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I F S M A - NEWSLETTER

The International Shipmasters Link

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**IFSMA Register of Technical Consultants and Maritime Experts
(RTCME) now Available on the Internet at "www.ifsma.org"**

Seasons Greetings and a Happy New Year to all our Readers

ICONS

The International Commission on Shipping (ICONS) was set up last year to look into ways in which universal standards can be better implemented to ensure that merchant shipping is safe and environmentally responsible. It has been tasked to:

- Investigate and appraise the current approach used by governments, industry and interested parties to achieve compliance with international minimum safety, environmental and social requirements;
- Examine whether current approaches are inline with applicable international law, especially the United Nations' Convention on the Law of the Sea (UNCLOS);
- Recommend an appropriate compliance/enforcement strategy that encompasses both the non-regulatory and regulatory approaches.

It is a fully independent body and was set up with initial funding from the International Transport Workers Federation (ITF) and the Maritime and Port Authority of Singapore (MPA). The Commission has the full support of the European Commission and the maritime administrations of Bahamas, Canada, Panama and the USA amongst others.

The Commission is headed by Peter Morris, former Government Transport Minister in Australia, assisted by James Bell former IACS Permanent Secretary, Professor Moritaka Hayashi of the School of Law at the Waseda University Tokyo and Captain Barry McKay formerly Director General of Canada's Ship Inspection Branch. It began its work in Sydney last June and has so far travelled to Singapore, Mumbai (India) Manila, Beijing, Hong Kong, Tokyo, Vancouver, Montreal, New York, Washington, Fort Lauderdale, Mi-

ami, Brussels, Oslo, Greece, Cyprus and London to hear evidence. There have also been special meetings with industry sectors.

Although the terms of reference of the Commission are far reaching Peter Morris has said 'It is up to you in the industry to identify the problems and come up with your practical solutions. Nobody else is going to do it for you.' This point was further illustrated during one of the London Meetings where it was suggested that IACS might provide surveys acceptable to all parties. When it was pointed out that there had been opposition from IMO to this suggestion, James Bell replied 'Ignore them, we don't need IMO to do this.'

It has also been reported in connection with ICONS that the Maritime Industry continues to look for regulatory answers to their commercial problems instead of trying to solve the problems themselves. While it was agreed IMO has its place, it was considered that ILO did not contribute much because governments had failed to ratify its conventions.

IFSMA has made four submissions to ICONS, these are on the subjects of:

- Piracy and Armed Robbery Against Ships.
- The Unjustified Jailing of Shipmasters.
- Personal Liability and Responsibilities of the Master (Why we Must Work to Decriminalise the Shipmaster).
- Paper by an IFSMA Member on the Decriminalisation of the Shipmaster.

Together with many other submissions, these may be viewed at <http://www.icons.org.au>.

The full report of the Commission is due to be launched in Sydney on 6-7 March 2001.

IMO White List - First Results

The so called "White List" of countries deemed to be giving "full and complete effect" to the revised STCW Convention (STCW 95) has been published by IMO. The 73rd Session of the Organization's Maritime Safety Committee (MSC), meeting from 27 November to 6 December 2000, formally endorsed the findings of a working group established to examine a report made by the Secretary-General to the MSC, which revealed that 71 countries and one Associate Member of IMO had met the criteria for inclusion on the list.

The 1995 amendments to STCW (the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers) which entered into force on 1 February 1997, revised and updated the original 1978 Convention setting out clearly defined minimum competency requirements for all seafarers and taking into account developments in technology since the 1978 Convention was adopted. A position on the White List entitles other Parties to accept, in principle, that certificates issued by or on behalf of the parties on the list are in compliance with the Convention.

Tighter PSC targeting expected

It is expected that ships flying flags of countries that are not on the White List will be increasingly targeted by Port State Control inspectors. A Flag State Party that is on the White List may, as a matter of policy, elect not to accept seafarers with certificates issued by non White List countries for service on its ships. If it does accept such seafarers, they will be required by 1 February 2002 also to have an endorsement, issued by the Flag State, to show that their certificate is recognised by the Flag State. By 1 February 2002, masters and officers should hold STCW 95 certificates or endorsements issued by the Flag State. Certificates issued and

endorsed under the provisions of the 1978 STCW Convention will be valid until their expiry date.

It was stressed at the meeting that giving "full and complete effect" to the revised Convention may not be the same for all Parties. Some may choose not to have any maritime training institutes at all and rely on recognition of certificates issued to seafarers by other states. Similarly, some Parties may only provide a limited scope of training, such as for ratings only.

The fact that a Party is not listed on the White List does not invalidate certificates or endorsements issued by that Party. Nothing in the STCW Convention prevents the employment of any seafarer who holds a valid certificate or endorsement issued by a Party to the Convention. Nevertheless, the White List will become one of several criteria, including the inspection of facilities and procedures, that can be applied in the selection of properly trained and qualified seafarers. Countries not initially included in the White List will be able to continue with the assessment process with a view to inclusion on the list at a later stage.

The publication of the list marks the end of the first stage of the ground breaking verification procedure in which, for the first time, IMO has been given a direct role in the implementation of one of its instruments. Panels of experts have spent much of the past two years engaged in rigorous assessment of information presented to them by Parties to the Convention concerning their ability to meet the standards enshrined in STCW 95. Panel members were selected, as far as possible, to give a wide geographical spread and a broad coverage of the different facets of the Convention – deck and engineering knowledge, for example. These panels submitted their findings to IMO Secretary-General William O'Neil, who in turn reported to the MSC which has now approved and issued the list.

Challenging Task

For most countries, preparation of the submissions to the Secretary-General represented a demanding and challenging task. It required not only reporting on national laws, training requirements, standards and systems in place, but also ensuring that all of those elements met the revised Convention requirements and could pass scrutiny of persons with a detailed knowledge of those requirements.

According to Mr. O’Neil, the publication of the White List is a clear demonstration that the global regulatory process for shipping is taking ever greater account of the human element. He said, “The revised STCW Convention and the ISM Code, which takes full effect in 2002, are both aimed squarely at addressing human issues in shipping. Although technical matters will retain their importance, improving the standards of seafarers is a vital part of the safety equation. The White List shows that the human element is taking its proper place in the industry’s priorities.”

Expanded role for IMO

Mr. O’Neil also said he believed the verification process pointed the way towards a new and expanded role for the IMO in the future. “The fact that the authority for assessing implementation of STCW 1995 was delegated to IMO by Member States,” he said, “indicates that the will to give the Organization a greater role in implementation does exist.” He added, “If this approach can be extended into the other areas where quality assurance needs to be reinforced and the name of IMO would lend credibility, then IMO is ready to respond.”

It has been estimated that some 80 per cent of marine casualties are due in some part to human error. In setting out unambiguously which countries are meeting the latest standards and requirements, the

White List marks a significant step forward in IMO’s global effort to rid the world of sub-standard ships and shipping. For the first time, it provides an IMO “seal of approval” for countries that have properly implemented the provisions of a Convention.

Listed below are the Flag States found to be in compliance with STCW 1995.

The White List- 6 December 2000

- | | |
|------------|-----------------------|
| Argentina | Maldives |
| Australia | Malta |
| Bahamas | Marshall Islands |
| Bangladesh | Mexico |
| Belgium | Morocco |
| Brazil | Netherlands |
| Bulgaria | New Zealand |
| Canada | Norway |
| Chile | Pakistan |
| China | Panama |
| Colombia | Peru |
| Croatia | Philippines |
| Cuba | Poland |
| Cyprus | Portugal |
| Denmark* | Republic of Korea |
| Egypt | Romania |
| Estonia | Russian Federation |
| Finland | Samoa |
| France | Singapore |
| Germany | South Africa |
| Ghana | Spain |
| Greece | Sri Lanka |
| Honduras | Sweden |
| Iceland | Thailand |
| India | Tonga |
| Indonesia | Trinidad & Tobago |
| Ireland | Turkey |
| Israel | Tuvalu |
| Italy | Ukraine |
| Jamaica | United Kingdom** |
| Japan | United States |
| Kiribati | Uruguay |
| Latvia | Vanuatu |
| Liberia | Venezuela |
| Luxembourg | Viet Nam |
| Malaysia | China (Hong Kong SAR) |

* Includes: Faeroe Islands

** Includes: Isle of Man, Bermuda, Cayman Islands, Gibraltar.

Dover Strait – New Reporting Measures

MANDATORY ship reporting is to be extended in the Channel from the middle of next year. Agreement at the International Maritime Organisation (IMO) was swift as the organisation has come under pressure since the **Erika** disaster.

Proposals for the new requirement were submitted by France and the United Kingdom to the annual meeting of the IMO sub-committee on the Safety of Navigation held in July. (NAV 46).

The sub-committee agreed that the introduction of a new, mandatory ship reporting system off Les Casquets and the adjacent coastal area will “strengthen the general monitoring and prevention arrangements in the Channel”.

Mandatory ship reporting in the Dover Strait area has been in force for ships over 300 gt since July 1, 1999, in accordance with SOLAS Regulation V/8.

Specifically, the new system will supplement similar systems already in place at Ouessant and in the Pas de Calais.

It will be used by the radar-equipped vessel traffic service centre at Jobourg, which has been monitoring shipping in and around the mandatory traffic separation scheme off Les Casquets and the surrounding area since 1983.

Ships of more than 300 gt will be required to report, as a minimum their name, call sign or IMO number, their position, course and speed. In addition, they will be required to give information on “any defects, damage, deficiencies or other limitations, as well as, if appropriate, information on pollution or cargo losses”.

In accordance with normal IMO proce-

dures, this mandatory ship reporting system was formally adopted by the Maritime Safety Committee (MSC 73), which met in November. It will be implemented at 0000 hours UTC on 01 June 2001.

Ships carrying dangerous goods coming from or bound for a port within the reporting zone are already required to comply with the ‘hazmat’ (hazardous materials) directive of the European Community (EC Directive 93/75).

The sub-committee also agreed to establish a type of IMO routing measure to protect environmentally vulnerable seas, such as coral reefs, from “unacceptable damage” from ships’ anchors.

Three mandatory ‘no anchorage’ areas were agreed for the Flower Garden Banks in the north-western Gulf of Mexico. They will apply to all ships subject to final adoption by committee.

Derbyshire Sinking – Crew Cleared

Background

The MV Derbyshire sank on the night of 9/10 September 1980 some 440 miles off Okinawa enroute from Sept isles (Canada) to Kawasaki (Japan), all 44 persons on board died. There was no distress call and no significant evidence except for some oil slicks and a drifting lifeboat. The ship was four and a half years old, the youngest of six Bridge Class ships built by Swan Hunter.

The Report of the initial Formal Investigation, issued in January 1989, concluded that “... failure of the structure in the way of frame 65 was unlikely”, “... the Derbyshire was probably overwhelmed by the forces of nature ...” and “The evidence available does not support any firmer conclusion”.

Advances in technology enabled the wreck of the Derbyshire to be located on the seabed at a depth of 4200 metres and then examined in detail by the ITF expedition during March

1994. This provided a sonar map of the wreck field, 135,774 individual electronic still images together with 150 mosaics and 12 stereo mosaics, and some 200 hours of high definition video footage.

The expedition located all major wreckage within, or adjacent to, the wreckage field which measured 1500 metres x 1000 metres. Identified some 2,500 separate pieces of wreckage. This allowed postulation of possible cause of loss and identified the mechanism of post sinking disintegration of the vessel.

This new and important evidence justified the reopening of the Formal Investigation. Hearings commenced on 5th April and ended on 26th July 2000. The parties to the Re-Opened Formal Investigation were: The Attorney General, Derbyshire Families Association, Swan Hunter SHSEGL Real Ltd. (shipbuilders), Bibby Lines Limited (shipowners), Lloyd's Register of Shipping (Classification Society) and the Department of Transport (DETR).

The Final Report was published on 8th November 2000. It concludes that the vessel sank by the head after the No 1 hatch cover was damaged by extreme green sea loading, with successive flooding of hatches 2 and 3. Mr Justice Coleman said in his report that he rejects the assessors' previous conclusion that the deep fuel tank had flooded because manhole covers on the foredeck had been inadequately secured by the crew prior to the Derbyshire entering the typhoon. The Report strongly rejects suggestions of crew negligence and concludes the vessel was properly navigated.

The Inquiry decided that the initiating cause of the loss was sea water gradually entering bow spaces following damage to ventilators and air pipes, probably after a windlass broke loose in the storm. Successive loss of freeboard that was imperceptible from the bridge meant the impact of 12 m waves, at about 2 knots, finally exceeded the hatch cover's collapse strength. It should be noted that the maximum possible wave height was stated in the report as being in the order of 24 m.

The Reopened Formal Investigation made a number of recommendations. These are summarised below:

Summary of Recommendations towards Improved Ship Safety

Hatch Cover Strength and Permissible Freeboard

1 IACS, LRS and DETR should agree a specification for further model tests to be conducted at MARIN designed to ascertain (i) to what extent the International Load Line Convention needs to be amended with regard to the minimum permissible hatch cover strength and freeboard of Panamax and Capesize bulk carriers and (ii) whether the classification societies' rule UR S21 provides for adequate minimum hatch cover strength of such vessels.

2 Such model tests should be carried out and the data derived from them should be analysed as soon as practicable.

3 Following the evaluation of the model tests data and analyses IACS should introduce a new formula governing the relationship between minimum hatch cover strength and minimum permissible freeboard amending UR S21 as far as may be necessary.

4 As soon as practicable and independently of the amendment of the International Load Line Convention IACS should make that new hatch cover strength rule applicable both to new buildings and with retrospective effect to existing vessels whose hatches permitted freeboard do not already comply with its requirements.

Navigational Matters

5 The IMO should require the compulsory daily reporting of the position of all vessels.

6 Mariners' Handbook NP100 should be amended as regards navigation in the dangerous semi-circle of a tropical revolving storm to include the possibility of running with the wind on the port quarter in certain cases.

7 Masters of bulk carriers should be made fully aware of the possible dangerous consequences of water entry into forward spaces and consequent reduction of freeboard.

8 Increased participation by vessels in the World Meteorological Organisation's Voluntary Observing Ships Scheme should be en-

couraged by a British M Notice and an IMO circular.

9 Weather routing agencies should make clear to masters the precise circumstances in which positive routing advice will be given to the vessel in the course of the voyage.

Additional Matters

10 IACS should set up a research programme with a view to establishing minimum strength requirements for and, if necessary, location and protection requirements for ventilators and air pipe fittings on deck.

11 There should be electronic indication on the bridge that a ventilator or air pipe is open or damaged in such a way as to be open.

12 IACS should set up a research programme to develop a new kind of locking device for stores hatch lids to maintain watertightness in heavy seas with a view to introducing rules requiring installation of such devices.

13 Displacement of the foredeck hatch lid should be electronically indicated on the bridge.

14 The DETR should encourage the IMO to develop and introduce guidelines to the effect that (i) hatch cover operating manuals carried on board should contain clear and unambiguous instructions as to how and to what extent hatch covers should be secured; (ii) there should be electronic indication on the bridge that all cleats and other devices for securing hatch covers are effectively in place; (iii) otherwise automated closing and securing devices for hatch covers should be installed.

15 IACS and IMO should investigate alternative means of sealing up spurling pipes to prevent water entry.

16 IACS should introduce a rule requiring the use of such means and that chain locker access should be by bolted manholes and not doors.

17 IACS should review the methods of securing deck fittings such as the windlass, to the foredeck with a view to introducing by rule requirements for minimum securing strength.

18 IMO and IACS should consider the installation of powerful lighting and industrial video cameras on the foredeck of all Capesize bulk carriers.

19 The DETR should take steps to persuade the IMO to make mandatory the installation on all Capesize bulk carriers a monitoring system for communicating to bridge electronically the level of bilges in the forward spaces, including an audio alarm.

20 The DETR should encourage the IMO to investigate a pumping system to be recommended for dealing with forward space flooding which is sufficiently independent of the vessel's main pumping facilities and can be operated from the bridge, such pumps to be capable of accommodating a substantial solids component and of running dry without damage.

21 IACS should consider requiring all its member classification societies to introduce design approval and survey procedures for new buildings and for vessels in service which would implement standards similar to those set out in the Lloyd's Register Ship Right Fatigue Design Assessment procedure, particularly with regard to discouraging designed discontinuities and constructional misalignment.

22 IACS should recommend that its members should require shipowners to maintain on board and ashore accurate and up to date as built construction plans and plans showing subsequent structural alterations.

23 The DETR should seek to persuade the IMO to examine how a marine accident database could be established sufficiently comprehensive to record storm damage incidents.

24 The DETR should press IMO to require the fitting of a VDR (voyage data recorder) system (black box) on all existing cargo vessels and new buildings.

God, grant me the Senility to forget the people I never liked anyway, the good fortune to run into the ones that I do, and the eyesight to tell the difference.

Draft Guidelines on Abandonment, Personal Injury and Death of Seafarers Developed by IMO/ILO Working Group

A joint International Maritime Organization (IMO)/International Labour Organization (ILO) Working Group has developed draft resolutions and guidelines to address the problems of abandonment, personal injury and death of seafarers.

The joint IMO/ILO Ad Hoc Expert Working Group on Liability and Compensation regarding Claims for Death, Personal Injury and Abandonment of Seafarers, which was established following submissions to the IMO Legal Committee and the ILO Governing Body during 1998 and 1999, met at IMO headquarters for its second session from 30 October to 3 November.

The Working Group developed the draft text of two resolutions and associated guidelines. One relating to abandonment and one relating to death and injury. The Working Group agreed to hold a third meeting from 30 April to 4 May 2001 to finalise the resolutions and guidelines before presenting them to the IMO and ILO governing bodies for final approval and adoption.

The resolutions and guidelines are intended to address the fact that although there are a considerable number of international instruments concerned with certain aspects of the problems relating to abandonment, death and personal injury of seafarers, none adequately deal with the problem comprehensively.

The ILO's overriding goal is to promote opportunities for all women and men to obtain decent and productive work, in conditions of freedom, equity, security and human dignity. A number of ILO instruments contain clauses relating to conditions of work on board ships and the rights

and duties of shipping employers and employees.

IMO is the United Nations agency concerned with safety of shipping and protection of the marine environment and is concerned with ensuring ships comply with international standards, including financial security.

Guidelines on Provision of Financial Security in Cases of Abandonment of Seafarers

The proposed possible draft resolution states that abandonment of seafarers is a serious problem, involving a human and social dimension and requiring urgent attention. It affirms that payment and remuneration and provision for repatriation should form part of the seafarer's contractual and/or statutory rights and are not affected by the failure or inability of the shipowner to perform his obligations.

The draft resolution recognises that in cases where the shipowner fails to perform, flag States are called upon, and in some cases labour-supplying states may be called upon, to intervene.

The draft guidelines on provision of financial security in cases of abandonment of seafarers suggest the possibility of having flag States requiring shipowners to have effective financial security (such as a bank guarantee) to cover their contractual obligations, even in cases of abandonment. In this connection it was recognised that abandonment included not only repatriation, but also support for the crew members while stranded and payment of outstanding remuneration. Immigration status while stranded was also a related issue.

Guidelines on Shipowners' responsibilities in Respect of Contractual Claims for Personal Injury to or Death of Seafarers

The proposed possible draft resolution notes there is a need to recommend mini-

imum international standards for the responsibilities of shipowners in respect of contractual claims for personal injury and death of seafarers. The draft resolution notes concern that if shipowners do not have effective insurance cover, or other form of financial security, seafarers may not obtain prompt and adequate compensation.

The draft resolution adds that recommendatory guidelines are an appropriate interim means of establishing a framework to encourage all shipowners to take steps to ensure that seafarers receive contractual compensation for personal injury or death.

The draft guidelines give definitions for contractual claims, effective insurance and so on, and set out shipowners' responsibilities to arrange for effective insurance cover. The draft guidelines recommend ships should carry a certificate issued by the insurer.

The draft guidelines include a model receipt and release form which would be signed by the seafarer or heir or dependent and which would acknowledge receipt of a sum in satisfaction of employer's obligations to pay contractual compensation for personal injury and/or death. But, importantly, the form would state that payment would be made without admission of liability and without prejudice to the right to pursue any claim in law in respect of the incident.

Next WG Meeting

The third meeting of the Working Group is expected to finalise the draft resolutions and guidelines for presentation to the IMO Legal Committee at its 83rd session in October 2001 and to the ILO Governing Body at its 279th in late 2001. The resolutions and guidelines could then be adopted by the IMO Assembly in November 2001.

'Leros Strength' Widows Urge Solution to Crew Claims Problem

Two widows of seafarers drowned on bulk carrier **Leros Strength** welcomed the work of the recent Joint IMO/ILO Working Party, which was reviewing compensation procedures for accidents at sea, in seeking to resolve the issues of abandonment, personal injury and death of seafarers.

In a statement to the Working Group, Urszula Miegion and Regina Szymanska said that immediately after the sinking on February 8 1997 with the loss of 20 lives, representatives of the company made vigorous efforts to persuade all the widows to accept the sum of US\$30,000 as compensation for their husbands' death; and they were asked to waive all other claims.

The widows said they were being helped by a lawyer to pursue their claim for compensation for possible negligence by the shipowners and also to determine the cause of the loss of the ship and its crew.

The widows were also received by IMO Secretary-General Mr. William A. O'Neil and appealed for him to support their campaign for compensation.

Three years and nine months after the sinking of the Cyprus-flagged vessel off Norway with the loss of all 20 Polish crew, many families had yet to receive a penny in compensation. According to the International Transport Workers' Federation, the delay has been caused by the insistence of P&I Club, Liverpool and London, that victims' families sign away rights to pursue common law claims before they can receive basic contractual compensation.

Mrs. Miegion and Mrs. Szymanska – widows respectively of the ill fated ship's radio operator and engine room motor man – met Mr O'Neil after they had written

an open letter to him on behalf of themselves and 10 other families of deceased crew members of the *Leros Strength*. They also thanked him for all the work IMO has carried out and continues to carry out to improve the safety of life at sea for seafarers. The widows had heard radio and television reports about the sinking and realised that there were serious questions about the seaworthiness of the *Leros Strength*, this was the reason 12 families did not accept the low settlement offered. They sought the assistance of the ITF who informed them on the cause of the sinking and the various investigations including the dive surveys. From these investigations the widows learnt that the vessel sank because of “the shipowners’ inexcusable failure to properly repair and maintain their vessel.”

In their open letter to Mr. O’Neil the widows say they understand from various reports they have read that the repair and maintenance of the *Leros Strength* was supposed to be supervised and monitored by the classification societies, ABS and RINA, and serious defects discovered during various periodical surveys were not dealt with as required. They would therefore like to know why the classification societies are not accountable to them for the negligence of their surveyors and why the shipowners and the P&I Clubs do not accept responsibility for their husbands’ deaths, they requested an explanation as to what happened and a proper level of compensation.

Finally they stated that they appreciate that the IMO is in the process of establishing a memorial to seafarers which they think is an appropriate recognition of the dangers seafarers face every day.

ITF legal officer Deirdre Fitzpatrick said: “The suffering of the widows of the crew of the *Leros Strength* is only a small insight into the hardship suffered by many widows and injured seafarers under the current system of practice of the P&I

Clubs. The tragedy of the widows’ loss has been greatly compounded by the unconscionable conduct of the Liverpool & London P&I Club. We are committed to changing this system so that families like these will not be forced to suffer injustice after injustice and, in doing so, have their basic human rights trampled underfoot.”

The case is due to be heard in a court in Flag State Cyprus at a future date.

According to the ITF, injustices of the present compensation system include:

- “Quit claims”, the practice of forcing seafarers and next of kin to accept contractual levels of compensation in full and final settlement, thus avoiding far higher potential liabilities under a negligence action;
- Isolation and intimidation of seafarers or their families following a claim;
- Delaying tactics by shipowners and insurers, causing hardship and poverty to families who have lost breadwinners, and to seafarers who cannot earn a living following injury;
- The “pay to be paid” rule, which operates to the detriment of seafarers’ claims on financially insecure shipping companies who may not be in a position to make any payment.

Immediately following the *Leros Strength* disaster, eight families each received payoffs of around \$30,000 on condition that they did not pursue a negligence claim. The remaining 12 are pursuing the matter with ITF support.

If God wanted me to touch my toes he would have put them on my knees!

Gross Tonnage / Deadweight, a Matter of Marine Safety

The shipowner who orders a newbuilding wants his vessel to be an economic investment. A definite criterion in this respect is the ratio of Gross Tonnage (GT) / Deadweight (DWT).

The owner usually demands a maximum DWT in combination with a minimum GT. The main reason for this approach is that in most countries, port dues are based on the GT of the vessel. Moreover, GT determines the minimum crew level.

The watertight part of the hull situated above the waterline – the part which is so urgently needed for ship's safety and cargo protection - is designed as an integrated part of the GT figure which determines the level of port dues and minimum crew standards. As a consequence, the reserve-buoyancy of most recent newbuildings does not exceed the absolute minimum, as laid down in international codes. This tendency is more than alarming and Dutch Shipmasters (as assembled in NVKK) altogether disapprove.

Reserve Buoyancy of a fully loaded vessel is roughly proportionate with its minimum-freeboard. The more freeboard, the more volume for immersion is available, thus improving the survivability of the vessel. An enhanced freeboard combined with an increased bow-height, will result in a greater residual area and thus in better stability. An increased buoyancy in the foreship - many ships have been constructed with a forecastle for this purpose - will improve the vessel's behaviour, while riding out a storm. Furthermore it will restrict the shipping of "green water", thus preventing heavy weather damage.

Under the existing regulatory regimes in the maritime industry, naval architects and shipbuilders produce high quality

ships. Supervision during construction is performed by classification societies. Application and implementation of regulations are executed by national shipping authorities, undoubtedly highly qualified and reliable. It should however be clear that safety and seaworthiness of some types of vessels can be greatly improved, provided the naval architect is not hindered by limitations as mentioned before. He should be free in the choice of, amongst others, the vessel's depth.

In international maritime circles there is growing concern about the parameter of Gross Tonnage as an instrument for fixing port dues. A substantial group of naval architects and anxious shipowners believe that there is an urgent need for a fundamental change. Port dues should not be based on the earning capacity of the vessel but on the actual service rendered by the port. They should be based on mooring length, water depth (summer draught) and breadth occupied alongside the berth. Because of actual calculations, based on improper and outdated parameters of the earning capacity, ship design is affected in a negative sense.

Therefore opponents of GT consider this practise no longer acceptable.

Arguments for a different approach have become more important since the level of acceptance with regard to safety and marine pollution have changed. At the same time as this change in tolerance, legal thresholds have been enhanced. Moreover insurance premiums to be paid to the Protection & Indemnity Clubs have been raised considerably, together with increased financial risks for the shipowner in case of damage. One can remember various accidents with containers being lost overboard.

Only a few people realise that in 1992, no less than 40.000 containers were lost overboard, polluting the marine environment. As recently as February 2000, the "OOCL

America” lost 300 forty foot containers. As an appropriate comment, Lloyd’s List reported on 8th February 2000: “With the present northern winter producing a bumper crop of containers washed overboard in heavy weather in the Atlantic and Pacific oceans, tonnage measurement rules have been identified as “the villain of the piece”.

(Received from NVKK Netherlands)

Guidance on Chart Datums and the Accuracy of Positions on Charts

Most charts are not yet referred to WGS84 Datum. This means that, in those cases, positions obtained from satellite navigation receivers will not be directly compatible with the chart and **must not** be used without adjustment. Hydrographic offices are attempting to refer as many new charts as possible to WGS84, but there remain many areas of the world where information does not exist to enable the transformation to be performed.

In the cases where an adjustment cannot be determined because of the lack of knowledge about the relationship between WGS84 Datum and the datum of the chart, the hydrographic office may add a note to that effect warning that adjustments “may be significant to navigation”. The largest difference between satellite navigation derived and charted position reported so far is 7 miles in the Pacific Ocean, but even larger undiscovered differences may exist. Where charts do not contain any note about position adjustment it **must not** be assumed that no adjustment is required.

Most manufacturers of GPS receivers are now incorporating datum transformation into their software which enables users to (apparently) receive positions referred to datums other than WGS84 Datum. Un-

fortunately, many cases exist where a single transformation will not be accurate for a large regional datum. For example, the relationship between WGS84 Datum and European Datum (1950) is very different between the north and south of the region, despite the datum name being the same. Therefore, the position transformed to European Datum (1950) in the receiver by means of a Europe-wide average may differ from the WGS84 Datum position output by the receiver, amended to European Datum (1950) by the shift note on an individual chart. In the light of the 100 metre accuracy of the Standard Positioning Service of GPS this may not be significant, but it is an additional source of error and is of major significance if differential GPS (DGPS) is being used for navigation.

Surveying

Hydrographic surveys are generally conducted using the best position-fixing technology available at the time. This was limited to accurate visual fixing until the Second World War, but used terrestrial based electronic position fixing (such as Decca, Hifix, Hyperfix and Trisponder) until the 1980s. DGPS is the current standard for most hydrographic surveys.

Generally, position fixing for surveying was more accurate than that for navigation in the first two categories, but DGPS is being made more widely available for use by all mariners with the appropriate equipment. The result is that current navigation with DGPS is, commonly, more accurate than position-fixing used for surveys conducted before 1980. The consequence is that, although a modern vessel may know its position to an accuracy of better than 10 metres, the positions of objects on the seabed may only be known to an accuracy of 20 metres or much worse, depending on the age of the latest survey and/or its distance from the coast.

Furthermore it is only since the 1970s that surveying systems have had the compu-

ter processing capacity to enable the observations to be analysed to enable an estimate of the accuracy of position fixing to be generated. The result is that, although the current accuracy standard of position fixing surveys can be stated, it is impossible to provide anything other than general estimates for older surveys.

The current accuracy standard for positioning is 13 metres for most surveys with the standard of ± 5 metres (both 95% of the time) for certain special purpose surveys. It can be confidently stated that the former value is often significantly improved upon. Further improvements will undoubtedly be made as a result of technological developments, but at present there has to be a balance between the cost of a survey and the quality and quantity of the results achieved.

In summary, although the positions of maritime objects derived from modern surveys will be accurate to better than 10 metres, this cannot be used as a general statement about all such objects.

Chart Compilation

Most paper charts and their derived digital versions are assembled from a variety of sources such as maps, surveys, photogrammetric plots etc. The intention is to provide the mariner with the best available information for all parts of that chart and the usual procedure is to start with the most accurate sources, but it is often impossible to complete the whole chart without resource to older, less accurate, sources. When sources are referred to different datums, transformations have to be calculated and applied to make the sources compatible. The intention is for such transformations to have an accuracy of 0.3 mm at chart scale, this being the effective limit of manual cartography, but, depending on the information available, this may not always be possible.

When the positions of objects critical to

navigation are accurately known, the intention is that they are located on a chart to an accuracy of 0.3 mm. The obvious consequence is that accuracy varies with chart scale:

0.3 mm at a scale of 1:10,000 is 3 metres

0.3 mm at a scale of 1:50,000 is 15 metres

0.3 mm at a scale of 1:150,000 is 45 metres

The situation will change as chart data becomes available digitally, but much of the early digital data will be derived from these paper charts and the limitations will remain. Furthermore, a pixel on a computer display screen is approximately 0.2 mm square, roughly equivalent to the accuracy available on the paper chart.

The situation for mariners is improving with recent surveys referred directly to WGS84 Datum, increasing numbers of charts referred to WGS84 Datum (or to North American Datum 1983 which is the same to all practical purposes) and increased international co-operation in the exchange of information. Unfortunately, it will be many years before all areas are re-surveyed and all charts revised.

Until such time, mariners should remain alert to danger. A satellite navigation receiver may output a position to a precision of three decimal places of a minute, but that does not mean that all its positions are accurate to 2 metres or that the resulting position is compatible with the positions of objects shown on modern charts (paper or digital) which may have been established 100 years ago and not surveyed since. The chart title notes and cautions and the source Diagram, which shows the ages of surveys must always be consulted for indications of limitations.

The Maritime Safety Committee, at its seventy-second session (17 to 26 May

2000), approved guidance *on chart datums and the accuracy of positions on charts, as given* above.

Ref. IMO Document SN/Circ.213 dated 31 May 2000.

Secretary-General William O'Neil Places IMO at Forefront of Efforts for Harmony in Shipping

In a forthright speech at the 1st Lloyd's List International Shipping Convention in London on 18th October, IMO Secretary-General Mr. William O'Neil raised the prospect of an expanded role for the Organization in helping to ensure that its standards are met. Confirming the Organization's readiness to adopt a more robust role, Mr. O'Neil said, "If its Members choose to give it new powers and new tasks, and we are prepared to supply the necessary resource, then IMO is ready to respond. The fact that authority for assessing implementation of the 1995 amendments to the convention on training was delegated to IMO by Member States indicates that the will to give the Organization a greater role in the implementation of its standards does exist".

In a speech focusing on IMO's role in promoting harmony within the shipping industry, Mr. O'Neil went on stress the importance of the work carried out recently by IMO to draw up a revision to the MARPOL regulation concerning the phasing out of single-hull tankers. "There were many different views on whether this phasing out should be accelerated and, if so, how it should be approached", he told delegates. "There were considerations both technical and political. Several Governments and many industry bodies had their own strongly held views on what needed to be done – or not done, in some cases. What happened at IMO was that a series of apparently entrenched positions was transformed, through a process of con-

sultation, talking, listening and understanding, into a single, coherent way forward for the industry."

According to Mr. O'Neil, "a number of recent high-profile accidents had placed under an intense spotlight the need for shipping to deliver a cohesive response to criticism levied at it. As we all know, the world's public media only pays any attention to shipping when there has been a casualty. The maritime media, however, presents an entirely different and more accurate interpretation of the facts".

Stressing the importance of a harmonised, global approach to regulatory matters, he told delegates, "what if the collision regulations were different from region to region? Or, if one region decided to adopt and impose its own standard language of the sea? It doesn't make sense. It would lead to chaos and could actually increase the risk and the number of accidents and casualties. The presence of a strong IMO brings harmony to the safety regime world-wide and there can be no alternative."

He concluded, "there is no doubt that, because of the vast array of players involved, our industry can only survive and prosper if all are working in a concerted way towards achieving our common objectives. IMO has already demonstrated that it has the capability and expertise to provide the leadership to draw the disparate elements together and thereby fulfil its role".

The full text of the speech can be found on the IMO web site at www.imo.org.

Business Jargon

Blamestorming - Sitting around in a group discussing why a deadline was missed or a project failed and who was responsible

IMO Commissions a Memorial to the World's Seafarers - Winning Proposal

The International Maritime Organization has announced that renowned British sculptor, Michael Sandle has been chosen to create a memorial to the world's seafarers at the Organization's riverside headquarters on the Albert Embankment in London. He has been chosen to execute the sculpture based on the proposed design submitted - which is very clearly based on a cargo ship. Of his design Michael Sandle writes, 'I have chosen a ship because it signals immediately and unmistakably what the Organization is about'.

The sculpture will be a reminder of the pivotal role seafaring plays in world trade and development and will also serve as a memorial to all seafarers who have been lost at sea. Some 95% of cargo is moved by sea so the importance of seafarers cannot be overstated. The unveiling of the completed work is scheduled for World Maritime Day 2001.

IMO Secretary-General Mr. William O'Neil said it had been thought for some time that the IMO Headquarters, with its prominent position opposite the Houses of Parliament, was an excellent site for such a long overdue and unique monument. "In our discussions it was decided early on that the sculpture chosen should be figurative in nature and visually striking. The reason for this is that every delegate from each of the 158 Member States of IMO, and every visitor to the building, should be immediately aware of the sculpture's significance," he said.

On the winning sculpture he went on to say, "The judging panel feel that Michael Sandle's interpretation of the brief fulfils our criteria, we are confident that it will

provide both an appropriate and lasting Memorial to all Seafarers". The memorial project is being financed from a Trust Fund established two years ago to mark IMO's 50th anniversary. Other projects earmarked for the fund include the establishment of an additional teaching chair at the World Maritime University in Sweden and fellowships for the training of seafarers.

A key contributor to the fund is the International Transport Workers' Federation whose General Secretary, David Cockroft, said; "We welcome this memorial and hope it will remind people of the hazards faced daily by the world's seafarers".

Michael Sandle Comments:

My proposal for a sculpture for the International Maritime Organization's Headquarters is very clearly based on a cargo ship. I have chosen a ship because it signals immediately and unmistakably what the Organization is about. Only a truly monumental sculpture would work because the frontage of the IMO building is very large and the space allocated for a sculpture is a particularly difficult one to articulate. Anything else would simply be swallowed up and become invisible.

My proposal is intended to work with the façade of the building and enhance its architectural features. I envisage the sculpture to be realised in cupro-nickel alloy that will retain a light silver-gold colour resistant to corrosion and which will work well with the anodised aluminium cladding of the building.

The sculpture would be big enough to provide a proper focus to the building. I have attempted to transform a ship into a cathedral. Visitors looking up at it at close range would experience resonances similar to being in one; it is not for nothing that the longitude axis of a cathedral is called the Nave.

It is important that the bow of the ship

supporting the figure, which is the main feature visible to roadside viewers, should project outside the façade line so as to provide sight-lines to anyone approaching the building obliquely. Anything simply placed in the bay will not be visible until practically stumbled over.

Placing the top of the bow outside the limits of the façade line also enables daylight to be channelled downwards. The large piercings immediately behind the bows are also there to let in daylight. This sculpture has however been expressly designed to look spectacular when floodlit at night.

This sculpture, based on the bow of a classic cargo ship complete with Admiralty-type anchors would, I believe, remain timeless in spite of referring to a pre-containerisation age of shipping. The crew member, the 'seafarer' standing on the prow, about to throw a line, is dressed as a contemporary marine operative because there are ships like this still in service.

JCA 50th Anniversary (IFSMA)

Dear Captain Kikuchi

It is my humble duty and my very great pleasure to write on behalf of the President, Executive Council, London Secretariat and all Member Shipmasters throughout the World to congratulate the **Japan Captain's Association (JCA) on their Golden Anniversary**. This, we know, has only been achieved by sheer hard work, absolute dedication and a steadfastness of purpose in constantly seeking to ensure the safety of all those who go down to the sea in ships.

Your Association was founded in Kobe on the 4th November 1950 with 349 Members. In 1982 it reached 1709 but had fallen to **920 Active Serving Shipmasters** by the end of the last year of the last

decade of the last century of the last millennium. The time has come to write the next chapter of the story and to push this magical number up above the 1000 mark again and we have no doubt that this you will do in the first decade of this new millennium.

In paying tribute to JCA we acknowledge that there are many who have served your Association and our Federation well but I must single out several for **special mention**. Particularly there is **Captain Hiroshi Kawashima** - 4th President of JCA 1981-1995, a Vice President of IFSMA 1986-1992, Deputy President 1992-94, President 1994-98 and the finest **Roving Ambassador** it has been my good fortune to meet. Those who attended the 90th Birthday Celebrations of Captain Anna Schetinina in Vladivostok in February 1998 will never forget **this fine gentleman**.

There are also **Captains Genji Yoshinaga, Koichi Akatsuka FNI, Takeshi Kikuchi and Keiichi Sawayama** for all of whom we have a special regard. We remember with great poignancy our deep shock and distress at the devastating earthquake which hit the Kansai District of Japan in January 1995. We also will never forget the visit of our Executive Council to your beautiful Country in November of that same year when you lavished so much attention upon us that we were quite overwhelmed by your generosity and the sightseeing tours in Kamakura and Hakone.

We value our long standing association with JCA whose inspiration and guidance have served us so well over the last decade while IFSMA continued its Development and Profile Raising Struggle. Together we have had some significant achievements and **long may it continue**. We trust that JCA will continue to produce their series of high quality educational videos on Ship Handling in Heavy Seas and the Effects of Hydrodynamic

Interaction. *Finally we wish you continued success in all your endeavours - long may you flourish.*

Captain Roger Clipsham
Secretary General

JCA 50TH Anniversary (IMO)

Dear Captain Kikuchi,

I take great pleasure in writing to you today to express my sincere congratulations to the Japan Captains' Association as it celebrates its 50th anniversary.

The importance of organisations such as yours has probably never been so great as it is today, when the authority and esteem in which ships' Masters have traditionally and quite deservedly been held are under threat from a variety of sources. A changing working environment is threatening to overwhelm Masters with administrative work, while an increasingly litigious society, hungry for scapegoats has led to more and more incidents of Masters being unfairly arrested or detained.

Despite these difficulties, the role of a ship's Master remains unique in the world today. It still requires the same qualities of leadership, judgement and strength of character that it always has. Time after time, quietly and without fuss or publicity, ships' Masters make decisions that ensure the safe navigation of their vessels, safe delivery of their cargoes and safe passages for their crews.

It is those same qualities that have enabled your organization to survive and flourish during the past half-century. At IMO, we know that you share our aims of making the world's oceans safer and cleaner places, and we greatly appreciate your participation, through IFSMA, in our various Committees and Working Groups. We also appreciate very much the work you do under your own banner, such as

producing educational videos on ship handling in heavy weather, providing simulator training for ship masters, and organising a continuous programme of highly focused lectures and seminars.

I should like to congratulate the Japan Captains' Association on 50 years of diligent, effective and valuable work in helping to maintain and improve the status and culture of ships' Masters, who remain central figures in the battle for safety at sea. Any institution that lasts 50 years is clearly on solid foundations, and it is therefore with some confidence that I take pleasure in wishing the JCA every success during its next 50 years, and beyond.

With my highest regards,

Yours sincerely,
W.A. O'NEIL
Secretary-General

IMO Raises Compensation Limits for Oil Pollution Disasters

The Legal Committee, 82nd session, of IMO has adopted amendments to raise by 50 percent the limits of compensation payable to victims of pollution by oil from oil tankers.

The amendments to the 1992 Protocol of the International Convention on Civil Liability for Oil Pollution Damage (CLC Convention) and to the 1992 Protocol of the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage (IOPC Fund) are expected to enter into force on 1 November 2003, unless objections from one quarter of contracting States are received before then.

The CLC Convention makes the ship-owner strictly liable for damage suffered as a result of a pollution incident and the amendments raise the limits payable to 89.77 million Special Drawing Rights

(SDR) (approximately US\$115 million) for a ship over 140,000 gross tonnage, up from 59.7 million SDR (US\$76.5 million) established in the 1992 Protocol.

The IOPC Fund amendments raise the maximum amount of compensation payable from the IOPC Fund for a single incident, including the limit established under the CLC amendments, to 203 million SDR (US\$260 million), up from 135 million SDR (US\$173 million). However, if three States contributing to the Fund receive more than 600 million tonnes of oil per annum, the maximum amount is raised to 300,740,000 SDR (US\$386 million) up from 200 million SDR (US\$256 million).

While the Civil Liability Convention regulates the shipowner's liability, the Fund is made up of contributions from oil importers. The principle is that if an accident at sea results in pollution damage which exceeds the compensation available under the Civil Liability Convention, the Fund will be available to pay an additional amount. In this way, the regime established by the two ensures that the burden of compensation is spread more evenly between shipowner and cargo interests.

The adoption of the increased limits comes in the wake of two major incidents - the **Nakhodka** in 1997 off Japan and the **Erika** disaster off the coast of France in December 1999.

CLC Compensation Limits

The compensation limits set by the 2000 amendments entering into force in 2003 are as follows:

- For a ship not exceeding 5,000 gross tonnage, liability is limited to 4.51 million SDR (US\$5.78 million). (*Under the 1992 Protocol, the limit was 3 million SDR (US\$3.8 million)*)
- For a ship 5,000 to 140,000 gross ton-

nage: liability is limited to 4.51 million SDR (US\$5.78 million) plus 631 SDR (US\$807) for each additional gross tonne over 5,000 (*Under the 1992 Protocol, the limit was 3 million SDR (US\$3.8 million) plus 420 SDR (US\$537.6) for each additional gross tonne*).

- For a ship over 140,000 gross tonnage: liability is limited to 89.77 million SDR (US\$115 million) (*Under the 1992 Protocol, the limit was 59.7 million SDR (US\$76.5 million)*).

The IOPC Funds and IMO

Although the IOPC Funds were established under Conventions adopted under the auspices of IMO, they are independent legal entities.

Unlike IMO, the IOPC Funds are not United Nations agencies and are not part of the UN system. They are intergovernmental organisations outside the United Nations, but follow procedures which are similar to those of the United Nations.

To become a member of the 1992 Fund, a State must accede to the 1992 Protocols to the Civil Liability Convention and the Fund Convention by depositing a formal instrument of accession with the Secretary-General of IMO. These Conventions should be incorporated into the national law of the State concerned.

Further information can be found on the IOPC Funds website at www.iopcfund.org

Special Drawing Rights Conversion Rates

The daily conversion rates for Special Drawing Rights (SDR) can be found on the International Monetary Fund website at www.imf.org under "IMF Finances".

Draft Protocol to the Athens Convention Relating to the Carriage of Passengers and Their Luggage by Sea, 1974.

The IMO Legal Committee, 82nd session, agreed that a draft protocol to the Athens Convention would be ready for consideration by a Diplomatic Conference to be convened during the biennium 2002-2003 and decided to recommend to the Council of IMO that allowance be made for a Diplomatic Conference during the 2002-2003 biennium to adopt the draft protocol.

Representatives of observer delegations from the shipping and insurance industries were unanimous in their support for this decision, noting the need to adopt the draft protocol as soon as possible, in order to reaffirm IMO's global role in the development of such conventions and to avoid unilateral action by States leading to the adoption of different regional or national schemes.

The Athens Convention of 1974 makes a carrier liable for damage or loss suffered by a passenger if an incident causing damage occurs during the course of the carriage and is due to fault or neglect of the carrier. Liability can be limited so long as the carrier did not act recklessly or with intent to cause damage.

The draft Protocol introduces, among other things, the requirement of compulsory insurance for passenger claims, and proposes changes to the purely fault-based liability system which is a feature of the 1974 Convention.

A Protocol to the 1974 Convention to raise the limits of liability in the Convention was adopted in 1990, but this Protocol is not yet in force.

Draft Convention on Wreck Removal

The IMO Legal Committee, 82nd session, decided that no recommendation should be made to the Council for the convening of a Diplomatic Conference to adopt the proposed Wreck Removal Convention (WRC) during the next biennium. It agreed instead to devote more time to this agenda item in forthcoming Committee sessions to enable a draft treaty to be ready for consideration by a Diplomatic Conference during the 2004-2005 biennium.

The WRC is intended to provide international rules on the rights and obligations of States and shipowners in dealing with wrecks and drifting or sunken cargo which may pose a hazard to navigation and/or pose a threat to the marine environment. The draft Convention is intended to clarify rights and obligations regarding the identification, reporting, locating and removal of hazardous wrecks, in particular those found beyond territorial waters.

The draft Convention covers:

- reporting and locating ships and wrecks - covering the reporting of casualties to the nearest coastal State; warnings to mariners and coastal States about the wreck; action by the coastal State to locate the ship or wreck.
- determination of hazard - sets out who is responsible for determining whether a hazard exists when the wreck or ship is beyond territorial waters, based on a list of specific criteria, including depth of water above wreck and proximity of shipping routes;
- rights and obligations to remove hazardous ships and wrecks - sets out when the shipowner is responsible for removing the wreck and when a State

may intervene;

- financial liability for locating, marking and removing ships and wrecks;
- time-bar sets a time limit for claims for compensation;
- jurisdiction - sets out jurisdiction(s) where actions for compensation may be brought;
- financial security - sets out security required to cover liabilities regarding claims for compensation under the Convention;
- settlement of disputes.

The Correspondence Group on the draft WRC reported that positive progress had been made on a number of aspects of a scaled-down version of the draft convention. However, there were differing views on some issues, in particular as regards leaving certain matters to be regulated by national legislation. Key issues for future discussion include the need to agree on definitions such as “wreck”, “preventive measures” and “hazard”; reporting on wrecks; and financial liability for locating, marking and removing wrecks.

The work of the Correspondence Group has been suspended pending consideration by the Legal Committee of certain key issues such as financial security.

Implementation of the HNS Convention

During the 82nd session of the IMO Legal Committee, the United Kingdom invited delegations to attend a one-day meeting 16 March 2001 to review implementation of the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances (HNS) by Sea 1996.

The Convention, when it enters into force, will make it possible for compensation to be paid to victims of accidents involving hazardous and noxious substances, such as chemicals.

The Convention to date has one contracting party (Russian Federation) and will enter into force 18 months after the following conditions have been fulfilled:

- 12 States have accepted the Convention, four of which have not less than two million units of gross tonnage
- Provided that persons in these States who would be responsible to pay contributions to the general account have received a total quantity of at least 40 million tonnes of contributing cargo in the preceding calendar year.

The Committee reviewed work by a Correspondence Group in developing information which might be of assistance to potential claimants and contributors to the HNS Fund. The work includes the development of a guide to enactment of the HNS Convention which would give assistance to States interested in ratifying or acceding to the Convention as well as to potential claimants and to contributions to the HNS Fund, whilst providing outline guidance to relevant industries on how the regime is expected to function.

Weather Charts an Open Letter

Dear Sirs, Madam,

I am replying to a recent report complaining about the lack of facsimile charts availability in certain areas of the world. I allow myself to submit a few lines on the subject. Indeed I agree with this statement particularly for the Indian Ocean where only the Australians appear to offer a reliable service. South Africa used to offer a good service, unfortunately reception and

quality have become poor. We also had not much success with Chinese or Indian Charts.

Weather facsimile charts are essential tools for safe and efficient navigation particularly in middle and high latitudes. The traditional Radio Facsimile Charts service has declined in recent years quite drastically in many areas of the world. This could well be due to budget cuts and the appearance of commercial satellite/computer based systems. In certain parts (particularly in areas of the Indian and South Atlantic oceans), the services if any are poor both as to their quality and reception range.

A good quality service involves fully descriptive analysis and forecasts, this means a comprehensive graphical layout of the systems, the position and movement of the centres and their assorted fronts. Sea conditions involving the analysis and forecast of sea and swell heights are also necessary tools for the mariner navigating in middle or high latitudes. Boston and P. Reyes offer excellent 48 hours and 96 hours Forecast charts, they include indication of the history and expected movement of the systems comments along the vectors such as new, developing, storm give thus a good understanding of the weather systems.

In the tropics, narrative reports may be sufficient provided that they fully support information regarding Low-pressure areas and or Tropical waves and their possible development into Tropical Revolving Storms.

In some areas comprehensive facsimile charts have been replaced by mini maps showing no more than the isobar contour, apart from the restrictive information they often lack clarity particularly when reception is poor.

Reception is of course very important and the station should offer a signal sufficiently strong with a choice of frequencies suited for the period of the day.

There is still to this date a majority of ships not fitted with computer satellite based systems. Until a global satellite computer based system is available to all mariners, a proper network of Radio Facsimile charts should be maintained, independent of budget cuts or other factors perturbing the service offered to mariners. I hope that IMO and the WMO can launch a campaign to stop the degradation of traditional meteorological services, and bring them back to the levels we had about 10 years ago, and regulate the more modern computer based systems.

F. Baillod, Individual Member

IMO Reaches Agreement On Single-hull Tanker Phase-out

The IMO has successfully achieved the first, formal step towards a global timetable for the accelerated phasing-out of single-hull oil tankers. It came with the approval late on Friday (October 6th) by the 45th session of its Marine Environment Protection Committee (MEPC45) of a working group report on proposed amendments to MARPOL 73/78. The approval paves the way for the adoption of a revised regulation 13G of MARPOL at MEPC 46, the timing of which has already been brought forward to April 2001 to accommodate the swiftest possible introduction of new rules.

In its draft revision of MARPOL regulation 13G, the MEPC working group identified three categories of tankers, as follows: "Category 1 oil tanker" means oil tankers of 20,000 tons deadweight and above carrying crude oil, fuel oil, heavy diesel or lubricating oil as cargo, and of 30,000 tons deadweight and above carrying other oils which do not comply with the requirements for protectively located segregated ballast tanks (commonly known as Pre-MARPOL tankers). "Category 2 oil tanker" means oil tankers of 20,000 tons deadweight and above carrying crude oil, fuel oil, heavy diesel or lubricating oils as cargo, and of 30,000 tons deadweight and above carrying other oils, which do comply with the protectively located segregated ballast tank require-

ments (MARPOL tankers), while "Category 3 oil tanker" means an oil tanker of 5,000 tons deadweight and above but less than the tonnage specified for Category 1 and 2 tankers.

The draft revision sets out two clear alternatives schemes, A and B, for phasing-out single-hull tankers. Both schemes would see Category 1 vessels phased-out progressively between 1 January 2003 and 1 January 2007, depending on their year of delivery. Category 2 tankers built in 1986 or earlier would be phased out after their 25th year of operation under both schemes, but Category 2 ships built after 1986 would be phased out between 2012 and 2015 under Alternative A and between 2012 and 2017 under Alternative B. For Category 3 tankers, both schemes entail progressive phasing out of tankers. Those built in or before 1987 would be phased-out between 2003 and 2013, but ships built after 1987 would be phased out between 2013 and 2015 for ships under scheme A and between 2013 and 2017 under scheme B.

The working group also agreed that continued operation of Category 2 oil tankers beyond 2010 should only be permitted to high quality ships which had been subject to a Condition Assessment Scheme (CAS). An informal group prepared a preliminary and non-exhaustive list of underlying principles to be addressed in considering the scheme. These elements can be categorised in three sections - checks on the physical condition of the vessel; checks on documentation recording its past performance; and possible improvements in survey and inspection practice. It was stressed that the introduction of a CAS should not undermine the Enhanced Survey Programme (ESP) system under resolution A 744 (18) and that the scheme would assume that vessels should pass their ESPs.

Most delegations greeted the proposed revision of regulation 13G with a cautious welcome, and many expressed their approval of the constructive spirit in which the meeting had addressed the issue. The delegation of the United States, however, reserved its position on the draft text, stating that it had hoped a position closer to that enshrined in its own national regulations (OPA 90) would be reached. The delegation of Brazil said that, while it had devoted all its efforts to partici-

pation in the working group, it felt that the problem would be better approached from a different angle, and that political considerations should not be the driving force behind new regulations. The delegation of Chile agreed and, although recognising that IMO had strengthened its position as the competent rulemaking body for international shipping, urged the organization to remain a technical regulatory body.

Anti-fouling Systems Draft Convention Approved in Principle

The MEPC approved in principle the draft International Convention on the Control of Harmful Anti-fouling Systems. A number of its articles remain open for discussion, such as entry-into-force criteria, before the planned Conference to adopt the convention in late 2001.

This move comes in response to Assembly Resolution A.895(21) Anti-fouling systems used on ships, adopted by IMO in November 1999, which calls on the MEPC to develop an instrument, legally binding throughout the world, to address the harmful effects of anti-fouling systems used on ships. The resolution calls for a global prohibition on the application of organotin compounds which act as biocides in anti-fouling systems on ships by 1 January 2003, and a complete prohibition on the presence of organotin compounds which act as biocides in anti-fouling on ships by 1 January 2008.

Under the terms of the proposed new Convention, Parties to the Convention would be required to prohibit and/or restrict the use of harmful anti-fouling systems on ships flying their flag. The Convention would apply to all ships, and ships above a certain size (to be decided) would be required to have their anti-fouling systems surveyed and to carry an anti-fouling certificate. Anti-fouling systems to be prohibited or controlled would be listed in Annex I of the Convention. Initially, the annex would include reference to "organotin compounds which act as biocides in anti-fouling systems".

The Convention would allow for other sub-

stances to be included in the Annex and sets out a procedure for this: a proposal for a particular substance to be prohibited or restricted would be put before an expert group established by IMO which would assess the adverse affects of the particular anti-fouling system. The Convention would provide an agreed format for an international anti-fouling certificate and set out procedures for survey and certification.

Harmful Aquatic Organisms in Ballast Water

An MEPC Working Group further developed draft new regulations for ballast water management to prevent the transfer of harmful aquatic organisms in ballast water. It is planned to hold a Diplomatic Conference during 2002 or 2003 to adopt the new measures.

The proposed instrument is a new international Convention "for the control and management of ships' ballast water and sediments." It is estimated that about 10 billion tonnes of ballast water are transferred globally each year, potentially transferring from one location to another species of sea life that may prove ecologically harmful when released into a non-native environment.

The proposed new instrument is being developed on the basis of a two-tier approach. Tier 1 includes requirements that would apply to all ships, including mandatory requirements for a Ballast Water and Sediments Management Plan, a Ballast Water Record Book and requirements that new ships shall carry out ballast water and sediment management procedures to a given standard or range of standards. Existing ships would be required to carry out ballast water management procedures after a phase-in period, but these procedures may differ from those to be applied to new ships.

Tier 2 includes special requirements which may apply in certain areas and would include procedures and criteria for the designation of such areas in which additional controls may be applied to the discharge and/or uptake of ballast water. The text for Tier 2 remains to be developed.

The working group confirmed that ballast exchange on the high seas is the only widely used technique currently available to prevent the spread of unwanted aquatic organisms in ballast water and its use should continue to be accepted. However, it was stressed that this technique has a number of limitations. Because it is of variable efficiency in removing organisms, the percentage removed depends on the type of organism. The discharged water quality depends on the original quality of the water taken up. It also has geographical limits. Existing ships may be subject to operational constraints, but it was recognised that new ships may be designed to accommodate ballast exchange in a much wider range of circumstances.

The Working Group concluded that development of alternative treatment technologies might produce techniques that were substantially more reliable and that ballast water exchange is an interim solution. The draft ballast water instrument will be further reviewed and developed at the next session. (MEPC 46 in April 2001)

Special Areas and Particularly Sensitive Sea Areas

The MEPC reviewed new draft guidelines for the designation of Special Areas under MARPOL 73/78 and new draft guidelines for the identification of Particularly Sensitive Sea Areas (PSSAs) and agreed additional material to be drafted before the next session, MEPC 46, which would approve the guidelines. This additional material would include a flow-chart to assist Member States in deciding the most appropriate measures in providing protection to sensitive sea areas. After approval at the next session, a proposed draft Assembly resolution would be put forward to the 22nd Assembly in November 2001 for adoption.

In Annexes I, II and V, MARPOL 73/78 defines certain sea areas as "special areas" in which, for technical reasons relating to their oceanographical and ecological condition and to their sea traffic, the adoption of special mandatory methods for the prevention of sea pollution is required. Under the Convention,

these special areas are provided with a higher level of protection than other areas of the sea. A PSSA is an area that needs special protection through action by IMO because of its significance for recognised ecological or socio-economic or scientific reasons and which may be vulnerable to damage by international maritime activities. The criteria for the identification of particularly sensitive sea areas and the criteria for the designation of special areas are not mutually exclusive. In many cases a Particularly Sensitive Sea Area may be identified within a Special Area and vice versa.

Prevention of Air Pollution from Ships

The MEPC considered a study commissioned by IMO into greenhouse gas emissions from ships and agreed to discuss, at its next session, the development of a document outlining IMO policy on the issue. The study follows the adoption in 1997 of Annex VI of MARPOL on Regulations for the Prevention of Air Pollution from Ships.

The study shows that the impact of nitrogen oxide (NOx) emissions from ships continues to be the main policy driver. There are no accurate assessments of the contribution of shipping to global NOx emissions. However, studies show that shipping is a small contributor to world carbon dioxide (CO2) emissions, accounting for 1.8 percent of world CO2 emissions in 1996.

The study notes that there is potential for reduction of greenhouse gas emissions from ships through technical and operational measures. At the same time, shipping has been confirmed to be a significant contributor in the development of environmentally sustainable transport.

Adoption of Amendments to IMO Instruments

The Committee adopted the following amendments:

1. Amendments to MARPOL 73/78 Annex V Prevention of Pollution by Garbage from Ships

- An amendment to regulation 3(1)(a) of Annex V prohibits the disposal into the sea of incinerator ashes from plastics products which may contain toxic or heavy metal residues from other garbage.
- An amendment to regulation 1 Definitions amends the definition of “from nearest land” in relation to the north-eastern coast of Australia.
- Amendments to regulation 9 on Placards, garbage management plans and garbage record-keeping allow for placards and plans to be written in Spanish as an alternative to English or French - in addition to the official language of the flag State.
- The amendments will enter into force under “tacit acceptance” on 1 March 2002.

2. Amendments to IBC and BCH Codes

- The MEPC adopted amendments to the International Code for the Construction and Equipment of Ships carrying Chemicals in Bulk (IBC Code) and the Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (BCH Code) relating to cargo hose requirements, protection of personnel and carriage of carbon disulphide.
- The amendments will enter into force on 1 July 2002 under tacit acceptance.

Business Jargon

Chainsaw Consultant

An outside expert brought in to reduce the employee head count, leaving the brass with clean hands.

Assmosis

The process by which some people seem to absorb success and advancement by kissing up to the boss.

International Maritime Prize to Ian Williams of Australia

The prestigious International Maritime Prize for 1999 was awarded on 27 September to Mr. Ian Mills Williams, former Manager for IMO Relations at the Australian Maritime Safety Authority (AMSA). Mr. William A. O'Neil, Secretary-General of the International Maritime Organization, presented the prize to Mr. Williams during a special ceremony at IMO's London headquarters.

The International Maritime Prize is awarded annually by IMO to the individual or organization judged to have made the most significant contribution to the work and objectives of IMO. The 84th session of the IMO Council in June took the decision to award the prize to Mr. Williams in recognition of his long service to the cause of maritime safety.

In particular, Mr. Williams has made a valuable contribution to saving seafarer's lives through improved safety measures for bulk carriers. He was co-ordinator of the MSC Intersessional Correspondence Group on Safety of Bulk Carriers in 1995 and 1996 and Chairman of the Working Group on safety of Bulk Carriers from 1995 to 1998.

Mr. Williams was a key participant in the 1997 International Convention for the Safety of Life at Sea (SOLAS) Diplomatic Conference, which adopted the new chapter XII to the SOLAS on Additional Safety Measures for Bulk Carriers.

Mr. Williams was also an active member of the Panel of Experts selected by IMO to examine and make recommendations on passenger ro-ro ferry safety following the **Estonia** sinking in September 1994. Mr. Williams first represented Australia at IMO's 14th Assembly in 1985 and be-

came involved with the work of the Maritime Safety Committee in 1988. He chaired the Sub-Committee on ship Design and Equipment from 1994 until March 1999 – following his retirement from AMSA in September 1998.

The International Maritime prize consists of a sculpture in the form of a dolphin and includes a financial award and the winner of the annual prize is also invited to write a paper on a theme relating to the work of IMO. The paper is published in IMO's quarterly magazine, **IMO News**.

Previous winners of the prize in recent years include: the International Lifeboat Federation (ILF) (awarded prize for 1998); Dr. Gamal El-Din A. Mokhtar of Egypt, President of the Arab Academy for Science, Technology and Maritime Transport (1997); Mr. Torkild Reedt Funder of Denmark, former Director-General of the Danish Maritime Authority (1996); and Mr. Georgy Ivanov, Permanent Representative of the Russian Federation to IMO (1995).

New Appointments at IMO

Recent months have seen a number of significant personnel changes in senior technical positions at IMO. Mr. E. Mitropoulos (Greece), Director of the Maritime Safety Division (MSD) has been additionally appointed to newly created position, that of Assistant Secretary-General of the London-based Organization.

His long-time counterpart as head of the Organization's Marine Environment Division (MED), Mr. O Khalimonov (Russian Federation), has been appointed as Special Advisor to the Secretary-General on MARPOL related matters.

The position of Director of the Marine Environment Division has been taken up Mr. Koji Sekimizu (Japan), formerly Senior Deputy Director of the Sub-Division for

Pollution Prevention within the MED, Mr. Du Dachang (China) has been promoted to Mr. Sekimizu's former role.

Meanwhile, following the retirement of Mr. F. Plaza, Mr. A. Petrov (Russian Federation) is appointed to the post of Senior Deputy Director in the Sub-Division for Technology and TC Implementation of the Maritime Safety Division.

Commenting on the new appointments, IMO Secretary-General Mr. William A. O'Neil said, "I am confident that we now have an excellent senior team in place here at IMO that will ensure the Organization continues to fulfil its leadership obligations in maintaining and developing safety and pollution prevention standards for the international shipping industry."

Programme of IMO Meetings for 2001

The following information is taken from IMO Document PROG/109 dated 16 November 2000. This information is also available via a link on the IFSMA Web Site

Key to Meeting Abbreviations:

The Five Main Committees

FAL	= Facilitation Committee
LEG	= Legal Committee
MEPC	= Marine Environment Protection Committee
MSC	= Maritime Safety Committee
TCC	= Technical Co-operation Committee

The Nine Sub-Committees

BLG	= Bulk Liquids and Gases
COMSAR	= Radiocommunications & Search & Rescue.
DE	= Ship Design & Equipment
DSC	= Dangerous Goods, Solid Cargoes & Containers
FP	= Fire Protection
FSI	= Flag State Implementation
NAV	= Safety of Navigation
SLF	= Stability & Load Lines & Fishing Vessels Safety
STW	= Standards of Training and Watchkeeping.

08-12 Jan.	FP 45 th session
22-26 Jan.	STW 32 nd session
29-30 Jan.	IOPC Funds
05-09 Feb.	BLG 6 th session
19-23 Feb.	FSI 9 th session
05-09 Mar.	DE 44 th session
19-23 Mar.	Diplomatic Conference to consider an International regime for Liability and Compensation for Pollution from Ship's Bunkers.
23-27 Apr.	MEPC 46 th session
30 May – 08 Jun.	MSC 74 th session
18-22 Jun.	Council 86 th session
21 Jun.	TCC 50 th session
02-06 Jul.	NAV 47 th session
16-20 Jul.	DSC 6 th session
17-21 Sep.	SLF 44 th session
01-05 Oct.	Diplomatic Conference on the control of Harmful Anti-Fouling Systems for Ships.
08-12 Oct.	LEG 83 rd session
15-19 Oct.	IOPC Funds
22-26 Oct.	23 rd Consultative Meeting of Contracting Parties to the London Convention 1972
16 Nov.	Council 21 st extraordinary session
19-30 Nov.	Assembly 22 nd session
30 Nov.	Council 87 th session
Intersessional Meetings as Approved by the Council**	
31 Jan. – 02 Feb.	MEPC Working Group on Condition Assessment Scheme under MARPOL regulation 13G
24-28 Sep.	DSC Editorial & Technical Group
Intersessional Meeting Convened within the Framework of the London Convention 1972	
21-25 May	London Convention 1972 Scientific Group

Work Specification

Job Order: ELP/OOS
for S/S "KALAMIT Y"

March 1973

Built by Shipwreckers Incorporated, Junk Cove, 1908.

Length: 515' 5" port, 505' 7" starboard.
Beam : (extreme) 56' 3-21/64" including rust.
Depth: 25' 0" in way of peaks, 23' 1/4" in way of valleys.
Draft: variable with tide.
Gross tonnage: 5950 including garbage chute on poopdeck.

1. Drydock vessel for examination of bottom, **if any**. Care to be taken that keel-blocks amidships to be raised approximately 6'3" to compensate for slight hog condition. Drydock again later when surveyor is home on leave and renew any plate below one half of 1/20".

2. Scrape and wire brush bottom, taking extreme care not to puncture plating, Any pearls found in oysters to be turned over to owners. Credit to be allowed for fertilizer value of any seaweed and barnacles removed from the vessel. Any rivets which drop out to be thoroughly coated with approved glue and reinstalled in good order as before.

N.B. All possible precautions, including manslaughter, to be taken to ensure surveyors do not see the ship whilst in dock.

3. Supply special sponge rubber test hammer (light weight) or use of owner's superintendent, during bottom inspection.

4. Remove propeller and draw tailshaft for examination. Coat tailshaft with thick layer of Grippa glue and cover with aluminium household tinfoil to make a good smooth surface. All lighting in shaft tunnel to be dimmed to maximum 1 (one) candle light strength prior to and during classification survey. Remove aluminium foil on completion of survey and reinstall propeller shaft in good order as before. See Chief Engineer for gunny-sacks with which to repack stern-gland. No one to be allowed to lean against rudder whilst vessel is in dock.

5. Remove sufficient mud and debris to provide access to sea valves and open valves for examination. Reset valves and fill the holes with hard setting strawberry jam or equivalent, and close valves in good order, renewing gaskets, old chewing-gum and wire string as necessary (apply to No.1 Plumber for material).

6. Remove sea strainers, clean sea chests and strainers and replace strainers in good order. Take special care to reinforce shell plate by shoring up from inside in way of staging which leans against shell casing.

7. Coat bottom with one coat consisting of 1 (one) part of best Indian curry powder, 1 (one) part of Dutch mustard and 2 (two) parts of Kerosene, also 1 full coat of Dhall sauce paint. All holes in shell to be patched with Chapaties before application of paint. (Note: Apply to Chinese steward for the above said materials).

8. Range port and starboard anchors in dock. Port anchor has a bent fluke. Corrective repairs to flatten fluke flat should be carried out with vessel's fluke flattening flatter.

9. Open port and starboard boilers for inspection. Solder all holes in furnaces and fire tubes. Boilers to be cleaned with 2.5% solution of traditional shore-going medicine. Chief Mate free issue.

10. Ignore holes in donkey boiler and switch off all lights when surveyor is in vicinity.

11. Ignore **any** requests from Master, Chief Engineer or No.1 Plumber.

12. NO EXTRAS.

Ordered by F. LLabbergasted,
Owners' Supt.

Proceed with work and send bills to Underwriters
(Illegible)
Signed

Acknowledged by : D. Petrified. A.M.I.D.E.
Destruction Manager
Burntyard Island (PTY) Ltd.

IF -

by Rudyard Kipling

("Brother Square Toes" - Rewards and Fairies)

If you can keep your head when all about you
Are losing theirs and blaming it on you,
If you can trust yourself when all men doubt you,
But make allowance for their doubting too;
If you can wait and not be tired by waiting,
Or being lied about, don't deal in lies,
Or being hated, don't give way to hating,
And yet don't look good, nor talk too wise:

If you can dream-and not make dreams your master
If you can think-and not make thoughts your aim;
If you can meet with Triumph and Disaster
And treat those two imposters just the same;
If you can bear to hear the truth you've spoken
Twisted by knaves to make a trap for fools,
Or watch the things you gave your life to, broken,
And stoop and build 'em up with worn-out tools:

If you can make one heap of all your winnings
And risk it on one turn of pitch-and-toss,
And lose, and start again at your beginnings
And never breathe a word about your loss;
If you can force your heart and nerve and sinew
To serve your turn long after they are gone,
And so hold on when there is nothing in you
Except the Will which says to them: "Hold on!"

If you can talk with crowds and keep your virtue,
Or walk with Kings-nor lose the common touch,
If neither foes nor loving friends can hurt you,
If all men count with you, but none too much;
If you can fill the unforgiving minute
With sixty seconds' worth of distance run,
Yours is the Earth and everything that's in it,
And - which is more - you'll be a Man, my son!

High Speed Craft Sleipner Sinking

Although the report into the sinking of the fast cat Sleipner in Norway last year concluded that navigational error was the principal reason behind the accident. It has also been reported that the crew did not organise an evacuation after the accident and that as a unit they lacked leadership.

The report concluded that although the vessel largely complied with the high speed craft rules there were significant problems with some aspects of the design and the equipment. The emergency batteries were too low and should have been placed above the waterline. Many passengers had difficulties in keeping their lifejackets in position, this may have contributed to the relatively large loss of life (16 dead). Only 69 passengers escaped. The liferaft arrangement did not have type approved hydrostatic releases which directly contributed to some of the liferafts never being released after the accident.

World Maritime Day

Dear Mr. O'Neil,

On the occasion of World Maritime Day 2000 the International Federation of Shipmasters' Associations (IFSMA) notes with great satisfaction the IMO desire for, and focus upon, **a Universal Culture of Safety throughout the Maritime World**, and the extension of the Partnership Concept to more actively embrace the NGOs and to encourage co-operative arrangements between IMO, Individuals and Industry Organizations.

IFSMA shares the concerns expressed recently by the Secretary-General concerning Mammoth Cruise Ships and Double Hull Tankers, fully supports the advent of **Automatic Identification Systems (AIS), Voyage Data Recorders (VDR) and Hull Stress Monitoring Systems (HMSS)**, and remains acutely anxious regarding **(a) Piracy and Armed Robbery Against Ships, and (b) the Unjustified Jailing of Shipmasters.**

IFSMA believes that IMO Guidelines on the protection of the Shipmasters and Crews against unjustified Detentions and Prosecutions are required. Seafarers faced with Criminal Prosecution in a foreign country should be entitled to legal representation (including interpretation) anywhere in the world up to a predetermined limit and the **Shipowner should insure this liability with the PandI Club.**

An internationally practicable solution has to be found to effectively and promptly assist Seafarers in time of need while in a foreign country. One way of solving the problem would be for IMO to persuade the International Group of PandI Associations (NGO) to **include a Mandatory Legal Assistance Cover** for all bonafide Seafarers serving onboard a vessel anywhere in the world. This should be a **precondition to entering a vessel in one of the PandI Clubs without leaving the Shipowner any choice!**

The IFSMA President, the Executive Council, the London Secretariat, the Member Shipmasters and their National Associations Worldwide, congratulate you upon the progress of the **Seafarers Memorial Project and associated Trust Fund established on IMO's 50th Anniversary.** We wish you continued success in all your undertakings with IMO on behalf of all Seafarers and the Global Maritime Industry. **You have our wholehearted support!**

Yours respectfully
Captain Roger Clipsham, IFSMA Secretary General.

NOTE: Mr. William O'Neil's World Maritime Day Message, together with the IMO Statement on the Theme Chosen for year 2001 "IMO: Building Maritime Partnerships" was distributed to all IFSMA Members with our November mailshot.

OBITUARY

Captain Paul Wilkes

It is with great sadness we have to report the sudden death of Captain Paul Wilkes in New Zealand on 24 September. Paul was a dedicated member of IFSMA and before he moved to New Zealand represented IFSMA during many IMO Meetings.

He was experienced in so many areas, including square rigged sailing vessels from schooners to full rigged ships. He was a trained tugmaster, a qualified Pilot in both UK and New Zealand and more recently Deputy Harbourmaster at the Port of Nelson in New Zealand.

His visits, whilst on leave, to the IFSMA HQ will be greatly missed as will the availability of his extensive experience to IFSMA.

THE GATEHOUSE

Why not stay at The Gatehouse on your next trip to London?

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*Sitting room with TV.

Handy for IMO, Theatres and Shops.

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