

CESMA NEWS

JUNE 2017

THE EUROPEAN UNION SHIPMASTER INFORMATION CHRONICLE

CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

SECRETARIAT: MUNTPLEIN 10 NL-1012WR AMSTERDAM THE NETHERLANDS	TEL: 0031 650275519 TEL: 0031 206253515 E-MAIL: cesma-eu@introweb.nl copy to: cesma.vanwijnen@planet.nl
--	---

PRESIDENT:	CAPT. H. ARDILLON 9 RUE MOLIERE 76240 LE MESNIL-ESNARD FRANCE	TEL : 0033 2 35 801 505 MOB: 0033 6 09 450 057 E-MAIL: hubert.ardillon@afcan.org hubert.ardillon@orange.fr
-------------------	--	---

DEP.PRESIDENT:	CAPT. R. SUREZ PORTO SAN ROCCO STRADA PER LAZZARETTO NR. 2 34015 MUGGIA (TRIESTE) ITALY	MOB : 00393386487598 E-MAIL : rsurez@libero.it rsurez71@gmail.com
-----------------------	---	---

VICE PRESIDENT:	CAPT. G. RIBARIC BELOKRISKA CESTA 27 SI – 6320 PORTOROZ SLOVENIA	TEL/FAX: 00386 5 6772642 MOB: 00386 31 375 823 E-MAIL : zpu.slo@siol.net jrg.ribaric@gmail.com
------------------------	---	--

GEN.SECRETARY:	CAPT. F.J. VAN WIJNEN JUNOLAAN 10 2741 TJ WADDINXVEEN THE NETHERLANDS	TEL: 0031 182 613231 MOB:0031 650275519 E-MAIL: cesma.vanwijnen@planet.nl
-----------------------	--	--

HON.TREASURER: VACANCY

HON.VICE PRESIDENT:	CAPT. R. SERRA † CAPT. W.VON PRESSENTIN
----------------------------	--

HON.MEMBERS:	CAPT. H.B. BOER † CAPT. J. CHENNEVIERE CAPT. J-D. TROYAT CAPT. G. KIEHNE CAPT. J. JUAN TORRES	ADVISORS PROF. J. SPAANS CAPT. J-D TROYAT CAPT. W. MUELLER
---------------------	---	--

Opinions expressed in articles are those of the sources and/or authors only

CESMA ANNUAL COUNCIL MEETING IN RIGA, LATVIA, ON 11TH MAY 2017

This year the Assembly was organized in Riga, Latvia, at the invitation of our member association, the Latvian Shipmasters' Association (LKKA). Riga is the capital of Latvia and a city full of activity and a thousand years of history, with a rich maritime past. The meetings were organised at premises close to the waterfront and were preceded by a river cruise for all the attendants (including partners) showing the various aspects of the port of Riga.



CESMA COUNCIL 22nd AGA

The yearly CESMA assembly started with the council meeting at the Harbour Master of Freeport of Riga Building, situated at the waterfront, with tugboats and ice breakers moored nearby. The Council meeting was attended by 17 representatives of 16 CESMA member associations from 13 EU countries. Shipmasters from host country Latvia, Spain, Ireland, Italy, Germany, France, Belgium, The Netherlands, Slovenia, Lithuania, Croatia, Bulgaria and Montenegro attended the council meeting.

The council was shortly welcomed in Riga by Capt. Jazeps Spridzans, president of the LKKA. Next president, Captain Hubert Ardillon (AFCAN, France) opened the meeting and asked the general secretary to mention the apologies. Deputy president Capt. Roberto Surez, recently started his new job in the Netherlands and had no possibility to attend the meeting. The Italian Yachtmasters had no one available to attend, just as SINCOMAR in Portugal. We could welcome two newly appointed council members. Captain Ivan Conev replaces long time council member Captain Dimitar Dimitrov (who remains deputy) of the Bulgarian Shipmasters' Association (BSMA) and Captain Ivan Susic was appointed as successor of Captain Ivo Kucich who represented the Croatian shipmasters (ZHUPK) until now. Former president of CESMA and now council member of VDKS (Germany), is recovering from a knee operation and was represented by Dr. Wilhelm Mertens, general secretary of VDKS.

During last AGA in 2016 various amendments and adjustments to the Statutes were discussed. They will be inserted in the By-Laws as changes in the Statutes require a costly procedure at a notary. Proposal was to incorporate the function of treasurer in the CESMA Board to give the function more substance, eventually in combination with an assistant secretary position. The problem that the stipulation in the Statutes that two members of the board cannot originate from the same country, this with regard to voting, was discussed. It was decided that this issue will not be relevant as important decisions will be taken by the council and not by the board. Herewith the amendment in the By-Laws was unanimously accorded by the council. It was also decided to cancel entrance fees for new members as modern communication ways have simplified administration work and make membership more attractive.

According to the reports by the general secretary, on financial matters and activities, including representations, we can conclude that 2016 was another successful year. Membership was stable in 2016 with 18 shipmasters' associations from 14 European nations and a number of individual members. A number of associations is invited and are considering membership.



CESMA COUNCIL AT WORK

To communicate with members and inform other parties about the activities of CESMA, the upgraded lay-out of the CESMA NEWS is discussed and considered an improvement, although it turned out to be more expensive. The website urgently needs upgrading. The problem is with the provider, which is not inclined to deliver the right transfer codes. We are looking now at other possibilities such as face book to inform members and interested parties about the latest developments in CESMA.

As also discussed last year, good cooperation with other maritime associations and bodies will be continued. Good ties with organisations such as EMSA, IFSMA and the Nautical Institute, are important for CESMA as they could influence discussions and decisions being made at the International Maritime Organisation (IMO) in London where the final decisions on international maritime safety and security are taken. It remains regrettable that the Honourable Company of Master Mariners, the only independent shipmasters association in the UK, is not interested to join CESMA, especially after Brexit has become a fact.



Our sincerest appreciation goes to the Harbourmaster of the Freeport of Riga, Captain Arturs Brokovskis-Vavods, a distinguished member of the Latvian Shipmasters' Association, who was our host and facilitated the premises for this successful council meeting in Riga.
(FVW)



RESOLUTIONS FROM 22nd CESMA AGA ON 12TH MAY 2017 AT THE RIGA PORT AUTHORITY PREMISES IN RIGA, LATVIA.

Resolution nr. 1: Criminalisation of seafarers.

The 22nd Annual General Assembly in Riga again noted that the problem of criminalisation of seafarers and of shipmasters in particular, continues to be a matter of great concern. CESMA urgently requests ship owners and/or operators to always provide legal assistance for masters, serving on their ships, in case of an incident as a consequence of which they are detained by local authorities, until, at least, a verdict has been pronounced. Moreover masters are urgently advised to consider taking a risk insurance.

Resolution nr. 2: Piracy

The Assembly again discussed the problem of piracy against ships in various parts of the world, with attacks on ships in the West Africa area still frequent and violent, while piracy in seas around Somalia seems to increase lately. CESMA no longer resists the use of armed security teams, either military or private but also advocates the use of non-violent measures which become more and more sophisticated as an alternative, in combination with BMP 4 practices. Under all circumstances the authority of the master should be efficaciously maintained, except when fire-arms have to be used. CESMA also insists on exact rules of engagements to be observed under all circumstances.

Resolution nr. 3: Fatigue and safe manning.

The Assembly again discussed the problem of fatigue in the maritime industry. The requirement of a minimum of three certified bridge watch keepers, including the master, on each seagoing vessel of 500 GT and more, is still supported by CESMA, although we see improvement due to better controls by some flag states (Spain) and Port State Control officers. It continues to urge Port State Control officers to intensify verification of work and rest periods during shipboard inspections. CESMA supports the results of the Martha project.

Resolution no. 4: Safety of ro-ro and large passenger ships.

The Assembly again discussed the safety of ro-ro and large passenger ships as well as car carriers. Disembarking a great number of passengers and crew in an emergency situation continues to be a great concern. Damage stability as a result of flooded decks and/or holds, caused by an accident, is still not sufficiently observed, also with regard to new buildings. Recently ordered vessels seem to show improvements due to lessons learned from the "Costa Concordia" accident.

Resolution no. 5: Mooring accidents

The Assembly again expresses its concern about the increase of serious mooring accidents on board and ashore. Reasons discussed are the increase in sizes of vessels, lay-out of harbours, mooring equipment used and the ability and number of crew at the mooring stations. Another issue is disturbance in communication due to language problems. .

Resolution nr. 6: Employment of EU seafarers

Following the growing shortage of EU officers, employed on EU flag ships, also due to complicated procedures by some administrations regarding training and certification, the Assembly again urges EU administrations to support their respective seafarers by recognizing certificates issued by all EU administrations and enforcing simpler issue/renewal procedures for certificates of EU officers. CESMA again appeals to EU ship owners to create opportunities for young EU officers to complete their practical education and training and obtain their certificates. In this way maritime knowledge and experience within the EU maritime industry can be maintained. All efforts should be employed to interest young people in the EU to choose for a maritime career.

Resolution nr. 7: Illegal immigrants in the Mediterranean

The Assembly again noted with concern the situation in the Mediterranean where illegal immigrants try to reach Europe by using unseaworthy craft which sometimes, due to overcrowding and bad condition, require assistance from merchant navy vessels nearby. According to the SOLAS Convention, ships are obliged to render assistance and take the immigrants on board. This could lead to dangerous situations whereby the crew is outnumbered by the quantity of immigrants. Moreover their intentions and medical condition are unknown, as most ships have no professional medical staff on board. As a consequence, vessel and crew could be endangered. The Assembly again wants to convey its concern to the European Commission and Parliament, as well as the IMO, in this respect.

Resolution nr. 8: Future of simulator training in the EU maritime industry

The Assembly again underlines the importance of simulator training in the maritime industry. However it urges EU administrations to standardise exchanging of practical education and training periods by simulator training as “sea time equivalent”.

Resolution nr. 9: Reduction of paperwork on board.

The Assembly urgently requests governments and authorities to intervene in reducing the many documents to be completed by vessels before and between entering ports, as they severely increase the working load on board, particularly of the master, who is primarily responsible for the safe navigation of the vessel, particularly in confined waters.

Resolution nr. 10: Safe construction of Very Large Ore Carriers (VLOC's)

The Assembly, noting with concern the large number of seafarers missing at shipwrecks of VLOC's, asks international maritime authorities, including the European Union, to not close their eyes on a kind of fatality that could convict seafarers aboard this vessel type to death. It urgently requests the European Union and its member states to push the International Maritime Organisation (IMO) to create clear legislation on VLOC's. This includes the prohibition of conversion of Very Large Crude Carriers (VLCC's) into VLOC's, as well as their current operation.

Riga 12th May 2017



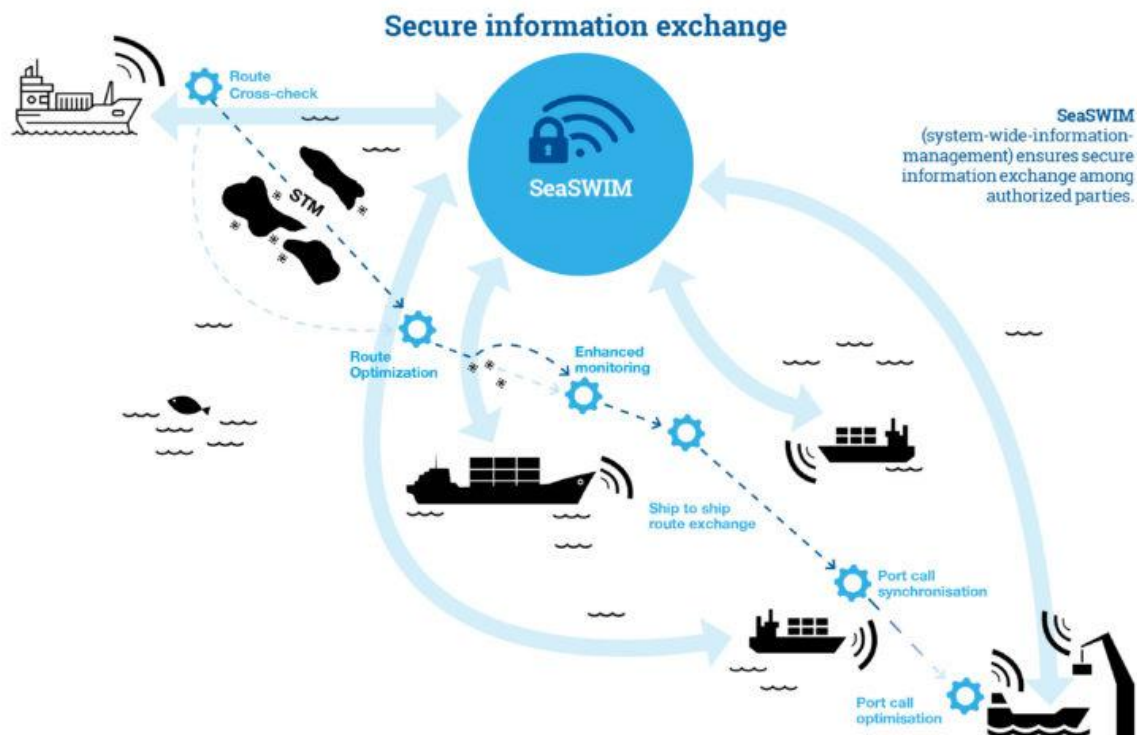
VLOC “Stellar Daisy”, which recently disappeared in the South Atlantic Ocean, killing 22 seafarers.



ABOUT SEA TRAFFIC MANAGEMENT



Transparency leads to better overall decisions resulting in increased efficiency and, in the maritime industry, improved safety as well. Imagine a world where all the information you need is at your fingertips, updated in real-time. And where most information does not have to be entered manually but is collected from various data sources.



A world where the control of information still lies with the information owner and the maritime distributed way of working still remains. A maritime world where the crew focuses on safe navigation instead of reporting, where port calls become even more efficient and just-in-time, making maritime shipping the main transport option for even more goods. We have seen the development of new services in many different industries, and the maritime sector can be revolutionized in ways that we cannot even imagine. Sea Traffic Management will overcome many of the challenges of communication and information sharing between stakeholders in the maritime transport industry. It will create significant added value for the maritime transport chain, in particular for ship owners and cargo owners.

(ULF SIWE, PROJECT LEADER)



By providing vessels with the ability to see each other's planned routes, navigators get a more complete picture of how surrounding vessels will influence their onward voyage. Using this data, other services are able to produce valuable information and offer advice to vessels on their routes, such as recommendations to avoid congestion in areas with high traffic, avoidance of environmentally sensitive areas, and maritime safety information. The information exchange between vessel and port actors will improve planning and performance regarding arrivals, departures and turnaround times. The concept, which is somewhat inspired by the European program for Air Traffic Management, is broken down in four key enablers: Voyage Management services will provide support to individual ships in both the planning process and during a voyage, including route planning, exchange and optimization services.

1. **Flow Management services will support both onshore organizations and ships in optimizing overall traffic flow through areas of dense traffic and areas with particular navigational challenges.**
2. **Port Collaborative Decision Making (Port CDM) services will increase the efficiency of port calls for all stakeholders through improved information sharing, situational awareness, optimized processes, and collaborative decision making during port calls.**
3. **SeaSWIM (System Wide Information Management) will facilitate data sharing using a common information environment and structure (e.g. the Maritime Cloud). This ensures interoperability of STM and other services.**

There is a living [Master Plan](#) for how STM will be implemented up till the year 2030.

Mrs. Cajsa Jerslef Fransson of the Swedish Maritime Administration during her presentation of the STM Validation Project during the CESMA AGA on 12th May in Riga



ISM CODE UNDER ATTACK

THE "COSTA CONCORDIA" TRIALS

The Italian Supreme Court has given its final verdict after the appeal of the master of the ill-fated Italian cruise ship "Costa Concordia", Francesco Schettino. He was sentenced to 16-plus years in prison, as the sole responsible body for the capsizing of the vessel on 13th November 2012, causing the death of 32 persons.



This was, of course, an important decision for Captain Schettino, which ended his career as a captain and seafarer and made him a criminal, now serving his sentence in the Rebibbia prison in Rome. It was also a crucial decision for the future role of the International Safety Management code, as the safety regulation for worldwide ship operations.

By studying the court proceedings from previous trials of Captain Schettino, several crucial deviations in the Italian implementation of the ISM code can be noted, compared with what is the most common international interpretation of the code. The company freed itself of the responsibility of the accident by making a plea bargain with the court and the payment of a 1,1 million euro fine, thereby leaving the master solely responsible for the accident. This is a very questionable interpretation of the ISM code, as the main intention behind the code, was exactly to clarify who and in which degree, was the responsible body.

The ISM code's third chapter is not clear about the sharing of responsibility between the company and the master. The code represents a paradigm shift as in most maritime traditions of handling shipping accidents the master would be legally identified as the entity of responsibility and consequently get the blame for the accident. This matter was subject to fierce discussions during the development of the ISM code in some flag states.

In a number of countries, such as Norway, this matter became a serious issue during the amendments of their Ship Safety Laws during the adoption of the ISM code. In Norway, during the public hearing, the Norwegian Justice Department requested a clarification of the role of the company as the legally responsible entity. It concluded that the company or its representative (to be held responsible), should be the same as the appointed company or its representative, as mentioned on the vessel's Safety Management Certificate. This means that according to this interpretation of the ISM code, the master does not have ultimate legal responsibility, unless he is named as the responsible entity on the certificate.

According to the ISM code requirement, the task of implementing and maintaining the Safety Management System is a company management responsibility and verification, including monitoring activities, related to the ship's operation, should be carried out by a dedicated person (DPA) with access to the highest level of management. The DPA has the responsibility and authority to monitor the safety and pollution prevention aspects of the operation of each ship and has to ensure that adequate resources from the shore based support are provided, as requested by the vessel.

The introduction of the dedicated person is a consequence of the accident with the "Herald of Free Enterprise", whereby the UK Transport Department failed to obtain a clarification of the company's responsibility and liability. This is considered as a reaction to conventional shipping management practise, instigated by insurance companies. This via the common insurance company's definition of the company's limited liability, in which any possible damage or loss under the master's command was regarded as master's negligence and therefore not influencing the company's state of limited liability.

The master of the "Costa Concordia" was claimed to be solely responsible for about 100 deficiencies and omissions under his command. If this is the case, the company's designated person, responsible for auditing and monitoring of the safety aspects of the vessel, should have identified and reported these deficiencies to the highest level of management of the company and instigated corrective action. However these aspects were not mentioned at all by the courts where Captain Schettino had to appear.

(Based on article in Lloyd' List by Arne Sagen (FNI), accident investigator of the Skagerak Foundation, Norway).

We are aware that after the "Costa Concordia" hit the rock near the island of Giglio and the catastrophe which developed at a later stage, there was telephone contact between Captain Schettino and the company's DPA. In all questions, the decision to act was left to the master, including the decision not to disembark passengers and crew when the vessel was still in open sea. Loosing stability by ingressing water could have lead to capsizing of the vessel.



FIGHTING FIRES ON BOARD

On 20th April the Netherlands Branch of the Nautical Institute in cooperation with the Royal College Zeemanshoop in Amsterdam, organized a lecture on fighting fires on board of ships. The place to be was the intimate conference facility of the College in the centre of Amsterdam, breathing an appropriate maritime atmosphere with many ship models and paintings.



PROFESSIONAL FIREFIGHTERS AT WORK

the accommodation because of electric short circuits or in engine rooms, especially when the cleanliness is at stake because of oil and grease residues.

An audience of about 40 of, mainly, ex seafarers, showed that the subject, which must have been an experience for many, is still found interesting. Recently there were reports of a number of container ships on fire, causing, in some cases, a total loss of the vessel. With a fire on board of a container ship, it is sometimes difficult to establish the direct cause of the fire because the contents of the many containers on board is often unknown, also because it is sometimes wrongly declared. Fires can also break out in

According to the STCW convention, all certified seafarers must have a thorough training in fire fighting, a course which has to be refreshed at regular intervals. They are however no specialists in fire fighting and lack the proper experience. Investigations after ship's fires show that mistakes in fire fighting by the crew may lead to serious cases of injury. Not seldom, unnecessary risks are the cause.

When a fire breaks out on a vessel that is near the coast, assistance can be given by local fire brigades. When a fire occurs when the vessel is in open sea, advice can be gathered from shore how to fight the fire. One of the firms which is specialized in advising vessels, is Falck with its head office in Europoort in Rotterdam. Falck Safety Services also specializes in training in basic and advanced firefighting for seafarers according to STCW.

Mr. Gert Jan Langerak, Senior Marine Firefighting Expert of Falck, presented the afternoon's paper on firefighting on board. Mr. Langerak has a long career in firefighting, firstly as volunteer in his home village and later as professional in the Europoort area, at first in the vast petrochemical industry and recently with Falck Safety Services.



" MSC DANIELA" ON FIRE

He knew how to fascinate the audience by showing two films which showed what a fire can do on board a vessel. The accompanying interpretation was more than clear and gave much substance to reflection and questions from the audience. It was spectacular to see how containers after an explosion in the hold of a container ship on fire, were blown away over a considerable distance from the aft ship on and over the bridge.

On 3rd April 2017 a fire broke out on the 14.000 TEU containership "MSC Daniela" of the Mediterranean Shipping Company on her way from Singapore to the Suez Canal. The fire started in the ship's cargo area, when the ship was about 120 nautical miles off the port of Colombo, Sri Lanka. Firefighting continued as the ship was brought closer to the shore. All 22 crewmembers were reported as safe. After the fire had been confirmed as extinguished, an investigation in the cause of the fire was launched. The Sri Lanka Coastguard, Navy and Indian Navy, along with smaller craft and commercial tugboats participated in the rescue operation. We were informed that 4 experts from Falck Safety Services were flown in from the Netherlands to assist in extinguishing the fire and take part in the investigation. (FVW)



The European Union (EU) Port Services Regulation (PSR) came into force on March 24, after it was adopted by the European Council earlier this year. EU member states will be required to implement the legislation within two years of the abovementioned date meaning that the PSR will be effective from March 24, 2019. The new regulation establishes a framework for the provision of port services and common rules on financial transparency, port services and port infrastructure charges. The PSR is expected to make it easier for new providers of certain port services to enter the market, creating a more level playing field and reducing legal uncertainties for ports, port service providers and investors. Furthermore, the new rules are expected to ensure transparency of port charges and public funding of ports. This would lead to better use of public funds and the effective and fair application of EU competition rules in ports. Pilotage is not included.

WORLDS FIRST ALL-ELECTRIC AUTONOMOUS CONTAINERSHIP TO SET SAIL IN 2018



The “YARA BIRKELAND” is set to be the world's first all-electric, autonomous shipping container vessel when it is launched in late 2018. While self-driving cars are regularly in the news, we haven't heard as much noise on the autonomous shipping front, which could have equally far-reaching ramifications.

Norwegian company “Yara” has teamed up with maritime technology company Kongsberg to build the world's first all-electric and autonomous container ship, which is set to hit the high seas late in 2018. This is the current road pathway “Yara” uses – the shipping route could replace 40,000 truck trips per year. This hi-tech ship, “YARA BIRKELAND”, will carry chemicals and fertilizer from Yara's Prossgrunn production plant to the nearby towns of Brevik and Larvik. It will first operate as a manned vessel in 2018, before transitioning to remote operation in 2019 and fully autonomous control by 2020.

The most immediate benefit of the new operation comes from a major reduction in NOx and CO2 emissions as the company shifts its product transportation from what previously required 40,000 truck journeys a year to this new, all-electric shipping pathway. "With this new autonomous battery-driven container vessel we move transport from road to sea and thereby reduce noise and dust emissions, improve the safety of local roads, and reduce NOx and CO2 emissions," says Svein Tore Holsether, President and CEO of YARA.

On the autonomous side of things there are still plenty of pragmatic and regulatory hurdles to overcome before there are fully robotic ships crisscrossing our oceans. Norway is at the forefront of working through these issues with the Norwegian Maritime Authority and the Norwegian Coastal Administration last year signing an agreement designating the Trondheim fjord as the world's first test area specifically for autonomous ships. We also recently saw Rolls Royce propose a vision of autonomous shipping where robotic ships with no decks were remotely monitored by teams in control centres on shore.

The advantages of autonomous or remote-controlled ships could be immense, with vessels redesigned for maximum efficiency by removing any need for human cabins or decks. With “Yara” and “Kongsberg” launching the first commercial, all-electric, autonomous container ship, it seems the gauntlet has been dropped.

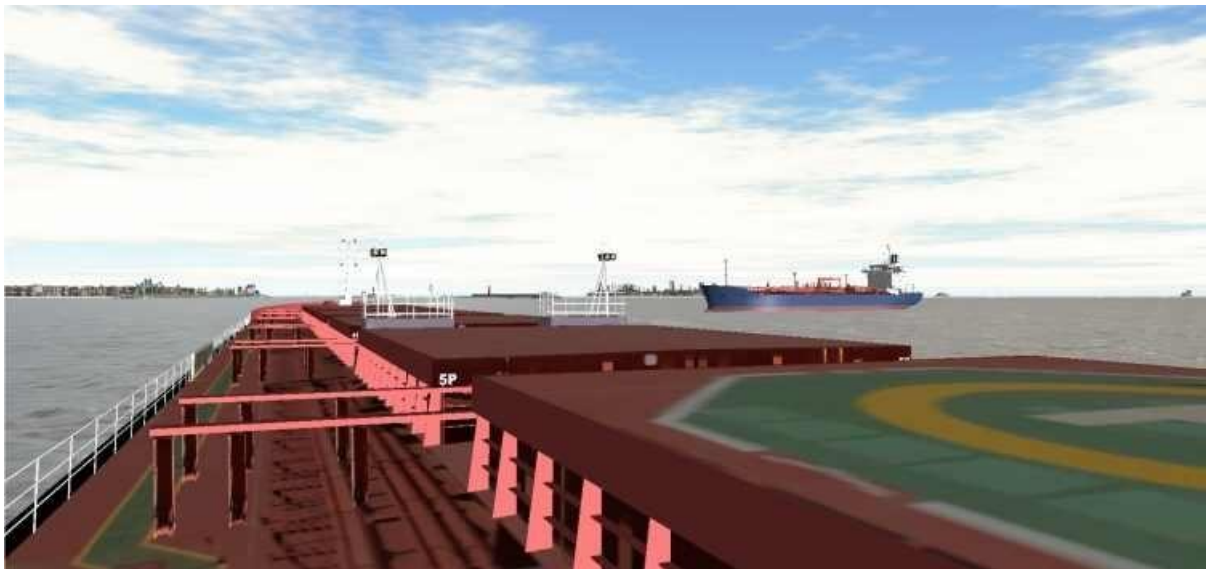
Their expectations of a 2020 date for fully autonomous operations mirrors the date "Rolls Royce" predicted last year, so it's likely a future of self-piloted sea vessels could be coming faster than self-driving cars. The benefits of the ship are outlined in the video [HERE](#). **Source: Yara**

Following an initiative by the Norwegian Maritime Authority, among others, IMO decided to put the issue of autonomous ships on the agenda for discussion at the next meeting of the Maritime Safety Council (MSC) through the approval of a test area in another Norwegian fjord, the Trondheim Fjord.



ACCIDENT INVESTIGATION TECHNOLOGY BY "REMBRANDT"

The UK BMT Group has gained a contract to provide simulation programs to the UK government to improve ship accident investigation. The UK's Marine Accident Investigation Branch (MAIB) has signed an agreement to use Rembrandt software for more enhanced and accurate visual reconstruction of shipping incidents.



"REMBRANDT" CAN BE USED TO SIMULATE COLLISIONS BETWEEN TWO SHIPS

"Rembrandt" is a marine navigation and manoeuvring simulator. Its programs will be installed by subsidiary BMT Ship & Coastal Dynamics and will help MAIB to use voyage data recorder (VDR) data to improve the interpretation of accidents in UK territorial waters. It will also be used for investigating accidents involving UK-flagged vessels worldwide.

A key and unique attribute of "Rembrandt" is its ability to automatically input a broad range of VDR data including 3D, radar and bridge audio to deliver a more enhanced and accurate visual reconstruction. This is a critical input for the thorough investigation of marine accidents involving vessels worldwide, especially all vessels in UK territorial waters.

BMT has installed the simulator and provided training on the technical aspects and fundamentals of "Rembrandt" for MAIB personnel. This has allowed them to understand the process of rapid model deployment and to perform simulations for both visual reconstruction, root cause analysis and lessons-learned.

The program can be used on a desktop, laptop or as a full mission-based simulator. It comprises a database of hundreds of validated ship models that underpins the validity of one or more ships in a seaway. With this programme the shipping industry is starting to prioritise high quality electronic track data gathering for use in accident investigation, conflict resolution and lessons learned.



CARNIVAL OPENS FLEET OPERATIONS CENTRE



CARNIVAL FLEET OPERATION CENTRE IN SEATTLE (USA)

Miami-based Carnival Corporation has opened its second Fleet Operations Center in Seattle that will be used to provide real-time support for the company's 102-ship fleet. Carnival's first Fleet Operations Center is located in Hamburg, Germany. A third will be added later this year when construction is scheduled to be complete on a Miami facility at the company's headquarters.

The new Fleet Operations Centers, a first in the commercial maritime industry, will utilize a state-of-the-art tracking and data-analysis platform that enables real-time information sharing between Carnival Corporation ships and specialized onshore teams, designed to support fleet operations. The proprietary system is intended to significantly improve communication from ship to shore and provide new capabilities for the safe passage of ships at sea, as well as help improve operational efficiencies and support overall environmental initiatives at Carnival Corporation.

The advanced system, which initially captures thousands of data points and provides real-time analytics for 28 distinct parameters for navigational safety from each ship, focuses on the following strategic areas to optimize safety, efficiency and overall fleet performance. These areas include nautical operations & safety, which includes the capability to see real-time radar visuals, stability conditions, automation, the Safety Management and Command System, and webcams from each ship, along with GPS location, routing, ship conditions and weather data. Other areas include procedural optimization and efficiency, including speeds, navigational data and engine conditions, as well as sustainability, which includes fuel and energy usage, emissions, and water and waste management.

“Our teams have done a remarkable job in developing the most sophisticated and capable system in the cruise and commercial maritime industry for taking safety management to a completely new level, overcoming the hurdles faced with ships sailing in the middle of oceans around the world,” said Vice Admiral Bill Burke (ret.), chief maritime officer for Carnival Corporation. “With our new operations centers running our proprietary technology, both our ship and shore side teams have greater-than-ever ability to ensure we are operating at safety levels that far exceed industry standards. We can now also access and analyze data that can significantly increase the operational efficiency of our ships, which is another major benefit.”

The new system, dubbed “Neptune”, utilizes cloud-based technology from Microsoft and has been in use at the Carnival Maritime Fleet Operations Center (FOC) in Hamburg, Germany, as announced in October 2015. Carnival Corporation has been piloting the system with its European cruise line brands in Hamburg and Southampton, England. Building on the system’s success, Carnival says it will continue rolling out the system this year to ships sailing in the U.S. and Caribbean, through its Fleet Operation Centers in Miami and Seattle.

“The new Carnival Corporation FOCs will provide an additional layer of support, where the shore-based analytics system will automatically generate alerts to help provide support in addressing any potential safety or weather-related issues across the fleet,” Carnival said in a press release. “Moving forward, the system’s ability to process and analyze “big data” in real time will enable Carnival Corporation and its brands to do predictive analysis with the potential to further improve safety and operations.” (From g- Captain)



CHIRP REPORTS

The Confidential Hazardous Incident Reporting Programme (CHIRP) promotes safety at sea and accident prevention. CHIRP receives reports of hazardous incidents which they investigate with the ship’s owner. The case studies and lessons learnt are published in their quarterly bulletin Maritime Feedback in both written and video form. These videos provide excellent material for discussion during a ship’s safety committee meeting.

The first item in this video bulletin concerns the hazards of pilot boarding. The team look at a ship with an inherent design fault, meaning it is dangerous to board while underway. Specific issues are identified regarding the location of the access door and platform.

Since structural and financial restrictions may prevent ship owners from being able to change the design and location of the pilot access, a number of suggestions are made to ensure the pilot transfer operation is as safe as possible, including careful planning and potential physical or procedural modifications depending on the ship's draft. Any modifications must be inspected and certified by a classification society for safety compliance.

In the second report, a gangway had been suspended on a ship's side in port with a lifting spreader that was made from objects found on the vessel, rather than the correct equipment. Also, the shackle attaching the wire to the gangway was not in a straight line during the lift. The practice of swinging out is often seen when a ship's side is some way of a jetty's hardstanding, but this threatens the integrity of the upper platform swivel. The team stress that even in an emergency, certified equipment should be used at all times, and suggest some alternatives to ensure that a safe means of access is provided.

Finally, a report was received of a seafarer painting an anchor by dangling over the side of the bow on a rope ladder, without hard hat, life jacket, harness, man ropes or life buoy. This is clearly unsafe. Whilst the ship owner can review the procedures and reinforce that they should be followed, each seafarer should remember they are responsible for their own safety and consider the implications of their actions. These safety bulletins rely on reports to be submitted from all sectors of the maritime industry. There is room for improvement in all shipping sectors and CHIRP can use these reports to escalate problems to people who can make a difference, such as naval architects, classification societies and flag state authorities.

Reports can be submitted at reports@chirp.co.uk. Source: The Standard Club



GPS TERRORISM

The world's GPS system is vulnerable to hackers or terrorists who could use it to hijack ships, even commercial airliners, according to a frightening new study that exposes a huge potential hole in national security.

It is possible to take control of a sophisticated navigation system on board any ship, using a laptop, a small antenna and an electronic GPS "spoofers", built for \$3,000. Injecting spoofing signals into the GPS antenna's makes it possible to control navigation systems. Applying these instruments could cause ships running aground, therewith shutting down harbours. Experts are very worried about the implications of GPS spoofing which were recently tested on a super yacht plying the Mediterranean.

By feeding counterfeit radio signals to the yacht, the researchers were able to drive the ship far off course, potentially take it into treacherous waters or even put it on a collision course with another ship. All the time, the ship's GPS system reported that the vessel was calmly moving in a straight line, along its intended course. No alarms, no indication that anything was amiss. The attacks on the board system were repeated but the officers on the bridge remained absolutely unaware of any difference. They were stunned by the results.

As the accident with the "Costa Concordia" tragically proved, a ship off course can have disastrous consequences. Another example is the "Exxon Valdez" which was only slightly off its intended track when it ran aground in Alaska, spilling 11 million gallons of oil into Prince William Sound.

The easiest and most sinister “spoof” is to slowly slide a vessel onto a parallel course. Over time the compass might read the same heading but the ship could be far from where the navigator thinks it is. It is actually moving a mile off the intended track in a parallel line and could be running aground instead of going through the proper channel

The United States government is aware of this critical vulnerability of GPS. There have been more primitive experiments using a small unmanned drone. It was possible to feed “spoofing” signals into the drone’s GPS, causing it to nearly fall out of the sky. This experiment drew the attention of the US Congress, CIA and the Pentagon. Yet the Department of Homeland Security has been “fumbling around in the dark” on GPS security, doing little to address the threat. It has no jurisdiction over this issue and is not really showing any interest at all. However a number of Congressmen see it as a very serious and critical threat to national security. A draft report was due in August 2013, which could, depending on the results, trigger more Congressional hearings.

The GPS signals are the same as used by shipping all over the world. CESMA has been warning for the vulnerability of GPS on many occasions. Present electronic navigation and time keeping devices are all depending on GPS signals, in principle provided by the military department in the USA. Although there are signs that the international community is considering the importance of a backup system, no direct steps are taken yet. In a number of EU nations the existing LORAN stations were shut down to reduce costs. In fact the more than expensive GALILEO system was said to be able to replace the LORAN system, not mentioning that in fact the GALILEO system is just as vulnerable as GPS because it uses the same weak signals which can easily be “spoofed”. Pure wisdom is required to prevent this important security risk at sea, in the air and on land in the future.

(Based on Fox News)



MARITIME EVIDENCE GUIDELINES PUBLISHED GATHERING EVIDENCE

The Nautical Institute’s latest book *Guidelines for Collecting Maritime Evidence* is now available. The guide is intended for anyone at sea and onshore – master, crew and managers – who might need to handle material after a maritime incident that could be used as evidence for later legal proceedings or insurance claims.

It is designed to remove uncertainty from the task and therefore reduce the risk of seafarer criminalization. The book is a completely revised edition of The Nautical Institute’s “The Mariner’s Role in Collecting Evidence”. The scope has been broadened and the content updated to reflect the growing importance of **electronic** evidence. A state safety inspector, master, insurer, surveyor, lawyer and an arbitrator each describe evidence collection from their own point of view, explaining what material needs to be gathered and how it will be used. The book is accompanied by a separate Handbook that can be kept on board as a quick reference guide. Nautical Institute President Captain Duke Snider said, “This book should be required reading for all officers.”

The Guidelines are available at <http://www.nautinst.org/pubs> ; price: £45; ISBN: 978 1 906915 54 4.

CEREMONY IN TRIESTE ON THE MAIDEN VOYAGE OF THE “MAJESTIC PRINCESS”

In the Trieste City Hall, a small festival of the sea took place. It involved the city and the ship yard Fincantieri. It became a beautiful ceremony for greetings to the “Majestic Princess”, to her Master, Captain Dino Sagani, and the ship owner Carnival, by the officials of the city of Trieste.



CEREMONY IN THE BLUE ROOM

On March 31st, during a Sea Festival of the City of Trieste and Fincantieri, the new cruise ship “Majestic Princess”, on her maiden voyage, berthed at the Maritime Station.. She was commanded by Captain Dino Sagani, a member of the local Nautical Institute, established since 1754.

In the morning in the Blue Room of the Municipality of Trieste, were protagonists, next to Mayor Roberto Dipiazza and Municipal Councillor for Economic Development and Tourism Maurizio Bucci, the President of the Shipping company Princess Cruises Mrs. Jan Swartz, the President of Carnival Corporation & Plc Micky Arison and the Master, Captain Dino Sagani, born in Trieste on 1970.

Designers and officials of Fincantieri with past president Corrado Antonini, Mrs. Graziella Dussi "godmother" of the “Majestic Princess” (and mother of the commander Sagani). And also, the CEO of Trieste Passenger Terminal -TTP - Franco Napp, the President of the “Collegio di Trieste dei Patentati Capitani di L.C. & D.M.” (Trieste Association of Ship’s Masters & Chief Engineers),

Captain Mario Carobolante, who presented to Captain Sagani, member of the above mentioned Masters' Association, a special crest with dedication. Also present at the ceremony were Captain Sergio Redivo general secretary of the Masters' Association and Captain Giorgio Ribaric, Vice-President of CESMA. Also present was the son of Capt. Joseph de Luyk, Commander of the passenger ship "Italia", first ship of the Princess fleet that sailed 50 years ago from the Maritime Station in Trieste, one of the first of the "love boat" era.

The Mayor, Roberto Dipiazza, welcomed all present, noting the joy of the opportunity to have the authorities of Princess Cruises present. He presented to the cruise ship the flag symbol of the city and the City Plates. Next President Swartz of Princess Cruises stressed that for his company it is "an honour to return to Trieste, a city that we always have in the heart when in 1967 one of our first ships left the port of Trieste". He further announced that "three of our ships will soon be built at Fincantieri, just as big and beautiful as the "Majestic Princess."



CAPTAINS RIBARIC, SAGANI, CAROBOLANTE

The Commander Dino Sagani then proudly announced: "These are the most beautiful days of my career. Bring a ship for the first time in my town has been a priceless emotion. Being a ship designed and built in Monfalcone, and the largest made by Fincantieri. symbol of a shipbuilding - said Sagani - that makes us envied by the world! So I take it with pride on my ship, worldwide, the flag of Trieste.

In late afternoon, Captain Dino Sagani, surprised everyone by making a smart sailing from the Maritime Station quay (the ship is 330 meters long and measures 143 tons). Instead of backing up to get out of the San Giusto basin and then turn around in open waters, as usual, the ship rotated 180 degrees in the narrow space of San Giusto basin, between the corner end of the quay and with her stern a few meters from the Molo Audace, without any tug assistance. All this was accompanied by the crackle of fireworks, by the applause of the crowd and a special siren, which greeted Trieste at 18 pm with an original melody, different from the tune on arrival. The "Majestic Princess" will definitely leave the Mediterranean in the middle of May to her home port Shanghai, China, a recently discovered market in the cruise industry.

FROM: LIVING TODAY, March 31th.





"MAJESTIC PRINCESS"

CESMA LOGBOOK (2017 – 2)

We were represented at the following occasions:

31 Mar Trieste	Ceremony "Majestic Princess"
20 Apr Amsterdam	Fire-fighting on board (NI)
11 May Riga	CESMA Council Meeting
12 May Riga	CESMA Annual General Assembly
19 May Trieste	European Maritime Day
	Seminar Maritime Spatial Planning (MSP)
15 Jun Barcelona	Seminar " Safety of Passenger and ROPAX ships"
	(from " Titanic" to today)



On the front page:

"MSC DANIELA" IN BETTER DAYS

H.E. MRS. KERSTI KALJULAI, PRESIDENT OF ESTONIA (EU PRESIDENCY)

TRIESTE: PALAZZO DEL COMUNE (FORMER LLOYD TRIESTINO BUILDING)

FROM THE EDITOR

- The humanitarian NGO “Mercy Ships” and “STENA Line”, the world’s largest privately owned ferry company, have decided to enter a long-term partnership. The goal is to raise general awareness about charity, promote volunteering and charitable giving, both within “STENA Line” itself as well as amongst its passengers and partners. “Mercy ships” owns and operates the largest civilian hospital-ship in the world the “Africa Mercy” to deliver free world-class health care services to the poorest of the poor together with capacity building and sustainable developments to nations in the developing world.
- Suicide is the cause of 15% of deaths at sea, according to a study by the UK P&I Club. Especially young seafarers are at risk. Isolation and the impact of social media were cited as factors. There are signs that, especially among cadets, there are numerous cases of a very depressed mental state which could lead to suicide.
- On 19th May a representation of CESMA, vice president captain Giorgio Ribaric and captain Mario Carobolante, president of CTPC (Trieste) attended a seminar on “The optimal use of technologies to enhance the coastal and marine spatial planning” at the occasion of European Maritime Day 2017 at the Centrale Idrodinamica del Porto Vecchio in Trieste, Italy. A report will follow in the next issue of the CESMA NEWS.
- The Nautical Institute’s Chief Executive Officer, Mr. Philip Wake, has stepped down after 17 years at the Institute. He is succeeded by Captain John Lloyd (AFNI) as new Chief Operating Officer at the Head Quarters in London.
- The Paris Memorandum of Understanding (MoU) of Port State Control has announced that it will be conducting a concentrated inspection campaign (COC), jointly with the Tokyo MoU, on navigation safety, including Electronic Chart Display Information Systems. The CIC will be held from 1 September 2017 through 30 November 2017. The Black Sea MoU will also participate in the same CIC campaign.
- On 6th July our member association USCLAC – UNCDIM, representing shipmasters and chief engineers in Italy, will celebrate its 50th anniversary with a reception at the Terrazza Colombe in Genoa, Italy. CESMA has been invited to attend the festivities.
- The International Association of Classification Societies (IACS) has revised the procedures regarding the Common Structural Rules (CSR), which set minimum requirements for the classification of the hull structures of bulk carriers and oil tankers. IACS’ s common Structural Rules is one of the elements in the package submitted to the IMO for verifications of compliance with IMO’s Goal Based Standards. We would not be surprised if these new procedures have to do with the recent loss of the bulk carrier “Stellar Daisy” in the Atlantic Ocean and cracks found in structures of similar vessels. During our last AGA in Riga we paid attention to this problem, resulting in a resolution.
- During our AGA in Riga, we were informed that Mr. Giles Noakes has recently died. Mr. Noakes was maritime security expert at BIMCO, the international ship owners organisation in Denmark. We met Mr. Noakes at several meetings and seminars, latest, last year in Toulouse France, during an anti piracy conference.
- Our member association Associacio Catalana de Capitans de la Marina Mercant (ACMM) organises a seminar on the issue of safety of passenger and ro-ro vessels at sea and in port. What has improved since the “Titanic” disaster. Our council member Captain Mariano Badell Serra will represent CESMA at the seminar and prepare a report.
- On the occasion of World Maritime Day 2017 (“Seafarers matter”) on 25th June, IMO called on everyone to show appreciation for their vital contributions to the world.



AIMS OF THE ORGANISATION (abridged)

- TO WORLDWIDE PROTECT THE PROFESSIONAL INTERESTS AND STATUS OF EUROPEAN SEAGOING SHIPMASTERS.
- TO PROMOTE MARITIME SAFETY AND PROTECT THE MARINE ENVIRONMENT.
- TO PROMOTE ESTABLISHMENT OF EFFECTIVE RULES WHICH PROVIDE HIGH PROFESSIONAL MARITIME STANDARDS AND PROPER MANNING SCALES FOR VESSELS UNDER AN EUROPEAN NATION FLAG.
- TO INFORM THE PUBLIC IN THE EU ABOUT PROBLEMS IN THE EUROPEAN MARITIME INDUSTRY AND THOSE CONCERNING SHIPMASTERS IN PARTICULAR.
- TO CO-OPERATE WITH OTHER INTERNATIONAL MARITIME ORGANISATIONS.
- TO RETAIN AND DEVELOP THE HIGHEST MARITIME KNOWLEDGE AND EXPERIENCE IN EUROPE
- TO BE INVOLVED IN RESEARCH CONCERNING MARITIME MATTERS IF APPLICABLE IN CO-OPERATION WITH OTHER EUROPEAN INSTITUTIONS AND/OR ORGANISATIONS.
- TO ASSIST MEMBER SHIPMASTERS WHO ENCOUNTER DIFFICULTIES IN PORTS WITHIN THE REACH OF NATIONS REPRESENTED BY CESMA MEMBER ASSOCIATIONS
- TO PROMOTE THE SEAFARING PROFESSION IN EU MEMBER STATES

ANNUAL SUBSCRIPTION:

EURO 16,- PER SEAGOING MASTER (WITH A MINIMUM OF 25)

EURO 8,- PER SEAGOING MASTER (WITH A MINIMUM OF 25) FOR ASSOCIATED MEMBER ASSOCIATIONS

LIST OF CESMA MEMBERS AND REPRESENTATIVES

MEMBER REPR VDKS GERMANY	CAPT. W.VON PRESENTIN PALMAILLE 29 22767 HAMBURG	TEL: 0049 40 384981 FAX:0049 40 3892114 E-MAIL: vdk.office@t-online.de
MEMBER REPR AFCAN France	CAPT. B. DERENNES RUE DE BASSAM 29200 BREST	TEL: 0033 2 98463760 FAX: 0033 2 98468361 E-MAIL: courrier@afcan.org
MEMBER REPR HYDROS France	CAPT. F. VANOOSTEN 201 RUE RENE CASTELIN 59240 DUNKERQUE	E-MAIL:vanoosten.francis@wanadoo.fr
MEMBER REPR NVKK NETHERLANDS	CAPT. L.J.H. GEENEVASEN WASSENAARSEWEG 2 2596 CH THE HAGUE	TEL: 0031 512 510528 E-MAIL: nvkk@introweb.nl

MEMBER REPR CTPC ITALY	CAPT. M. CAROBOLANTE VIA MAZZINI 30 34121 TRIESTE	TEL: 0039 040 362364 FAX: 0039 040 362364 E-MAIL: collegio69@collegioditrieste.191.it
MEMBER REPR CNPC ITALY	CAPT. G. LETTICH VICO DELL' AGNELLO 2/28 16124 GENOA	TEL: 0039 010 2472746 FAX: 0039 010 2472630 E-MAIL: info@collegionazionalecapitani.it
MEMBER REPR USCLAC ITALY	CAPT. C. TOMEI VIA XX SETTEMBRE 21/10 16121 GENOA	TEL: 0039 010 5761424 FAX: 0039 010 5535129 E-MAIL: usclac@libero.it
MEMBER REPR IYM ITALY	CAPT. D. SAVINO MOLO CENTRALE BANCHINA PORTO 17025 LOANO (SV)	TEL: 0039 3483365010 E-MAIL: italianyachtmasters@hotmail.com
MEMBER REPR ACMM SPAIN	CAPT. M. BADELL SERRA CARRER ESCAR, 6-8 08039 BARCELONA	TEL:/FAX 0034 93 2214189 MOB.: 0034 680321138 E-MAIL: info@capitansmercants.com
MEMBER REPR KBZ BELGIUM	CAPT.B. BAERT ITALIELEI 72 ANTWERP	TEL +32 475435942 E-MAIL: sg.kbz-crmb@telenet.be
MEMBER REPR IIMM IRELAND	CAPT. B. KAVANAGH NATIONAL MARITIME COLLEGE RINGASKIDDY / CORK	TEL: +353 214970637 E-MAIL: bill.kavanagh@nmci.ie
MEMBER REPR ZPU SLOVENIA	CAPT. G. RIBARIC OBALA 55 S1 – 6320 PORTOROZ	TEL(GSM): +386 31 375 823 E-MAIL: zpu.slo@siol.net
MEMBER REPR BSMA BULGARIA	CAPT. I. CONEV 17 PANAGYURISHTA STREET 9000 VARNNA	TEL : +359 52 683395 E-MAIL : chairman@bsma-bg.org
MEMBER REPR LKKA LATVIA	CAPT. J. SPRIDZANS TRIJDIBAS STREET 5 RIGA, LV-10 48	TEL: +371 67099400 FAX: + 371 67323100 E-MAIL: jazeps.spridzans@lja.lv
MEMBER REPR ZHUPK CROATIA	CAPT. I. SOSIC TRG PAPE ALEKSANDRA III,3 23000 ZADAR - HRVATSKA	E-MAIL: udruga.kapetana@zd.t-com.hr
MEMBER REPR UPKCG MONTENEGRO	CAPT. V.RADIMIR PELUZICA b.b 85330 KOTOR	E-MAIL : captain@t-com.me TEL : +382 32 304 672 FAX :+382 325 107
MEMBER REPR LCC LITHUANIA	CAPT. J.LIEPUONIUS AGLUNOS g.5 KLAIPEDA/ LT- 93235	E-MAIL : jurukapitonuklubas@gmail.com TEL : mobile +37069875704
MEMBER REPR SINCOMAR PORTUGAL	CAPT. J. TEIXEIRA CAIA DE ROCHA CONDE D OBIDA ARMAZEM 113 1350 352 LISBON	E-MAIL : sincomar.fesmar@net.vodafone.pt TEL: +351 213918180