

CESMA NEWS

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THE EUROPEAN UNION SHIPMASTER INFORMATION CHRONICLE

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Italian CESMA Member Association, Collegio Nazionale Capitani, expresses its deepest condolences to the people who lost their lives as a consequence of the accident with the Costa Concordia. They feel very close to the families of passengers and crew and share their sorrow. Too much has been said in these dark days in the history of the Italian Merchant Marine.

About the causes of the accident which lead to the capsizing and part sinking of one of the most modern cruise ships and to the loss of life or missing of over 30 people, we trustfully will wait for the official investigation and the final inquiries before drawing a conclusion.

This sad page in the glorious book of our Merchant Marine, that anyhow does not threaten our believe in safety at sea, can not be prejudicial and is not able to throw mud on a category of professional seafarers who continue to work at sea, day by day taking care of people and goods all over the oceans of the world.

THE ACCIDENT WITH THE COSTA CONCORDIA



Capt. Schettino after his arrest

Immediately after the spectacular accident in which the Italian cruiseliner "Costa Concordia" hit an underwater rock and capsized near the island of Giglio in Italy, the media have widely dedicated attention to about every aspect of the disaster. Although there is mediocre praise for the crew in handling the disembarkation of the passengers, most negative attention goes to the master of the ship, Captain Francesco Schettino. In fact, he was not only criticized but also made ridiculous and criminalized by some newspapers. Also the broadcasted conversation between the commander of the Coastguard and the Captain was unprecedented.

We consider this public prosecution of a colleague shipmaster an affront to the entire maritime profession. The effects will be felt for a long time ahead as the reliance on the capabilities of the most important and responsible person on board is from now on thoroughly questioned. Who are benefitting from this media hype? Certainly not the entrepreneurs and the customers of the cruiseline industry which is becoming more and more popular and provides for a serious and welcome input in the indigent European maritime industry. There are indeed indications that serious errors in judgement and navigation and consequent handling of the emergency situation have been made, but no official investigation findings into the accident have sofar been made public. We anticipate that a very difficult and responsible task lies ahead for the Italian maritime authorities who will take part in the official investigation. We wish them courage and wisdom to come out with just and instructive conclusions which will be useful for the entire maritime industry and the cruiseline industry in particular.



A moment of horror for every shipmaster

Captain Schettino is an experienced shipmaster who has tackled the disaster in his own way. He had no experience in dealing with such a large accident (who has?) and he acted as he thought right on the moment. If he acted wrongly, this will come out when the case will become before the Italian court of maritime investigation in one or two years from now. Meanwhile we will have no other option than to guess what really happened. Only Captain Schettino and the officer(s), present on the bridge of the vessel during the accident, know exactly. If they are found guilty of all the charges already raised against them, they will be penalized accordingly.

The most probable cause of the accident was a navigational error in navigating the vessel too close to an extreme and rocky point of the island of Giglio. The reason for passing this, and other islands near the Italian coast, at short distance, is said to be customary for the company Costa Crociere, in order to greet inhabitants of the Italian islands en route in such a way that it provides a spectacular experience for the tourists on board and ashore.

This custom has been practiced for many years and it can only be imagined that calculated risks in doing this were regular practice. Only this time, the calculations were wrong. A steering failure or a moment of distraction on the bridge are the probable causes of the accident. The reaction by the inhabitants of the island that the relevant rocks have always been known, does not correspond with the reaction of the master who maintained that they were not charted or marked. A study of the (ECDIS) charts used, will give clarity on this. Relying on charts at such a close range is always a gamble but experienced navigators are aware that in some areas this is unavoidable. In this case there was no absolute necessity to take such risks but for providing entertainment to the passengers. In this respect it is common knowledge that more and more cruise companies are looking for, so far, undiscovered areas providing adventure and excitement for their passengers such as the polar regions and other unknown areas of the wet globe. These developments put an extra burden and responsibility on the shoulders of the crew, in particular the master.

The ultimate responsibility in the case of the "Costa Concordia" lies with the master even when the navigational error is made by somebody else on the bridge. Taking the risks of which he must have been aware, are inexcusable even under commercial pressure. Question marks can also be placed regarding the time lost before the order to abandon ship were given. Was the master convinced that the vessel would only slowly sink, giving the passengers ample time to disembark if necessary? This, after all, proved to be a incorrect assumption. Was this another wrong judgement or have the watertight doors not been closed in time, in which there is also a huge responsibility for which a guilty person will be sought.

According to a recent recording of the conversation on the bridge, orders to close all watertight doors have been given, but was this in time? From the moment the vessel started listing, it was obvious that free surface water was gaining influence on the stability and that capsizing became inevitable. It became clear that, because of the underwater hull damage, water had entered into three longitudinal compartments including the engineroom whereas the safety construction of the vessel permitted only two compartments to be flooded with all watertight doors closed to prevent the vessel from capsizing. From conversations

and interviews broadcasted meanwhile, it could not be concluded that responsible officers were fully aware of damage stability conditions after the facts of the damage became clear.

Lessons to be learned have to be made public as soon as possible in order to avoid any reoccurrences. A period as long as one or two years appears to be an very long period in this respect. The answer on why Captain Schettino did what he did before, during and after the disaster must be made available as soon as possible. It can be called a miracle that so many of the unfortunate passengers survived. Lessons learned from crowd management courses have worked and many on board and ashore have played a heroic part in saving lives. This should not be forgotten. Every insider is aware of the impact in rescuing so many people of all ages and health conditions from a capsizing vessel where panic actions cannot be avoided. Condolences from our CESMA members go to the families and relatives of those who could not be rescued. This has been a black day for the European maritime cruise industry and for the entire Italian maritime community.

CESMA will be following this process closely in order to safeguard a rightful and fair judgement of everyone involved in the accident.

On 3rd March the first on hearing on the accident took place in the main theatre of the Tuscan city of Grosseto. There was a massive interest from lawyers, survivors and the press. Captain Schettino did not appear for security reasons. He stays under arrest in his home near Naples. Meanwhile we have heard reactions from, among others, from the lawyer of Captain Schettino, Bruno Loporatti, who admitted that mistakes were made on board but that also his client was only a human being and that he deserved a decent process. Meanwhile the Chief Officer of the "Costa Concordia", Ciro Ambrosio, has admitted that he had the con on the moment of the accident and that Captain Schettino depended on his information. It was announced that Captain Schettino will give his opinion on the accident in a book to be written in cooperation with an American journalist. He does not rely anymore on Italian journalists who accused him of cowardice. The next courtcase will be on 21st July.

NEW INITIATIVE TO REVIVE EUROPEAN RADIONAVIGATION PLAN

A European Radionavigation Plan (ERNP) has long been on the European Commission's agenda to serve as a legal instrument to define the pan-European radionavigation system mix as a coherent trans-European network (TEN). Similar goals were also outlined in the proposal for a decision of the European Parliament and the Council of Ministers on common guidelines for a trans-European transport network. It stipulates the communication and navigation structure for the complete network and specifically refers to new radionavigation systems such as satellite navigation.

Satellite navigation, in particular the global position system (GPS) with its trans-national and cross-sectoral nature, was the main driver for the interest of the European Commission. With the availability and widespread use of GPS, the national approach to the governance and provision of navigation systems was no longer valid. The onset of satellite navigation required a fundamental re-appraisal of the traditional approaches to the control, operation and ownership of radionavigation systems. Satellite navigation is international in nature, not being restricted by national or European boundaries. From the transport perspective, it is truly multi-model, bringing benefits to all classes of users. Furthermore it is a multi-sectoral system which is finding use in many application areas, as diverse as precise timing and agriculture. From a European perspective radionavigation aids, intended for world-wide use, cannot be left to the control of any particular state (at the time the United States of America) or be strongly influenced by any particular user group, perhaps to the detriment of others. This led to the creation of the European satellite navigation programme, first through EGNOS and then through Galileo, as well as the creation of associated pan-European institutional structures. This development is still ongoing. In addition, the European Commission saw the need for a European Radionavigation Plan, along the lines of the Federal Radionavigation Plan, published periodically in the United States. Originally the ERNP was therefore envisaged as a tool to assist in achieving a common, co-ordinated and harmonized radionavigation system in the European Union. It was intended to provide information and guidance to the industry regarding the intention to provide a co-ordinated pan-European infrastructure for transport in the EU. The European Commission has already embarked on 2 major projects to develop ERNP. The first produced a major report developed largely through an extensive consultation process with Member States, international organisations, sectoral stakeholders and the industry. The report covered;

- user requirements and applications, identifying current and future applications of radio-navigation and their associated requirements
- the institutional and legal framework for the provision of radionavigation services, then moving on to the outline the institutional issues in the context of GNSS.
- a summary of current Member States national plans and policies, identifying commonalities and differences in these plans.
- inventory of systems available, those which will be phased out and those which will come available for use according to plans of the Member States.
- The European Radionavigation Plan itself with an action plan for necessary work in the fields of engineering, research and development, new institutions and law.

This summary was compiled by the General Lighthouse Authorities in the UK, sent to us by Prof. J. Spaans. (In our next News we will further elaborate on the new initiatives)



CONCLUSIONS HORIZON PROJECT



The European Research "Project Horizon, a wake-up call" concerning fatigue in the maritime industry was concluded on 31st January with a presentation at the Warsash Maritime Academy in Southampton. Eleven European partners participated in the project, including the European Community Shipowners' Association ECSA and officer's union Nautilus International. CESMA has followed the research project as an observer and was invited as such to attend the presentation in

Southampton. The presentation was part of a meeting of the Human Element Advisory Group of the British Maritime & Coastguard Agency (MCA), which has always been a strong supporter of the project. This interest has a connection with the number of accidents in British waters which could be attributed to fatigue.

The study was conducted in close co-operation between the Warsash Maritime Academy and the Chalmers University in Gothenburg, Sweden. Earlier, the Cardiff University conducted a study into the effects of fatigue in shipping. One of the results was a film made available for download on www.seafarersfatigue.com. This was also shown during the meeting in Southampton.

The Horizon Project was the first study in which simulation was used to measure the effects of fatigue. Bridge, engine and cargo simulators were used to scientifically measure the effects of fatigue staged in realistic conditions. Ninety certificated deck and engine officers were involved in the study. They participated on a voluntary basis and were not allowed to leave the premises of the universities during the test period. Even the living and sleeping facilities were somewhat adapted to the conditions on board as far as they could be imitated. The main scenario was a 40,000 ton product tanker during two round trips between Fawley (near Southampton) and Rotterdam. In addition, all states of sleepiness and operations during the usual watch systems were measured. Warsash did research on the six-on, six-off watch system while Chalmers University also included the four-on, eight-off system in the studies recorded. Not only normal watchkeeping was simulated but also emergencies such as breakdowns.

The most remarkable finding of the study was that up to 45% of all watchkeepers sometimes briefly nod off during the watch during a normal working week. This so-called mini-sleep lasts until about 30 seconds and is mainly caused by lack of exercise while sitting comfortably on the bridge seat. The participants in the project occupied the simulators for 64 to 90 hours spread over seven days. It was observed that participants who fell asleep, mainly did so during the night and early morning watches.

Analysis of sleep patterns showed that the results were relatively normal for those seafarers who worked in four-on, eight-off watch systems. Those who worked in a six-on, six-off-system experienced markedly less sleep in the period between the two watches. Frequent lack of sleep caused a clear deterioration in functioning and decision making. This has been clearly demonstrated in the Horizon Project.

There were also a number of recommendations designed to prevent fatigue onboard. This was one of the conditions for initiating the Project Horizon. One of the recommendations concerns the pre-planning of work and maintaining a Fatigue Risk Management System (FRMS) as a part of Safety Management System (SMS). One can also use so-called fatigue predictive models to estimate or predict the danger of fatigue in time. This model will be further elaborated in the MARTHA project. Anyone who has participated in the Project Horizon hopes that the project will have a sequence, depending on the financial support by the European Commission. The fact is and remains that the cause of fatigue is often due to the fact that there is too much work for the number of persons on board, including the watchkeepers. Any administrative work in connection with the prevention of fatigue must be discouraged. It would only increase the workload on board, especially for the captain. This was also brought forward during the discussions in Southampton.

Capt. F. J. van Wijnen



THE 2006 MARITIME LABOUR CONVENTION ADVANTAGES IN TERMS OF SAFETY AND SECURITY

In general the Maritime Labour Convention leads to more safety for seafarers. It includes allowed working hours, rest periods, seafarers' conditions of employment, comfort, spare time and welfare. It is obvious, at least from a seafarers' point of view and that of their captains, that a well rested crew is more vigilant and gives more attention to security. A non rested crew will primarily cut on safety and security matters while at work. Comfort, living quarters, welfare, food, all of these represent an important factor to improve safety on board vessels. This includes also access to shore-based welfare facilities permitting seafarers to go ashore or at least to receive visitors who are in solidarity with living conditions of seafarers. All in all this improves their mental condition which will benefit on work conditions and so on safety at work.

Section 2.3 (work and rest hours): the duty to maintain a work schedule and to record

work and rest hours enables captains to check and control rest periods of crew.

The problem is how honest these records will be kept. We cannot exclude some malversations in order to not displease owners, manning agents (such as too much overtime). We can also imagine captains to rearrange working hours not to be beyond the red line. I think it would be better to authorise vessels to be in red from time to time, although this should of course not occur too often. I particularly think about operations such as mooring and un-mooring. For these operations, all crew is normally required to participate and when a crewmember is working already in a 6/6 watch schedule, when mooring operations are taking longtime (which could happen for a lot of good reasons), he or she will work more than hours normally allowed and be in lack of rest. It is not exceptional to see a seafarer after 6 hours watch and 4 hours manoeuvring to come back on watch after only two hours of rest.

If, as captain, I rearrange number of working hours (of course without reducing the actual number not to influence the actual earnings), it will be easy during the first Port State Control inspection to note the fact that working hours will not correspond with what is noted in the logbook. But on the other side, if I do not rearrange hours, the seafarer would be in red zone and consequently I am again subject to punishment. So? What should be done?

And be informed: the definition of the 6 rest hours in a 24 hours period are not exactly sleep hours. For a seafarer in a 6/6 watch schedule there are also meals, wash, etc. meaning we are far from 6 sleeping hours.

Section 2.7 (manning level): this section does not bring anything more than actual procedures. As long as administrations will deliver manning certificates to coasters to be operated with 5 or 6 persons onboard, section 2.3 of this convention will never be respected. Security will never be accomplished too. It is impossible to be aware and on duty for safety, security and cargo operations at same time. We need several persons to manage all at the same time. With 6 persons on a coaster, this is impossible to achieve, except when crewmembers work at least 20 hours a day. On any kind of vessel and especially on a coaster with 6 crewmembers (captain included), in order to manage all safety, security and cargo operations, there is a need for 4 persons working on 6/6 base. So what to do ?

Same is also valid for bigger vessels. I was always struck by the fact that manning certificates on VLCCs are for only 16 crewmembers. The 3 crewmembers on 6/6

watch are necessary on deck for cargo operations plus one in CCR, one in ECR,



VLCC mv "Limburg"

plus inspections, galley, etc. Probably it is for this reason that often manning managers require 20 crewmembers on board. Is it a proof that it does not work with 16? So, why owners and managers are still proposing manning certificates with 16 persons only? And why this procedure is still granted by administrations?

Section 2.8: to have career and skill development brings certainly security to seafarers. It is not security in the common sense, but his own security and that of his family. For the seafarer to have a secure job and career development possibilities promotes a consciousness on safety and security on board. His attitude and motivation are to be considered essential for his profession and his life. In stead of being on a vessel, the seafarer is now on his vessel. This brings a big difference in work approach. This reflects also to title 3 of the convention (accommodation, recreational facilities, food and catering). This title is probably the most important in terms of safety and security, for crewmembers and also for the vessel. Comfort in accommodations, size of cabins, ventilation, fighting against noise, heat, cold, vibrations, all these conditions are essential for the safety of the crew.

A well rested crewmember in good condition is more capable confronting dangerous work, and is more able to prepare himself with respect to safety. Same is also valid for sanitary installations, lighting and catering in general. Just a negative remark on the Convention (even, if I have well understood, that Convention



is alive and so called to be modified and improved) on the catering on board. If the Convention has some requirements, we can still note that STCW Convention still has no requirements on competency of catering personnel. All on board should have and prove different competencies and qualifications in relation with our job on board (as soon we have to touch something new on board, we should have qualifications), but for catering personnel (except for safety standard training) there is no obligation to know the base of the job. And believe me, to be during several months with a cook who has only the name of cook but no knowledge, is a very very long voyage.

Title 4: Care

The owner is responsible for the health protection and medical care for his crew, also in the event of an accident. These regulations are positive for the protection and safety of the seafarer. There is only one remark about exposure to vibrations and noise. This is only mentioned in part B, meaning only guidelines and not mandatory. But at least there is an improvement. I remember the time, not so

long ago, when the first means to control vibrations of the main engine luboil pump were installed. Now at least there is the same research to find out if the seafarer suffers from the same vibrations as the luboil pump and if he is also suffering from the same unpleasantness.

On the issue of access to welfare facilities ashore, there is a mandatory part in the Convention. Of course safety profits from this regulation on the same grounds as comfort on board. A well rested crew, physically as well as psychically, performs well and with more consideration to safety. This is a crucial point because the onboard workload is ever increasing for crewmembers with procedures from ISM and ISPS codes and more work gives less periods of normal navigation duties at sea. Multinational crews initiate more isolation for the seafarer on board. Calls in ports become shorter and shorter also increasing the isolation.

To go ashore is also a security question. States which have adopted the present Convention are now inclined to facilitate shore access and not to prohibit it under ISPS pretext.

Note that it is a duty for the state to guarantee the financial aspect of shore facilities access. In our nice country, facilities exist, however financial support is founded on a voluntary basis mainly initiated by volunteering ex seafarers. As a consequence these organisations meet more or less great difficulties to perform their work.

Title 5: On board complaint procedures:

In my opinion it will be evident that with good conditions for employment, work and living conditions on board, fewer complaints will come from the crew. However it is a crucial point as it will give the crew a way to improve their conditions.

To end, I would like to mention some crucial items which could have been included in the Convention, hoping that future improvements will take them in consideration:

Firstly, the seafarer international identity card (convention 185). Although it is not part of the MLC 2006, it is an important factor for the security level on the vessel and for seafarers, as this will facilitate the access to shore facilities and relief operations, making up an important part of the working conditions of the crew.

Captain Hubert Ardillon (President AFCAN)
During MARISK Conference in Nantes 27 Jan.2012.



NEW-FIELDS ANTI-PIRACY SEMINAR



On 12th March 2012 we were invited to give our (CESMA) views on combating world-wide piracy during a seminar organised in Athens, Greece, by the US based company New-Fields. In the prestigious Hotel Inter-continental Atheneum, overlooking the Acropolis, a diverse panel of speakers from all corners of the world presented papers on the various subjects which dealt with one of the most urgent threats to maritime safety and security today.

The first two days of the seminar were dedicated to various presentations by a number of important representatives from the military, maritime industry, insurance companies and various organisations and stakeholders. After each round of papers

Concerning captains, there are two issues to regret, that could lead to more safety. There is no stipulation which ensures the master's authority. Of course the ISM code points out clearly that the master is the final responsible for safety on board and no one forgets to remind him in case of incidents or accidents. But the main issue is to give him backing when he is suffering pressure from his owner, for example to sail when manning is not enough to ensure safety on board. This happens on a regular basis.

a proper timespan was kept to enable the audience to pose questions. This made the seminar a lively and fruitful event with questions and answer at random. It proved that on the subject of piracy many opinions are alive and this is possibly one the reasons that real action to do something about it is still not decided on although it has been on the agenda's of important international organisations such as the United Nations, the International Maritime Organisation and the European Commission for such a long time. It needs a firm and decisive policy and drive which is not yet available due to various reasons such as politics and proper and useful legislation. Although the immense area which it encompasses is a serious disadvantage for adequate measures, the real reason is the disinterest of the public, a tendency which we regret to say, affects most politicians.



taking part in the workshop

A few hundred seafarers held hostage under terrible circumstances in a remote area of the world, does not speak to the imagination of the average citizen. Interest comes and goes, disappearing out of the headlines of the news media just as quick as it comes up in the news as long as it shocks people and sells newspapers. Somalian piracy has been making real headlines, but not anymore. Kidnapping a cruiseliner with thousands of (Western) passengers would change that but nobody is looking forward for such a disaster.

The case of armed guards on board was one of the main points of discussion and was advocated by a number of attendants on the reality that ships with armed guards have so far not been taken by pirates. From an Australian navy officer who is employed with the MSCHOA in Bahrain we learnt that there have been a number of shooting accidents in which pirate attacks have been prevented, showing that the theory that pirates are aware of the presence of armed guards on board ships beforehand is not correct. Several representatives of security firms offering armed escorts were present and gave striking examples of their competence. They came from countries as far as New Zealand. Questions of responsibilities on board when armed escorts are used against pirates provided a lively discussion but no answers. Being a shipmaster is a very difficult position, was the comment of the marine director of Intertanko, an umbrella organisation for a large number of reputable tanker owners.

Even Intertanko now advocates private armed guards on board, although with reluctance, realizing that tankers with hazardous substances are not directly a safe environment when fire arms are actually used. CESMA has already brought this to the attention of a piracy seminar organised by the E.C. in Brussels in 2010.

An important part of the conference was reserved for technical solutions to fight piracy. Apart from armed guards, much can be done to resist pirates before they can come on board. When they eventually succeed, one of the options for the crew is to withdraw in a safe room or citadel, waiting for assistance to arrive. It is considered the last line of defence and the discussion on this subject has recently evolved dramatically. Rather than provide certainty for the crew, citadels have become a certain subject of concern and anxiety in the maritime sector. If the citadel proves to be efficient, it may prevent the crew from being kidnapped but if you get it wrong it could be the fatal end for all of them. It all depends on the construction of the citadels and the way they are used. If properly constructed and equipped they can be used as safe haven to stay in relative comfort and communicate with naval forces to come to their rescue. The question remains whether pirates can and are breaching citadels. The situation regarding this issue is not too clear. Citadel advocates argue that any problems have been due to crew not using the system effectively rather than flaws in the citadel concept. That the pirate "industry" beliefs in the concept was clear during the conference. There was a Korean delegation from SAMSUNG heavy industries which advocated their concept of a citadel which could be built on any new vessel but also on an existing one. Another firm had developed a design for a communication system from the citadel to the outside world.

An important part of the conference was dedicated to the Maritime Piracy Humanitarian Response Programme which looks at support for victims of piracy. In many cases these seafarer colleagues are deserted by their employers, mainly manning agents, to recover from their ordeal. Many never recover and are unfit to resume their seafaring career. When they come from countries which export seafarers as so many in the Far East, their redundancy is not less than a drama because entire families depend on the income of that particular seafarer. The programme looks at actively promoting good practice in all three phases of any piracy incident, before, during and after.

The psychological plight of seafarers who have been held hostage, has not necessarily been to the fore as much as it ought to have been, but it has certainly not been forgotten. That is now changing

with first responders, such as welfare organisations, better equipped to help those seafarers and families who need further counselling, care and a professional network of trained psychologists and physio-social consultants being put in place to provide additional support when necessary. The programme which is supported by a broad alliance of industry partners, representing shipowners, managers, insurers, unions and welfare organisations as well as the International Maritime Organisation, the International Labour Organisation, NATO and many others mainly led by Dr. Peter Swift, former director of Intertanko, is doing a



Dr. Peter Swift

lot of positive work for the victims of piracy. The MPHRP is also supported by the ITF Seafarers Trust Fund. (FVW)

New Fields is a Washington (USA) based organisation which organises conferences, exhibitions etc worldwide. The next (4th) Anti-Piracy Seminar will be organised in Dubai (U.A.E) in September 2012

FRENCH PIRATE PROOF VESSEL PRESENTED

The French government is investing 13 million euros in the conversion of the "Partisan", a former navy training vessel into a piracy-proof test vessel. The "Partisan" will be equipped with a security system which consists of non-lethal defence means and obstacles to prevent the pirates from boarding. The system will be tested in practice and is due to be presented to customers in 2014.

The security system consists of a radar and infra-red cameras which give a warning when there is a first sign of a danger to security approaching in such a way that authorities and army personnel are being alerted in good time. When the attackers actually approach the vessel sound and light apparatus are being activated which send pain causing sounds and blinding light beams in the direction of the approaching pirates. When the pirates are coming closer, distant controlled water cannons are activated. Crewmembers can then retreat into a safe haven or citadel. They can control the vessel from this position and observe the pirates and the surroundings with cameras. As soon as the pirates board they are welcomed by teargas granates. Consequently the vessel is darkened and all spaces are filled with smoke to try to confuse the pirates. The plan was presented at the recently held security forum MARISK organised by the University of Nantes. There was some scepticism with a number of attendants of the seminar. Part of the resistance products are already being used and it was questioned whether the presented system was adequate to repel the tough Somalian pirates. (Translated from "Schuttevaer")

PIRACY: BEST MANAGEMENT PRACTICE DO NOT ALWAYS WORK

In about every discussion about escaping from piracy, the expression Best Management Practice (BMP) is used. Recently the fourth edition has been published by the IMO. Also in Brussels, the security side of the European Commission keeps recommending them.

In a fairly recent recent "letter to the editor" in Lloyd's List it is mentioned that the widely supported view that vessels "implementing" or "adhering to" best management practice are unlikely to be hijacked. This assumption gives a dangerously reassuring thought to seafarers which have to cross piracy infested waters.

The shipowner or shipmanager should have the very best threat analysis and associated guidance available, but BMP, in its various versions, have always fallen short.

It is of course better than nothing, but it is not as thorough as it should be. There are inaccuracies and a number of the suggested security measures simply do not work.

For example, dummies and warning signs, being widely praised by some manufacturers at exhibitions as well as firehoses are recommended, even though many in the industry, with practical experience of Somali piracy, know they do not work. Furthermore, some of the examples of barbed/razor wire defences as suggested on the website of the Maritime Security Centre (Horn of Africa) do not work. A single coil of poorly erected barbed/razor wire will not prevent a boarding because the ladder used by the pirates squeezes the wire against the hull.

Can BMP really be called "best management practice" when it recommends measures that have been put in place on vessels that subsequently have been hijacked? In these cases "best" is not good enough. We believe that the shipping industry deserves better guidance. The threat of piracy should be analysed in detail. Experiences of vessels that have been hijacked should be shown with some assessments of the reasons why and security measures that really worked should be discussed in detail. The terms "applying" or "implementing" BMP are too loose. Do they refer to all the points raised in BMP, some of them or most of them? And if just some or most of them, which ones and in what order of priority?

Once BMP has been properly rewritten (again?) to reflect the day by day realities of Somali and other piracy, the next step should be for flagstates and the International Maritime Organisation to insist on its mandatory implementation. Now BMP is, after all, just guidance. Some owners seek guidance because they want to protect their crew, vessels and cargo. But those who, for whatever reasons do not, should be forced to do so.

It is our collective duty to give owners, masters and crew the best protection available.

From: Jim Mainstone (Head of intelligence and risk, Grey Page)



On 28 and 29 March the European Commission in close co-operation with the Danish Presidency of the Council of the European Union (2012) organised a seminar on piracy and armed robbery: "Piracy, the curse of maritime transport". We attended the seminar and will report in our next issue of CESMA NEWS

MARITIME SPATIAL PLANNING IN THE BALTIC



The Baltsea Plan project, as part of the Baltic Sea Region programmes (2007-2013), which are partly financed by the European Union, presented its final results during a conference on 12th January 2012 at the beautiful ancient building of the Ministry of Traffic, Building and City Development in Berlin, Germany.

Maritime Spatial Planning (MSP) is a new point of interest in the European Union. Before the start of the project, three years ago, even the meaning of MSP was unfamiliar with a vast majority of those involved in the maritime industry in Europe. Nevertheless windmill parks, offshore installations and other obstacles were planned and built in various sea areas without a decent planning and oversight. Especially in densely navigated seas such as the North and Baltic Seas, these haphazard actions were asking for problems. Officers deciding on the locations of the on sea-structures were seldom or not at all recruited from experienced mariners and sometimes unaware of the navigational hazards created. The majority of the decision makers came from environmental experts who are convinced that building as many windmillparks as possible is going to save the world.

It is known fact that maritime traffic in seas as the Baltic and North Seas will considerably increase in the coming years and that the knowledge and experience from those navigating the ships passing these areas will not improve, to say the least. So a decent panning where to built these sea structures is of the utmost importance, contemplating the position and width of the passages between them, crowded with all kind of vessels. An important part of the interest goes to maintaining the fishing grounds. Fishing in these areas is becoming an endangered species in recent years and the creation of all kind of structures in seabeds will not improve the situation. As the EU Commission wants in some way to promote local fishing, favourable locations for fishing grounds will have a priority.

It was mentioned during the conference that shipping lanes in the area had to be amended. This also involves Traffic Separation Schemes (TSS) which are originally stipulated by the IMO. Any amendments will have to be approved by a special commission within the IMO. Realising the decisionmaking process by the IMO, a thoroughly considered timespan for new TS Schemes will have to be taken into account. It is to be preferred that those deciding will give priority to safety of navigation vis-à-vis economic and environmental interests. (Capt. F. J. van Wijnen)



At the General Meeting of the Latvian Shipmasters' Association (LSMA) on February 23, 2012, a new board was elected. Capt. Jazeps Spridzans was elected President, Capt. Artis Ozols was elected Executive Secretary and Capt. Arturs Brokovskis – Vaivods and Capt, Aleksandrs Tregubovs were elected Vice Presidents. The new board is looking forward to continuing the fruitful co-operation in the field of maritime affairs.

ANNUAL AWARDING OF “COLLEGIO DI TRIESTE DEI CAPITANI DI L.C. e D.M e D.M.”
TO THE BEST GRADUATED STUDENTS OF THE LOCAL NAUTICAL STATE HIGH SCHOOL
CLASS 2010/2011.



On December 16th 2011 the annual celebration of silver plaques of “San Giusto 2011” to the best graduated students during the class 2010/2011 has been held in Trieste. Since 1992 the “ Collegio di Trieste”, Captain’s and Shipmaster’s association, awards the local best graduated students with these silver plaques, in the hope that they will be the future marine merchant vessels Captains.

This celebration was held with a great support and sponsorship of Wartsila Italia S.p.A. (Bagnoli della Rosandra – Trieste) which gave us the location on their wonderful Auditorium and the final cocktail party upon completion of the awarding ceremony.

Under the chairmanship of Captain M. Carbolante, president of the “Collegio”, authorities attending to the event have been: Eng. S. Razeto, President & CEO of Wartsila Italia besides President of Trieste Manufacturer Chamber “Confindustria”; Mr. A.Brandi, chief MAR/SMS of Italia Marittima S.p.A.(Evergreen Group) sponsorship of awardings, Captain G. Ribaric, Vice president of CESMA, Eng. G. De Cubellis, vice president of “Collegio Capitani” and manager of Wartsila Italia. Other delegates were present: Eng. P.Malabotta, president of “The International Propeller Club” of Trieste; Captains de Visintini & F.Mascarin, of Tripmare & Ocean Groups; Eng. R.Marchione, Nautical State School headmaster and many others civil delegates.



Eng.Razeto and Capt. Carbolante



Cap. G. Ribaric (CESMA Vice President)
gives silver award to Mr. A. Savio

(Captain M. Carbolante)

The six awarded qualified cadets were: mr.A.Savio, 100 cum laude, captain; mr.M. Gastaldello, 100, captain; mr.G. Panasiti, 100, captain; mr.J. Ravalico, 100, captain; mr.S. Girotto degli Ivanissevich, 83, engineer; miss T. Spangaro, 84, shipbuilder. Many retired shipmasters were present, jointly with a considerable number of attendees. The event, all in all, has been attracting roughly 100 persons giving the desired visibility to the “Collegio Capitani di Trieste” and posing a milestone for the coming years.



ZHUPK ANNUAL GENERAL ASSEMBLY: NEW PRESIDENCY



Please be informed that the Annual General Assembly of our Union of Croatian Shipmasters' Associations (ZHUPK) was held in Kostrena on 24th February.

In the year 2012 our Union-Member UDRUGA POMORSKIH KAPETANA KOSTRENA from Kostrena will be in presidency of our ZHUPK, and the elected President of ZHUPK for the year 2012 is Captain Darko Glažar.

Captain Darko Glažar was born in Rijeka in 1961. He was active sailor for 20 years, continuing family tradition of captains. He began with "Croatia Line" (former "Jugolinija") from Rijeka. Then he sailed as master of the mega-shipping companies Sea Land, Maersk, NYK. During his sailing years he has obtained the Ph.D. degree. Since 2005 he was elected and is working as Harbourmaster of the Harbourmaster's Office of the Port of Rijeka. He is for the second term President of Kostrena Shipmasters' Association.

Kostrena is well known for its maritime tradition, what gives a strong and recognizable identity of Kostrena. In Kostrena more than 20 percent of active population is employed in maritime activity, which means that almost every family has its representative in the maritime industry. Respecting this important fact, the Kostrena Shipmasters' Association has launched a laudable project by filming a movie called "Captains of Kostrena", in which primarily the older captains were presented. In this way they have memorized by the movie many rich stories from the life and work of their captains.

The seat of our ZHUPK remains in Zadar, with the same our General Secretary Captain Slobodan Vrdoljak, and with the same address and e-mail address.

E-mail address of Captain Darko Glažar is: Darko.Glazar@pomorstvo.hr



CESMA SEMINAR ON MARITIME EDUCATION AND TRAINING DURING 17TH ANNUAL GENERAL ASSEMBLY Saturday 12th May 10.00 – 12.00 hrs At the Hochschule Wismar Bereich Seefahrt

Capt. Prof. Cristoph Wand : "Maritime Training and education in Germany"
Capt. Hubert Ardillon : "Simulators against practice or experience at sea"
Prof. Michael Rachow : "Manila Amendments, implementation in Germany"
Capt. Dimitar Dimitrov : "Importance of experience for staff on board"



IN MEMORIAM CAPTAIN J.F.GARAY CRISTOBAL



From the website of the Bilbao Shipmasters' Association AVCCMM, we learned that the life of Captain J.F. (Francisco) Garay ended on 27th September 2011. Captain was President of the ACCMM from 1992 to 1995 and from 2001 until his fatal end. Many of our CESMA colleagues knew him as a proud and persistent advocate for the position of the European shipmaster. During the Assemblies where he represented the AVCCMM, he always contributed with valuable comments and opinions. When he fostered an opinion it was very difficult to persuade him and look for a consensus. Yes was yes and no was no.

He was borne in Portugalete in 1951 and followed studies at the local Nautical School. He received his Master's certificate in 1975 and got his first command in 1977 on mv "Puerto de Amberes". After several years of sea service in different companies, he continued his career as civil servant, first in the local administration (Bilbao Municipal Government) and later in the Autonomous Vasque Country Government where he was several years in charge of the Transport Department. Back to the Bilbao Townhall Council, he was appointed director of the Bilbao Naval Museum from 2004 to 2008.

Early in 2011 a malign tumoural process was detected which proved to be fatal and his life ended on 27th September 2011. His passing away is a great loss for his colleagues in Bilbao and in Europe. We wish his family and in particular his wife Carmen who we met at a number of General Assemblies, a lot of courage and strength to live with this loss. (Capt. F J. van Wijnen)



INTRODUCTION BY OUR NEW TREASURER

I have taken over the job of treasurer from Capt. Lex de Lijster as of January 1st 2012. I have known Lex for a long time as we were colleagues at AOC, a then Dutch subsidiary of the Arabian American Oil Company (ARAMCO).



All of us as CESMA members have one interest in common: a love of and passion for all things maritime. That is how my career started. I had an uncle who would come home with wonderful stories about his adventures at sea. So it was not a surprise that I followed in his footsteps. I enjoyed my seagoing career and even managed to sail on ships with a full Dutch complement including two chief mates and lots of apprentices. In total about 50 crew members on a relatively small liner vessel. Talking about change and the good old days!

Transferring duties

At 26 years of age I had to make a fundamental decision. By then I had obtained my Master Mariners' Certificate. Like so many ships' officers in those days I was confronted with a drastic turndown in Dutch shipping. Containerization started to bite, so to speak. The possibilities for Dutch liner services on international routes became increasingly difficult. Shipping companies were forced to merge as in the case of what became Nedlloyd.

And we know what happened to Nedlloyd: P&O Nedlloyd followed by Maersk. So I could see my chances of promotion disappearing fast. I applied to the Dutch pilot services and was accepted. However, I agreed with them that I would first of all try and study for a degree in the UK and take it from there. And so it was. My wife worked in the UK whilst studied. After graduation, I became a transport economist in the Netherlands. I had many foreign assignments including a long stint in Indonesia. Next, I became a transport analyst at AOC where I met Lex. A great job and challenge. Lots of cargo to be transported varying from typical liner stuff, heavy lifts including oil platforms, project cargoes of pipes, air cargo including our own Boeing 747 Combi. It was a fantastic time and included lots of international travel. After 5 years or so, a severe economic depression forced a reorganization. The Dutch office with some 1200 employees was depleted and virtually closed down. Here is where my shipping activities ceased. I became an IT specialist at Cap Gemini on the strength of my modelling capabilities. There I worked for some 5 years with lots of European travel. Interesting was for instance the development of computer reservation systems which worked well for airlines but could also be applied to railways. Think of the TGV in France. My inside knowledge of various types of transport and industry really took off, naturally with a focus on their IT. Again this lasted some 5 years. I then went on to lecture at a professional university in the Netherlands. Believe it or not, that lasted 20 years. I lectured in transport economics but increasingly in logistics and supply chain management. I enjoyed lecturing. It is great to work with students in the age group up to about 25 years. In the final two years of my career, I was asked to participate in the maritime minor: a kind of mini specialization. As I was based in Rotterdam that meant I taught and supervised students who were seeking a career in shipping. I had many students doing their practical training and theses at shipping companies, which was very rewarding and nice for me. However, in the Netherlands the retirement age for lecturers is 65 and so I retired last September and am adjusting to a new lifestyle with new challenges. Interesting to see piracy high on the agenda for CESMA. I remember sailing up the river to Palembang in Sumatra and to be boarded by robbers or rather pirates who stole all they could grab. Or how about sailing up the Saigon river to Saigon as it was called then and to be shot at by the Vietcong. Shipping is never boring so it would seem. (Freddy van Poelgeest)



CESMA LOGBOOK (2012 – 1)

We were represented at the following occasions

16 Dec Trieste	Presenting award Trieste Naut. College
12 Jan Berlin	Conclusion Baltic Sea Project
19 Jan The Hague	Piracy debate Government Netherlands
23 Jan Brussels	SAGMAS Meeting
27 Jan Nantes	MARISK Seminar
31 Jan Southampton	Conclusion Project Horizon
16 Feb Rotterdam	Meeting European Nautical Platform
8/9 Mar Athens	New-Fields 3 rd Piracy Seminar
19 Mar Heyplaar	Meeting European Nautical Platform
28 Mar Brussels	Piracy Seminar EU Commission



FROM THE EDITOR

- Shortly, a private navy of bullet proof small gunboats is expected to be on patrol to escort ships and protect them against pirate attacks when transitting the Gulf of Aden. About US\$ 30.000 will be charged per ship travelling in a convoy of around four vessels over three to four days.
- EU member Malta is admitted to the white list of flagstates of Port State Control, the organisation which provides safety inspections for shipping. Ships from nations which are on the white list meet less intensive inspections than ships from nations which are on the grey or black list.
- The port of Antwerp can from now on receive the largest containerships afloat on a regular basis. Four test voyages by Maersk vessels of the largest in its kind have persuaded the Permanent Commission for Supervision of Navigation on the River Scheldt to grant the permission after evaluation of the tests.
- Former International Maritime Organisation secretary-general Efthimios Mitropoulos has been awarded the Grand Cross of Merit with Star and Sash Cross of Germany. The award was presented by the German UK ambassador mr. Georg Boomgaarden during a reception at London's German embassy. The Ambassador praised the former IMO boss for working towards easier, safer, more secure, humane and ecological shipping during his time at the helm of IMO between 2003 and 2011.
- DFDS Seaways has been awarded the title "Leading Ferry Operator of the World". DFDS has obtained this prestigious World Travel Award for the first time. Other nominates came from New Zealand, the Baltic States and other European nations. An excellent customer service and an extensive network of services had an important role in awarding this success to DFDS Seaways.
- The IMO has chosen for its theme for World Maritime Day "Hundred Years after the Titanic". This tragic accident in 1912 was the reason to initiate the AMVER system which enables to determine the position of vessels in the vicinity of a ship in distress in the North Atlantic Ocean.
- The courtcase against the captain and second officer of the containership RENA which ran aground on a reef near the coast of New Zealand has evaluated in a witch-hunting against our colleagues. There seems to be confirmation of errors in navigation caused by time restraint, not uncommon in the container trade. But there are other accusations especially after oil has been leaking from the broken up vessel and nature is endangered. This has aroused anger among the public. CESMA will follow proceedings carefully to watch unjust criminalisation.
- The Security Commission of the European Union has, according to news reports, pronounced its intention for EU Mission NAVFOR to combat piracy in Somalian waters not only at sea but also on the beaches of Somalia. The Somalian government has stated that it will actually support such actions.
- Italian class society RINA is et to be taken to court in a civil action over claims it should have done more in order to prevent the "Costa Concordia" casualty. The case is being drawn up by a consortium of lawyers which also represents victims of the "Al Salam Boccaccio 98" which sank in the Red Sea six years ago causing 980 victims. RINA is the class society of the Costa Cruise fleet and the recognised organisation auditing the International Safety Management code on behalf of the Italian administration. It appears that errors have been made in applying the ISM code.





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

ANNUAL SUBSCRIPTION:

EURO 14,- (EXCL EURO 5,- ENTR. FEE)
PER SEAGOING MASTER
(WITH A MINIMUM OF 25)
FOR FULL MEMBER ASSOCIATIONS

EURO 7,- PER SEAGOING MASTER
(WITH A MINIMUM OF 25)
FOR ASSOCIATED MEMBER ASSOC.

CONFEDERATION OF EUROPEAN
SHIPMASTERS' ASSOCIATIONS



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APPLICATION FOR (ASSOCIATED) CESMA MEMBERSHIP

Association full name:

Full address:.....

Phone/fax/E-mail:.....

Name president:

Name vice president:.....

Name secretary:.....

Name Treasurer:.....

Number of: seagoing masters :.....
 shorebased masters :.....
 retired masters :

THE PRESIDENT OF THE ASSOCIATION OF SHIPMASTERS, MENTIONED ABOVE, DECLARES THE PARTICULARS TO BE CORRECT TO THE BEST OF KNOWLEDGE AND HEREWITH APPLIES FOR FULL OR ASSOCIATED MEMBERSHIP OF THE CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS (CESMA).

NAME AND SIGNATURE:

DATE:

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