids to navigation.

At the centre of the protest by the Shipowners was the fact that every time a vessel called at a UK port the light dues not only covered the cost of navigational aids around the UK, but around Ireland as well.

The subsidy paid to the Commissioners of Irish Lights was between €10m and €12m a year out of a total income of €88m. The Irish government contributed an additional €7m with the balance coming from fees.

Trinity House covers England and Wales and the Northern Lighthouse Board covers Scotland.

Ask a Lawyer

Just asked a lawyer to tell me the best joke he knows about his profession.

He replied "What's a jooke?"

Launching of the “Mariners Welfare Guild”

www.marinerwelfareguild.com

“Mariners Welfare Guild” was launched at Chennai on World Maritime Day - the 21st of September 2010. The Guild essentially has been created to provide counsel, guidance and solace to seafarers and their families when provisions for their care in employment fail, by educating them on their rights and opportunities available to them. It will also serve as a nerve centre for counselling in times of distress and emergencies as also for co-ordinating Seafarer welfare activities. The need has arisen due to the limitations and failures of the systems and procedures that exist in International and National Shipping Conventions and Rules

The Year 2010 has been declared as the Year of the Seafarer by the International Maritime Organisation (IMO). In the words of the Secretary-General of the IMO, Mr. Efthimios E. Mitropoulos, 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. Global economy depends utterly on the Seafarers presence. Seafarers are, in effect, the lubricant without which the engine of trade would simply grind to a halt.

When we sit at the table to eat our daily bread, do we pause to think of who brought the grain that enabled our local baker to bake it? When faced with a severe winter, do we pause to think of who carried, from its sources afar, 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 recognize the importance of Seafarers.

Seafaring is a difficult and demanding job, with its own set of unique pressures and risks. Just the relentless drone of the diesels and the never-ending movement of the vessel that is not only the seafarers’ place of work but also their home, 24 hours a day, seven days a week, for weeks and often for months on end; and,

ever-present in the back of their mind, the possibility of natural and other, invidious hazards such as pirate attacks, unwarranted detention and abandonment in foreign ports.

Mariners Welfare Guild will also provide succour to thousands of Seafarers across the world who finds themselves criminalised for conditions beyond their control. It is registered as a Society in Chennai and is to network services through voluntary counsels at all shipping locales in India and overseas.

Advanced ECDIS – Getting the most out of your equipment.

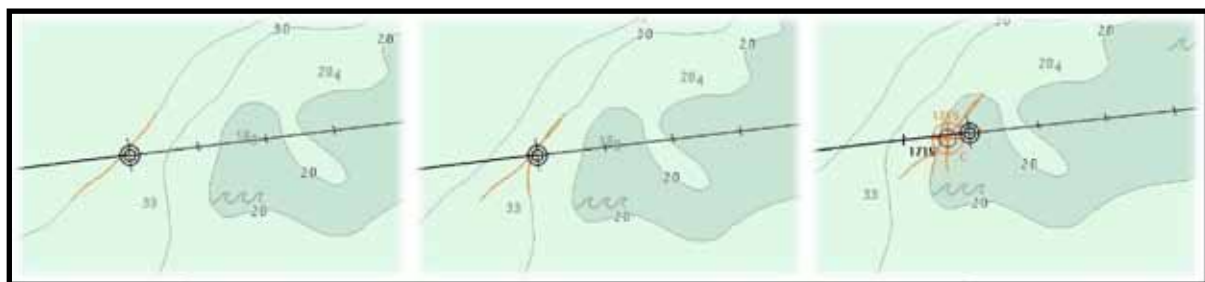
Things happen very quickly at 28kts. A cable is covered in 13 seconds and a mile in only 2 mins 9 secs. It feels even faster at night, close to shore, navigating with only a chart, the log and a stopwatch whilst under pressure to deliver three consorts into a coordinated anchorage on time. At least during the day you get the use of a sextant! This is what it is like to undertake the Specialist Navigator’s course or SPEC N for short, the Royal Navy’s (RN) premiere navigation course. Designed to test the student’s mental maths, quick thinking, initiative and raw navigational ability under intense pressure, it is seen as the ultimate test for any navigator.

What makes the SPEC N course so challenging is the requirement to accurately fix the position of the ship and predict future position at high speed without the use of modern fixing aids such as radar and GPS. Instead, the student is forced to harness all available navigation techniques, in particular those contained within the Admiralty Manual of Navigation. These include fixing by a line of soundings, running fixes, sextant angles, doubling the angle on the bow and use of bearing pairs to calculate distance off an object. It is quite common on course to conduct an anchorage with a sextant in either hand, taking a vertical sextant angle with one and a horizontal angle with the other.

Now, imagine plotting fixes in this manner on a paper chart. Would you know how to do it? When was the last time you picked up a sextant or station pointer? Now imagine planning and executing it with ECDIS as your primary means of navigation. Again, would you know how to do it and is your ECDIS capable of processing such information? (At the moment the reader is probably thinking, who cares? Who actually needs to do this in real life anyway...)

Notwithstanding the questions above, you may be asking why one would need to go to such lengths when RADAR and GPS are available? The Royal Navy needs to be able to navigate in a sensor deprived situation because operational areas could preclude the use of RADAR to avoid detection and where GPS jamming and other sensor denial is prevalent. The RN must train its navigators to acquire such skills. This necessitates pushing the ECDIS system to the limits of its capabilities and is why the warfare equivalent of ECDIS (WECDIS) gives access to increased functionality to facilitate underwater navigation, waterspace management and the input of position information from a variety of traditional sources.

So that’s the RN, but realistically with today’s reliability of GPS and RADAR, are such advanced ECDIS techniques really relevant in the Merchant Navy?



Bottom Contour Fixing using OSI ECPINS

The ability to perform some of the techniques mentioned above may be deemed unnecessary and old fashioned for commercial operation. However, the skill of manually fixing independent of RADAR and GPS and the ability to clearly display where your ship can and cannot go on the chart are techniques relevant to any mariner. Firstly, manual fixing independent of RADAR and GPS may be the only means of cross checking the GPS or in the extreme, but not uncommon, navigating in an area of an unreliable datum or sensor input failure. Let’s not forget all the work conducted

by Trinity House with regards to the very present danger of GPS jamming and the importance of be-

therefore utilise the ECDIS like any other navaid and question the accuracy of the data in order to



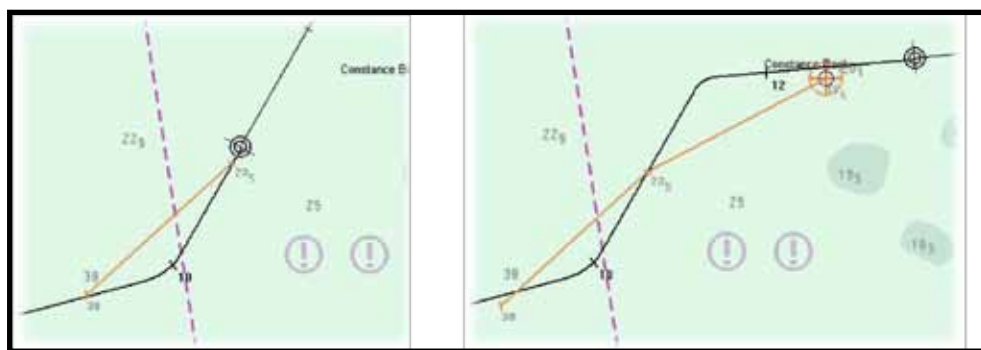
Fixing by HSA on Kelvin Hughes



Transferring Position Lines on Kelvin Hughes

ing able to identify and manage such a situation. Secondly, calculating the safe water available when operating to minimal under keel clearance with a safety depth that falls in between charted contours is vital to safely manage today's commercial pressure operations. It would therefore be prudent to develop procedures and practice them in case of such an outcome. I therefore advocate two techniques that should be utilised in ECDIS as common practice, manual fixing and the ability to implement a Limiting Danger Line (LDL). We at ECDIS Ltd feel so strongly about the relevance of these techniques that we teach them as part of our 5 day STCW IMO 1.27 course.

quality control the information. The premise here is twofold - that manual fixing should be used to cross reference GPS and that loss of GPS does not mean loss of ECDIS. I therefore recommend that manual fixing is incorporated by operators to prove the GPS position correct and good practice in case of ECDIS failure. Plotting a fix in ECDIS (Lines of Position) is a requirement under the performance standards and executing this function can be very quick. However, it does depend on the software and just as on paper, practice, practice, practice. It can easily be quicker to plot a fix on an ECDIS than on a paper chart so there should be no excuse for not doing it if needed!



Fixing by a Line of Soundings using OSI ECPINS

It is not enough to rely solely on GPS or RADAR to provide fix information. An ECDIS does not have to have a RADAR overlay under performance standards, but if it does have this facility, it is prudent to utilise it in its entirety. This is the subject of another element on the course and should further information be required, please call us. However, for GPS denial, the mindset you need to be in is not a case of 'if you lose GPS' but very much a case of 'when you lose GPS'. The mariner must

The importance in being able to perform this task swiftly is threefold, one; it should not detract from looking out the window and driving the ship safely using all nav aids, two; the task is performed as a quick check at an appropriate time and three; operators should be able to comfortably manage long periods of relative navigation for areas of the world that require it and in case of sudden need.

In event of GPS failure, the operator can utilise the DR function in ECDIS and revert to traditional

fixing skills in order to provide accurate positional data. Note that loss of GPS may also mean loss of positional information on your RADAR. Furthermore, the environment you find yourself in may preclude or limit visual fixing to such an extent that the operator may have to use transferred position lines or fix by a line of soundings. Some systems can perform beyond the minimum performance standards in this regard by allowing the operator to plot visual bearings, radar ranges and other techniques accordingly. As well as being quick and easy to plot, the operator also benefits from a system that automatically calculates DR and EP based upon last known values such as set and drift, COG and SOG, when in 'DR mode'. It can be seen therefore that manually entered positional information can very quickly establish where you are and where you will be to a high degree of accuracy.



GPS failure need not be an emergency, although to maintain safety of navigation you may be forced to push your system further than you have ever done before. The prudent operator should therefore make it their business to know the capabilities and limitations of their system, how to prove positional information correct and what to do when GPS is unreliable.

Limiting Danger Line

The ability of an ECDIS system to highlight a given Safety Contour based on a set Safety Depth is one of the great advantages of the system. In essence the system displays clearly in bold the contour beyond which you do not wish to proceed. Furthermore, if you have activated your Anti-Grounding Cone (AGC also called Safety Frame or Guard Zone) the system will alarm when in contact with the safety contour, thereby giving prior warning of the proximity of danger. However, the lack of contour data currently

available within ENC's means the operator is not able to fully harmonise the Safety Contour with the



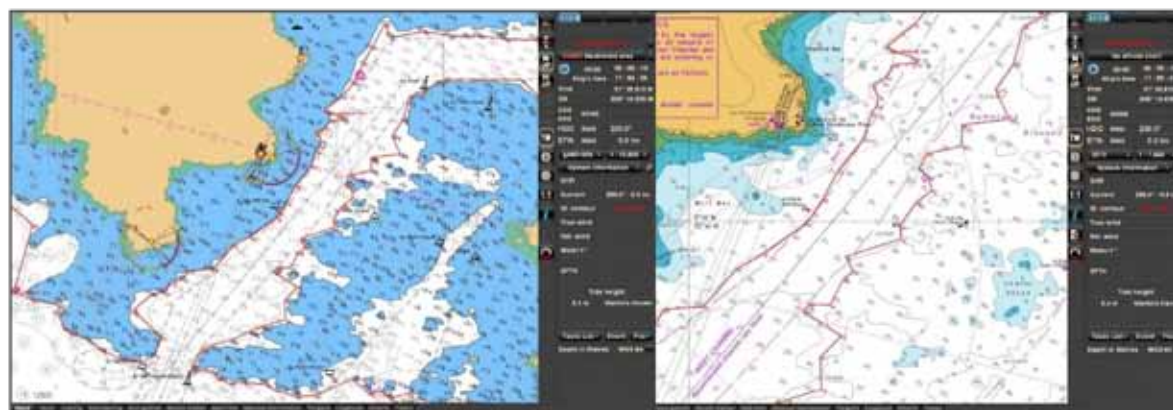
Safety Depth. If I set my Safety Depth value to 6.5m, for example, the system will automatically highlight the next available contour, which is normally the 10m line. It can be seen therefore, that if the vessel by necessity has to proceed over soundings of less than 10m but greater than 6.5m, safe areas cannot be defined and it is therefore dangerous. Furthermore, the system will continuously alarm causing alarm fatigue. This shortfall essentially means that vessels that need to reduce the Safety Contour in accordance with their Safety Depth in order to get into harbour safely will be faced with two options:

1. Turn the Anti-Grounding Cone off.
2. Reduce the Safety Contour value to 5m.

It must be seen that both the options above are inherently dangerous. Turning the AGC off means that the system will only alarm when the ship symbol encounters them, which in most cases will be too late. Reducing the Safety Contour value below the value of Safety Depth is possible in many systems, although I do not recommend it as the majority of systems only alarm crossing the safety contour – not the safety depth!

A solution to this problem is the drawing of a Limiting Danger Line or LDL. This is a tried and tested technique that works on RNC's as well as ENC's. Essentially, it is a manually inserted danger line that will alarm when the safety frame touches it, replacing the Safety Contour in extremis. The value of the LDL is calculated as follows:

Draught + Safety + Squat – HoT (Time dependent)



LDL manually drawn at 16m and given 'danger' attribute on Transas Navi-Sailor. Left is ENC and right RNC

When the Safety Depth value is inserted, all soundings equal to or less than this value are highlighted in bold. Using the relevant function on your ECDIS system, draw a danger line around the soundings to produce the LDL. The safety value is a prime consideration and must be large enough to take into account the quality of data. Because the contour is being drawn manually you must take into account the inaccuracy of the data in use. It is of note that some systems can draw an LDL automatically. It must be remembered that a LDL is time dependant because it is based upon the height of tide and that when no longer required it must be ensured that the Safety Contour is reverted back to a value greater than Safety Depth. If the LDL is drawn and the available channel is deemed too narrow to facilitate use of the AGC (i.e. if used it would cause alarm fatigue) then it is strongly recommended that Clearing Bearings be used to define the area of water in which it is safe to navigate. It goes without saying that you really must know what you are doing before attempting this technique.

It may be seen that an advanced level of knowledge may be required in order to ensure the best use of an ECDIS system on any given ship. However, what level of knowledge is required to manage and quality control a fleet of ECDIS systems? The answer is that a level of expertise and understanding is required that goes beyond being an ECDIS operator at sea. Provision of expert guidance on managing a fleet with ECDIS is available from ECDIS Ltd in the form of the Quality Controlling ECDIS course.

The Quality Control course is designed with two aims. Firstly, it establishes 'best practice' for the fleet as it makes the transition to digital navigation, and secondly it serves to promote the highest standards of digital navigation from lessons learnt. The first aim is essentially the opportunity for fleet Superintendents and Inspectors to establish a base line for their fleet transition to digital navigation, if

they do not as yet have one. Furthermore, it provides a framework with which to develop policy using the extensive experience of our ECDIS team. The second aim is to look in

depth at how standards of electronic navigation can be quality controlled at sea.

To achieve the aim the course is split into 3 parts:

Part One – Fleet digital navigation policy.

This considers your Fleet training policy, Hull Policy, Trials Period, Security, Shore side support as you make the transition to digital navigation.

Part Two – Fleet digital navigation management.

This looks at best practice when taking a trained crew into team training scenarios with ECDIS, assessment and ultimately accrediting them to 'go digital'. We also consider post- accreditation risk assessment, maintenance and logistical support during and after the process.

Part Three – Individual Ship Policy and Management.

Concentrates on best practice and advice on how an individual hull can manage their electronic navigation, from user privileges through to bridge managing ECDIS. Generic digital planning and monitoring procedures are considered, as well as chart and digital navigation record management. Masters standing orders and check off cards are also discussed.

Ten pieces of ECDIS advice from the experts at ECDIS Ltd

1. To get the most out of your ECDIS you need to know your equipment. Ask questions of your equipment such as does it alarm for safety depth?
2. Effective use of ECDIS hinges on setting the system up correctly. There is a lot to remember

so I advocate the use of check-off cards to aid this process.

3. Always navigate on the best scale chart as this is the only way you will see all the charted data whilst not being affected by SCAMIN.

4. Always navigate on the correct display setting. Base is not adequate for navigation and Standard may require customising.

5. Do not rely solely on the RADAR or GPS - prove ECDIS correct at every opportunity by visual and all available means.

6. Remember that after setting your Safety Contour value, it may vary depending on the scale of chart in use (system dependant).

7. Where possible when route planning, use clearing bearings, clearing ranges and parallel index lines to enhance safety when executing a route. Many systems now offer such tools.

8. Improve your knowledge of ECDIS by getting yourself on our 5 day MCA approved ECDIS course at ECDIS Ltd.

9. Improve your knowledge of your ECDIS system by arranging a type specific course from ECDIS Ltd.

10. ECDIS is a navaid so treat as such and question what it is telling you - if you put rubbish into the system, you get rubbish out!

The principles of navigation have not changed, although the medium through which we navigate has changed. ECDIS is simply a navigational aid, albeit a complex one. The fact that there is a human interface means that data must still be questioned, understood and acted upon. Therefore, everything you have ever learnt and all the experience you have is relevant in the digital navigation era. If used correctly, ECDIS systems will provide the operator with spare capacity, so there is no excuse for not looking out of the window and making sound judgements based on the practice of good seamanship. We at ECDIS Ltd passionately believe that traditional navigational methods are still relevant. We are not teaching people to navigate, rather we are teaching people to use ECDIS in order to navigate safely. We therefore train our customers to use ECDIS systems by utilising existing navigational knowledge and developing the use of traditional navigational methods as redundancy when GPS is not available. Ignore the basic principles of navigation at your

peril. Instead, strive to utilise the system to its full capabilities by understanding it fully and pushing its capabilities to the limits. Know your system strengths, weaknesses and shortfalls and use it to prove GPS correct!

By Malcolm Instone
Director of Operations & Standards ECDIS Ltd

World Maritime Day in Western Australia

The Company of Master Mariners Australia (CMMA) and Fremantle Ports, with support of Western Australian Department of Transport Marine Safety, WA Dredging, AMS and Svitzer, hosted a day of free marine fun on Saturday 18 September as a prelude to World Maritime Day on 23 September.

The event was organised to showcase a broad range of maritime activity in Western Australia.

“Celebrate Maritime Day offers a great opportunity to meet people from the maritime sector, see some fascinating technology and find out about a wide range of maritime careers,” said Captain Allan Gray, federal master of the CMMA and harbour master at Fremantle Ports.

Representatives from many areas of the maritime sector participated. They included naval architects, maritime lawyers, navy officers, hydrographic surveyors, pilots, shipping companies and training organisations.

Young people and their families spoke to representatives of the various sectors as well as enjoying fun events like tug tours, harbour rides and demonstrations of seamanship.

There was a high-noon cook off between Fremantle Ports manager of operations Kevin Edward and navy chef Josh McKay.

WA acting director general of transport Alistair Bryant said, “Today’s celebration is a positive step forward by the industry to raise its profile and highlight the great opportunities that exist in the sector”.

“Given the success of celebrating Maritime day last year and judging by attendances at this years celebration, it appears that the event will become a significant date on the WA maritime calendar,” he said.

An estimated 10,000 people attended over the six-hour event.

Handover of Petition on Piracy

Remarks by Mr. Efthimios E. Mitropoulos, Secretary-General, International Maritime Organization on the handover of the petition

World Maritime Day 23 September 2010

Thank you.

Ladies and gentlemen,

The weight of the almost one million signatures on this petition is both moving and awe-inspiring. We can see from these boxes – which, I un

piracy, as well as exert pressure on those who need to act.

For IMO, piracy is an issue of grave concern and we share the deep anxiety of seafarers, industry and the broader community with regard to this modern day scourge. I know I can speak for all 169 IMO Member States and three Associate Members, not to mention the many, many organizations like the ITF and the main shipping organizations that contribute to our work, in stating that it is our strong collective wish to see it permanently eradicated.

IMO, in co-operation with Governments, with our sister Organizations in the United Nations system, and with the shipping industry as a whole, has devoted much energy to addressing the problem at all levels, engaging as many stakeholders as possible. Only this month, the UN Secretary-General, responding to a letter on piracy I and the captains of the industry addressed to him in July, undertook to bring to the attention of the UN Security Council the unacceptable plight of the hostages currently

being held by pirates in Somalia and to seek the Council’s support in developing an approach that might secure their release. The UN, in partnership with all concerned organizations, will, he added, spare no effort to address the challenges resulting from piracy. And I hope he will come over, when we launch next year’s World Maritime Day theme.

Earlier in the month, we briefed, on the same subject, the new Head of the UN Office on Drugs and Crime, until recently the Ambassador in London of the Russian Federation, Mr. Yuri

Fedotov, before he left for Vienna to take up his new duties.

And, last week, we met the recently appointed special advisor to the UN Secretary-General on legal aspects pertaining to piracy, former French Minister Mr. Jack Lang.

Nevertheless, much remains to be done if the ultimate goal of consigning piracy to the realms



IFSMA President extreme right

erstand, represent a fraction of the signatures received online - just how many people have taken the time to sign this petition.

I personally hope that the strength of feeling expressed by people from across the shipping community – and the wider world – will help to sensitize both Governments and the wider public to the harm being caused by modern-day

of history is to be achieved.

As I mentioned earlier today, next year's World Maritime Day theme will be "**Piracy: orchestrating the response**", and we have identified a number of objectives that IMO and the international maritime community could pursue in promoting the theme – objectives which are reflected in the demands of this petition.

The first is to increase pressure at the political level to secure the immediate release of all hostages being held by pirates – seafarers, in the main.

The main other objectives are:

- improving guidance to the industry and promoting full compliance by ships with all recommended preventive, evasive and defensive measures;
- promoting greater levels of support from navies;
- promoting anti-piracy coordination and co-operation between and among States, regions and organizations;
- building capacity in affected States to deter, interdict and bring to justice those who commit acts of piracy and armed robbery against ships; and, equally importantly,
- providing care for those attacked or hijacked by pirates and for their families.

The choice of the theme for next year is intended to allow IMO not only to play its part by intensifying its efforts to meet the challenges of eliminating the scourge of piracy worldwide but, more importantly, to orchestrate the right response, among all concerned, to achieve the set objectives.

I look forward to working with all interested parties over the coming months, and particularly throughout 2011, to achieve those goals. And I have no doubt that the petition that has been delivered today will add its own impetus and gravitas to an effort behind which we must all rally and remain united.

I congratulate the organizers of this ceremony – and am glad we were able to provide such an apt background to this handover, having behind us the International Memorial to the Seafarer.

Thank you.

E-Navigation Study - An Update

As many of you will be aware there is a project underway to consider specific aspects of E-Navigation for the future. The following paper has been submitted by the Working Group to the IMO STW Sub-Committee and gives an insight as to where this project is heading.

Background.

1 The Maritime Safety Committee at its 85th session approved the strategy for the development and implementation of e-navigation and described the vision, core objectives and benefits of e-navigation. A definition was given as:

“e-navigation is the harmonized collection, integration, exchange, presentation and analysis of marine information on board and ashore by electronic means to enhance berth to berth navigation and related services for safety and security at sea and protection of the marine environment.”(MSC 85/26/Add.1).

The Maritime Safety Committee at its 86th session approved a proposal for a coordinated approach to the implementation of the e-navigation strategy. (MSC 86/23/4) The proposal outlines a joint plan of work for the NAV, COMSAR and STW Sub-Committees for the period 2009-2012.

2 Consequently, working groups for implementation of the e-navigation strategy had been established by the NAV and COMSAR Sub-Committees respectively. These working groups were being assisted by a CG, coordinated by Norway. Currently 39 member states, 4 intergovernmental organizations and 11 non-governmental organizations contribute to the work of the Correspondence Group.

3 Collisions and groundings continue to take place with associated costs not only for the industry, but also for the environment. Sixty (60) percent of these accidents are reportedly caused by direct human failure. (MSC 85/26/Add.1) It may sometimes be the case that

failure can also be attributed to failure of the larger “system” within which seafarers work. The importance of global maritime transport is well recognized, but there is also a growing sensitivity and awareness in many countries of the importance of the marine environment and the need to actively protect coastal waters. There is an increasing intolerance of adverse impacts on the marine environment caused by shipping, and in particular accidents that result in marine pollution. Thus there is a need to adopt appropriate strategies for monitoring and surveillance of shipping and its interface to a wide range of data information and reporting systems that support marine navigation. Many of these applications have direct relevance to the IMO e-navigation strategy.

Status of progress related to the Work Programme.

4 The Work Programme relating to e-navigation pursues a coordinated approach to the implementation of the e-navigation strategy with the following five identified steps:

Step 1: identification of user needs and their requirements;

Step 2: development of an overall conceptual, functional and technical architecture (which will need to be maintained), - particularly in terms of process description, data structures, information systems, communication technology and regulations;

Step 3: a gap analysis, taking into account the human element throughout the process, focusing on technical, regulatory, operational and training aspects, recognizing that these aspects are inter-related and need to be considered in a coordinated manner;

Step 4: cost-benefit (C/B) and risk analyses, addressing financial and economic aspects as well as assessing the impact on safety, security and the environment; and

Step 5: presentation of a final Strategy Implementation Plan.

5 Recognizing that the development of an e-navigation strategy implementation plan would need a joint effort by the COMSAR, NAV and STW Sub-Committees, MSC 85 endorsed that the Chairmen along with the Secretaries of the COMSAR, NAV and STW sub committees should jointly develop a coordinated approach to implement the e-navigation strategy. Within the framework established by the e-navigation strategy, all three sub-committees will follow the above four steps, as appropriate, and each from their own focus.

6 For the STW Sub-Committee it is important that the e-navigation strategy identifies training, competency, language skills, workload and motivation as essential. Alert management, information overload and ergonomics are the primary concerns. These aspects of e-navigation will have to be taken into account in accordance with IMO’s Human Element work (MSC86/23/4). STW 42 would need to answer questions related to further gap analysis, C/B- and risk analyses, focusing the gap analysis on training, identifying the minimum training requirements for the new and existing tools within e-navigation and then the gap between these and the minimum international standards (NAV 56/8). It is essential that training be included in the e-navigation concept. Recognizing that the training of personnel involves costs, it will influence the outcome of a Formal Safety Assessment (FSA) and a C/B analysis on improved navigational safety.

Terms of Reference for the Correspondence Group on e-navigation and STW 42

7 Taking into account the Work Programme on e-navigation (MSC86/23/4) STW 42 (2011) is invited to address specific questions and issues raised by NAV and/or COMSAR. (NAV56/WP7) To this end the CG on e-navigation submits this report to STW 42 raising specific questions and issues that should be addressed by the STW Sub-Committee as set out in paragraph 18.

The Human Element, Qualifications and Standardization

8 The Human Element Analysing Process (HEAP) is described in MSC/Circ.878/MEPC/Circ.346. It is essentially a checklist for issues to consider, in particular relating to the human element, organizational and training issues. The document can be used in a gap analysis as well as in a risk analysis.

9 In the broadest sense, e-navigation should support users to manage information to ensure good situational awareness and facilitate consistently good decision-making. Looking at the challenges in the industry it is important to recognize opportunities offered by advancement in technology. It is also expected that ships will become increasingly bigger and more complex, - and seafarers may be expected to have the qualifications and competency to meet these developments. Still it should be clear that the major challenge to embrace concerns the human element.

10 Having recognized the user needs onboard and ashore on communication and search and rescue, the functions and description of system architecture have been identified. (NAV 56-WP.7) A gap analysis is being conducted, and will be followed by a cost-benefit analysis and a risk analysis. The human element is also an important factor in the gap analysis, as this is divided into the four elements: technical, operational, regulatory and training.

11 Seafarer qualifications should address the use of technology, the speed of its introduction and the different needs for training. This is part of the more general development of e-navigation which requires not only documentation of skills, but also of how seafarer competence is to be maintained and updated. There may be a need for people to have different competences onboard and ashore, but their ability to operate interactively is important. In this context there are important questions for the STW Sub-Committee to consider, such as the future training requirements for those on

board and ashore to ensure the safety of navigation, environmental protection and security.

12 It is fundamental that a framework for harmonizing maritime information systems must be designed to facilitate the reduction of "single person errors/single unit errors", particularly on board. This will require the system to reduce some of the basic errors in perception, communication and decision-making that can occur on board as well as ashore. Key requirements in relation to the human/machine interface will include more effective means of analyzing and prioritizing information, - under both normal and abnormal conditions.

13 One of the main outcomes of surveys performed on user requirements indicates a strong need for improved language skills, particularly the competency in maritime English by all users. Another important outcome of the surveys is the need for a standardized ship borne navigation display to improve effective use and enhance training. As recommended by COMSAR 11 there should be equipment performance standardization, including a standard mode of operation for shipboard equipment, and the software installed in operating systems should follow a formal change control process to ensure that all elements of the e-navigation system would operate efficiently. (COMSAR 11/8, paragraph 14.9). The development of a "Standard (S) mode" for bridge equipment might facilitate the movement of crew between vessels.

14. It is advisable to consider the development of standardized, module-based bridge layout adapted to the functions of the individual ship, in order to facilitate the smooth familiarization of ship borne personnel when transferring from one ship to another. (Noting SN.1/Circ.288: Guidelines for bridge equipment and systems, their arrangement and integration (BES)). It may be further noted that potential stakeholders are engaged in an ongoing development of configurable, standardized data modules which could connect basic functions, and training implications should be considered.

15 In the future it may be even more important to standardize the required levels of competence of maritime instructors. This may also impact the recruitment of adequate instructors.

The Future Path of the Navigator: Two scenarios.

16 Having assessed the user needs, functions and system architecture of e-navigation, - and expecting the future development, one may predict a variety of scenarios for the personnel on board and for skills, competencies, qualifications and training needs.

To illustrate the wide spectrum of possible e-navigation related developments, the two following scenarios may be of special relevance.

.1 The navigating navigator

This is a scenario where the monitoring equipment is kept relatively traditional on board and ashore. The navigators' own skills will still be essential to the safe navigation of the ship, and the bridge team will be the main backup to the safe functioning of the ship. This will have to be reflected in the principles of the training and certificates required. There is, however, also a question of whether one should emphasize assessment of the de facto skills and competences, or alternatively if assessment should include a more formal documentation of having fulfilled authorized training programs.

.2 The monitoring navigator

In this scenario the data solutions and monitoring equipment are much more sophisticated. The navigator will have to rely more heavily on automated processes, standardized and harmonized procedures and equipment. Data structures, displays and services will have to be inter-operable. A main task will be to monitor the system displays and the indicators of the system's health or resilience. This scenario will include an

even closer cooperation with organizations ashore to assist a safe voyage from berth to berth. A consequence of this scenario is that the competence of the seafaring professional could be affected, and there would be implications for the development of the training, education and required competencies for seafarer certificates.

Preliminary results on training of the GAP analysis

17 The CG on e-navigation is presently undertaking a gap analysis. Certain issues of relevance to STW have been identified, as reflected in the actions requested of the Sub-Committee. According to the e-navigation strategy, the service and associated requirements of e-navigation will be differentiated between types of vessels and their operation. This will cause potentially different watch keeping requirements based on ship type, voyage length, location etc. Consequently there might be a need to undertake training needs assessment in four parts: ship specific training (ship type, voyage, location etc.), user specific training (operational level, management level), system specific training (layout, equipment, workstation) and take into account the stage of a voyage, i.e. coastal or ocean transit. The question has also been raised how to ensure the competence of particular shore based personnel (e.g. VTS operators, pilots, etc), and if this should be addressed under the IMO regulations.

Actions requested of the STCW Sub-Committee.

18 The Sub-Committee is invited to consider the following questions:

- .1 With respect to the navigating navigator and the monitoring navigator scenarios, which would be the most appropriate model on which to base the future development of training and certification of ship borne personnel to meet the requirements of e-navigation?

- .2 Safe and efficient navigation will continue to rely on good decisions being made. It is accepted that e-navigation should be user driven and not technology-driven, although there will be a heavy reliance on technology. As with existing systems; e-navigation components will also have inherent reliability risks which must be understood by users. How may this be addressed in maritime training?
- .3 What will be the implications for maritime training of the further anticipated standardization of bridge design?
- .4 Does the Sub-Committee think the development of a common standardized mode for navigation displays would improve competency?
- .5 How may the use of maritime English be improved through the process of education and training?
- .6 Should training needs assessment be undertaken in four parts: ship specific training (ship type, voyage, location etc.), user specific training, (operational level, management level), system specific training (layout, equipment, workstation) and take into account the stage of a voyage, i.e. coastal or ocean transit?
- .7 How should the competence of particular shore based personnel (e.g. VTS operators, pilots, etc) be ensured, and how should this be addressed under the IMO regulations?
- .8 In the future it may be even more important to standardize the required levels of competence of maritime instructors. This may also impact the recruitment of adequate instructors. Should this be included in the STCW Convention?
- .9 Is there a need to consider a revision of the principles of the present standards of education, training and certification, to meet the new challenges arising out of the implementation of e-navigation?

Pirates Seize XXX Ship

This heading could change almost on a daily basis with a different ships name in place of XXX. At the end of November the Malaysian container vessel **Albedo** with 23 crew on board was captured by Somali Pirates. The vessel was en-route from Jebel Ali to Mombasa.

Around the same time another vessel, the Turkish flag bulk carrier **Agustos** was boarded by pirates in the Indian Ocean, however, they left the vessel after being unable to locate the crew. When a NATO patrol ship arrived at the vessel it was established that the vessel was secure and all the crew were in good health after hiding in a secret safe place.

At the end of November pirates are holding 22 ships and 500 crew.

Pirates Save the Tuna

Concern about overfishing of tuna by factory trawlers in the Indian Ocean has long been expressed by environmentalists. But fears about the sustainability of stocks of this spectacularly tasty fish have now been alleviated, thanks to the aid of some unwitting allies.

Over a third of Taiwan's extensive tuna-fishing fleet is no longer visiting the area, apparently scared off by the threat of Somali piracy.

From the Times Newspaper

I have in front of me two instruction booklets - both are the same size and contain about fifty pages.

One is a facsimile of a 1944 operating guide to the Avro Lancaster and the other came with a cordless phone that was purchased recently.

Anti-Piracy Conference in Sofia, Bulgaria.

IFSMA Vice President Bjorn Haave attended this conference and made a presentation.

Dear colleagues and friends,

I would like to express my warm regards and thanks to all of you for your strong support and cooperation. Without you it would be impossible to organize and hold the conference. I'm sure you appreciate the opportunity to be a gathering of highly qualified experts from around the world to discuss and decide on issues of global importance, as is the issue of maritime piracy.

For me this opportunity is a beginning - the beginning of several very important projects, linked to the development of a more secure environment of the maritime transport and for the transport in general, and beginning of one very effective cooperation and friendship.

With best regards,
Dimitar Zayakov
CEO, Risk Solution Ltd.

IMB Piracy Report Q3-2010

The International Maritime Bureau, in their third quarter Piracy Report, list 289 attacks or attempted attacks on vessels up to the end of September 2010.

126 of these incidents are attributable to Somali pirates. However, other areas of the world should not be ignored, with the South China Sea and adjacent waters accounting for 86 attacks.

The maritime press reports various actions taken by crews to avoid capture, these include a good lookout to avoid pirate boats, carrying armed guards, fire hoses rigged to deter boarding, and razor wire around the ship to prevent boarding. When all else fails some vessels have avoided capture by moving everyone on board to a secure citadel.

The citadel has been successful on several ships, however, the key to its success seems to be that a naval vessel must be known to be in

the area, communications must be established with the naval force, including from inside the citadel, to assure the naval forces that all crew are in a secure area and that it is safe for them to board the ship and remove the pirates without fear of injuring the crew. However, the pirates are likely to destroy equipment on the vessel and steal from cabins in their frustration at being unable to take over the vessel. The use of a secure citadel for the crew without any communications from nearby naval forces could prove counter productive as the pirates will have plenty of time to breach these defences.

The types of vessels attacked were: chemical tankers 48; container vessels 48; general cargo 47; bulk carrier 46; tankers 24; product tankers 17; fishing vessels 13; tugs 12; vehicle carriers 4; etc. one interesting attack was on a French warship – which was mistaken for a merchant ship during the night!

Royal Navy Medical Officers' Journals

The National Archives of Britain have recently added a project about this subject onto their website, and it makes fascinating reading.

About the project

The ADM 101 series consists of journals and diaries compiled by Royal Navy surgeons and assistant surgeons who served on HM ships, hospitals, naval brigades, shore parties and one migrant and convict ships in the period 1793 to 1880.

Medical officers serving in the Royal Navy were required to submit detailed records of the health, treatment and survival rates of their charges. This has provided us with journals which exhibit a completeness, consistency and coherence unlikely to exist elsewhere for this period.

In June 2008, The National Archives was successful in its bid for a grant under the Wellcome Trust's Research Resources in Medical History programme, to catalogue the journals. The key objective of this funded project was to open up this under-utilised resource for researchers by fully cataloguing over a thousand journals.

As a result of this extensive work the records can be easily searched by the name of the medical officer, the patient, the ship or even by disease or ailment.

The cataloguing also revealed some unexpected “bonus” material contained in the journals. For example, the presence of watercolour illustrations, sketches, hand-drawn maps, charts showing details of the climate, details about the layout of the vessels and ideas about ventilation, and details of the countries visited and people encountered.

The journals include a variety of colourful tales of 18th and 19th century ship life, from drunken rum-related incidents, venereal disease, scurvy, shark bites and tarantulas, to lightning strikes, gun fights, mutiny, arrests and court martial - not to mention ship wrecks and even murder.

The ‘Highlights Guide’ is recommended as a starting point.

Go to:- <http://www.nationalarchives.gov.uk/news/497.htm>

South China Sea - Latest Piracy Hot Spot

The South China Sea was reported in September to be overtaking the Gulf of Aden as a piracy hot spot with at least 13 pirate attacks taking place in a one month period, which exceeded the number of attacks reported in the Red Sea and Gulf of Aden combined, while no incidents at all were reported in the Indian Ocean.

During 2008 and 2009 the South China Sea accounted for around 8% of reported pirate attacks. By the end of August the region had accounted for 20% of worldwide attacks, whereas Somali pirates in the same period accounted for 40% of all attacks.

Attacks were concentrated between Malaysia and Borneo, in particular off Pulau Mangkai, although attacks were also reported off Vietnam and Cambodia as well.

The majority of attacks involved a group of men boarding tankers, carriers or container vessels. In at least eight of the attacks, crew members were tied up or otherwise held hostage while equipment, goods and belongings were stolen.

Only two of the attacks did not result in the loss of goods from on board a vessel, which is a much higher success rate than the pirate attacks re-

corded around the Somali coastline. Robbery and injury was averted in the two unsuccessful attacks by crew alertness, vigilance and speedy, efficient reaction to the threat.

Watchmen either spotted the threat early enough for evasive manoeuvres to be taken, thus avoiding a vessel boarding completely — which is a preferable option from a health and safety perspective — or the captain was able to muster the crew out of harm’s way fast enough to avoid assaults, physical threats or theft of personal goods.

In such circumstances crew preparation and training evidently plays a pivotal role in determining the level of risk posed to a vessel, its cargo and, most importantly, the crew.

Biometric Seafarers IDs

THE seven-year deadlock over biometric identification for seafarers has moved a step closer to resolution, with shipowners, unions and governments finally set to discuss the broad outline of workable technical solution.

A deal on biometric ID was fast tracked through the International Labour Organisation as a result of US political pressure in the wake of 9/11, by a large majority and with no votes against.

However, progress on Seafarers’ Identity Documents Convention (Revised) 2003 — known as ILO 185 — has subsequently stalled, with just 18 nations having ratified the measure so far. The substantial cost of implementation, particularly for nations with few seafarers, is one of the main roadblocks involved.

But recent tripartite talks at the ILO’s headquarters in Geneva appear to have resulted in consensus, and the ILO’s Governing Body, as its executive is known, will consider a document on the question at its next meeting.

Few of those that have backed the call are among major seafaring nations, and there are growing concerns that any further delays could have an impact on both maritime security and seafarers’ rights.

As a quid pro quo for requiring seafarers to carry new identity documents, port states are required

to facilitate shore leave and transits to and from ships, for example by not requiring seafarers to obtain visas from overseas consulates in advance of their arrival.

Sources close to the process say the breakthrough came in September, at session where shipowners, unions and governments examined the reasons why so many nations have not pressed ahead.

The result is a set of amendments that would align equipment standards to those set down by the International Civil Aviation Organisation for air crews.

The proposals include voluntary use of a microchip to be included in ID documents, making them interoperable with the so-called e-passports that have become commonplace since 2003. The hope is that the understanding will remove an obstacle to ratification and speed up ILO 185's entry into force.

However, there are still aspects of the agreed standard, known as ISO/IEC 24713-3, to be ironed out, and a further report will go to the Governing Body in March 2011.

Nautilus International general secretary Mark Dickinson, who was a participant in the meetings, has written to UK home secretary Theresa May, urging her to commit Britain to ratification.

"I believe as a consequence of the September meeting we now have all the elements in place for meeting the original objectives of ILO 185: a system that improves global security, provides reliable verification of the identity of genuine seafarers, and the affordable technology that can align with other systems used by immigration officers," he said.

"The system will have important benefits for national and international security, but will also uphold the basic rights of seafarers, which have been facing sustained attack in recent years."

The International Shipping Federation and the International Transport Workers' Federation are also among those urging widespread ratification of the convention.

When Starboard Was Not Right

From UK MAIB Safety Digest 2/2010

Narrative

A 10,000 tonne vehicle carrier grounded while departing from a port in poor visibility when the pilot incorrectly ordered the helm to starboard after the vessel had rounded a right-handed bend in the river.

As the vessel cleared the bend the pilot, who was navigating by eye and without reference to the radar, gave an initial order of "starboard 10". When this failed to stop the turn as expected, he ordered hard to starboard and full ahead. The vessel's rate of turn now accelerated to starboard and, by the time the pilot realised his error, the vessel was swinging rapidly towards the right-hand bank of the river.

The engine was then put astern and both anchors were let go. However, in the narrow river there was insufficient room to prevent the vessel from grounding.

Checks were made of the vessel's spaces which confirmed that, fortunately, she had not been damaged by the grounding. Harbour tugs later assisted her to refloat and she was able to resume her passage to sea.

The Lessons

1. The fundamental requirements of planning and executing a safe navigational passage must be clearly and fully understood and implemented by all bridge officers, including pilots. SOLAS Chapter V, Regulation 34 and Annexes 24 & 25 to the MCA's relevant guidance clearly define the requirements for the planning and conduct of a safe navigational passage, the key elements of which are: Appraising, Planning, Executing and Monitoring.
2. In poor visibility, the pilot struggled to identify visual marks, and in concentrating on this failed to realise that he had ordered the helm to be placed in the wrong direction. The allocated roles and responsibilities of the vessel's bridge team should have been such that an order to place the helm in the wrong direction was immediately questioned. This would have enabled the pilot to realise and correct his mistake in sufficient time to prevent the grounding.
3. The International Chamber of Shipping's Bridge Procedures Guide states, inter alia, that:

effective bridge resource and team management should eliminate the risk that an error on the part of one person could result in a dangerous situation. Bridge officers have a duty to support the pilot and to monitor his actions. This should include querying any actions or omissions by the pilot (or any other member of the bridge management team) if inconsistent with the passage plan or if the safety of the ship is otherwise in any doubt.

Request for Information on Lifeboat Accidents

Sirs,

As a seafarers' organisation you will be well aware that lifeboat incidents are a leading cause of death and injury to seafarers. The lack of statistical data on the issue has inhibited the development of human, technical and regulatory solutions to the problem. Your organisation and its members may wish to be aware that Maritime Accident Casebook is conducting the first international, independent survey on lifeboat safety.

Lifeboat accidents are a major concern, causing an unacceptable level of deaths and injuries every year. Recent efforts by the International Maritime Organisation may go some way towards reducing the risks of lifeboat launch and recovery during drills but a lack of current statistical data hampers regulatory efforts.

Special versions of the survey are available for seafarers to fill in themselves and forward to crewmates they think will be willing to participate. They can be downloaded at <http://maritimeaccident.org/>, click on Lifeboat Safety Survey in the sidebar.

All surveys are confidential and do not request personally identifying information. They are expected to run for three months and are internally funded by Maritime Accident Casebook.

Maritime Accident Casebook is an independent maritime safety initiative which offers case-study podcasts for seafarers and others, many free.

Bob Couttie

Questionnaire to Record GPS Outages

We have also received a request for assistance to record GPS Outages, we have added the one page questionnaire to the IFSMA website, www.ifsma.org/gps.pdf. If you are able to assist please do download and complete the questionnaire and return to the French Institute of Navigation, contact details are on the questionnaire.

Georgia Loses STCW Recognition from EU

Brussels withdrew recognition of STCW certificates issued by Georgia after attempts to improve deficiencies in their training and certification system, identified earlier, were not rectified to the satisfaction of the EC inspectors.

Outstanding matters involved quality standard systems, the use of simulators and "numerous certification requirements relating to both deck and engine departments".

This situation is understood to not affect existing certificates of competency, though seafarers certified in Georgia to the basic standards stipulated by the STCW Convention will in the future not be permitted to be employed on EU-flagged ships.

This is believed to be the first time that the EC has acted upon negative inspection results conducted by EMSA.

"STCW is there to be applied," said European Community Shipowners' Associations secretary-general Alfons Guinier. "There are safety implications so politics should not come into it."

The Georgia decision shows EU member states approved this de-recognition.

Pet Sounds

A MAN was invited for dinner at a friend's house. Every time the host needed something, he preceded his request to his wife by calling her 'My Love', 'Darling', or 'Sweetheart'. His friend looked at him and said, "It's really nice that after all the years you've been married you keep using those little pet names." The host said, "Well, to be honest, I've forgotten her name."

World Maritime University: Graduation 2010

On Sunday, 10 October, WMU's Chancellor and IMO's Secretary-General, Mr Efthimios Mitropoulos, conferred postgraduate degrees on the World Maritime University's Class of 2010. HE Mr Georg Boomgaarden, Ambassador of the Federal Republic of Germany to the UK and Permanent Representative to IMO, was the Guest of Honour.

The graduates of 2010 bring the total to 3,213 from 162 countries and territories, all making a tremendous impact on the global maritime sector. Two graduates of the WMU PhD program, Abhinayan Basu Bal of India and Kevin Ghirxi of Malta, received their degrees, along with 71 students graduating from the Malmö-based MSc program in Maritime Affairs, and 15 from the distance-learning Postgraduate Diploma in Marine Insurance.

During the ceremony, the annual special awards to students were announced:

- Fang Ying of the China's Ministry of Transport won the Chancellor's Medal for Academic Excellence, the Pierre Léonard Prize for the Best Female Student and the Informa Law dissertation prize
- Sw Swe Zin of the Myanmar Maritime University won the C P Srivastava Award for International Fellowship
- KR Deepak Kumar of the Indian Coast Guard won the Lloyd's Maritime Academy dissertation prize.

Hiccups

A woman went to the emergency room, where she was seen by a young new doctor. After about 3 minutes in the examination room, the doctor told her she was pregnant.

She burst out of the room and ran down the corridor screaming.

An older doctor stopped her and asked what the problem was. After listening to her story he calmed her down and sat her in another room.

Then the doctor marched down the hallway to the first doctor's room.

'What's the hell's wrong with you?' he demanded. 'This woman is 63 years old, she has two grown children and several grandchildren, and you told her she was pregnant?!!'

The new doctor continued to write on his clipboard and without looking up said: 'Does she still have the hiccups?'

ICSW Launches Free Directory for Seafarers

The International Committee on Seafarers' Welfare (ICSW) in September announced the launch of the 'Seafarers' Centres Directory'. The Directory is a free pocket size guide for seafarers and contains information on 355 seafarers' centres around the world, including opening hours, facilities and contact details.

Roger Harris, Executive Director of the ICSW, said 'The directory is an excellent free resource for seafarers and gives them clear and concise information about centres. We aim to publish the directory on a regular basis.'

An initial print run of 50,000 directories has been produced for distribution to seafarers.

The Directory hopes to improve the visibility of seafarer's centres and also to provide a method of feedback so that seafarers themselves can let the ICSW know about their experiences of visiting certain seafarers' centres. Feedback from seafarers is encouraged in the directory through email, or by phone on the 24 hour seafarers' helpline run by the International Seafarers Assistance Network.

The ICSW would like to thank the ITF Seafarers' Trust for the printing, production, and distribution of the directory. Shipping companies, welfare organisations, and other bodies can obtain bulk orders of the directory free of charge. Non members of the ICSW will need to pay delivery charges.

Requests for further information about the directory and bulk orders should be sent to seafarersdirectory@icsw.org.uk.

Blonde Moment

A number of guests at a dinner party were arguing about whether men or women were more trustworthy. 'No woman,' said one man, scornfully, 'can keep a secret.'

'I don't know about that,' answered a blonde woman guest. 'I have kept my age a secret since I was twenty-one.'

'You'll let it out some day,' the man insisted.

'I hardly think so,' responded the blonde. 'When a woman has kept a secret for twenty-seven years, she can keep it forever.'



Secretary General pledges UN will 'spare no effort' in tackling piracy

29 October 2010

In a response to the 13 organisations who jointly presented an almost million strong petition demanding action on piracy last month*, United Nations Secretary General Ban Ki-moon has promised that the UN and its partners will 'spare no effort to address the challenges arising from the issue of piracy'.

Speaking on behalf of all the signatory associations, ISF (International Shipping Federation) President, Spyros M Polemis, commented: "We're grateful to the Secretary General for sharing our concerns and taking them to the Security Council for action. Our determination remains that there is no acceptable level of piracy and that the continued attacks off Somalia require urgent international action. Meanwhile piracy also prevails in other areas and we are seriously concerned at the level of violence used against crew members. This is a compelling reason to ensure that piracy is eradicated off Somalia in order to take a stand against the growth of piracy on a global scale."

ITF (International Transport Workers' Federation) General Secretary David Cockroft added: "We welcome the Secretary General's assurance, and hope that what we are being promised here is real action following his report to the UN Security Council this month. Only concrete, determined countermeasures will do any good against what is well on its way to being a global problem."

A coalition of organisations representing the

majority of the world's ships and ships' crews delivered 930,406 signatures to the International Maritime Organisation on 23rd September, as part of an ongoing world campaign against piracy. The campaign is backed by BIMCO, ICS, IFSMA, IMEC, IPTA, Intercargo, InterManager, International Group of P&I Clubs, INTERTANKO, ISF, ITF, IUMI and SIGTTO, as well as national shipowners' associations and trade unions worldwide.

* See article on page 15.

For a Brighter Day

1. The roundest knight at King Arthur's round table was Sir Cumference. He acquired his size from too much pi.
 2. I thought I saw an eye doctor on an Alaskan island, but it turned out to be an optical Aleutian.
 3. She was only a whisky maker, but he loved her still.
 4. A rubber band pistol was confiscated from algebra class because it was a weapon of math disruption.
 5. The butcher backed into the meat grinder and got a little behind in his work.
 6. No matter how much you push the envelope, it'll still be stationery.
 7. A dog gave birth to puppies near the road and was cited for littering.
 8. A grenade thrown into a kitchen in France would result in Linoleum Blownapart.
-

The Ley Lines of Globalisation

What is the cost of shipping water from a bottling plant in Yaqara, Fiji to Cambridge, Massachusetts? How is it possible that we can sell a product for a couple of dollars a bottle despite shipping it 8,000 miles around the world – and in the odd idea that atoms might be more mobile than bits, as we get lots more Fiji water in the US than Fijian music, movies or news.

The estimate was that a 40' container filled with Fiji water would cost roughly \$5,540 to deliver from Suva, Fiji to Cambridge – the estimate is based on a variety of statistics about international shipping that had been bent and welded into a Fiji/Massachusetts estimate. At \$5,540 a container and 30,480 kilograms per 40' box, it would cost \$0.18 for a litre bottle of Fiji water to make the 8,000 mile journey. Not free, but a small fraction of the retail price of a bottle of “premium” imported bottled water.

These figures come from Maersk's online shipping rates calculator. The Danish superfirm A.P. Møller – Maersk Gruppen is the largest shipping group in the world, with offices in 135 countries, 120,000 employees, and roughly 600 container ships, capable of carrying more than 2 million 20' containers at any given time. They've also got a thoroughly badass IT system, which they've now made accessible to the general public.

To use Maersk's calculator, you need to register with the site, download a client browser certificate and accept three server certificates from Maersk before you can access their secure site. But once you do, it's just a few short clicks before you can calculate the cost of shipping a 20' container of “umbrellas, sun umbrellas, walking-sticks, seat-sticks, whips, riding-crops and parts thereof” (yes, that's one of the available categories, along with “bone and meal”, “ores, slag and ash” and “straw, [esparto](#), other plaiting materials) from Auckland to Dubai: \$2,451.02

Playing with Maersk's calendar: distance doesn't matter as much as demand. Americans buy a lot of items from China. The Chinese don't buy nearly as many from the US. A 40' container filled with household goods, shipped from Shanghai to Houston, TX costs \$6,169.93. Reverse the trip and ship the same container from Houston to Shanghai and the cost is \$3631.07. That's because 60% of containers on ships coming from the US to China are empty, which means Maersk and other shippers are desperate to sell container space.

Maersk also offers a set of maps that help you get a sense for how these trade routes actually work. It's a four day trip from Suva to Auckland on the Pacific Islands Express, and then the bottles of Fiji water are transferred to OC1, the Oceania Americas Service. The Pacific crossing is a long one – 18 days to the Panama Canal, a quick stop in Cartagena, and we're in Philadelphia 25 days out of Auckland. It's a truck ride from Philly to Cambridge, and that short hop is responsible for \$950 of the total transit cost.

As you poke through the maps, schedules and tariffs, it feels like you're glimpsing a secret world. Part of it may come from the sheer poetry of the names. Shipping routes include “The Boomerang” and the “The South China/Australia Yo-yo” and connect ports like Tin Can Island (Apapa, Nigeria, the main port for Lagos). And part comes from the sense that these routes and rates, the infrastructure that supports an economy where trans Pacific bottled water is possible, are the ley lines of globalisation, radiating a mysterious and sinister power.

Highlights - BIMCO/ISF Manpower 2010 Update

The 2010 Update is based on data collected from questionnaires sent to governments, shipping companies and crewing experts. It also incorporates the views and perceptions of senior executives in shipping companies and maritime administrations, and detailed statistical analysis provided by the Warwick Institute for Employment Research. Importantly, for the first time, the study has been assisted by Dalian Maritime University which has helped obtain input from Asian countries where it had previously been difficult to obtain definitive data.

The 2010 Update is the most comprehensive BIMCO/ISF study conducted so far. It includes a more detailed assessment of the size of the commercial trading fleet and its likely growth, while the supply estimates utilise more robust information from many countries, including virtually all of the principal labour supply nations. However, the improved methodology means that the results cannot always be directly compared with those obtained from the previous studies.

Supply

The worldwide supply of seafarers in 2010 is now estimated to be 624,000 officers and 747,000 ratings. This is based on the numbers holding STCW

certificates and is therefore somewhat broader and not directly comparable to estimates in previous studies. It reflects significant increases in seafarer supply in some countries, notably in China, India and the Philippines, as well as in several European nations.

Demand

Global demand estimates are based on a detailed review of the number, size and type of ships in the world fleet, and revised estimates of manning levels and back-up ratios currently applicable to different national fleets.

The initial demand estimate combines fleet size and information on manning scales. This is then calibrated to be consistent with supply estimates. The calibration is based on estimates of the overall supply/demand balance derived from comprehensive data supplied by over 100 major companies, and information from national administrations and a crewing experts' survey. Based on this evidence, the current estimate of worldwide demand for seafarers in 2010 is 637,000 officers and 747,000 ratings.

Supply/Demand Balance

These results suggest that the situation in 2010 is one of approximate balance between demand and supply for ratings with a modest overall shortage of officers (about 2%); the implication being there is currently not a serious shortage problem for officers in aggregate. This does not, of course, mean that individual shipping companies are not experiencing serious recruitment problems, but simply that overall supply and demand are currently more or less in balance. This is perhaps not surprising given the sharp contraction in the demand for sea transport in 2009 combined with significant growth in total seafarer numbers.

Results from the company survey indicate problems with the supply of particular grades of seafarer, such as senior officers and engineers in some labour markets. There is also some evidence of continuing recruitment and retention problems, especially in certain segments of the industry such as tankers and offshore support vessels.

There is particular concern over the current and future availability of senior management level officers, especially engineers, in the Far East and the Indian Sub-Continent. Generally, however, there are few supply difficulties reported for ratings.

Future Supply / Demand Balances – Benchmark scenario

The 2010 Update presents various global supply/demand balance scenarios for the next decade. The central or “benchmark” scenario represents BIMCO and ISF’s view of the most likely trends, based on recent developments and the opinions of key players taken from the various surveys conducted for the study.

The study reveals three scenarios for officers in 2015 – A “Cold” scenario with a shortage of 2%, a “Benchmark” scenario with a shortage of 5% and a “Hot” scenario (economic conditions continue to improve) with a shortage of 11 %.

Key Points

- Overall the situation in 2010 is one of approximate balance between supply and demand, although there is evidence of a slight (2%) shortage of officers. Shortages are more acute in specialised sectors such as tankers and OSVs. With regard to certain nationalities there is an underlying concern about the current and future availability of senior officers;
- Continued positive trends in both demand and supply despite the recession; demand has grown apace;
- Some evidence of continuing recruitment and retention problems but not as severe as envisaged by the 2005 Update, probably an effect of the downturn;
- There is evidence of a notable improvement in supply side numbers over the past 5 years, particularly in the Far East (notably China, India and the Philippines) but also in several OECD countries;
- The 2010 Update is the most comprehensive BIMCO/ISF study conducted so far and a more reliable picture has been achieved. However, the results cannot be directly compared with previous studies; and
- Supply appears likely to increase in some countries but improved training and recruitment levels need to be maintained to ensure a future pool of suitably qualified and high calibre seafarers.

Conclusion

This new Update highlights that the industry is likely to face a challenging future for crewing. There are many uncertainties, but the results indicate that the industry will most probably face a continuing tight labour market, with recurrent shortages for some officers, particularly if shipping markets recover. Unless measures are taken to ensure a continued rapid growth in qualified seafarer numbers, especially for officers, and/or to reduce wastage from the industry, existing shortages are likely to intensify over the next decade.

It is important to stress that the industry requires well qualified and high calibre seafarers capable of adapting to change and handling the wide range of tasks now required of them. Any training programme provided must ensure quality is not compromised in the quest for increasing quantity.

It is hoped that this new study will again help to ensure relevant measures are taken to avoid serious difficulties.

Iron Ore Fines and Bulk Carrier Casualties

Hazardous cargoes - three ships sunk; 44 deaths in 39 days

The Unanswered Questions and why seafarers should not be considered expendable.

Three days after informing the Maritime Safety Committee of the International Maritime Organization (IMO) about what it feels are the unacceptable hazards associated with Iron Ore fines loaded in wet weather conditions and Nickel Ore, Intercargo - the dry bulk shipowners association, has called on shippers / cargo interests to conduct an urgent review into the testing and safety processes involved in shipping the cargo following a spate of accidents and fatalities.

These cargoes are used in the steel industry and are exported from a number of countries including India, Indonesia and the Philippines.

At the same time, it has also called on shipowners to consider the risks associated with these cargoes - known officially as "cargoes which may liquefy", and for Governments and their Competent Authorities to re-check the safety processes at the port of loading before accepting the cargoes.

"We know that all shipowners of quality care about the safety of their seafarers and what has occurred in the last 39 days is completely unacceptable" says Rob Lomas, Secretary General of Intercargo.

All three sinkings - the **Jian Fu Star** (October 27th : 13 fatalities); the **Nasco Diamond** (November 10th : 21 fatalities) and the **Hong Wei** (3 December : 10 fatalities) reportedly carried :-

- the same cargo - Nickel Ore
- loaded in the same country – Indonesia,
- in Chinese operated and manned ships,
- under the Panamanian flag,
- sank in broadly the same location,
- and all were bound for the China for use in the Chinese steel industry,

Cargoes which may liquefy are loaded into bulk carriers but if not properly tested and certificated, may move as a slurry or a liquid if their moisture content is too great, causing stability problems, listing and eventual capsizes.

"Our association has had an opportunity to forewarn its members about these cargoes and has been very surprised to learn from owners that the rudimentary loading conditions in some of the exporting countries may have contributed to accidents" says Lomas.

"We know that many companies refuse to accept these cargoes because they are either not loaded in accordance with the international standards contained in the IMO IMSBC - the International Maritime Solid Bulk Cargoes Code or when Masters sense that the testing and certification processes aimed at determining the moisture content of the cargo being offered for shipment lacks credibility. Masters have refused cargoes which appear to be highly suspect in terms of their moisture content vis à vis their Shippers Declaration certificate or where Masters have been refused their right to use an independent third party cargo surveyor."

"Sadly, some shipowners may not have the relevant experience or knowledge in interpreting the IMSBC Code and may accept cargoes which are unsafe. But we need to receive the reassurances of the Competent Authorities in the exporting countries that their procedures and processes have integrity

and transparency so that this message is received and most importantly, believed by the shipowners. Competent Authorities are key to ensuring that seafarer's lives are not put in peril.

"At the very least, any exporting country which cannot meet these requirements or which refuses to allow independent third-party surveyors is likely to find maritime transport for these cargoes more difficult to source" says Lomas.

Yogyakarta Meeting

by Capt Ramu Naidu Sanasi, Individual Member

3rd Cooperation Forum under the Cooperative Mechanism on the Safety of Navigation and Environmental Protection in the Straits of Malacca and Singapore Yogyakarta, Indonesia 6th-7th October 2010

This report was prepared by Capt Ramu Naidu Sanasi for IFSMA from the various papers presented at the forum.

The 3rd Cooperation forum under the Cooperative Mechanism on the Safety of Navigation and Environmental Protection in the Straits of Malacca and Singapore was held at Yogyakarta, Indonesia from the 6th-7th October 2010.

The Cooperative Forum is one of the components of the Cooperative Mechanism that was established by the littoral States of the Straits of Malacca and Singapore with the aim to facilitate regular discussions, exchange of information and cooperation between littoral States, user States, the shipping Industry and other Stake holders for the enhancement of Safety Navigation and Protection of the Environment of the Straits of Malacca and Singapore.

The establishment of the Cooperative Mechanism represents land mark achievement in cooperation between States bordering a strait used for International navigation and user States as well as other interested Stakeholders and for the first time brings to realization the spirit and intent of article 43 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS).

The 3rd Cooperative forum was hosted by Indonesia attended by the three littoral states of the Straits of Malacca and Singapore (SOMS)-Indonesia, Malaysia and Singapore, and representatives from 9 user States (Australia, Brunei Darussalam, Canada, China, India, Japan, the Republic of Korea, Thai-

land, and the United States), 12 non-governmental organizations (the Asian Shipowners Forum, BIMCO, the Federation of ASEAN Shipowners' Associations, ICS, IFSMA, INTERTANKO, the Japan International Cooperation Agency, the Malacca Strait Council, the Maritime Institute of Malaysia, the Nippon Maritime Center, the Nippon Foundation and OCIMF) and the IMO Secretariat.

The Outcome of the forum will be reported back to the TTEG (Tripartite Technical Experts Group) for consideration and approval, and if necessary the TTEG, through any of the littoral States may communicate to the IMO for its information and where required for further appropriate assistance and action.

Components of Cooperative Mechanism are:

- Cooperation Forum
- Project Coordination Committee
- Aids to Navigation Fund (ANF)

Aids to Navigation Fund (ANF): The Aid to Navigation fund is hosted in rotation by the 3 littoral states. The members are the 3 littoral states and contributors including IMO (ANF Committee). Assessment survey of aids to Navigation carried out a 10 year Plan Maintenance Program developed.

The contributors to ANF are:

-Nippon Foundation, United Arab Emirates, Republic of Korea, IMO, Malacca Straits Council, MENAS, Nippon Foundation, People's Republic of China, Saudi Arabia, India (Tidal, Wind and Current Measurement System).

Further information on ANF will be found in Cooperation Mechanism website which is to be launched in December 2010 to further reach out to user States, the shipping industry and other stakeholders.

Straits Projects

Project 1 – Wreck removal

- Capacity training in India
- Interest expressed by Germany.

Funding for risk assessment, wreck removal and wreck monitoring tool and technical experts and

training required. Some wrecks in SOMS may become obstacles and hazard to safe navigation. Some of the wrecks are located at the narrow bend of the TSS that may cause a bottleneck effect to the traffic. The number of deep draft tankers transiting the straits is increasing yearly.

Vessels with draft greater than 20m will have to carefully plan their passage through the Straits to coincide with high water to ensure safe passage.

Project 2: HNS Preparedness and Response

Project 3 : Demonstration Trial of AIS –B Transponders on small vessels Completed

Project 4: Establishment of Tide, current and Wind Measurement system

Tide, current and wind in SOMS are separately monitored by individual littoral states. To enhance navigational safety, environment protection, search and rescue operations, prediction accuracy of oil, chemical spill trajectory and clean up, passage of Deep Draft Vessels and to assist shipping in Voyage planning real time accurate tidal, wind and current information is required. Real time Tide Wind and Current information from measuring station is planned to be sent from shore based stations of littoral states to an Information delivery System before being sent to vessels. The mode of sending the real time information to vessels is being studied. Joint technical evaluation has been carried out by China, India and the littoral states and implementation expected 4th quarter of 2011.

Project 5 and 6 – Completed?

Project 7: Emergency Towing Vessel Concept study

Regional Marine Electronic Highway and Project:

The Partners are Malaysia, Singapore, GEF, World Bank, IMO, IHO, PEMSEA, ICS and Intertanko.

A system that collects, stores, updates and provides real-time data relating to: Navigational, Meteorological, Hydrographical, Vessel traffic, Environmental and Emergency Information/Situation/Infrastructure.

Phase 1: Malacca and Singapore Straits

Stage 1 –

Demonstration Project: 4 years from 2007-2011

Covering STRAITREP Area Sector 1-9 .

Hydrographic Survey Sector 1-6.

Field survey carried out near one fathom bank in April 2010. Various activities underway- Hydrographic surveys ENC production tools purchase, MEH Data centre, Base Line survey, Hydrodynamic Oil Spill Model and recruitment of consultants in progress. E-navigation system under study.

Stage 2 – Full Scale Development Project

Phase 2: Extending the MEH in other sea areas. Cooperative mechanism to provide structure for MEH. Interface between Cooperative Mechanism and MEH Demo project is being strengthened.

Support of the IMO Straits Fund for activities of the Cooperative Mechanism for the Straits of Malacca and Singapore

IMO Trust fund is not in competition but complementary to funds established under Cooperative Mechanism components. Provide funding to projects to facilitate their progress and to ANF e.g.

Project 2: Response to Ship source HNS Pollution Incidents

Project 3: Trial of AIS Class B transponders for small ships

Project 5; Replacement, Maintenance and repair of 51 existing aids to navigation and /or ANF.

Night signals to be displayed by vessels crossing the TSS and precautionary Areas in the Singapore straits

Singapore has presented Paper to Nav 56 regarding the three all round green light night signals to be **seen** by vessels crossing the TSS and Precautionary Areas in the Singapore straits. The littoral states agreed to implement this as an interim recommendatory measure.

Upon IMO MSC's adoption, this signal will be required to be displayed from 0001UTC on 1st July 2011. Amendment to COLREGs being proposed to make carriage of night signals for vessels crossing

TSS as a universal requirement in all TSSs.

Australia gave a presentation on dynamic Under-Keel Clearance Management System study being carried out for Torres Straits.

Accurate physical and hydrostatic data of ships are required from owners of vessels participating in the demonstration project.

Indonesian Vessel Traffic Service (VTS) for the Straits of Malacca and Singapore

In addition to the existing system, to enhance safety of navigation in the straits a comprehensive service is expected to be provided by the Indonesia VTS with the ever-increasing high speed crossing ferries and increasing number of vessels transiting the straits.

The VTS Centre will be at Batam with sub centre at Dumai.

Phase I consists of following sites: VTS Centre Batam, VTS Station P Iyu Kechil, VTS Station P Takong Kecil and VTS Station Tg Berakit. Expected completion February 2011.

Phase II consists of VTS sub centre Dumai, VTS Station Tg Parit and VTS Station Tg Medan. Expected completion early 2012.

The users of STRATREP would be advised to participate in providing reports to the Indonesian VTS.

Indonesia is also developing VTS for the Northern part of Straits Malacca and Singapore from IE Mulu in the northern entrance to Malacca Straits to P Jemur off One Fathom Bank.

Collision between Bunga Kelan 3 and Waily

Malaysia and Singapore gave presentations on respective response for oil spill clean up following collision between Crude Oil Tanker Bunga Kelana 3 and Bulk carrier MV Waily. No information available on collision and for lesson to be learnt.

Proposal by Industry- Round Table of Shipping Associations

ICS and Intertanko gave presentation on behalf of Round Table of shipping Association on enhancement of measures for safety of Navigation and Environmental protection:

Data gathering

- Navigational Safety - Analysis of Marine accidents and Incidents
- Environmental Protection – development of information directory on port reception facilities

Assessment of High Risk Area and Factors in Straits of Malacca and Singapore

Measures to Manage Traffic in Straits of Malacca and Singapore

Pilotage :

- Correctly sited stations
- Bridge team Integration
- Availability
- Voluntary Pilotage Service
- Communications

The work will be carried out by Technical working group and by intersessional correspondence groups as necessary and reported to TTEG at 4th Cooperation Forum.

IFSMA 36th AGA - Halifax

The 36th IFSMA Annual General Assembly (AGA) will be held in Halifax, Nova Scotia, Canada at the invitation of IFSMA Member the Company of Master Mariners of Canada (CMMC).

The dates are Thursday 9th and Friday 10th June 2011. There will be a welcome reception on the evening of Wednesday 8th June and the Annual Dinner will be held on the evening of Thursday 9th June.

The Call for Papers for the AGA will be sent out early in the new year, together with a registration form.

Immediately before the AGA the CMMC have organised a conference on the 7th and 8th June with the subject "Shipping and Environmental Issues in 2011 - What More Can Be Done".

For further details on the CMMC Conference, please visit <http://www.mastermariners.ca/>.