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I F S M A - NEWSLETTER

The International Shipmasters Link

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- ❖ **Captain Nic W C Rutherford - UK**
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- ❖ **Mr. William A O'Neil - UK**
Elected: 07/10/1993

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Elected: 01/06/2002

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

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

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

- ❖ **Captain Rodger MacDonald FNI - UK**
Elected: 14/06/2012

The IFSMA Secretariat

Headquarters contact details are on the front page

- ❖ **Secretary General**
Captain John Dickie MNI
Appointed: 14/06/2012

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

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

Some Thoughts from your Secretary General

Good Day to all members and readers of the newsletter. It seems like only yesterday that I was standing in Copenhagen and taking over from Rodger MacDonald. Although I had been working with Rodger since the beginning of the year the normal change of position has been very demanding, but enjoyable.

I will be writing articles for each edition, unless of course you do not want me to, or what would be more interesting that we have articles submitted by the membership for publication. This would be good to have so much involvement from the membership and a platform to voice opinions and assisting in determining the direction that IFSMA should take.

At this time, there are a number of projects that IFSMA is becoming involved in and there are more on the horizon. These need to be chosen with care as there is a large demand of time to discharge these duties properly but it is a necessary demand to raise the profile of IFSMA in the maritime industry.

The notes of support and welcoming of me to IFSMA have been gratefully received and I do promise to do everything I can to help in the growth of IFSMA and enhancing its recognition by the industry. I can only do so much and request the membership to work with me in realizing this vision.

My vision is of IFSMA being a large family and bringing National Associations and Individual Members together so that we can utilize the expertise from within to expand to the rest of the industry. We need to grow in numbers to support what we do now and what we want to achieve, but not at the expense of the exclusiveness of the membership and the criteria to join. This would detract from what we are and lessen what we can become.

At this time I am pursuing a few nations in respect of setting up new Associations or having Associations that have left into rejoining. It is

not easy, but nothing that is worthwhile ever is.

Our presence at the IMO is growing and interventions made. These are not always welcome, such as the one in respect of the Costa Concordia, but what was said needed to be put on record. At this time I would also like to acknowledge the input of Allan Graveson of Nautilus International for his time and assistance in all matters at the IMO. He and others work behind the scenes to ensure that we are up to date and on top of a number of issues. We need others who can spare the time and can help spread the workload, but as usual this is on a voluntary basis.

There is a lot of work going on at HQ and by the end of this year we will have completed phase I and be more able to cope with members visiting the UK to come to the office, and also offer assistance where appropriate.

As the newsletter develops we need input from you and all contributions will be welcome, and where there are issues that need more than one newsletter to discuss and formulate a view or to receive replies in respect of papers published there will be follow up articles in future editions.

From me and the Secretariat, we welcome all and are here to serve the needs of IFSMA. It is not our Association but yours. We are the caretakers and we take direction from you. Together we can build on the past to create the future we deserve.

Captain John Dickie
Secretary General

Panama Canal in Two Minutes

Here's something to tell your friends and family about.

This excellent two minute time lapsed video on YouTube of transit of the Panama Canal gives a flavour of one of the more interesting days that can be experienced working at sea.

<http://tinyurl.com/d7w9q8a>

The GLAs' Maritime eLoran

e-Navigation and eLoran

The foundations of the IMO's e-Navigation concept include global communications, electronic navigation charts and electronic positioning, navigation and timing (PNT). The primary source of PNT for e-Navigation is any one, or more, of the Global Navigation Satellite Systems (GNSS). Currently, GNSS includes GPS (US) and GLONASS (Russia) and in the future COMPASS (China) and GALILEO (Europe).

All of these systems have one issue in common: low signal power (approximately 0.0000000000000001 Watt) at the earth's surface making them vulnerable to intentional and unintentional interference¹.

The IMO says that e-Navigation systems should be resilient. It goes on to say that requirements for redundancy, particularly in relation to position fixing systems, should be considered.

In 2010, the General Lighthouse Authorities (GLAs) through their 'Research and Radionavigation Directorate' (R&RNAV) undertook a rigorous Business Case analysis for the UK's Department for Transport (DfT). It showed that eLoran would allow the GLAs to achieve the most cost-effective balance of radionavigation and visual aids to provide resilient PNT, thus enabling the full benefits of e-Navigation in the 2018 to 2020 time-frame². Implementing eLoran means that some lights and other physical aids to navigation can be removed. Lights, however, remain a crucial part of e-Navigation for navigation and situational awareness close to danger.

Since 2007 the GLAs have led the introduction of eLoran in Europe, deployed a new eLoran transmitter station at Anthorn in Cumbria; conducted successful GPS jamming and eLoran trials; and worked with European colleagues to promote eLoran's maritime and non-maritime benefits.

So what is maritime eLoran?

The core signal-in-space is a higher specification

version of the old Loran-C signal³. eLoran is an all-in-view system and position is determined by modern eLoran receivers in a manner similar to that of a GPS receiver, measuring signal propagation times from all available transmitters and combining them in a positioning solution; eLoran is NOT a hyperbolic system.

A number of additional components are required:

1. Sets of Additional Secondary Factors (ASF) to correct for propagation delay over land
2. A Differential-Loran service sending real-time propagation corrections to the mariner
3. A Loran Data Channel to communicate these corrections, and integrity information, to the mariner.

Loran Station

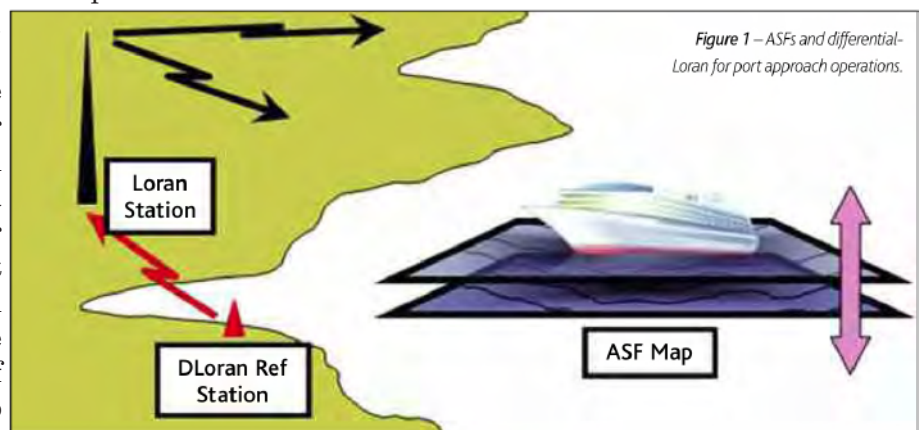


Figure 2 – An ASF measurement system.



Additional Secondary Factors

eLoran receivers compute their position in two stages. First they assume that the earth's surface is covered entirely in sea-water and they employ a very accurate sea-water radio propagation delay model.

In the second stage, the 'additional' delays due to propagation over land from each eLoran transmitter

are taken into account. These are called ASFs and they are supplied to users as databases built into receivers. R&RNAV has been developing best practice methods for measuring and processing ASFs.

It has developed software that is capable of running on an ASF measurement system, shown in Figure 2 and Figure 3. The GLAs can measure, process and validate ASFs and convert them into a form suitable for publication. Figure 4 shows an ASF database for the UK's Anthorn transmitter covering the Harwich and Felixstowe approach channel. A database would be provided for each eLoran transmitter serving an area.

Differential Loran

ASFs change, due to rain soaking into the earth or freeze-thaw paths. Over a year, actual ASFs change in a cyclic manner compared to what is fixed and stored within a mariner's receiver and this affects positioning accuracy. We need to monitor these temporal variations and inform the mariner's receiver. This is done using Differential-Loran corrections, measured at reference stations local to the point of use of the service.

The word 'station' conjures up images of buildings, transmitter masts and operational personnel on-station to service it. However, a Differential-Loran reference station is nothing more than a small box connected to the Internet and a receive antenna on a roof as in Figure 5.

Loran Data Channel

The differential-Loran correction

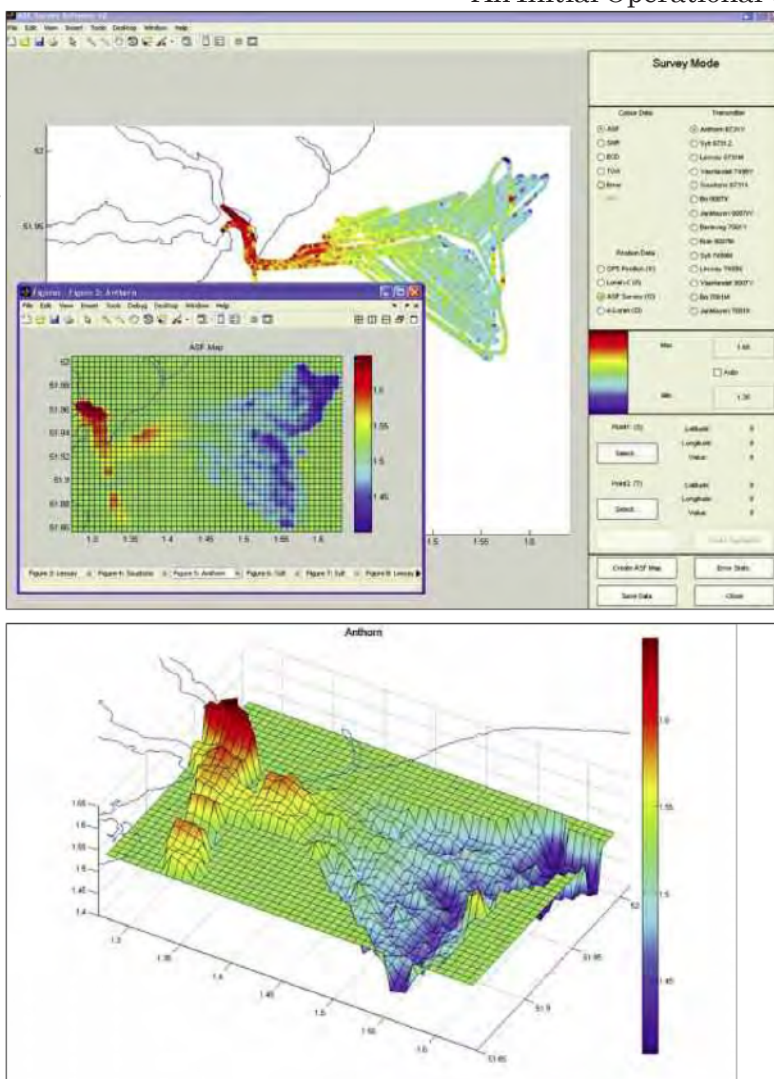
data are transmitted to the mariner using the Loran signal itself – the Loran Data Channel (LDC). In Europe this is Eurofix⁴ – a low bandwidth (~ 30 bps) data communications system based on the modulation of some of the pulses transmitted from an eLoran station. Eurofix is currently transmitted on several eLoran transmitters in Europe. Higher bandwidth (1500 bps+) methods are being developed with new technology eLoran transmitters.

The GLAs' eLoran roadmap

Prototype eLoran operation continues routinely in the UK. The transmitter at Anthorn consistently demonstrates 100% monthly availability. There has been a Differential-Loran reference station operating in Harwich since 2008 and it is currently possible to navigate the Harwich/Felixstowe approach channel using eLoran with positioning accuracy of about 10 m (95%).

The GLAs are approaching future eLoran service provision in two stages:

An Initial Operational Capability (IOC) level service



Top left, figure 3 – The GLAs' ASF measurement, processing and validation software.

Lower left, figure 4 – Example ASF map for Anthorn covering the Harwich and Felixstowe Harbour Approach Channel

Above, figure 5 – The GLAs' prototype differential-Loran reference station installed in Harwich.

will be installed by mid-2013 covering the seven busiest ports on the east coast of the UK: Aberdeen, Grangemouth, Middlesbrough, Immingham, Tilbury, Dover and an upgraded system at Harwich/Felixstowe. See Figure 6.

A Full Operational Capability (FOC) level service, covering all major ports in the UK and Ireland and various Traffic Separation Schemes, will be installed by 2018.

The transmitter at Anthorn is very reliable; however, it will be around 24 years old by the time of FOC in 2018. It will need to be upgraded with new time and frequency equipment, or replaced.

The GLAs also need to implement the best option for extending coverage to the west of the British Isles and eLoran coverage prediction techniques, Figure 7, developed by R&RNAV are allowing them to investigate various options.

Coverage prediction like this, together with eLoran off-air measurements, will also allow the GLAs to optimise differential-Loran reference station roll-out determining the number of reference stations needed and the best locations to put them.

Strategic View

As part of e-Navigation, the GLAs continue to press the need for an independent, dissimilar backup to GNSS. The GLAs continue to participate in pan-European Loran in the belief that eLoran, or a derivative, provides a reliable, accurate, secure, and low cost enhancement of GNSS derived PNT for multi-modal uses and applications as a key building block of e-Navigation.

The GLAs' eLoran strategy is to:

Extend current UK trials to demonstrate performance and raise awareness;

Consider opportunities for extension of the GLA eLoran trial;

Consolidate cross-sector support in the UK and beyond – both

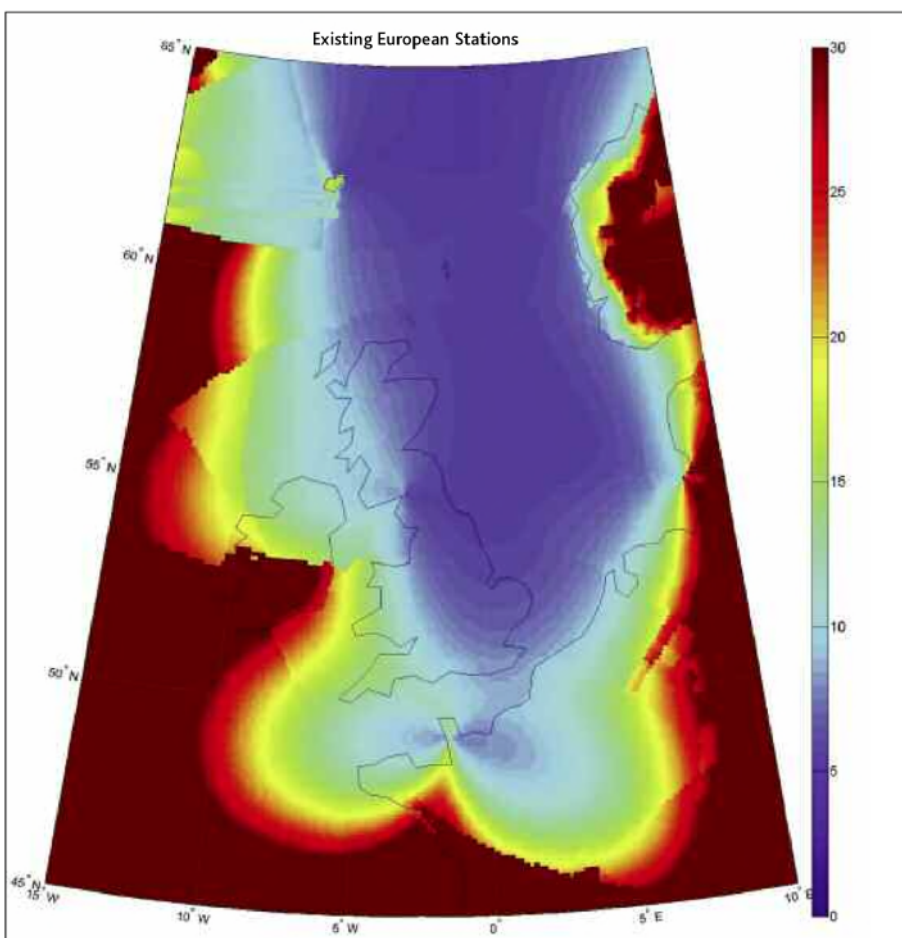


Figure 7 – GLA eLoran coverage prediction illustrating a gap in the west.

cross-government and different modes (e.g. road navigation);

Continue building a European consensus in favour of eLoran; preparation and adoption of a European Radio Navigation Plan is of crucial importance;

Facilitate international recognition of eLoran as the preferred complement to GNSS;

Prepare for the introduction of eLoran services in 2013;

Plan for fully operational service by 2018.

For more information and document downloads please visit R&RNAV's website at www.gla-rrnav.org

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- 5 Low Frequency (LF) Solutions for Alternative Positioning, Navigation, Timing, and Data (APNT&D) and Associated Receiver Technology, Arthur Helwig, Gerard Offermans, Chris Stout, Charles Schue – UrsaNav, Inc., Brian Walker, Tim Hardy, Scott Martin, Kirk Zwicker – Nautel, Inc.

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Edinburgh Festival Fringe

In the list of top 10 jokes: -

"I saw a documentary on how ships are kept together. Riveting!"

Erika and Prestige Trials

Ten years after the Prestige oil spill disaster (2002), the dates of the trial have finally been unveiled. It will take place from next October 16th 2012 to May 29th 2013 at Coruña (Spain). It will bring together 3 magistrates, 51 lawyers, 2128 plaintiffs and 133 witnesses. It took almost 10 years to make this trial happen and it promises to be electric: the volume dedicated to financial compensations counts more than 300,000 pages...

Started in 2007, the Erika trial will come to an end on September 25th. The Court of Cassation, France's highest Court of Appeals, will pronounce its judgment almost 13 years after the shipwreck of the Erika and after many unexpected issues. The last one date: TOTAL may be denied its responsibility for the environmental consequences of the disaster.

Both accidents at sea have caused the spillage of 84,000 tons of oil, which have polluted the French, Spanish and Portuguese coasts (64,000 tons for the Prestige and 20,000 tons for the Erika). Following these shipwrecks, the European Union has voted stronger regulations to reinforce the safety of the vessels and the maritime traffic: Erika packages, double hull (and its paradox...). It is however just a beginning, many progresses are still possible in order to develop an eco-responsible navigation.

Today, these juridical issues can be avoided or significantly reduced. The Maritime Passive Safety Association promotes new solutions to mitigate or avoid the potential impact of accidents at sea on the environment. These technologies are pre-installed on board equipment which reduce pollutants' leaks and accelerate oil removal operations after an accident happens. These solutions are called leak preventers, FOR Systems or magnetic patches. Ship-owners among the early-adopters have understood what is at stake with the maritime passive safety revolution and have decided to equip their fleet. From now on, it is the matter of setting up rules able to truly prevent accidental pollution at sea.

<http://www.maritimepassivesafety.com>

The Maritime Passive Safety Association was founded based on an alarming observation: despite the increasing number of risks involved in the thriving maritime transport sector, ships are not designed to prevent environmental catastrophes if

an accident were to occur. This is true despite the emergence of innovative technological solutions, which are certified, cost-effective and that can effectively help salvors in times of crisis and quickly avoid the risk of major pollution, even before the pollutants have left the ship.

With this in mind, key stakeholders of the industry founded the Maritime Passive Safety Association – a non-profit organisation based on their shared desire to promote sustainable shipping.

The objectives of the Association are to raise awareness of accidental maritime pollution and promote new solutions to increase their prevention. The aim is to improve environmental safety in order to encourage sustainable maritime transport better suited to navigation in the 21st century.

Shipping is one of the most environmentally friendly means of transport. But the risk of accidental pollution continues to grow, due to increased traffic, ever bigger ships, transport of new toxic substances, opening up of new routes through sensitive territories and an increasing number of accidents due to unpredictable weather conditions. Now more than ever, action must be taken to address these new threats and avoid environmental catastrophe.

In line with the interests of all those involved in the shipping industry, from shipowners to charterers, builders, salvors, maritime experts, certification agencies, public authorities and NGOs, maritime passive safety addresses the issues facing a society which is increasingly aware of the need to prepare ships in order to reduce the environmental impact of incidents and accidents at sea.

Container Chaos after Heavy Weather

Casualty pictures featured in the Gallery of Countryman & McDaniel in LA is of MV Bai Chay Bridge, linked below, which encountered very heavy weather on passage to Hong Kong, during June 2012, shows the damage to the container stow on board the K Line ship.

The site as a whole is a testament to content over form. Year after year, the webmasters have created a book of evidence which shows how the industry is still subject to the power of fortuity and human error.

<http://tinyurl.com/8pezz9d>

MARLEANET, Improving Continuing Education for Seafarers

The European programme MARLEANET is a network of countries on the Atlantic coast who are working together to build a system of marine continuing education for the future. The goal is to improve the whole system of training for seafarers using e-learning.

Led by the European Maritime Training Centre (c.e.f.c.m.) of Concarneau, the European programme MARLEANET (MARitime Learning NETwork) started in 2010, bringing together six partner institutions in four countries: France, Spain, Portugal and Ireland. Great Britain will also soon join the network. The partners have set themselves a common goal of creating tomorrow's maritime training together. "The maritime world is international," says Alain Pomès, head of c.e.f.c.m. "Crews are multinational and seamanship is the only occupation qualified by a world standard, ratified by the International Maritime Organization (IMO).

It is also the only profession where continuing education is a legal requirement, each time sailors are posted. Even when sailors have the same qualifications though, the criteria can be more or less severe between countries. The objective of MARLEANET is to develop and share training standards and innovative professional qualifications.

Moreover, training in the maritime world is often hampered by the constraints of working at sea. E-learning has quickly established itself as the most appropriate solution and this has convinced the European Union, who is funding 65 % of the MARLEANET programme.

Predicting the maritime professions of tomorrow

What is the situation of work at sea in 2012? The network partners have taken several steps to find out. First, they identified the continuing education opportunities available on the Atlantic coast and analysed them according to quality criteria. A database was created that will soon be posted on the MARLEANET website. Training needs were then identified, which was not an easy task because it meant predicting the maritime professions that will exist in the future. Finally, the network partners are now working to produce online training modules

on four major themes that they identified:

- Risk management on board ships;
- Human resources management;
- The environment and its protection;
- Health and medicine on board.

A test phase will be run in the autumn, followed by validation before the educational materials are put on line. The modules will be translated, from their original English into the language of each country. "We make short sequences, not exceeding fifteen minutes to adapt to the limited availability of crew members and to make these materials usable on board," continues Alain Pomès. The MARLEANET programme is aimed at the merchant navy, fishermen and professionals working with seafarers, such as doctors or nurses. It will be presented and discussed on 10 and 11 October at an open conference during Sea Tech Week, with online demonstrations.

To know more about the MARLEANET conference visit the MARLEANET Website : www.marleanet.com

The Perks of Being Over 50

1. No one expects you to run -- anywhere.
2. People no longer view you as a hypochondriac.
3. There is nothing left to learn the hard way.
4. Things you buy now won't wear out.
5. You can eat dinner at 4 P.M.
6. You can live without sex but not without your glasses.
7. You enjoy hearing about other people's operations.
8. You get into heated arguments about pension plans.
9. You quit trying to hold your stomach in, no matter who walks into the room.
10. You sing along with elevator music.
11. Your eyes won't get much worse.
12. Your investment in health insurance is finally beginning to pay off.
13. Your joints are more accurate meteorologists than the national weather service.
14. Your secrets are safe with your friends because they can't remember them either..

New World Record for Highest Freefall Lifeboat

The world's leading lifeboat and davit manufacturer Schat-Harding has set a new freefall lifeboat record with its new generation FF1200 boat. The boat was successfully dropped from a freefall height of 60 metres. The world record drop was conducted as part of the certification tests of the boat.

"The FF1200 managed this height in an excellent way," says Geir Arne Veglo, CEO of Umoe Schat-Harding Equipment AS. "The FF1200 entered the water cleanly and made excellent headway."

The boat was loaded with seven tonnes to simulate the full capacity of 70, 100kg people. As part of the test, the engine was started immediately and was left running for four hours along with different manoeuvring tests.

The FF1200 is the only lifeboat that has completed the full-scale tests set by the new requirements for freefall lifeboats on the Norwegian Continental Shelf, DNV-OS-E406 standard. After the freefall test this week, the FF1200 is now the highest certified freefall lifeboat.

The ability to drop safely from greater heights is required as offshore installations get larger. The FF1200 was designed for that purpose and to meet stringent new standards for performance in heavy seas which will facilitate the evacuation of rigs and installations in the Norwegian North Sea.

"This lifeboat has been well received in the market. Schat-Harding has already secured orders for 47 systems and is now receiving more requests for new projects. We have exciting times ahead as the Norwegian and global offshore markets develop," says Veglo.

The FF1200 boat can carry 70 persons secured in special seats with 5 point harnesses. After dropping into the water the boat momentum carries it clear of the rig, after which a high power 280 hp engine speeds the boat clear of the rig.

A video can be viewed at:

<http://www.youtube.com/watch?v=Ly05OF6OAWc>

Rena Captain and Navigator Jailed

The captain and navigating officer of the *Rena*, which ran aground on a reef off New Zealand, have been jailed for seven months each.

Capt Mauro Balomaga and Leonil Relon, both Filipino nationals, had faced maximum terms of seven years imprisonment, Reuters news agency reports.

The men had pleaded guilty to charges of operating the 47,230dwt Liberian-flagged container ship in a dangerous manner, releasing toxic substances, and attempting to pervert the course of justice by altering the ship's documents.

The *Rena* left Napier and deviated from its intended course as it headed to a 3.00am meeting with the Tauranga pilot boat. At just after 2am on 5 October 2011 the *Rena* was on a direct track for Astrolabe Reef. The vessel struck the reef at 17 knots about 20km off Tauranga, New Zealand's biggest export port spilling about 300 tonnes of fuel oil into the sea, fouling beaches up to 100 km away. In January the grounded ship broke in two, spilling some 300 containers and debris into the water.

"This was an event unlike this country has ever seen," said Judge Robert Wolff, but his sentence took into account that the pair had already been vilified and that they would be held in a foreign jail. The court was told the captain had ordered the navigation officer to take short cuts to ensure the ship did not arrive at Tauranga late.

The government prosecutor said the crew had not complied with basic navigation practices, and there had been what he called "substantial deviations" from the approved course.

"This grounding has had significant consequences for the Bay of Plenty community and the country as a whole," said Maritime New Zealand director Keith Manch.

The vessel's owner, Daina Shipping, part of Greece's Costamare, has also been charged with discharging harmful substances, which carries a maximum fine of NZ\$600,000 (\$451,000), and an additional fine of NZ\$10,000 for each day the offending continues.

New Zealand's government has estimated the cost of the clean-up at NZ\$130m (\$108m, £68m).

IFSMA at Environmental Conference Rio+20.

During the biggest Conference held and promoted by the United Nations, IMO held an important event named IMO at Rio + 20, on 20th June 2012, with an IFSMA representative present.

At this event, with multiple participants from the World Maritime Community, IMO explained how international shipping contributes significantly to the three pillars of sustainable development, the eradication of poverty and the widespread development of green growth. It also presented IMO's vision of a framework for Sustainable Maritime Development.



Captain Jones Soares, IFSMA Representative

IMO at Rio+20 highlighted the huge contribution already being made by shipping towards greater sustainability.

Moderated by Prof. Björn Kjerfve, President, World Maritime University (WMU), nine important issues from the main theme of Sustainable Maritime Development were addressed, for example:

- Economic aspects of Sustainable Maritime Development: Shipping as a key contributing



With IMO Secretary General

factor to green growth, presented by Mr. David Tongue, Director, Regulatory Affairs, International Chamber of Shipping (ICS)

- Green jobs in the maritime sector (social aspects of Sustainable Maritime Development), presented by Mr. Antonio Fritz, Latin America Caribbean Regional Secretary, International Transport Workers' Federation (ITF)

- R&D towards designing greener ships for sustainable maritime transport, presented by Mr. Lars R. Pedersen, Deputy Secretary-General, The Baltic and International Maritime Council (BIMCO)

At the end of the event a Panel Discussion with questions from the audience was held.

The IFSMA representative at this event, **Capt Jones Soares**, spoke to IMO Secretary General, Mr. Koji Sekimizu, in the Panel Discussion, about IFSMA resolution 10 (AGA 38)/Assessment of Green House Gas Programmes and the request of IFSMA to actively take part in the deliberation of the steering committee during MEPC 64.



Container and Other News

In the latest edition of Drewry Maritime Research's annual Container Census report, dated 7th August, they reported as follows.

The container equipment fleet grew by 8.5% during 2011, taking the global fleet to 31.25 million teu, compared to a 7% growth in 2010. This was better than expected as demand for newbuilds suffered a knock from the second quarter of 2011 onwards, with production significantly curtailed from that point. Indeed, analysis within Drewry Maritime Research's Container Census 2012 – Survey and Forecast of Global Container Units implies that up to 70% of 2011 net additions were made in the first 6 months of the year, highlighting distinct uneven progress.

The underlying reason for the slowdown in the latter half of 2011 was an apparent misreading of demand. Few buyers predicted an over-supply (900,000 teu at mid-2011, and over 500,000 teu end-2011) that was exacerbated by a weak peak season. Even so, utilisation of the in-service fleet held at a very high level, topping 95%.

One knock-on effect of high utilisation is that container-to-slot operating levels have dropped to historic lows, close to 1.8:1 in 2010/11 compared to 2:1 immediately preceding 2009. This has been achieved by shipping companies working their assets harder, which considering the increasing container dwell times resulting from slow steaming, is something of an achievement. Andrew Foxcroft, author of the Container Census report, forecasts annual container fleet growth will be in the order of 7% from 2012-2015 as shipping companies continue to adopt a tight container/slot operating ratio, whilst also increasing replacement purchase in comparison to 2010-2011.

Fleet growth since 2009 has continued to be dominated by leasing companies who have posted growth (teu) of 10.6% in 2011 and 9% in 2009, compared to shipping lines and other transport companies only registering 7% and 5.7%. Investment by shipping lines in particular was curtailed when their profits slumped and debts rose. However some lines have tentatively resumed equipment investment, but they are still very much testing the waters.

Newbuild dry freight pricing has continued to be volatile, thereby affecting the calculated CEU

(Capital Equipment Unit) valuation and new-for-old replacement cost of the global container fleet. Dry freight prices attained their greatest height (almost US\$3,000 per CEU) in early 2011, by which time the replacement cost of the global fleet was up by more a third on its level at the start of 2010. However, the fleet's corresponding CEU valuation was down slightly, because of the sharp upward movement of dry freight prices contrasted with the more static level of reefer/tank pricing.

Throughout 2011, the reverse occurred. CEU values increased, as against no real change in the fleet's replacement cost. This was due to an overall 20% fall in dry freight pricing against the continued static level of reefer/tank costs. The dry freight price was subsequently to recover by 20% during the first half of 2012 (to US\$2,750 per CEU), before going into decline again. Andrew Foxcroft nevertheless states that, "the outlook is for pricing to stay high, with the annualised forecast holding at US\$2,500 for 2012 and 2013."

Aphorisms - Part 1

APHORISM=A short, pointed sentence expressing a wise or clever observation or a general truth

1. The nicest thing about the future is that it always starts tomorrow.
2. Money will buy a fine dog, but only kindness will make him wag his tail..
3. If you don't have a sense of humour, you probably don't have any sense at all.
4. Seat belts are not as confining as wheelchairs.
5. A good time to keep your mouth shut is when you're in deep water.
6. How come it takes so little time for a child who is afraid of the dark to become a teenager who wants to stay out all night?
7. Business conventions are important because they demonstrate how many people a company can operate without.
8. Why is it that at class reunions you feel younger than everyone else looks?
9. Scratch a cat and you will have a permanent job.
10. No one has more driving ambition than the boy who wants to buy a car.
11. There are no new sins; the old ones just get more publicity.

Breakdown of Communications

Princess Cruises claims that the Star Princess failed to rescue a drifting fishing boat on 10 March due to a "breakdown in communications".

The small fishing vessel Fifty Cent lost power on 24 February off Panama when its outboard engine failed. It was rescued a month later off the Galapagos, on 24 March. One fisherman survived. Two died, one of them 24 hours after the Star Princess passed the fishing boat.

On 10 March, when all three fishermen were alive, three passengers aboard the Star Princess spotted the Fifty Cent. The passengers were birdwatchers equipped with high-power binoculars and saw one of the fishermen frantically waving for help.

According to accounts given to multiple media outlets by the birdwatchers, a crewmember of the Star Princess, described as a 'sales person' and 'the kid from the desk', was informed of the sighting. The crewmember reportedly accompanied the birdwatchers to their equipment, acknowledged seeing the fishing boat, and passed the information to someone else on the cruise ship via a mobile phone. The birdwatchers' impression was that the message was passed to the bridge.

When the Star Princess didn't turn, one of the birdwatchers, Judy Meredith, emailed a message to the US Coast Guard. That email, now on the public record, stated: "We have no doubt whatsoever that we saw a man appearing to be in distress." She subsequently clarified to Panama online journalist Don Winner (who broke the Star Princess story on 14 April) that she submitted her message to a US Coast Guard 'contact us' system on the agency's website (the Star Princess was not in US waters at the time).

In a statement late yesterday, Princess Cruises said "the preliminary results of our investigation have shown that there appeared to be a breakdown in communication in relaying the passengers' concern. Neither Captain Edward Perrin nor the officer on watch were notified,".

"Captain Perrin is devastated that he is being accused of knowingly turning his back on people in distress. Had the captain received this information, we would have had the opportunity to respond."

Increase Accidents as Markets Fall

As the world's shipping market slumped to its lowest point this year, ship owners have cut their spending on safety, resulting in a growing number of maritime accidents in recent months, maritime officials said.

The Maritime Safety Administration has launched a three-month campaign to improve safety by checking crew numbers and qualifications on all domestic cargo and passenger ships with 5,000 gross tonnage or less, beginning on April 16.

Huang He, deputy director of the administration, said the move followed an unusually high number of accidents involving ships in coastal waters or offshore since February.

Two of the accidents happened in a period of three days, between Feb 16 and 18, near Shantou, in Guangdong province, and Quanzhou, in Fujian province. Eight people were killed and five were reported missing.

"Our investigations found that both ships lacked even the minimum number of crew members, and some of the sailors had no qualifications for their current jobs," he said.

The situation was not limited to a number of individual cases, he said, adding that it appeared to be widespread.

An administration official said that some small ship owners had fired sailors, and as a result, the ships did not have the minimum number of crew members. Others had replaced expensive senior sailors with cheap but unqualified ones.

Industry insiders believe that ship owners are cutting spending in order to survive the current difficulties, because the shipping market is worse now than it was in 2008, when the global financial crisis occurred.

Last year the shipping industry had a tough year. More than two-thirds of shipping companies in the world reported financial losses.

And things have been getting worse this year. This January, the Baltic Dry Index, a measure of shipping rates for bulk goods, such as coal, iron ore and grain, dropped to a level that was even lower than in 2008.

Ministry of Transport spokesman He Jianzhong said last week that the shipping market saw a

brief recovery and sent the wrong signal in 2009. Shipbuilding orders grew and new shipping capacity was created in the market.

Meanwhile, fuel prices kept rising.

"Fuel costs have been on the rise by 20 percent for three consecutive years. Sailors' salaries and management costs are also rising. Only the freight rate keeps dropping," said Luo Rong, deputy general manager of Shanghai Zhenhua Shipping.

The shipping company, with a fleet of 22 ships, can survive, but it is under pressure.

"We carefully make plans and slow down the ships' navigation speed, in order to reduce fuel consumption and control costs," she said.

Analysts forecast that the rising fuel price might cause a number of small shipping companies to go bankrupt this year.

"The whole industry cannot see any sign of recovery. The industry is more desperate than it was in 2009. If this situation goes on for two more years, some shipping companies will surely go bankrupt," said Li Cunyin, deputy secretary-general with the China Shipowners' Association.

An industry insider said that the government should introduce favourable tax policies to help shipping companies get through the current market turbulence.

Source: China Daily

Hunting Somali Pirates from the Air

This BBC video news report shows how seafarers are being helped by the various naval forces monitoring the high risk areas in Indian Ocean:

<http://tinyurl.com/7q6qmzj>

The Castaway's Guide To Making A Home

We recently came across this potentially useful website "The Awl" by Jacob Mikanowski of the shelter Robinson Crusoe and other shipwreck victims, and explorers, have fashioned for themselves on deserted islands. Bound to come in handy one of these days.

<http://tinyurl.com/cjl9k7p>

Maersk Alabama Crew Sues

More than half the crew members subjected to a pirate attack onboard the Maersk Alabama, back in 2009, are suing the owners.

The close to \$50 million lawsuit is based on the contention that their captain ignored warnings to sail clear of pirate-infested waters off Africa, thereby exposing them to being boarded by pirates and subsequent five-day standoff which ended when Navy SEALs killed three of Capt. Richard Phillips' captors.

The lawsuits have been filed by 11 crew members who allege the vessel's movements put them in grave danger when the ship sailed to within 250 miles of the African coast despite warnings to stay at least 600 miles offshore because of the threat of piracy.

The Alabama's master, Richard Phillips is not named in the lawsuits, but the owner of the ship, Maersk Line Ltd., and Waterman Steamship Corp both are. The seafarers claim bodily injuries, among other damages and accuse the two companies of negligence, failing to provide safe working conditions, and failing to pay injured crew members reasonable compensation for medical expenses and lost wages.

"Captain Phillips and Maersk put the men in harm's way, in spite of warnings to keep them out of the pirate-infested waters," said Deborah C. Waters, attorney for the crew members. "They did so for financial gain." While Maersk claims the lawsuits are without merit.

The case isn't expected to go to trial until next year, but comes at an interesting time. On one hand the Alabama piracy attack and subsequent dramatic rescue are to be depicted in a film starring Tom Hanks, while another vessel, "Maersk Texas" had its own high profile run-in with pirates. According to some reports, far from being rescued by the Navy SEALs, this time round it was the Iranian Revolutionary Navy which rescued them.

"Piracy, the Curse of Maritime Transport"

Seminar on piracy and armed robbery at sea

Organised by the European Commission (DG MOVE) in cooperation with the Danish Presidency of the Council of the European Union 28 and 29 March 2012 Brussels, Centre de Conference Albert Borschette

Summary

The seminar "Piracy, the curse of maritime transport" was organised in cooperation with the Danish Presidency of the Council. It focused on the effects of piracy on the shipping industry and seafarers - especially in the Gulf of Aden and wider Indian Ocean region, but also increasingly in the Gulf of Guinea area.

The seminar was attended by stakeholders from the maritime industry (IMB, BIMCO, ECSA, INTERTANKO, IACS, shipowners' associations, International Group of P&I Clubs, etc) and private security companies. Participants came from EU Member States, but also from EFTA countries, Euromed States, Indonesia, Philippines, Russia, Singapore, Ukraine and the US, as well as from the EU institutions. The participation of representatives of different areas of the maritime transport sector ensured a broader treatment of the subject.

Presentations made during the seminar tackled wide-ranging issues such as the economic and human cost of piracy, EU's military involvement in the Gulf of Aden, legal aspects related to the use of private security companies onboard merchant vessels, counter-piracy oriented research, the promotion of development in Somalia, and the media coverage of piracy.

• First session: "Getting our acts together against piracy"

Speakers focussed on the EU's counter-piracy strategy in the Horn of Africa region, from both a military and a development perspective. Speakers and participants agreed that piracy cannot be eradicated without action on land, and that we need to tackle the root causes of the problem through promotion of rule of law, good governance, and capacity building. No progress will be made

in counter-piracy efforts until the rule of law is properly applied in Somalia. Overall, participants welcomed the EU's integrated approach towards piracy.

A number of speakers argued that further military means are needed in the Gulf of Aden and the wider Indian Ocean, considering the huge area in which pirates operate and the escalation of violence during hijacking operations. The recent decisions to extend the naval mandate until December 2014 and to allow operations against pirates' facilities on the Somali coastal territory, were generally welcomed by speakers and participants.

• **Second session: "Hardening the targets"**

This session provided an overview of industry measures and industry-led initiatives to fight piracy. Speakers and participants all stressed the importance of properly implementing the industry best management practices (BMP) to mitigate the risk of piracy attacks. The promotion and monitoring of BMP compliance were presented. Industry representatives recognised the importance of properly implementing the BMPs, but stressed that making them mandatory would be very difficult, especially considering the wide range of ship types transiting through the Gulf of Aden and other piracy affected areas.

The use of Privately Contracted Armed Security Personnel onboard ships were generally viewed as a temporary measure which needs to be strictly and independently certified and regulated. The use of such private armed protection is among the most pressing items for discussion. In this context, BIMCO presented the GUARDCON standard contract for the employment of security guards on vessels, which aims at providing a clearly worded and comprehensive standard contract for the use of armed security guards on board ships. BIMCO does not want to see such solutions becoming institutionalised, but argued that armed guards currently provide an effective deterrent to piracy attacks.

Many participants pointed out that the use of private security companies onboard vessels is still surrounded by legal uncertainty, notably when it comes to responsibility and liability in case of opening of fire against suspected pirates. This is partly due to the unclear status of privately contracted armed security personnel. In the

current situation of relative uncertainty, most participants to the seminar agreed that the use of armed guards should remain temporary and be aimed at deterrence first. Among the outstanding problems that need to be solved in priority, appear the questions of insurance and liability, the carriage of private and/or public armed security guards, the prosecution of pirates, and the payment of ransoms.

During this session, other presentations looked into ship design solutions to prevent/deter piracy attacks - from the building of "citadels" where seafarers can lock themselves in to avoid being taken hostage, to technology solutions such as radars, cameras, search lights, acoustic devices, and smoke generators.

• **Third session: "Human costs of piracy"**

This session of the seminar looked into the human costs of piracy, from high stress levels to physical violence, psychological impacts of long detention periods, and torture. The Maritime Piracy Humanitarian Response and Save Our Seafarers (SoS) programmes have been presented and they came to the conclusion that seafarers' working conditions were not sufficiently addressed. Maritime stakeholders raised concerns about proposals to outlaw payments of ransoms, arguing that such a ban would further endanger the life of seafarers.

• **Fourth session: "and if that intensity of piracy and ARAS lasts?"**

During the last session of the seminar, participants discussed the way forward in EU's fight against maritime piracy, stressing in particular that EU NAVFOR and other naval operations in the Horn of Africa region need to be strengthened and better coordinated, but that capacity-building in Somalia remains the long-term solution to piracy. Re-routing was ruled out as a rather unrealistic solution to piracy, considering the huge costs it would imply for shipowners. The fact that BMPs must be implemented by all ships was reiterated, as well as the need to effectively address the pending problems related to the use of armed guards.

Further details, including presentations made, may be found at <http://tinyurl.com/d9x6tkp>

Milestone Ratifications of Seafarers' Labour Rights Charter

GENEVA (ILO News) – The ILO has received the 30th ratification of the Maritime Labour Convention, 2006 (MLC, 2006) fulfilling the last condition for the first global standard that spans continents and oceans to go into effect in a year's time.

"This is great news for the world's more than 1.2 million seafarers," said ILO Director General Juan Somavia. "It was a dream of the ILO as early as 1920, and I pay tribute to the international maritime community for having made it a reality."

The MLC, 2006 was adopted unanimously in 2006 but there were two requirements still to be met before it could come into force. The ratification by Russia and the Philippines fulfils the requirement that at least 30 ILO member countries ratify the Convention. The other requirement - that ratifying countries represent 33 percent of the world's gross shipping tonnage - was met in 2009.

The 30 countries represent nearly 60 percent of the shipping tonnage. This means that seafarers working on more than 50 per cent of the world's international shipping will be covered by the new Convention. "This is a remarkable achievement," Somavia said. "Not only are these first 30 ratifications drawn from almost every region of the world, but the tonnage level is nearly double the required amount."

The MLC, 2006 establishes minimum requirements for almost all aspects of working conditions for seafarers including conditions of employment, hours of work and rest, accommodation, recreational facilities, food and catering, health protection, medical care, welfare and social security protection.

"Each State is tasked not only with ensuring that ships flying its flag meet the 'decent work' requirements set out in the Convention, but also with certifying that those ships comply with the requirements relating to labour conditions," said Cleopatra Doumbia-Henry, Director of the ILO's International Labour Standards Department.

This certification will also facilitate inspections of ships. The Convention places great reliance on the system allowing for inspections to be carried out by other countries, known as port State control. There is also a mechanism which records seafarers' complaints, as well as a reporting mechanism which

spots failures no matter where a ship travels.

"The maritime labour inspection and certification system is a big step forward by the ILO in taking concrete and specific action to address the very serious problems that arise because of international ownership of ships and the inability of some countries to ensure that their ships meet international standards for quality shipping," Doumbia-Henry said. She added that the industry has been active in implementing the MLC ever since it was adopted and often well ahead of the legal process for national ratification.

The following countries have ratified MLC, 2006

Liberia, Marshall Islands, Bahamas, Panama, Norway, Bosnia and Herzegovina, Spain, Croatia, Bulgaria, Canada, Saint Vincent and the Grenadines, Switzerland, Benin, Singapore, Denmark, Antigua and Barbuda, Latvia, Luxembourg, Kiribati, Netherlands, Australia, St Kitts and Nevis, Tuvalu, Togo, Poland, Palau, Sweden, Cyprus, Russian Federation, Philippines.

When it comes into effect, the MLC, 2006 will replace 37 existing ILO maritime Conventions and related Recommendations adopted since 1920.

The Maritime Labour Convention 2006 will come into force on the 20th August 2013

The Convention depends on each Flag State implementing legislation to give force to the various requirements in their own national legislation.

Ocean Breeze Grounds off Chilean Coast

The Bulker Ocean Breeze had been anchored for two days off SanAntonio port when storm winds caused the vessel to drag its anchor and ground about 275m off the shore.

A Chilean Navy helicopter rescued all 24 crew aboard with the captain with one crew member being treated in hospital for hypertension and hypothermia.

The ship carrying wheat and soybeans from Africa has so far been prevented by weather from being refloated.

A YouTube video shows the drama unfolding:

http://www.youtube.com/watch?v=AQdY_itUT-I

Pollution – Chief Engineer Jailed

A shipping company headquartered in Italy and the chief engineer of one of its ships were sentenced on 15 August in the federal court in Mobile, Alabama, for deliberately falsifying records to conceal discharges of oily wastewater from the ship directly into the sea. Giuseppe Bottiglieri Shipping Company S.P.A., was sentenced by U.S. District Court Judge Ginny Granade in the Southern District of Alabama to pay a \$1 million criminal fine, serve four years of probation, and make a \$300,000 community service payment to the National Fish and Wildlife Foundation. The company must also fund and implement a comprehensive environmental compliance plan during the term of probation. Chief Engineer Vito La Forgia was sentenced by Judge Granade to one month in jail.

Giuseppe Bottiglieri Shipping Company S.P.A., the owner and operator of the M/V Bottiglieri Challenger, pleaded guilty on July 11, 2012, to a violation of the Act to Prevent Pollution from Ships for failing to properly maintain an oil record book as required by federal and international law. Vito La Forgia, the ship's chief engineer, pleaded guilty on July 12, 2012, to violating the Act to Prevent Pollution from Ships.

According to papers filed in court, between Dec. 19, 2011, and Jan. 25, 2012, Vito La Forgia and other senior Bottiglieri Shipping Company employees discharged oily bilge waste from the M/V Bottiglieri Challenger on multiple occasions as the vessel sailed from Singapore to Brazil and then from Brazil to Mobile. The vessel arrived in the Port of Mobile on Jan. 25, 2012, and underwent a Coast Guard inspection. Based on information provided to the Coast Guard by engine department crewmembers and evidence discovered during the Coast Guard's inspection, it was evident that there were internal transfers and discharges of oily waste into the ocean that were not recorded in the vessel's oil record book as required. The deliberate overboard discharges of oily waste were accomplished through the use of a "magic pipe" that connected the ship's purifier sludge tank with the ship's bilge holding tank, the contents of which were then pumped overboard without first being processed through required pollution prevention control equipment designed to detect and prevent discharges containing more than 15 parts per million oil.

Federal and international law requires that all ships comply with pollution regulations that include proper disposal of oily water and sludge by passing

the oily water through a separator aboard the vessel or burning the sludge in the ship's incinerator. Federal law also requires ships to accurately record each disposal of oily water or sludge in an oil record book and to have the record book available for the U.S. Coast Guard when the vessel is within the waters of the United States.

"This case represents a second tremendous win for our environment in just the past few months," said Kenyen Brown, U.S. Attorney for the Southern District of Alabama. "The U.S. relies on vessel crews and their management companies to provide accurate logs and records when calling on U.S. ports to ensure oily wastes are discharged properly at sea. The U.S. is fully committed to prosecuting those cases where vessels cover-up improper oily waste discharges at sea through the use of falsified logs. Our aim is twofold, to preserve our natural resources for future generations, and second, to clean up a corrupt corporate culture that would place greed above all else. I am also pleased that my office was able to play a role in securing another \$300,000 for waterway preservation and conservation projects in the Mobile Bay and throughout the Southern District of Alabama. This prosecution would not have been possible without the hard work of the U.S. Coast Guard at Sector Mobile and District Eight, Coast Guard Criminal Investigative Service, the Environmental Protection Agency Criminal Investigation Division and Department of Justice, Environmental and Natural Resources Division, Environmental Crimes Section."

"The government will continue to work tirelessly to ensure companies and employees who do not comply with environmental regulations are held accountable for operating in a manner that harms the marine environment and endangers our nation's resources. I applaud the professionalism and dedication of the members of the Coast Guard, the Environmental Protection Agency and the Department of Justice as they investigated, prepared, and prosecuted these cases," said Rear Admiral Roy A. Nash, Eighth Coast Guard District Commander.

"The laws are there to protect the oceans and waterways from being used as dumping grounds for waste oil or contaminated waste water," said Maureen O'Mara, Special Agent-in-Charge of EPA's criminal enforcement program in Atlanta. "Commercial vessels must operate safely and legally, and this sentencing sends a clear message that those who violate the law and pollute U.S. or international waters will be vigorously prosecuted."

US Vessels on Grey List

Captain Eric Christensen

U.S. Coast Guard, Chief, Office of Commercial Vessel Compliance

From website - homeport.uscg.mil

Alarms are designed to alert the watch that something is amiss with a particular piece of equipment or that a level is too high or too low, and it requires attention. Consider this a high-level alarm for detentions of U.S.-flag vessels.

Coast Guard analysis of recent actions taken on U.S.-flag vessels by port state control (PSC) authorities overseas indicates an alarming trend in the number of significant deficiencies noted. These deficiencies mainly relate to improper manning, primary lifesaving equipment, engine room fire hazards, structural hull safety, and the inability to verify compliance with international conventions due to missing or non-endorsed documentation such as International Safety Management (ISM) certificates.

This pattern is illustrative of a decline of registry performance, which has firmly landed the U.S. on the "grey list" in at least one of the regional PSC regimes since 2008. This status is indicative of an average performance over the preceding three years and signifies the necessity to implement immediate corrective action. As a result of "grey list" categorization, U.S.-flagged vessels are subject to increased PSC scrutiny and examination frequency. Compounded with the results from Coast Guard and class oversight efforts, multiple substandard conditions have been identified and attributed to habitual offenders indicative of a flawed safety management culture.

The objectives of SOLAS Chapter IX and the ISM Code are to ensure safety at sea, prevent injury or loss of life, and to avoid environmental and property damage. ISM Code requirements outline processes of communication, training, and actions to continuously maintain the ship in a state of compliance with the applicable safety and environmental protection regulations. Specifically, the code seeks to develop a "safety culture" which addresses human error and human omissions.

To accomplish its objectives, the code requires owners and operators who have assumed responsibility for their respective vessels, to implement safety management systems (SMS) for their companies and ships. The ability to implement an effective SMS and to foster a "safety culture" throughout all levels of the organization requires a staunch commitment

from the upper echelons of management, to the international standards for the safe management and operations of ships.

In an effort to address the decline in statutory and international convention compliance of the U.S. fleet, the Coast Guard has initiated a campaign focused on holding repeat offenders accountable by targeting the company SMS for increased oversight and compliance verification at the management level.

In a recent case, objective evidence of continued non-compliance with the requirements of the ISM Code, applicable international conventions, and flag state regulations as well as a systemic failure to adequately implement company policies and procedures led to the first-ever revocation and cancellation of a U.S. company's ISM Document of Compliance (DOC). A review of attendance reports, documented by various authorities including port and flag states, clearly established a pattern of habitual disregard for rules and regulations. There was also a repetitive inability of the company to implement effective corrective action, both indicative of an ineffective SMS.

The Coast Guard is asking U.S.-flag vessel owners and operators to take the steps necessary to mitigate the detention of vessels overseas. Verifying that vessels meet applicable requirements under SOLAS and that crews are compliant with STCW in advance of foreign voyages and port calls can go a long way toward improving our international standing.

Aphorisms -Part 2.

12. There are worse things than getting a call for a wrong number at 4 am. - Like this: It could be a right number.

13. No one ever says 'It's only a game' when their team is winning.

14. I've reached the age where the happy hour is a nap.

15. Be careful reading the fine print. There's no way you're going to like it.

16. The trouble with bucket seats is that not everybody has the same size bucket.

17. Do you realize that in about 40 years, we'll have thousands of old ladies running around with tattoos? And rap music will be the Golden Oldies!

18. Money can't buy happiness -- but it's more comfortable to cry in a Corvette than in a Yugo.

19. After 60, if you don't wake up aching in every joint, you are probably dead!

Natural Fibre Ropes – Care and Maintenance

West of England P&I Loss Prevention Bulletin 007

Introduction

Due to its strength, superior grip, good abrasion resistance and low stretch qualities, manila is usually the rope of choice when constructing lifeboat and liferaft embarkation ladders, pilot ladders and Jacobs ladders. In some cases ropes made from other natural fibres may be used. Following a recent incident involving the failure of a pilot ladder, this Bulletin has been written to provide guidance on the care and maintenance of natural fibre rope ladders.

Properties, Stowage and Care

Although natural fibre rope has properties that make it ideal for use in many marine applications, it is susceptible to damage and loss of strength due to a number of factors if it is not stowed and handled carefully.

Abrasion or cuts may occur during routine handling. Bulwarks, fish plates, deck edges, decks and any other surfaces which may come into contact with the ladder should therefore be smooth and free from obstructions or defects which may chafe or cut the rope.

Natural fibres are susceptible to dry rot and mildew, therefore the rope is normally treated with chemical preservatives in the factory to provide resistance to such problems. However, rope ladders should not be stowed when wet as the preservatives may become less effective over time.

Although natural fibre rope is resistant to alkalis and some chemicals, rope ladders should not be stored together with acids, detergents or paint as these products and their fumes may cause the fibres to deteriorate quickly.

Rope ladders should not be dragged over decks which need cleaning. Abrasive material such as cargo particles or blasting grit may penetrate the strands, and contact with hydraulic oil or fuel residues may also cause damage.

If a rope ladder is dirty, it should be washed with fresh water. Soap or detergent should not be used as these products may affect the natural oils and chemical preservatives in the rope. High pressure

water guns should also be avoided as these may force dirt or grit into the fibres. The ladder should be allowed to dry naturally prior to storage, avoiding the use of hot air blowers or heated compartments. Once dry, the ladder should be shaken to remove any particles that may still remain.

Ideally, rope ladders should be stored in a cool, dry, well ventilated compartment and be stowed or hung in a manner which allows maximum exposure to the air. If kinks are present, these should be removed beforehand. However, embarkation ladders for lifeboats and liferafts are required, by their very nature, to be stowed on deck, as are pilot ladders on some vessels. Consequently, rope ladders stored outside should be inspected more frequently to ensure that they are still in good condition. In sub-zero temperatures they should be thawed thoroughly before use as frozen rope fibres are more susceptible to breakage.

In order to protect rope ladders stored outside from the effects of rot, mildew, chemicals, acids and detergents, they should be stowed on a suitable grating. Wooden pallets, cut down to size, are ideal for this purpose. The height of the grating should be such that the ladder will not come into contact with free water on deck that may contain potentially harmful products.

Natural fibre rope is also susceptible to actinic degradation due to ultraviolet radiation, particularly in tropical areas. Rope ladders stored outside should therefore be covered when not in use to protect them from the effects of sunlight. Coverings will also protect ladders from precipitation and frost.

The shipboard ends of rope ladders stored outside on gratings are often shackled to padeyes, and it is not uncommon to find the rope between the grating and the padeyes uncovered and in contact with the deck. This may result in accelerated deterioration in the vicinity of the eye thimbles due to prolonged exposure to sunlight and water which may contain chemicals. Protecting the rope between the grating and the padeyes should not be overlooked when stowing and covering a rope ladder.

Inspection and Maintenance

The inspection and maintenance of rope ladders should be included in the vessel's Planned Maintenance System (PMS). A thorough inspection at least monthly is recommended together with a visual check prior to each use. The entire length of the ladder should be examined including all fixtures

and fittings. Ladders in frequent operation, such as pilot ladders, should be thoroughly inspected more often.

The following points should be borne in mind:

- Although the surface of the rope may appear to be in satisfactory condition, natural fibre rope may self-abrade from the inside. Therefore the lay should be opened at regular intervals along the ladder to check for signs of wear.
- The presence of dark mould spots or a grey powdery substance within the lay of the rope may be an indication of rot or mildew, particularly if accompanied by a musty odour. Once mildew has taken hold it is very difficult to eradicate.
- A rope which is stained or has surface fibres which can be rubbed off easily may have been attacked by chemicals. Dark brown spots on the outside may indicate that the rope has been in contact with acid or acid fumes.
- If the fibres on the surface appear to be weak or frayed and can be picked away with a fingernail, the rope may be suffering from actinic degradation due to exposure to sunlight.

The inspection should also cover the fixtures and fittings:

- Spliced tail strands and rope ends should be either whipped or taped to prevent them from unravelling. Any splices with loose tucks should be tightened or renewed.
- Steps and chocks should be inspected for damage including cracks, wear, splits, sharp edges and splinters. Checks should be made to ensure that any slip resistant material applied to the steps is still effective. All steps should be horizontal and none should be painted, either partially or completely, as this may mask the presence of flaws.
- Natural fibre seizings may be affected by rot, mildew, chemicals, acids, detergents, paint and sunlight in the same way as the rope itself. Their condition should be checked to confirm they have not degraded, even when tarred marlin has been used. Seizings should be intact and tight, holding the wooden chocks or rungs securely in place.

- Shackles securing ladders to padeyes on deck should be inspected to ensure that they are not corroded beyond acceptable limits. Ideally, stainless steel shackles should be used. Shackle pins should be screwed firmly into the shackle body and moused. Shackle bolt nuts should be tight and secured with a stainless steel split pin.
- Padeyes should be inspected for damage and corrosion, and welds checked for excessive wear and cracks.

It is also important to remember that new requirements regarding the construction, identification, inspection and repair of pilot ladders entered into force on 1 July 2012. SOLAS Chapter V, Safety of Navigation, Regulation 23, Pilot Transfer Arrangements states that:

2.3 A pilot ladder shall be certified by the manufacturer as complying with this regulation or with an international standard acceptable to the Organisation. Ladders shall be inspected in accordance with regulations I/6, 7 and 8.

2.4 All pilot ladders used for pilot transfer shall be clearly identified with tags or other permanent marking so as to enable identification of each appliance for the purposes of survey, inspection and record keeping. A record shall be kept on the ship as to the date the identified ladder is placed into service and any repairs effected.

Replacement Criteria

Any damage to or degradation of a natural fibre rope ladder should be evaluated by an appropriately experienced crewmember. If deemed necessary, or if any doubt exists, the ladder should be removed from service and repaired or replaced. Factors which may result in such action may include:

- Fraying, abrasion, cuts or signs of excessive wear
- Deterioration (particularly if long fibres pulled from the rope lack strength and break easily)
- Damage caused by chemicals, detergent or paint
- Powdering between strands
- Discolouration (other than benign stains)
- Rot or mildew

- Variations in diameter size
- Exposure to overloading or shock loads
- Kinks which are difficult to remove

If small sections of rope are found to be damaged or weakened, the entire length should be replaced completely. It is not acceptable to crop out the affected areas and reconnect the rope regardless of the method used (eg splicing, joining shackles, knots).

Steps, rungs or chocks which are cracked, worn, split, splintered or painted should be replaced, as should any worn or missing anti-slip material. New chocks should always be secured with fresh seizings. Any seizings found to be in poor condition should be changed.

If it is necessary to replace a rope ladder completely, the old one should be dismantled or destroyed to prevent the possibility of inadvertent use.

Shackles should be replaced if wear or corrosion has reduced the diameter of the crown or pin by more than 10%.

Pad eyes found to be worn beyond Classification Society limits should be renewed. Any cracked welds should be ground out and repaired by a suitably qualified welder and subjected to Non-Destructive Testing (NDT) thereafter.

Some Truths

1. A bicycle can't stand alone because it is two-tired.
2. What's the definition of a will? (It's a dead giveaway).
3. Time flies like an arrow. Fruit flies like a banana.
4. A backward poet writes inverse.
5. In democracy it's your vote that counts; In feudalism it's your count that votes.
6. She had a boyfriend with a wooden leg, but broke it off.
7. A chicken crossing the road is poultry in motion.
8. Show me a piano falling down a mine shaft and I'll show you A-flat minor.
9. When a clock is hungry it goes back four seconds.
10. The man who fell into an upholstery machine is fully recovered.
11. You feel stuck with your debt if you can't budge it.
12. Every calendar's days are numbered.

Asian Gypsy Moths

Canadian Food Inspection Agency & US Dept of Agriculture, July 2012.

In the past several weeks United States and Canadian authorities have intercepted a large number of commercial marine vessels with live Asian gypsy moth (AGM) egg masses on the superstructures of ships and cargo. The pace of these interceptions during the past few weeks is alarming to US and Canadian inspection agencies.

We are receiving information that this year high numbers of AGM adults are flying in some port areas at time of pre-departure inspections. Inspection certificates indicate large numbers of egg masses have been removed and crews report removing hundreds of egg masses post certification. In some cases, certification is issued many days prior to ship departure allowing for re-infestation.

These events pose high risks for spreading this pest in North America and require that infested vessels be ordered into international waters for cleaning or to be rerouted to ports outside the United States and Canada. In all cases, delays in cargo loading or discharging activities and in routine clearance have been significant and result in the loss of revenue to the shipping line and associated parties. The vessels are unable to conduct cargo operations, miss cargo charters, and experience significant schedule delays.

Many of these vessels that have required pre-departure certification from Japan, Korea, or China that document the removal and destruction of all AGM egg masses and other life stages prior to port arrival in the United States and Canada are still arriving with live egg masses. In cases of heavy infestation for 2012, certification is not proving adequate. Vessels moving goods to the United States and Canada that are subjected to high infestation should consider additional methods to preclude egg masses. Effective vessel self-inspections may be an option to ensure that no egg masses remain on board the vessel prior to arrival in the U.S. and Canada. The economic impact of inadequate preparation is very high.

High-risk moth flight occurs especially during night operations for cargo loading and unloading. Bright lights attract the female gypsy moths to the vessels. The periods of risk for Asian gypsy moth flight and infestation range from May 25 to August

10 in southern Japan and July 1 to September 30 in northern Japan and Far East Russia. The period of risk for northern China and Korea is June 1 until September 30.

The shipping industry has improved markedly with increased awareness of necessary quarantine compliance for AGM. This has been vital to maintaining shipping schedules. Both countries are committed to working with industry to support measures that will reduce AGM risk at origin. U.S. and Canadian officials seek increased collaboration with shipping lines, agents, and associations in order to try to minimize these events with support of port monitoring and vessel pre-inspection techniques.

The following measures are required:

Asian gypsy moth interception season on commercial vessels at U.S. and Canadian ports concerns ships which have called on ports in CHINA; KOREA; JAPAN, & Far East RUSSIA ANYTIME during period of MAY through SEPTEMBER.

ACTIONS:

1. Vessels must obtain pre-departure certification and forward a copy of the CERTIFICATION that the vessel is free of Asian Gypsy Moth life stages to their U.S or Canadian agents. The inspections should be performed as close to departure time from the regulated port as possible.
2. Shipping lines to perform intensive vessel self-inspections to look for, remove (scrape off), and properly destroy all egg masses and other life stages of AGM prior to entering U.S. and Canadian ports to avoid facing inspection delays, re-routing and other potential impacts associated with mitigating the risk on entry to North America.

All vessels should, five days prior to the vessel's arrival at its first US or Canadian port, perform their own comprehensive self-inspection according to the GYPSY MOTH INSPECTION POCKET GUIDE and confirm to the agents whether their vessel is free of any infestation. Additional images of recent detections are also available and are attached. The Pocket Guide may be accessed here: <http://tinyurl.com/8elkgec>

3. At least two days prior to the vessel's arrival to please forward to agent a copy of the vessel's voyage memo in order agents may provide

to the local U.S. and Canadian inspectors an opportunity to review the vessel's history of ports and dates.

It is the responsibility of the shipping lines to meet all requirements for entry to the US and Canada for freedom from AGM and other pest concerns. This is turning into a season where AGM populations in Northeast Asia are considered to be high. We strongly urge maritime interests to take all possible precautions.

China Navigation and Swire Pacific Offshore Join World Ocean Council

Leading Shipping Companies in Asia Expand the Global Industry Alliance on Ocean Sustainability

The China Navigation Co. Pte. Ltd (CNCo) and Swire Pacific Offshore Operations Pte. Ltd. (SPO), major international shipping companies based in the Asia-Pacific region, have joined the leading companies from a range of industries that are distinguishing themselves as members of the World Ocean Council (WOC) - the international business leadership alliance on Corporate Ocean Responsibility.

Simon Bennett, General Manager for Sustainable Development for both companies, stated:

“Much of world trade depends on maritime transport to and from Asia. The shipping industry has a significant role in ensuring its operations are safe and sustainable whilst not adversely affecting ocean health. Both CNCo and SPO take this responsibility very seriously, and indeed both are targeting having zero negative environmental impact, but we also recognize the enhanced gain to be had by many other companies and industries in the whole shipping process working together on these issues.”

“We thus encourage other leading shipping companies - and leadership companies from other maritime related industries - especially in Asia, to join in the multi-sectoral leadership and international collaboration that the WOC is creating to address sustainable ocean stewardship.”

The 196-year-old Swire group includes CNCo, the deep-sea shipowning and operating business headquartered in Singapore and with offices in Australia, Hong Kong, India, Papua New Guinea and the UK. CNCo operates a global network of

multi-purpose liner services for the transportation of containerised, breakbulk, heavylift and project cargoes in addition to providing drybulk and bulk logistics services. CNC's liner services company, Swire Shipping, deploys a fleet of 13 multipurpose ships, as well as chartering-in approximately 15 ships, covering around 130 ports worldwide.

SPO is a subsidiary of Swire Pacific Limited, one of Hong Kong's leading listed companies, and supports the global offshore oil and gas industry covering the entire spectrum of exploration and production activities. SPO's fleet of 79 owned and managed vessels includes Anchor Handling Tug Supply boats, Platform Supply Vessels, as well as specialised Wind Farm Installation Vessels, Accommodation Barges, Hydrographic and Seismic Survey vessels, and vessels for Maintenance, Dive support and ROV (remotely operated vehicle) support.

"The World Ocean Council is extremely pleased to welcome both CNC and SPO to our growing business alliance as the first major shipping lines to join from Asia," stated WOC Executive Director, Paul Holthus. "The Asia Pacific region continues to be the centre of tremendous shipping industry activity. Leadership and collaboration by the maritime transport sector – including the producers, manufacturers and distributors of commodities and products that are driving the shipping industry - are essential to tackling the ocean sustainability challenges and opportunities facing ocean industries," Holthus added.

Salvage of Costa Concordia

Press release from Costa Cruises

HOLLYWOOD, Fla. (May 18, 2012) — With Costa Concordia Emergency Commissioner Franco Gabrielli in attendance, Costa Crociere and Italo-American consortium Titan-Micoperi, the winner of the tender tasked with performing the work, today presented their plan to remove the wreck of Costa Concordia from the coast of Giglio Island.

Following a conference convened by the commissioner May 15, during which the relevant authorities provided the necessary permits, the work will begin in a few days and is expected to last about 12 months.

Titan Salvage, part of the Crowley Group, is an American-owned specialist marine salvage and wreck removal company and is a world leader in

its field. Micoperi is a well-known Italian marine contractor with a long history as a specialist in underwater construction and engineering.

The plan to refloat the hull in one piece gives top priority to minimizing environmental impact, protecting Giglio's economy and tourism industry, and maximizing safety.

Environmental protection will have top priority throughout the monumental salvage operation, the likes of which has not been attempted before anywhere in the world. Once removal is complete, the sea bottom will be cleaned and marine flora replanted.

The plan also includes measures to safeguard Isola del Giglio's tourism industry and wider economy. Salvage workers' presence will not have a significant impact on the availability of hotel accommodations for the island's summer season. The operating base will be located on the mainland near Piombino, where equipment and materials will be stored, avoiding impact on the island's port activities.

Operations will be divided into four basic stages:

- After stabilizing the ship, a subsea platform will be built and caissons that can be filled with water will be fixed to the side of the ship that is out of the water
- Two cranes fixed to the platform will pull the ship upright, helped by the caissons, which will be filled with water
- When the ship is upright, caissons will also be fixed to the other side of the hull
- The caissons on both sides will then be emptied, after treating and purifying the water to protect the marine environment, and filled with air.

Once floated, the wreck will be towed to an Italian port and dealt with in accordance with the requirements of Italian authorities.

The plan was selected by an evaluation team with specialist representatives from Costa Crociere, Carnival Corporation & plc, London Offshore Consultants and Standard P&I Club, with the collaboration of RINA and Fincantieri, because it best fulfils the main objectives of the operation — removal of the wreck in one piece, minimal risk, minimal environmental impact, protection of Giglio's economy and tourism industry, and

maximum safety.

“From the early stages of the accident, Costa Crociere has fully committed its resources, professional expertise and organization to minimizing the impact of the shipwreck on the environment and on Isola del Giglio in particular,” said Gianni Onorato, Costa Crociere S.p.A. president. “As was the case with the fuel-removal operation, we have always worked to find the best possible and safest solution to protect the island, its marine environment and its tourism industry. We are now launching a salvage operation with characteristics and technical complexities that have never been faced before. There will inevitably be some unknowns in a project of this scope, but we are sure we have made the right decision and will continue to work to our best ability and on schedule.”

“We are very pleased to have been chosen to perform this incredible operation to remove the wreck of Costa Concordia,” said Richard Habib, president of Titan Salvage. “Our quality engineering and the experience we have gained in this area allowed us to present a project that met expectations. From now on we will work with the aim of preserving the environment and the natural habitat.”

“We were confident from the outset that the professionalism of our company and our proven experience in underwater rescue and recovery operations could be of service to this salvage operation,” said Silvio Bartolotti, general manager of Micoperi. “Being chosen is also a powerful demonstration of the quality and capability of Italian companies to manage such delicate and unprecedented projects.”

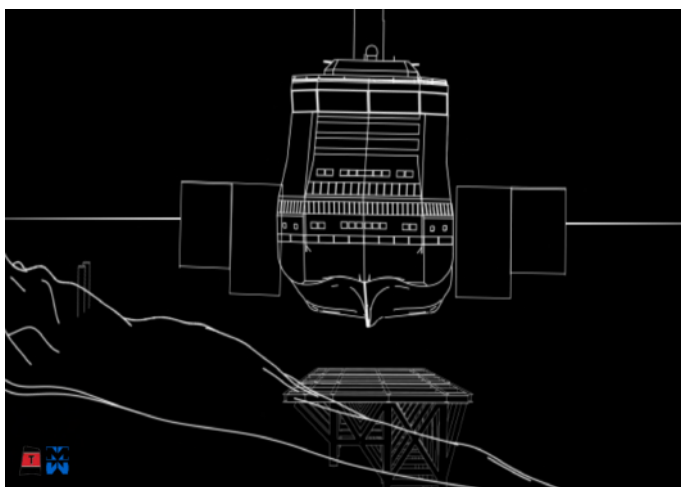


Diagram showing arrangement with support buoyancy tanks each side and platform underneath when the vessel is refloated and ready for towing away.

China Minister Praises Seafarers

The Chinese Minister of Transport, Shenglin Li, on the 26th June gave China's seafarers a morale boost with an open letter to the Chinese Seafarers Convention in Shanghai.

Apart from the usual patriotic slogans, Li said that “the rapid economic development and improvement of people's living standards would have been impossible without your dedication and hard work. You have made a lasting contribution to the country and the world's shipping industry.”

According to Li, China now has 650,000 seafarers and is training more than 50,000 every year. A big problem though is that many of the higher qualified seafarers leave the sea after only a few years to settle down in an office job closer to home. Thus like everywhere else, China too is struggling to keep its fleet manned with sufficient and capable crew.

The government has set in motion programmes to recruit deep inland, among farmers and ex-soldiers. More and stricter training and inspection should solve the quality problem. Li said that he strongly supports maritime education in order to improve the competence of China's seafarers and their international competitiveness.

Industry Recognises Revised IMO Model Course for ECDIS

The IMO ECDIS Model Course (1.27) has been revised to ensure that navigators understand ECDIS in the context of navigation and can demonstrate all competencies contained in and implied by STCW 2010. The new publication is entitled Model Course (1.27) 2012 Edition and is now available from the IMO (www.imo.org).

Leading industry organisations (note endorsements) wish to bring to the attention of all mariners, ship owners, managers, training providers and Authorities that competency in the use of ECDIS is essential for maritime safety, and following this revision, any Generic ECDIS Courses of less than 40 hours including robust evaluation, will not meet STCW requirements. The industry notes with concern that there are Administrations that are accepting courses that do not meet this IMO Guidance, which could cause ECDIS training compliance issues for seafarers and owners.

The industry ECDIS Training Group also notes the conclusion of a recent report by the UK P&I Club (ECDIS – Navigational and Claims issues) that “With traditional damage defences of navigational error, heavy weather and crew negligence now being subjected to additional scrutiny, the ECDIS revolution may be the catalyst which sparks a new cycle in the claims sector and one which may be even more costly than the introduction of the technology itself.”

The primary change to the model course is a more detailed account of the time needed to address each element of training and assessment. Other issues include:

- Part A – Course framework – instructor-trainee ratio limited to 1:12. If more, an assistant instructor is required – minimum qualifications for instructors are included.
- Part B – Course outline and timetable are divided into 5 areas with 37 topics totalling 40.0 hours. More prescriptive design. Last afternoon includes evaluation – written and simulator.
- Part C – Detailed teaching syllabus – Each of the 37 topics are divided into sub-sections, with each prescribing the learning objectives required under that topic; the learning objectives are described more explicitly.
- Part D – Instructor manual – guidance for instructors – learning objectives in Parts A, B and C given in better detail so that every topic is covered.
- Simulator exercises – guidance functions and task groups and expected outcomes.

Additional Notes:

At the IMO’s 43rd meeting of the STW Sub Committee in May 2012, the initial Model Course 1.27 (2000 Edition) “The Operational use of Electronic Chart Display and Information Systems (ECDIS)” was revised and updated in order to ensure that such courses prepare students adequately for the Generic use of ECDIS.

This change supports the Industry’s previously defined definitions of ‘Generic Training and

Familiarisation’ (published Feb 2012 <http://www.nautinst.org/en/forums/ecdis/index.cfm>):

Recommendations:

1. Flag Administrations are recommended to review their endorsement of training centres delivering Generic ECDIS Training in accordance with the IMO Model Course.
2. All shipowners and operators should ensure that any future ECDIS training meets the criteria of the updated model course (1.27 2012 Edition).
3. Mariners are recommended to ensure that any future ECDIS Generic Courses meet or exceed new requirements set out in Model Course 1.27 (2012 Edition).

A copy of the new Model Course 1.27 (2012 Edition) can be purchased from the IMO www.imo.org, or authorised IMO Publication distributors.

Training definitions

Generic ECDIS Training: ECDIS training to ensure that navigators can use and understand ECDIS in the context of navigation and can demonstrate all competencies contained in and implied by STCW 2010. Such training should ensure that the navigator learns to use ECDIS and can apply it in all aspects of navigation, including the knowledge, understanding and proficiency to transfer that skill to the particular ECDIS system(s) actually encountered on board, prior to taking over navigational duties. This level of training should deliver the competencies at least equivalent to those given in Model Course 1.27

Familiarisation: Following the successful demonstration of competencies contained in the Generic ECDIS Training, familiarisation is the process required to become familiar with any onboard ECDIS (including backup) in order to assure and demonstrate competency onboard any specific ship’s ECDIS installation, prior to taking charge of a navigational watch.

This press release is supported by: Intertanko, IFSMA, BIMCO, The Nautical Institute, GlobalMET, Intermanager, IGP&I, IMPA

Reports from GLAs

Every year the General Lighthouse Authorities (GLAs) around the UK (Trinity House, Northern Lighthouse Board and Commissioner for Irish Lights) hold a meeting to report on their work, below are extracts from their latest report to the Joint Users Consultative Group which includes IFSMA.

Significant Events reported by Trinity House

Nab Tower – Captain Barker reported that work to replace the existing structure, which was in very poor condition, had been delayed due to the presence of Peregrine Falcons. However, as they were not nesting work would commence shortly, though this delay may extend the completion of the work into 2013. The new AtoN would have a range of 12 nm, which meets navigational requirements, and 2 Temporary buoys are on station for the duration of the works.

Start Point – a new sector light had been established, using new lighting technology. This would have been difficult to achieve with the previous light source in the existing aperture. A similar device with an increased sector to cover depth changes to the Shambles Bank is planned for Portland Bill.

Bardsey – the planned re-engineering of this AtoN had led to changes to the characteristics of the main light, it will be changed to a Flash Red every 10 second light, which is more distinctive and therefore of greater benefit to all users. This work will also involve the removal of the rotating optic which serves to alleviate issues for the RSPB. The tower floodlighting will also be removed.

Orfordness / Southwold – due to coastal erosion the requirements for Aids to Navigation in the sea area off Orfordness have been reassessed. Orfordness LH will be discontinued in the near future, recognising the significant major floating aids at Sunk Inner and Sunk Outer together with increasing the range of Southwold to 24nm, ensuring continued safety of the mariner.

Casquets – the range of this light was reduced to 18nm during the 2010 AtoN Review. This could

be provided by a modern light source, allowing the station to be solarised, which will provide significant savings in running and maintenance costs.

Long Sand Head – the shoal had been moving northward over the past few years which had made the current position of the Black Deep buoy ineffective. The use of vessel traffic patterns taken from AIS data had shown that some vessels when transiting the channel were close to the shoal, requiring the buoy to be repositioned. Captain Barker explained that this illustrated how reactive the GLAs were in such circumstances, as the buoy was moved 2 days after the survey data highlighting the danger had been received.

Rock Berms – Kentish Flats Offshore Wind Farm and London Array Export Cable Crossings - TH had not been informed that rock was being dumped to protect underwater cables which crossed and had resulted in a reduction in depth from 4.2 metres to just under 1m in some areas. The developer had agreed to provide 4 Aids to Navigation to mark this danger, and was issuing Navigational warnings to warn local users and vessels transiting to avoid this area.

Wrecks – a fishing vessel had sunk in Portland Bay in depths of 12m. AIS traffic analysis had allowed for this matter to be quickly assessed and it was evident that several near misses had occurred. Therefore an EWMB buoy had been immediately deployed, which was removed once the wreck had been charted and the information sufficiently promulgated to mariners.

Significant Events reported by Northern Lighthouse Board

Reported that 11 major lights had initially been highlighted for possible discontinuance during the 2010 AtoN Review. These stations were reviewed further internally using vessel traffic levels and routes available from AIS data, which saw this number reduce to Five. The future of these stations was then put out to consultation with all interested parties and local users. Their comments were considered and just two stations were discontinued. Further details on the reasons behind the decision at each station are listed below.

Lights retained after initial review:

- **Ailsa Craig** – conspicuous light in middle of the Firth (of Clyde),
- **Ushenish** – high levels of traffic approaching/exiting TSS. Use of R&RNAV light conspicuity software indicated that a nominal light of 19nm was required.
- **Stoer Head, Tiumpán Head and Rubh re** – all 3 were retained as a back up to GNSS for vessels approaching the Little Minch TSS.
- **Hoy High** – important red sector to west.
- **St Abb's Head** – high volume of inshore traffic.

Lights put out to consultation:

- **Turnberry** – retained.
- **Strathy Point** – passing traffic was some distance off shore and this area has a high radar return, therefore the AtoN was discontinued in March.
- **Hoy Low** – not used as a leading light but as vessels approach close to the coast it was decided that this AtoN would be retained.
- **Esha Ness** – though there were low levels of traffic in this area when the Review took place, further comments from the fishing community led to the decision that this AtoN should be retained.
- **Cove Sea Skerries** – used as a turning point for vessels leaving Inverness but as this area was also covered by adjacent buoyage it was agreed that the AtoN could be discontinued.

Significant Events reported by Commissioner for Irish Lights

Virtual AtoN Use – Captain McCabe stated that the Dublin Bay Buoy, which acts as a roundabout for 2 TSS's, was sunk on 17th June by a vessel attempting to enter the port. As Granuaile was on the west coast, inter-GLA cooperation was called upon and Pharos steamed to lay a new buoy. In the meantime a Virtual AtoN (VAtoN) was deployed in the same position as the sunken buoy, which was the first time one had been used for this purpose. There was a high level of confidence

that this VAtoN would work properly as there were two CIL AIS base stations nearby. There is an agreement with the Irish Coastguard to allow for the deployment of VAtoN around the coast. The new physical buoy was laid within 24hrs of the sinking, and whilst the use of VAtoN does not suit all situations, it was noted that it worked with great effect in this instance.

Roan Carrigmore LH – the old LH had been discontinued and replaced with a new modern stainless steel LH tower within the existing grounds. This solar light with a 9/11nm range was also fitted with AIS, which would improve navigational services to vessels in this area. There would be a small blind sector created by the old LH tower but as this was to landward it would not impact on the mariner. It would also vastly reduce the running costs of the LH and remove any adverse impact on the environment, as the diesel generators were no longer required. The existing property was now redundant and available for alternative uses. The new LH together with other AtoN enhancements such as synchronised lights and the colour washing of LH towers to improve conspicuity, were examples of how modern visual AtoN technology was being utilised by the GLAs.

Social Media Trial – A temporary buoy will be established in Galway Buoy for the duration of the Volvo Ocean Race Finale. The buoy will tweet information on navigational, environmental, met-ocean, and event information on Twitter and also have a Facebook page. The intention is to showcase new technology and explore means of delivering navigational information to a new generation of users.

Other Matters

Racons were still deemed a very valuable AtoN as they were independent of GNSS and provide their location relative to a hazard, a turning point or a TSS. Their performance might be affected by introduction of New Technology (solid-state) S-band radars, though improvements to Racon specification could cope with the expected changes. The navigational requirement for Racons had been reaffirmed and the technical specification modified accordingly. The future strategy for Racons developed by the GLAs had been adopted by IALA. There was the potential for absolute position-fixing with enhanced Racons as part of a wider eNavigation suite.

IAPH Establishes Women's Forum

Report from the International Association of Ports and Harbours (IAPH) Conference and Board Meeting held in Jerusalem last May.

IAPH has officially launched a Women's Forum conference component during the IAPH Mid-term Conference/Board Meeting in Jerusalem, Israel, last May.

Prior to the official launch on May 23rd, IAPH Long Range Planning & Review Committee had extensively debated about how it could best facilitate a dialogue focused on networking and professional development of women in IAPH and across the global maritime industry where less than 10 women hold top port director positions.

"This is a professional development and networking opportunity that everyone on the board felt very strongly about," said IAPH President and Port of Los Angeles Executive Director Geraldine Knatz, Ph.D. "Many of the executive teams at IAPH member ports have talented female executives, and IAPH is an ideal organization to help facilitate dialogue opportunities among them. I think that's a strong initial step for an industry dominated by men."

Convening in Jerusalem on May 22, the IAPH Board of Directors welcomed this initiative and fully endorsed the launch of a Women's Forum to help bring more women into the industry. The Board further authorized the Women's Forum to create a platform for discussing women's issues in the maritime industry, ways to encourage women to join the industry and to promote training programs enabling women to better compete for positions at all levels, including those previously not open to women.

The Women's Forum, with the support of IAPH, is also expected to reach out and collaborate with ports around the world, U.N. organizations, other maritime entities, other women's professional organizations and other organizations that engage in the advancement and empowerment of women.

The Women's Forum is open to both IAPH members and non-IAPH members alike, and it is expected that IAPH will extend a financial assistance toward training women in ports through provision of scholarship.

New President for Nautical Institute

Congratulations to Captain Sivaraman Krishnamurthi who was elected as the new President of the Nautical Institute.



At 47 he is the youngest President. After serving as master he came ashore to ship management positions and is currently Vice-President, Operations – Technical at Sanmar Shipping Ltd in Chennai.

IMO Introduces Amendments

The following amendments to IMO conventions and codes came into force on 1st July 2012.

- International Code for the Application of Fire Test Procedures (2010 FTP Code)
- Amendments to SOLAS regulation V/18 to require annual testing of automatic identification systems (AIS);
- Amendments to SOLAS regulation V/23 on pilot transfer arrangements, to update and to improve safety aspects of pilot transfer;
- Amendments to safety certificates in the SOLAS appendix and SOLAS Protocol of 1988, relating to references to alternative design and arrangements;
- Amendments to the International Convention for Safe Containers, 1972, to include addition of new paragraphs in Regulation 1 Safety Approval Plate, specifying the validity of and elements to be included in approved examination programmes; the addition of a new test for containers being approved for operation with one door removed; and the addition of a new Annex III Control and Verification, which provides specific control measures to enable authorized officers to assess the integrity of structurally sensitive components of containers

and to help them decide whether a container is safe to continue in transportation or whether transport should be stopped until remedial action has been taken; and

- A new chapter 9 of the International Code for Fire Safety Systems (FSS Code), related to fixed fire detection and fire alarm systems.

Hapag-Lloyd Celebrates 120 Years of Services to Canada

In 1892 first steamer “Cremon” set sail for Montreal flying the Hapag flag. Today Hapag-Lloyd are the largest container carrier in Canada with a comprehensive network of eleven Hapag-Lloyd services between Canada to Europe, Asia, Africa and Oceania.

This summer, Hapag-Lloyd is celebrating the 120th anniversary of its first liner service to Canada. As Canadian routes became increasingly attractive from an economic point of view at the end of the 19th century, Hapag acquired the smaller Hamburg-based steamer shipping company, Hansa, and continued the service they started to Canada in 1883 under the name Hansa Line. In 1892, the steamer “Cremon” first set sail for Montreal flying the Hapag flag. By today’s standards the ship, with its 2,132 gross register tonnage, was rather smaller than it was impressive. It was 90 metres long and could carry just 18 passengers. By way of comparison, the large container vessels in the “Seattle Express” class, currently serving Hapag-Lloyd’s Asia–Canada route, are 334 metres long, have a capacity of up to 103,000 tonnes and can carry 8,600 standard containers.

A good decade before the opening of the Panama Canal in 1914, the company included Canada in the longest round trips that its vessels ever made: from Hamburg around Cape Horn and then from America’s western seaboard up to Canada’s Puget Sound. The round trip included a total of 80 ports and took up to 15 weeks back then. After the two world wars, both German shipping companies Hapag and Norddeutscher Lloyd, which merged in 1972 to become Hapag-Lloyd AG, first resumed a joint service to Canada in 1954. As container shipping became the norm, Hapag-Lloyd included Halifax in its full container service between Europe and the east coast of the US in 1972.

With the acquisition of CP Ships in October

2005, Hapag-Lloyd also acquired a piece of Canadian history. The subsequent integration of the established Canadian shipping company is internationally considered to have been exemplary. The service was maintained without limitations, yet after a transitional period of just over a year, Hapag-Lloyd announced the successful completion of the integration. This made Hapag-Lloyd, with its fleet of 136 ships, a global player among the international top five container liner shipping companies. At the same time, Hapag-Lloyd also became the largest container carrier in Canada.

Canada is still one of Hapag-Lloyd’s most important trading routes, as it has been for the last 120 years. For decades it has been served by the most modern ships in the Company’s fleet. For Halifax and Vancouver, Hapag-Lloyd is the largest partner, and for Montreal the second-largest. These routes via Canada allow many markets in the United States to be connected quickly and reliably with Europe and Asia. The route that was started 120 years ago has meanwhile grown into a comprehensive network of eleven Hapag-Lloyd services from Canada to Europe, Asia, Africa and Oceania.

“We’re incredibly proud of the long-standing partnership between Hapag-Lloyd and its customers in Canada. It is an area of great economic importance”, says Michael Behrendt, Chairman of the Executive Board of Hapag-Lloyd AG, on the anniversary.

Hapag-Lloyd has published a detailed history of its services to Canada. The lavishly illustrated brochure is available to download under Publications. http://www.hapag-lloyd.com/en/press_and_media/publications.html

In 2011, Hapag-Lloyd transported 5.2 million TEU and generated revenue of more than EUR 6.1 billion. The Company has around 6,900 employees at 300 sites in 114 countries. It operates more than 84 of its own liner services and has an extensive feeder network, linking over 430 ports around the world. The total fleet (including charters) consists of some 150 vessels with a total capacity of nearly 680,000 TEU. This makes Hapag-Lloyd currently the fourth-largest liner shipping company in the world.

Kon-Tiki Expedition, 65th Anniversary

Kon-Tiki was the raft used by Norwegian explorer and writer Thor Heyerdahl in his 1947 expedition across the Pacific Ocean from South America to the Polynesian islands. It was named after the Inca sun god, Viracocha, for whom “Kon-Tiki” was said to be an old name. Kon-Tiki is also the name of Heyerdahl’s book and the Academy Award-winning documentary film chronicling his adventures.

Heyerdahl believed that people from South America could have settled Polynesia in pre-Columbian times, although most anthropologists now believe they did not. His aim in mounting the Kon-Tiki expedition was to show, by using only the materials and technologies available to those people at the time, that there were no technical reasons to prevent them from having done so. Although the expedition carried some modern equipment, such as a radio, watches, charts, sextant, and metal knives, Heyerdahl argued they were incidental to the purpose of proving that the raft itself could make the journey.

The Kon-Tiki expedition was funded by private loans, along with donations of equipment from the United States Army. Heyerdahl and a small team went to Peru, where, with the help of dockyard facilities provided by the Peruvian authorities, they constructed the raft out of balsa logs and other native materials in an indigenous style as recorded in illustrations by Spanish conquistadores. The trip began on April 28, 1947. Heyerdahl and five companions sailed the raft for 101 days over 4,300 miles across the Pacific Ocean before smashing into a reef at Raroia in the Tuamotu Islands on August 7, 1947. The crew made successful landfall and all returned safely.

Thor Heyerdahl’s book about his experience became a bestseller. It was published in 1948 as *The Kon-Tiki Expedition: By Raft Across the South Seas*, later reprinted as *Kon-Tiki: Across the Pacific in a Raft*. A documentary motion picture about the expedition, also called *Kon-Tiki* was produced from a write-up and expansion of the crew’s filmstrip notes

and won an Academy Award in 1951. It was directed by Thor Heyerdahl and edited by Olle Nordemar. The voyage was also chronicled in the documentary TV-series *The Kon-Tiki Man: The Life and Adventures of Thor Heyerdahl*, directed by Bengt Jonson.[4]

The original Kon-Tiki raft is now on display in the Kon-Tiki Museum in Oslo.

The Voyage

The Kon-Tiki left Callao, Peru, on the afternoon of April 28, 1947. To avoid coastal traffic it was initially towed 50 miles out by the Fleet Tug Guardian Rios of the Peruvian Navy, then sailed roughly west carried along on the Humboldt Current.

The crew’s first sight of land was the atoll of Puka-Puka on July 30. On August 4, the 97th day after departure, the Kon-Tiki reached the Angatau atoll. The crew made brief contact with the inhabitants of Angatau Island, but were unable to land safely. Calculations made by Heyerdahl before the trip had indicated that 97 days was the minimum amount of time required to reach the Tuamotu islands, so that the encounter with Angatau showed that they had made good time.

On August 7, the voyage came to an end when the raft struck a reef and was eventually beached on an uninhabited islet off Raroia Island in the Tuamotu group. The team had travelled a distance of around 3,770 nautical miles (c. 6,980 km (4,340 mi)) in 101 days, at an average speed of 1.5 knots.

After spending a number of days alone on the tiny islet, the crew were greeted by men from a village on a nearby island who arrived in canoes, having seen washed-up flotsam from the raft. The crew were taken back to the native village, where they were feted with traditional dances and other festivities. Finally the crew were taken off Raroia to Tahiti by the French schooner *Tamara*, with the salvaged Kon-Tiki in tow.

A New and Exciting E-learning Tool for Nautical Maths



The problem

Many young people embark upon a career at sea ill-equipped to cope with the academic rigours awaiting them at nautical college, especially in terms of tackling the level and type of mathematics required.

Officer trainees presenting at college frequently struggle with maths, even though they may hold a good GCSE grade or even A Level in the subject (it's possible to secure a pass grade at GCSE level without being exposed to geometry, trigonometry or algebra).

The result is that career progression is hampered and they become personally dispirited. For colleges and sponsoring companies there's disruption and extra costs in providing 'remedial' maths, sometimes on a one to one basis.

Ratings seeking advancement to officer also face difficulties. The Marine Society administers a scholarship scheme, which offers financial and learning support to around 60 such seafarers annually. Many are adults who left formal learning many years ago; for some embarking upon formal study at college is a new experience.

A means was needed to determine the level of preparedness of a potential scholar to cope with nautical maths. If the candidate was found to be wanting, then an additional means was required to provide up-skilling in the basics in preparation for college.

The solution

The Marine Society, the world's most experienced seafarers' charity, came up with the concept of a combined testing tool and up-skilling programme in functional maths. Delivery is web-based, affording access to a global audience 24/7.

The maths content of the programme was commissioned from nautical college staff currently involved in teaching seafarers. It was important that we got the pitch, tone and academic content right, so we consulted widely.

Feedback indicates that the resulting product is making a significant contribution to the lives of many seafarers. Key to its success is its direct relevance to the maths which underpins studies at nautical college today, its easy accessibility and user-friendly style, and the fact that the whole programme has been marine contextualised.

So the language of the programme and all the examples are nautically flavoured, thus making them familiar and relevant to nautical learners. This helps to ensure those returning to learning after perhaps a protracted absence are made to feel comfortable.

Evidence shows that lack of self-confidence, particularly as far as tackling Maths is concerned, can be a formidable barrier to career progression for seafarers. Helping to overcome this represents a major contribution to personal well-being and professional development.

Whilst designed principally to test and up-skill in functional maths to about Level 2, the programme has found favour with many throughout the maritime sector who are embarking upon professional studies. Many individuals are using it as a refresher course as a means to achieving their goals. It's also proved popular with ship operators and crew manning agencies. Maersk, for example, is using it routinely with applicants for cadetships.

Industry Plaudits

On 14 May it was announced that our Maths at Sea e-learning programme was runner-up in the 2012 Seatrade Awards and 'highly commended' by the judges, chaired by IMO Sec Gen Koji Sekimizu. The remit of the award is 'to recognize a significant contribution to the recruitment, training, retention and advancement of the industry's most valuable asset – its people'.

For other industry endorsements and learner feedback please refer to the video carried on the home page of the project at www.mathsatsea.com

A simple concept, adeptly executed. Amazing to think it had not been done before!

Writing at Sea

We are now working on a companion project which has the working title 'Writing at Sea'.

This will address standards of spelling, punctuation, and everyday grammar that represents a challenge to career development for maritime professionals.

The problem is not confined to ratings seeking advancement to officer. Some officers have little idea of how to marshall their thoughts coherently or how to communicate an idea using a competent standard of written English. This impairs individual performance. It also hampers an individual's chance of gaining employment ashore or access to higher education.

This project is expected to be available in the autumn of this year.

Crew Book Service launched at IMO

BOOKS @SEA

Recreational reading for seafarers globally

The Marine Society launches a new service that will bring real benefits to seafarers and holds appeal for ship operators.

The Assistant Secretary General of the International Maritime Organization, Andy Winbow, launched this exciting new initiative at an event timed to coincide with STW 43, which saw a gathering of over 300 of the world's ship operators.

Captain Winbow told delegates that recreational books remain popular at sea, providing a welcome refuge from the pressures of shipboard life. "Even in these days of laptops, netbooks, kindles and iPads, there's nothing to beat picking up and becoming immersed in a good book at sea".

If we're to attract the young, dynamic talent our

industry needs then the employment conditions of seafarers must, at the very least, be comparable to those found in other industries. We must pay attention to seafarers' living conditions, welfare and recreational needs.

The Maritime Labour Convention acknowledges this and for the first time sets out what must be done. Amongst its recommendations is that 'ships be equipped with a regularly refreshed supply of quality books for the benefit of sea staff'.

The Marine Society offers its crew book service on a not for profit basis. The service can make a genuine contribution to crew well being, whilst at the same time helping ship operators to meet their obligations under the MLC.

Delegates at the IMO were reminded that fatigue amongst seafarers is an acknowledged and growing challenge for the industry. "Anything that offers a means of escape and relaxation from the pressures of shipboard life, however ephemeral, is a positive contribution to a corporate safety culture" said Captain Winbow, who also serves as Director of the Maritime Safety Division at the IMO.

It's not just about attracting new talent to the maritime industry. Efforts must be made to retain the existing global pool of competent, properly qualified, certified and efficient seafarers. Only that way can we meet the predicted future demand for talent. But retention in our industry is an acknowledged problem. One way to address this is for ship operators to offer onboard services that enhance the quality of life at sea.

The Marine Society's new crew book service provides seafarers with books they want to read.

Marine Society director Brian Thomas said: "It equips ships with brand new paperback books on a non-returnable basis, carefully selected for maximum appeal to sea staff. The Marine Society has been looking after the needs of seafarers for longer than any other organisation in the world - so its dedicated staff have a deep

understanding of, and commitment to, those who go to sea. It's a totally customized service dedicated to seafarers."

Brian continued: "The Marine Society undertakes to look after getting the books to the ship. Once aboard they can simply be distributed amongst the crew for their enjoyment. The quantity of books and frequency of refreshes is entirely up to the ship operator."

Nautilus International has pledged its unequivocal support for this new service.

Its General Secretary, Mark Dickinson, said: "We warmly welcome this new initiative from the Marine Society. Even in the digital age many seafarers have problems in obtaining information online and nothing beats a book for portability and accessibility. We hope shipping companies will support this service, and ensure that they meet the aims and objectives of the Maritime Labour Convention's recommendations which seek to enhance life onboard."

The latest company to subscribe to the crew book service is Farstad Shipping, a major supplier of large, modern offshore support

vessels. Farstad has a fleet of 54 vessels and ten new builds.

Farstad Managing Director John Maxwell said: 'We're delighted to be working with the Marine Society to provide this service for our crews. The books are being well received onboard and are of good quality. We're very pleased'.

The Marine Society, in turn, would be pleased to offer more information and/or a competitive quotation.

Please use its website at www.marine-society.org or email ms@ms-sc.org



BOOKS@SEA

A new operation for ships and installations globally

