

CESMA NEWS

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THE EUROPEAN UNION SHIPMASTER INFORMATION CHRONICLE

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WE KNOW BETTER THAN YOU

Professional shipmasters who, still, retain all the legal responsibilities they have ever had, even if their authority is constantly eroded, often complain about the attitude of those ashore. I have been in command for many years but everyone ashore knows better than me, a senior shipmaster memorably complained at a recent conference.

It must be very frustrating when young bossy boots, sometimes in uniform, march aboard with clipboards to question the master's professional judgement. Port State Control may be very necessary in some cases, but it has arguably gone beyond reasonable needs with so many areas which the men or women with clipboards need to check on.

The fact that security requirements treat a ship with suspicion and even overt hostility, does not lead to a friendly or co-operative relationship between ship and shore. These people, marching up the gangway, are seen as a confounded nuisance, creating neither safety nor security aboard a well run ship.



Already there have been signs that the master's responsibility for the operation of his ship, is being threatened by people who allegedly know better than he. The Caldwell seminar, in London last year, which CESMA attended, gave a good impression of all dangers which are attacking the authority of the master. There are politicians or judges who have not the foggiest idea of how to operate a ship but who are sounding off about the authority how to handle a ship in confined waters, being given to some person ashore who then will direct its course or speed.

There are also worrying developments with people who perhaps ought to know better, playing with the idea of shore pilotage, so that the assistance given to a ship will emanate from a Vessel Traffic System (VTS), rather than from an on board pilot. If we look at the outcome of the investigation into the collision of a gas tanker and a general cargo ship near the port of Zeebrugge, Belgium, last year, we can learn that even cooperation and communication between on board pilots and VTS leaves sometimes much to be desired, bringing the master in a more and more difficult situation. Lesson learnt therefore is to supervise any action of an on board pilot where ever and when ever. The responsibility remains with the master or his capable navigation officer who should have no reluctance to intervene when necessary.

Why is this frenetic activity taking place? It is partly politically sponsored, with local politicians, managing to get their names in the newspapers after a maritime accident. And there are also commercial pressures, with some owners always happy to dispense with the cost of pilotage. But it is also a factor of ignorance and the ever widening gulf between what goes on ashore and what is happening on the bridge of a ship. Comments which reach us from seagoing masters on board ships are not very reassuring in this respect. As shipping companies grow bigger, understanding between ship and office is not improving, apart from the ever growing pile of paperwork that has to be completed. Ships are ships, not only "things" to earn money with. (FVW)

Based on Lloyd's List (Inside & Opinions) from a few years ago.

INTERFACE BOARD – TECHNICAL SYSTEMS II

Which technical systems are available nowadays to assist the on board crew to get a maximum of benefit both in maritime safety and also to get a maximum of benefit? And what would be advantages for other systems to be developed and installed in the future? In this second part of his presentation during the HUMAN SEA - MARISK Conference on 3/4 October 2016 in Nantes, France, CESMA President Captain Hubert Ardillon elaborates on these themes.

Present – Gigantism ship



MAERSK ESSEN

Very large size vessels are now equipped with strength sensors, working in sea conditions. So the strengths suffered by the vessel from heavy seas, roll, pitch. This allows users to better understand the fatigue of the vessel and also helps the captain to be able to adjust the engine power, the speed of the vessel to not overload her. It is an important contribution because it helps the captain to better understand the movements of his ship in bad weather, to better anticipate the speed setting to give, depending on the weather and sea state already met or expected. Clearly, to win time in a calm sea, and to be able to slow down in bad conditions without missing a tide, and to save fuel.

1) These sensors are often connected directly to the main engine control and thus able to change speed setting. This is like as if the vessel is put under the control of a computer, even if it is possible for humans aboard to shunt it.

2) The problem which could be generated is due to the easy way of communication. These sensors, like the others on board, can also be read and recorded directly ashore by the technical service following the vessel. So several persons to receive the same information, but possibly to interpret it differently. One ashore, receiving raw information, another one on board having the same information but with an "almost physical feeling" of what is suffered by the vessel. Economic question being of such importance, how would it be possible sometimes for a captain to explain his point of view about speed setting to someone who can see, and therefore understand, only what he can read on the data's received. How this "earthling", often educated more scientifically than the master or chief engineer, will accept a different point of view than his? How will the captain of a ship will be able to affirm not only data's, but especially the feeling, the experience he has?

Here also, we come back to training. For the captain, but not only.

And then, suppose that an incident, collision type, occurs following the slowdown, ordered by the computer connected to the sensors of the main engine, what will then be the responsibility of the captain? It reminds me of the first passages I have made with the help of a weather routing: followed advice and good weather, bravo Weatherman. Next: followed advice and bad weather. But where is your marine sense?

At the end, how these sensors will be perceived : as an aid or as a constraint?

The ship without crew : Future or Utopia ?

Some believe in the concept. Others, looking back in the past, reject it vehemently.

Yes, 80% of accidents are due to human error. But let us be clear on the human error. It is not only from the user, the seafarer, but it must also include the designer of the vessel, of her devices, her safety systems. Let us see, as an example, lifeboat lowering systems which have killed more seamen than they have saved and when comparing lifeboats of 40 people on the "Titanic" (even if too few) and of a capacity of 372 people on the last delivered cruise ship, the "Harmony of the Sea".

Can we really talk about an improvement in safety ?



EMPTY SEATS ?

But finally, suppose that ships without crew are here. We heard so many positive things about them.

First point : can all ships be without crew? Some ships would they or should they be exempted from this rule, and have crew onboard? It seems that even those who are very supporting ships without crew, recognize that this notion is not valid for all kind of vessels.

Second point: one can easily imagine that these ships will be "controlled" from an ashore control centre. Movies that can be seen on the internet often show a person capable of controlling, leading 4 ships at a time. Incidentally, this does not cancel

the human factor. And let's talk about this human. Presumably, initially it will be a person with experience and/or expertise in the conduct of vessels. Knowledge acquired by his or her, prior to a career at sea. Somewhere like a seafarer. But what will happen in succession, since without a crew, no one can learn from the experience at sea. Today, like yesterday, a captain was formed also, almost especially on the different ships on which he has sailed. He rose through the ranks, he has given proof of his competency, he observed especially those with whom he has sailed to take profit of their experience, to form himself and thus be adapted to future responsibilities. But for the next "controllers", there will be a miss, the feeling, the remembrance of the life at sea.

Third point: to invent or to improve a whole bunch of external sensors, including physical remains. How much salt is coming on a wire, degradation of paint, etc... All these things that the seafarer, captain or not, sees because he is on the vessel, not in a beautiful air conditioned control station at thousands of kilometres distance.

Fourth point: the detection on the water, radars do not detect everything, far from it. One Sunday afternoon, calm weather and dense fog around Basurel in the Pas-de-Calais, 4 people on the bridge including 2 officers, safe speed, and fog signals in services. We could not see the manifolds, so less than 100 meters of visibility. Eyes almost permanently on radar screens. Suddenly appears almost alongside a boat with 2 men standing on, looking back, fishing rod in hand. Fortunately eyes looked out, otherwise...

Fifth point: the technical maintenance of the ship. It will be performed in dry dock. As vessels should be ready at any time for sailing, maintenance will be done apart from commercial operations. Who will pay for the time lost to dock outside these operations? And there is also a problem of reliability. Do not forget that the crew is currently used for something on board, it's the crew that inspects the different compartments of the vessel and therefore its structures (ballasts, void spaces, bunkers, holds or cargo tanks). This can be done at sea based when capacities are empty, or during drydock periods. And as, at sea, periods are longer and longer between two drydocks, a minimum of 5 years now, it would be necessary to install a great lot of sensors to detect wearing and/or breaking from fatigue in order to replace those who actually inspect, even with imperfections. Bis Fifthly: an idyllic film on the internet showed the case of a failure that requires the replacement of a part. The ship being scheduled at call very soon, the spare part would be delivered during the call and his replacement performed at same time. Currently when the vessel order a spare part, there is a minimum of 6 months to receive it...

Sixth point. A ship without a crew has a collision with a ship with crew, who will be responsible? The human who must always remain master of his vehicle, or the robot which failed?

So benefits : Yes, but.

Safer positioning, high integrity. It has been said and repeated these days, that cyber attacks are a reality.

Better compliance with international regulations such as Colregs. Would it not rather be a training problem?

Redundancy of devices. Yes, the manufacturing costs of automation are more cost-effective than the use of seafarers. Increased capacity of vessels. What does the space for seamen represent on a 20.000 TEU container vessel?

More economical and eco-friendly consumption. Is the ship, cargo, technical equipment, crew weight, including the food ratio, really a point against a human presence?

Even the farewell to the pirates. Do not dream. When cargoes reach sums of hundreds of millions, lust can only exist or even increase.

Another problem of safety, but also security : migrants. It is wrong to believe that the problem will be resolved quickly, so problem exists and will still exist for the time of ships without crew. So, problem solved ? We can't use these vessels to pick up migrants on board, as it is currently done. What happens to the obligation to deviate from route for assistance? And what will arise in the head of migrants whose boat capsizes and who will see ships transiting close to them, transiting, just transiting, only transiting ?



CAPT. H. ARDILLON

Let me mention two last benefits, a bit more ironic : no more crew, no more need of lifeboats, so no more accidents, no more deaths of seafarers, problem solved for IMO.

No more crew, no more captains, no more responsible persons, no more scapegoats, no one to put under arrest, here is a second problem solved, for captain's associations.

E- Conclusion

You have understood, I think, that the key words of this presentation were "education and training". This is in my opinion the best way to improve safety at sea, more towards the "zero incident". The problem : the cost. But the return on investment is very interesting.

One can install all the technical systems possible and unimaginable onboard. If the user is not technically trained with these systems, it doesn't help. And if the user is not trained to know how to behave in front of these systems, it doesn't help either.

And finally, according to a friend and colleague captain:

If it is customary to say and to hear that 80% of accidents are due to the human factor. What is never mentioned is that 100% of avoided accidents were the result of human intervention.

(Captain Hubert Ardillon)

CESMA President during HUMAN SEA-MARISK conference in Nantes



THEORY VERSUS EXPERIENCE

What is more important theory or experience? I would say theory is something we start with. It is something necessary, compulsory. Then comes experience. Without theory one could pilot a vessel but combined with theory, pilotage is more professional. Situational awareness and control of the motion of the ship are better if one knows the fundamentals and understands the physical process developing around the ship. Yet, there is always a struggle between good practitioners and theoreticians.



CAPT. DIMITAR DIMITROV

Who is better, the one who could explain everything or the one who could do everything. The key to success is that the best ones are those maritime professionals who could do everything and who could explain their actions and who do their job in time and do it either on paper or in reality. When something is missing, there is always a risk of doing something wrong. Very often, the act of god is of importance for the success or failure of any maritime venture. Let's say, we are entering in dry dock where from each side of the ship there is some fifty centimeters available which is not quite unusual in modern shipping and the approaching area is narrow. And suddenly a gust of wind is coming and an accident happens. Whatever one does, an escape from trouble is hardly possible. But if some tick in any of checklists is missing then one is in real

trouble. It is quite obvious that the problem comes from an act of god, but investigators will put the blame on the responsible person, not seldom the master. The guilt will increase if the paperwork has not been done properly. Finally, the balanced approach between theory and practice and between action and paper is the best approach in modern shipping. Bridge team and bridge resource management are designed to accomplish just that and the problem has to be discussed during safety meetings, pre-briefings, trainings- and qualification courses.

The other important matter is qualification for the job. There are professions where the knowledge of theory is of prime importance like pure sciences, teaching and many others. Others are more experience dependent like weaving, embroidering, painting, shoe making. But most of the professions require either theory or experience. Our maritime profession is one of them.

Nowadays conning modern ships could not be done without mathematics, physics and a lot more knowledge. At the same time, practice on board is without alternative. One could be an excellent mathematician or know all the forces applied to the ship when in motion but still not be ready to be in command. He should have experience and when maneuvering in port, should have that feeling for the motion coming automatically. So what, theory or experience is more important? Could we be a successful professional with just one of these talents? I would say we need both in balanced proportion and if one has more from any of them, it is a benefit to the overall performance.

In most ports of the world, ships maneuver in confined waters as the maritime industry is developing very fast and ships are becoming bigger and bigger. If one plans a terminal today in a few years time the same terminal is already not comfortable for the future generations of ships. Pilotage is an art of navigation. As an art, it depends on the physical laws of motion of the vessel in a liquid. All the ships sail along the oceans because of the Archimedes principle, but nobody on board the ship is even thinking of it when doing his every day job. So, if we maneuver a ship in confined waters, we know that if we put the rudder hard to port, the bow of the ship will start moving to port while the entire ship at the beginning will shift easy to starboard. It is quite fundamental but nobody is thinking of fundamentals. Our reactions should be almost always in less than a minute and if we miss the moment then the situations could go beyond control. More or less the situation is the same when entering or leaving a lock, floating or dry dock or when coming alongside or leaving a berth with not enough space.

Captain Dimitar Dimitrov,
Pilot in the port of Varna. Master Ocean Going Ships, PHD, MNI,
Chairman of the board of Bulgarian Shipmasters' Association



ANOTHER SUCCESSFUL EUROPEAN SHIPPING WEEK

European Shipping Week (ESW) 2017 has once again been branded a resounding success with leaders of the global shipping industry and regulators from across the European Union and beyond using the week to meet and discuss issues of mutual concern.

An official calendar of 30 high level events was supported by an equally impressive number of bilateral meetings between industry and government while up to 350 delegates and guests attended the official ESW17 Conference held at the Steigenberger Wiltcher's Hotel in Brussels on March 1st.



Acknowledging the success of the week, European Transport Commissioner Mrs. **Violeta Bulc** said: "European Shipping Week addresses key issues currently facing **EU and Global shipping**: investment, innovation, decarbonisation and the digitalisation of the maritime sector. Meeting the people that work in maritime transport – experiencing their knowledge and passion – is what strikes me most during ESW. I want to congratulate the **European Community Shipowners' Associations (ECSA)** and all other associations who have contributed to this programme."

MRS. VIOLETA BULC

Patrick Verhoeven, Secretary General of ECSA and Chairman of the ESW Steering Group, looked at the importance that an event such as ESW, plays in strengthening relations between the industry and politicians. He said: “The second edition of European Shipping Week provided an excellent platform for frank discussions about the future of European shipping policy. It was great to see that policy-makers, and industry stakeholders were not afraid to speak their minds, but were also ready to listen to each other. We must now use this momentum to give shape to an ambitious European shipping strategy for the next decade.”



PATRICK VERHOEVEN

The European shipping industry, represented by the members of the ESW Steering Group – CLIA Europe, EBA, ECASBA, ECSA, EMPA, ETA, ETF, CESMA EuDA, Interferry and WSC – used the ESW to issue a joint statement welcoming the European Commission’s mid-term review of the EU Maritime Transport Strategy 2009-2018. While endorsing the emphasis on better regulation, the joint statement said that absolute priority must in this respect be given to a fundamental overhaul of the EU Reporting Formalities’ Directive.

“The revision should lead to a true European single window environment for maritime carriers that fully ensures the ‘reporting once’ principle and which shares all necessary cargo and conveyance data between governments and all relevant authorities. This would reduce the administrative burden for ship crews, shipping companies and ship agents. More simplifications of procedures and requirements are, however, needed to put shipping on an equal par with land-based transport modes, which already benefit from a Single Market. Europe’s commerce and economy need shipping to have a genuine Maritime Space without Barriers that will deliver real environmental and logistics benefits.”



It called upon the EU institutions and Member States to go beyond a regulatory fitness check of existing legislation. A new shipping strategy is needed for the next decade, beyond 2018, it stated. “The future EU shipping strategy should be ambitious and aim at

promoting Europe as a globally leading, high-quality region for shipping to do business in.

“This requires investment in an **attractive business climate**, a highly skilled European workforce, consistent implementation of international environmental and safety standards as well as policies which are truly relevant and conducive to facilitating trade. The strategy should firmly put shipping in its diversity at the heart of the maritime cluster,” the statement said.

source: [European Shipping Week](#)

The full text of the statement on the next page.

EUROPEAN SHIPPING WEEK

JOINT INDUSTRY STATEMENT

The European shipping industry, represented by the signatories to this statement, issued on the occasion of European Shipping Week 2017, welcomes the European Commission's mid-term review of the EU Maritime Transport Strategy 2009-2018.



- The industry endorses the emphasis on better regulation. Absolute priority must in this respect be given to a fundamental overhaul of the EU Reporting Formalities' Directive. The revision should lead to a true European single window environment for maritime carriers that fully ensures the 'reporting once' principle and which shares

all necessary cargo and conveyance data between governments and all relevant authorities. This would reduce the administrative burden for ship crews, shipping companies and shipping agents.

More simplifications of procedures and requirements are, however, needed to put shipping on an equal par with land-based transport modes, which already benefit from a Single Market. Europe's commerce and economy need shipping to have a genuine Maritime Space without Barriers that will deliver real environmental and logistics benefits. This is one of the reasons why the European shipping industry calls upon the EU institutions and Member States to go beyond a regulatory fitness check of existing legislation. A new shipping strategy is needed for the next decade, beyond 2018.

The initiative of the Maltese Presidency of the EU to adopt a Ministerial Declaration on Maritime Transport Policy is therefore a welcome first step. We hope subsequent presidencies will continue this momentum within the maritime area.

The future EU shipping strategy should be ambitious and aim at promoting Europe as a globally leading, high-quality region for shipping to do business in. This requires investment in an attractive business climate, a highly skilled European workforce, consistent implementation of international environmental and safety standards as well as policies which are truly relevant and conducive to facilitating trade. The strategy should firmly put shipping in its diversity at the heart of the maritime cluster.

The future EU shipping strategy should particularly show leadership in assisting the shipping industry to meet global challenges. In the face of increasing political uncertainties worldwide, the EU should affirm its role as the world's champion of free and fair trade. It should also help the IMO shape a global strategy to ensure the shipping industry meets its climate obligations in an environmentally, socially and economically sustainable way.

The signatories to this statement are fully committed to shaping the EU Shipping Strategy 2019-2028 over the next year and look forward to working with the European Commission, the European Parliament and Member States in making its implementation a great success.



A MATTER OF PRIORITY

Recently, the long awaited report on the collision between the gas tanker "Al Oraiq" and the cargo vessel "Flinterstar", near the Belgian seaport of Zeebrugge, has been released. Both vessels were under pilotage and the Netherlands' flagged "Flinterstar" sank as a consequence of the accident.



FLINTERSTAR

A wrong interpretation of the traffic situation by the pilot and the navigation officer(s) on board of the "Al Oraiq" is considered to be the main cause of the collision. Also the task conception and attitude of the pilots contributed directly to the accident and therewith to the loss of the "Flinterstar".

The "Al Oraiq", guided by two pilots, was on her way to the LNG terminal in Zeebrugge. For entering and

leaving this port, special regulations are in force for LNG carriers. One of the two pilots had the con, while the other pilot was engaged in communication with the VTS centre. The pilot, engaged in navigating the vessel, suddenly deviated from the mandatory traffic lane and increased speed in an effort to overtake another vessel. This manoeuvre was abolished as it appeared to be impossible to cope with passing the S-3 buoy. Yet the pilot was convinced to persist with using his priority in entering the port and took no notice of the approaching "Flinterstar". According to regulations, the "Flinterstar" should have kept the "Al Oraiq", being a LNG carrier, at a safe distance but the pilot on the cargo ship did not realise that he was dealing with an LNG carrier.

There was also a lack of communication on both vessels. The conversation between the pilots and with the VTS centre in Zeebrugge was in Flemish. The necessary information was not translated into English for the navigation officers on the bridge to understand. Another point of importance was the disturbed relationship between the vessel traffic management ashore and the pilots on board. The VTS operator seems to have seen the danger of a collision between the two vessels developing, but did not alarm neither the ship officers nor the pilots on board. Reasons are said to be arguments among VTS operators and pilots who did not value the pro-active attitude of their colleagues ashore. Eventually, the collision could not be avoided and the "Flinterstar" sunk. The master suffered from severe injuries while the other ten crewmembers safely survived the ordeal.



AL ORAIQ

Investigators also point at the special regulations and directions for LNG carriers which are in force off the coast of Zeebrugge. According to EMPA, the European Maritime Pilot Association, gas carriers of this size have indeed priority. In normal circumstances, traffic movements to and from Zeebrugge are completely adapted to these vessels. Several Notices to Mariners have been published in this respect. According to some experts however, they are said to be sometimes confusing, influenced by various Flemish and Federal interests. (Partly based and translated from "Schuttevaer" (14-01-2017)

ISPS CODE IS NOT WORKING (AFTER 12 YEARS)

This article is based on a presentation by Mr. Belokas during the SAFETY4SEA conference in Athens on 5th October 2016. The ISPS Code was initiated after the 9/11 terrorists attacks on the twin towers in New York (USA) and meant to prevent eventual further terrorist attacks in the USA and internationally and, in a large scale, improve maritime security on board ships and in ports. During the presentation it became clear that the ISPS Code is not working.

Real facts why the ISPS Code is not working.

It was intended to promote issues in the fields of ships and ports security:

1. piracy and armed robbery
2. stowaways
3. illegal immigrants and refugees
4. cargo theft
5. terrorism

The Code is not working because it did not address any of these subjects for following reasons:

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1. the design behind the code was far from practical as the two designated persons who created the Code were military experts who only addressed the security issues of large passenger- and cruise ships, hardly taking any other type of ship into consideration.
2. the responsible person on board, the ship security officer (SSO) is, in many cases, the master who should however take command of the overall situation in case of an emergency or security threat. The actual work is in the hands of another officer who does the real job, such as the paperwork as part of the Code.
3. Although for every ship the ISPS Code, as issued by the IMO, is mandatory, ports all over the world have a different interpretation of Code as it is bound by national legislation. This gives a negative impression to ship's personnel who wants to see the logic in the goals of the Code.
4. Security in ports, as per the ISPS Code, is regulated as from the quay side. The "water" side of the vessel is hardly or not at all covered.

In shipping, regulations need to be understandable and clear for everyone involved. Moreover the contents of the regulations should be such that it clearly improves or maintains safety or security on board. If not, regulations will be abided by or obeyed but not really understood, reason for some to try to look for easy solutions which in many cases are difficult to discover for zealous inspectors of Port State. This is the reason we are asking attention to have a closer look at the contents of the ISPS Code and perhaps even do away with it, or at least partially, by including it, for instance, in the ISM code which is overall seen as an improvement in maintaining safety and security aboard a ship and creating a better understanding and responsibility among ship and shore. It will also prevent a lot of paperwork for the already fully occupied crew on board the merchant vessels of today.



MR. BELOKAS



CONNECTIVITY IN SHIPPING

Last year, during a conference in Copenhagen of the EU supported Effiensea2 project (a sequence to the Mona Lisa project which ended in 2016), the importance of connectivity for shipping was widely discussed. Collecting information from various sides is seen as the cornerstone for safe maritime practices. This information should be collected in a reservoir, the so called "maritime cloud", which could be consulted when necessary.



Discussions took place on which provider should be accommodated in the cloud in order to omit, mostly business driven, non-information with no value to safe shipping. Connectivity is important for transferring messages between ship and shore to get the latest information on safety issues, such as weather forecasts and the latest traffic information, including navigational warnings. But also between ship and ship for mutual assistance and to identify each other's position and intentions with the usual anti collision rules taken into account. For all these duties every seagoing vessel of this era should be provided with the latest equipment which makes these information flows possible and manned

with those seafarers who are trained to use the information equipment in a professional way.

The best solution appears to be the installation of satellite broadband receivers to accommodate internet on board every vessel to ensure a worldwide coverage, not only for maritime safety but also for access of every crewmember with internet in order to have direct connection with the family at home and the diversity that internet provides. Can we imagine a world, especially for the younger generation, without internet? Going and staying at sea for seafarers, is a very important issue in this respect. The younger generation depends completely on the internet for news gathering and entertainment. You cannot expect them for doing without during the months or even weeks on board. We live in 2017!

Not so long ago however an important provider of networks have warned ship owners about the risks inherent once their crews start, getting tooled up with Facebook and Twitter, transmitting the reality of life at sea to their family and friends. Connectivity is something they really will have to face. There are still managers in the shipping industry who are of the opinion that no news is good news and that communication with home just made seafarers unhappy and unsettled. Yet international communication is here and now if made available for crewmembers.

The only residual argument is over who is going to pay the bills. Checking with ship owners representatives, this argument seems to be the most important issue for not providing internet with coverage worldwide to all ships. We are aware that shipping is experiencing bad times at this very moment and that financial managers will have difficulty in approving this additional expenses because it is not only a matter of buying and installing the equipment but also the subscription which has to be paid. We learned that some ship owners are making the internet available for crewmembers for a limited period in the day in order to able to control cost. (FVW)

MARTHA FATIGUE REPORT LAUNCHED AT IMO

InterManager, the trade association for ship managers, together with the Warsash Maritime Academy, has presented the findings of its fatigue study, Project MARTHA, to The International Maritime Organization (IMO). Speaking at the presentation, Capt Kuba Szymanski, Secretary-General of InterManager urged the maritime industry to take notice of the findings as the industry recruits aspiring seafarers. The report highlights growing levels of fatigue, particularly among masters and watch keepers, and noted that motivation was a major factor in fatigue experienced by seafarers.



PROF. MIKE BARNETT & CAPT. KUBA SZYMANSKI AT IMO

Findings of the report include: Fatigue's effect on Masters. A Master's place on a ship is central to its performance, a claim which many would agree with. The project confirmed this and found a number of reasons for how a Master's role differed from that of other crew members, including that Masters: have more weekly work hours and feel that work in port is less demanding than work at sea. Masters are far more fatigued at the end of a contract and are slightly more overweight, compared to others onboard. They suffer from mental fatigue, compared to physical fatigue suffered by other seafarers

Fatigue's effect on performance: The performance of seafarers onboard is paramount to a vessel's operation and efficiency, the study found. During interviews, seafarers pointed out that not being relieved on time, was having an effect on motivation · 48.6% of participants felt stress was higher at the end of a voyage· Sleepiness levels vary little during the voyage, suggesting there are opportunities for recovery while onboard.

Fatigue and the cultural perspective: The cultural differences Project MARTHA sought to examine threw up some interesting results and a clear divides between European and Chinese seafarers were found. European seafarers worked fewer hours than their Chinese colleagues · Chinese seafarers on dry bulk carriers worked an average of 15.11 hours a day, compared to European seafarers who worked an average 10.23 hours a day. There is evidence of higher levels of fatigue and stress in Chinese seafarers, rather than European seafarers.

Addressing IMO delegates and invited guests, Capt Szymanski said: "I sincerely hope the results of our research will be read and acted upon by ship managers and ship owners who will go on to revise

their attitudes and procedures. There are a number of "low hanging fruits" which, with a little adjustment, could make a big difference. These are not necessarily costly changes - such as having seafarers relieved on time and organising work onboard with humans and not regulations in mind and engaging sea staff in decisions - but empowering seafarers to take care of their lives more than it is today. "Our people are our assets and we need to develop a strategy whereby shipping is once again seen as a career of choice for tomorrow's young talented people. There is no avoiding the fact that the global fleet is increasing and more manpower is needed. However, we are demanding more from current seafarers rather than recruiting even more cadets into the market. Attracting new seafarers and retaining them will test the industry, but we cannot ignore these findings in making the industry an attractive place for aspiring seafarers."



EMSA OUTLOOK FOR 2017

EMSA's Outlook 2017 publication contains the concrete action and steps the Agency plans to take in 2017 to deliver on its multi-annual strategic objectives. It represents a condensed version of the Single Programming Document adopted by EMSA's Administrative Board in November 2016 and available on the website.



The publication is organised by activity with planned developments outlined in a short narrative. The outcome is reported in the corresponding Consolidated Annual Activity Report which shows the results achieved against the objectives set. The Agency's activities can be broadly divided into five

thematic areas which are also reflected in the organisation of the Agency structure. Here below we highlight some of the new developments for 2017 per thematic area:

Maritime transport and surveillance

The SafeSeaNet ecosystem, combining and integrating several operational systems hosted by EMSA, will become more user friendly as a new interface and mobile app are made available to users. Data will grow as Remotely Piloted Aircraft Systems begin operations, improving pollution detection for example, and also as extended satellite data becomes available under the Copernicus maritime surveillance services. THETIS's modular information system will expand continuing in its drive to target potentially harmful substandard shipping and support enforcement of EU legislation. Efficiency will also be on the agenda, particularly as regards reporting formalities.

Visits and inspections to monitor legal and regulatory compliance

Visits and inspections in 2017 will cover recognised organisations (16-20); STCW (7-9); PSC and other EU law (16-18); and, maritime security (12-15). Based on the information gathered, horizontal analyses will be made to identify any gaps or lessons learned in the implementation of EU maritime legislation.

Providing technical and scientific assistance and facilitating cooperation

EMSA will assist the European Commission and Member States in capacity building, focussing notably on the training and tools needed by the competent authorities of the Member States.

The e-learning portfolio will be expanded and support will be provided to countries within the framework of the European Neighbourhood Partnership Instrument.

Pollution preparedness, detection and response

In 2017 the options available to coastal states to respond quickly to marine pollution from ships and oil and gas installations will also include a sea-borne dispersant spraying service for the Atlantic Coast and Mediterranean, as well as an equipment assistance service in the Baltic and North Seas. RPAS monitoring services will also be used to complement the satellite imagery available under CleanSeaNet.

Management, quality control, resources and communication

The Administrative Board will meet three times in 2017 – adopting the work programme, budget and establishment plan. In line with the founding regulation, the results of the second evaluation of the Agency will become available in 2017.

As shown below, EMSA will support authorities carrying out coast guard functions by continuing to perform its core activities as well as by setting up new and enhanced services for maritime surveillance and capacity building. **(Source: EMSA)**



IMPORTANT NEWS ON BACK UP SYSTEM FOR GPS

Reelektronika proudly announces the development of a new series of integrated eLoran/Chayka/GNSS receivers based on the Loradd++ core which extends the range of currently produced receivers. The need to significantly reduce the size and power consumption of receivers was the main driver of this development. Low power and small size are e.g. prerequisites for developing wearable instruments.

This announcement comes in the week that the Munich Satellite Summit 2017 with the self-explaining title 'GNSS - is it time for backup?' organises a Panel Discussion lead by Mr. Dana Goward on the same subject 'GNSS - is it time for backup?'. Modern society urgently needs a robust backup right now as the threats of GNSS denial are growing rather fast. We should prevent that these threats to position, navigation and time (PNT) become a danger to our daily life and economy. Years of study in the United States as well in Europa and Asia made clear that eLoran/Chayka is one of the most promising and most efficient GNSS backups available now. Reelektronika sees this as a sound reason to continue research and development of new eLoran/Chayka-based PNT systems.

Please see the attached information sheet of our newest integrated GNSS/eLoran/Chayka receiver while our website www.reelektronika.nl shows more low-frequency based instruments. March 2017, Loradd++ News Release

ACMM HAS ELECTED A NEW BOARD

In November last year, the Asociacion Catalana de Capitanes de la Marina Mercante (ACMM) has elected a new board. The new board will manage the government of the association for the next four years. The board is formed by:

Capt. Agustin Montori	President
Capt. Antonio Benedicto	Vice President
Capt Amadeo Outeiro	Vice President
Capt Juan Zamora	Secretary
Capt Javier de Portillo	Member
Capt Carlos salleras	Treasurer

With eight members more and the past presidents as members as per association articles, the ACCMM will continue with its support to CESMA and Capt. Mariano Badell, the previous president of ACCMM, will continue, with the new president in charge, with the relationship between both organisations.

Introducing **President Agustin Montori**:



He is 68 years old and holds a certificate as Capitan de la Marina Mercante (equivalent to Extra Master) with effect from 1974. Second and first mate on cargo vessels and tankers. One trip to Persian Gulf as Master in tanker vessel in 1974. From mid 74 up to date:

- Port terminal operator for American Export Lines in Barcelona
- Traffic Manager for a shipping [co.in](#) Barcelona.
- Managing Director for Sea Spain (shipping company in Barcelona)
- Shareholder and CEO of an Spanish shipping&logistic group ASTA LOGISTIK in Spain/Portugal/Morocco and Algeria
- Founder and President of "The Association of friends of NOSTROMO" organizers since 1986 of the NOSTROMO PRICE of maritime stories in Barcelona
- Teacher at "Pompeu Fabra" University in "Maritime Bussines"

-Member of the Spanish side of several European projects: MOS4MOS, WIDERMOS, and others.



We were informed that the Croatian Shipmasters' Association held its Annual General Assembly in Split on 4th March 2017. The Split Shipmasters' Association was elected to preside ZHUPH for the next period of one year. President elect for one year is Capt. Sanjin Dumanic from the Split shipmasters' association. During the AGA, Capt. Ivan Sosic from the Zagreb shipmasters' association was elected as delegate and representative in CESMA for the next 4 years. He replaces Capt. Ivo Kucich who we have learned to know as a pleasant and experienced colleague who provided important input during his presence at the last AGA's of CESMA. We are looking forward to meet his successor. More on

Capt. Sosic in our next issue of the CESMA NEWS



Our member association BSMA (Bulgaria) has appointed Capt. Ivan Conev as successor to Capt. Dimitrov in the CESMA council. Capt. Conev received his first nautical education at the Maritime Academy in Varna. After a stage with the Bulgarian Navy, he worked as watch keeping officer on fishing trawlers and salvage tugs. Then he gained his seagoing experience with Egon Oldendorff on bulkcarriers and multi purpose vessels. Then he sailed, as master on container vessels of Stamco SM (Greece), Ahrenkiel (Germany) and Grimaldi Lines (Italy). Presently he works in the Bulgarian Maritime Administration. We met Capt. Conev already in Cork, last year.



CESMA AGA 2017, RIGA, LATVIA

Welcome to Riga, Latvia

It is our honour to welcome You in the City of Riga, capital of the Republic of Latvia, where our organisation – Latvian Shipmaster's Association (LKA) - will host the 22nd Annual General Assembly of CESMA and Council meeting (closed) on 11th and 12th May 2017.

Riga is the gem of the Baltics. The city is located along the Baltic Sea at the southern coast of the Gulf of Riga. The historical core of Riga is situated on the right bank of the Daugava River, about 10 kilometres from where the Daugava flows into the Gulf of Riga.

Riga combines beautiful architecture and cultural heritage. Streets of Riga depict over 800 years of history: the many centuries and rulers, Art Nouveau architecture and Modernism, wooden buildings and masonry. Yet the city is still young and its cultural & historic environment blends with diverse contemporary events. Legend has it that Riga will never be finished... Riga is a city that lives and develops. We suggest you to come to Riga earlier or leave later to enjoy the nearest cultural, nature and entertainment treasures.

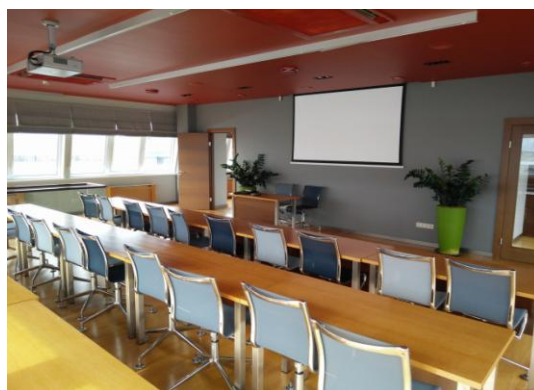


About Latvia

Latvia, the pearl of the Baltic States, is one of the European Union member states and is situated in the North of Europe – on the shores of the Baltic Sea. It has the territory of 64,589 km² and a population of only 2.0 million people. Since ancient times Latvia has been at the cross-roads between East and West, North and South. Therefore, Latvia is a multi-cultured state, where traditions have merged, creating a unique environment, the like of which is not to be found anywhere in the world. Latvia presents unspoilt nature to its visitors with 45% of the territory covered by natural forests and 500km long sandy beaches. Various recreational possibilities right in the lap of nature are accessible to everybody. The diversity of historical, culture and architectural sites just adds to the charm for a cultural traveller. <http://www.latvia.travel/en>

Council Venue

The chosen Council venue – Harbour Master of Freeport of Riga building - is located inside the Port of Riga, in Vecmilgravis suburban. It is about 20 minutes' drive from the City centre. Council members will meet in the morning at announced meeting point in the Old Town and will proceed to the venue place by River boat, enjoying panoramas of Port of Riga underway. A dedicated bus service will be arranged for transportation from the venue to the city centre.



AGA Venue

The chosen AGA venue – Freeport of Riga Authority main building - is located in a walking distance from the heart of the city – the Old Riga, at the bank of City Canal. The building surrounded by a green park area – Kronvalda Parks. The Freeport of Riga Authority main building was built in 1999. The building has been designed for use as a Port Administration office, while keeping the harmony with the surrounding area.



Freeport of Riga Authority Main building

Programme for partners

Thursday, 11 th May 2017	
09:30	Meeting point
09:45 – 11:00	Guided tour on River Boat along the River Daugava – Riga Panoramic Tour.
11:00	Disembarkation of partners
11:30 – 13:30	Guided tour around Old Riga (<i>optional</i>)
<i>Free time – Welcome to Riga</i>	

Friday, 12 th May 2017	
09:30	Meeting point
09:30 – 16:00	Bus-walking tour outside Riga (<i>including Lunch, hosted by LSMA</i>)
18:30	Meeting point (<i>Bus to Gala Dinner premises</i>)
19:00 – 23:30	Gala Dinner for invited guests only.
23:30	Bus to city centre

CESMA LOGBOOK (2017 – 1)

We were represented at the following occasions:

18 Jan	The Hague	New Years reception KVN (Royal Dutch Shipowners)
25 Jan	Amsterdam	Session Dutch Maritime Disciplinary Court
01 Feb	Brussels	SAGMAS
28 Feb	Brussels	Opening reception European Shipping Week (ESW)
01 Mar	Brussels	ESW Main Conference
28 Mar	Trieste	MOS Forum Conference

On the front page:

The largest container ship afloat, MOL TRIUMPH, measuring 20.170 TEU.
Mr. Antonio Tajani, newly elected President of the European Parliament.
Freeport of Riga Authority, Main Building, venue of CESMA AGA 2017.

FROM THE EDITOR

- Despite many efforts by ship owners, maritime colleges and seafarer's organisations in the Netherlands and also in most countries in Europe, it has shown to be very difficult to find sufficient suitable possibilities for a stage period on board for maritime students to complete their education and training. Last year, 2 students from the STC College in Rotterdam managed to find a berth on board a vessel of the Dutch Royal Navy to be able to conclude their education. As 60 students are still waiting for a fair chance, this minor contribution could be a start for a solution to manage the problem. Is this initiative something for other maritime nations in the EU or elsewhere, to follow up?
- CHIRP, the Confidential Hazardous Incident Report Programme, has issued a new series of videos, providing best practices on how to handle unsafe situations on board. This initiative, launched by CHIRP and sponsored by the Standard P&I club, is part of CHIRP's mission to promote safety awareness among seafarers. We remember the presentation of the Director Captain John Rose during our AGA in May 2015 in Viareggio, Italy. We keep supporting the good work of CHIRP. Any hazardous situation on board which need proper attention please let us know. This also goes for near misses, which are grossly unreported.
- The IMO has announced that the theme for World Maritime Day 2017 will be **"Connecting ships, ports and people"**, highlighting the importance of coherent and connected development across all maritime sectors in the world. The theme for 2017 was launched by IMO Secretary-General Mr. Lim during a working visit to the port of Felixstowe (UK)
- Members of European Parliament have voted to call for a ban on the use of heavy fuel oil (HFO), the dirtiest of all fuel types, by ships when operating in Arctic waters. The decision by the European Parliament's environment committee, backed by almost all political groups, also underscores the impact of HFO on human health and climate as it generates black carbon emissions that are widely recognised as the second most important agent of climate change after CO₂. HFO is already banned from the Antarctic, as the effect of an oil spill after an eventual shipping accident, is impossible to be cleaned up.
- Amendments to the MLC 2006 Convention, which ensure better protection to seafarers and their families in case of abandonment, death or long term disability, entered into force on 18 January 2017. Now all foreign ships entering ports of States for which the ILO convention is in force, will be inspected for compliance by Port State Control authorities. With the recent bankruptcy of shipping companies worldwide this last issue has become more than current.
- Kongsberg Maritime has been nominated for collaborating with leading governments to develop and test technology for unmanned ships. Kongsberg has been integral to the opening of the world's first official test bed for autonomous shipping in Norway.
- Insurer "Brittania Club" has advised to avoid fender damage when berthing, originating from many recent claims. When deciding the ship's berthing position, it is important to consider the location of port fenders and how they are positioned in relation to any protrusions or recesses on the ship's hull. It is not just the more obvious parts of the hull, such as the protruding bow flare or bridge wings that should be considered but also less obvious areas.
- ReCAAP ISC in Singapore reports a 58% decrease of piracy in Asia during 2016. It issued its annual report, revealing a significant improvement in the situation of piracy and armed robbery, compared to the past four years. 2016 has the lowest total number of reported incidents amongst the reporting period.

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,- (EXCL EURO 5,- ENTR. FEE) PER
SEAGOING MASTER (WITH A MINIMUM OF 25)
EURO 8,- PER SEAGOING MASTER
FOR ASSOCIATED MEMBER ASSOC. ("" "")

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