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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"**

**The 28th IFSMA Annual General Assembly will be held in Vladivostok, Russia
on Friday 31st May and Saturday 1st June 2002.**

An Electronic Version (pdf) of this Newsletter is available at "www.ifsma.org"

Some thoughts from your new Secretary General

It seems so long ago now, but I started my three-month apprenticeship into this position in August this year. The first few weeks in Lambeth Road, basking in a reasonable English Summer, was most enjoyable under the careful tutelage of Roger Clipsham. We had some excitement with the 'Tampa' affair, which I am delighted to say led to a happy ending, but in general things were running well in the normal day to day administration of the IFSMA secretariat. Then the world changed. None of us will forget September 11th 2001 and how it has changed the course of almost everyone's lives, not least the additional pressures that the need for security will place on shipmasters.

IMO has taken very positive action following the aftermath of this tragic event and there was much discussion on maritime security during the recent IMO Assembly and Council meetings. From a generous donation by the USA Government, IMO will be running a five-day Intercessional Meeting focused on maritime security issues in February 2002 under the jurisdiction of the Maritime Safety Committee. This meeting will form an International Working Group on Maritime Security. You will hear a lot more about this in the future months.

Of course this change of focus does not remove the other real concerns that IFSMA is addressing within IMO, such as piracy, fatigue, safe havens, forged certificates, adequate training for competent seafarers and the problems masters face with castaways and stowaways. We also support the IMO 2002 theme on *Safer Shipping Demands a Safety Culture* which rings very close to our own slogan Unity for Safety at Sea.

Although at present the current problem that the Pilots are having with their employers in Humberside is very much a local issue, I feel that IFSMA must stand

shoulder to shoulder with IMPA (International Marine Pilots Association) in defending the Pilots claim, as any acceptance that standards of qualification for pilots can be reduced will set a precedent and will be detrimental to the essential relationship of Master and Pilot. There is a perception held by some non mariners who are in positions of policy-making on ship and port safety that ships can be guided safely alongside a berth in the same way that aircraft land with the guidance of air traffic control. Maybe good in theory, but in practice yet more stress for the Master.

One particular item that does give me concern is the rapidly changing design of bridge management systems and the ever greater reliance on electronic gadgetry with little or no input from the ship's masters and watch keeping officers who are of course the end users. In June next year we see AIS being fitted to certain ships. So far there has been no guidance or training offered to operate this and yet it is certain to add yet more pressure for the officers on the bridge.

If any of the above points particularly concern you or there are other issues that you feel we should be addressing please let me know. In the meantime I wish you all a happy festive season and best wishes for 2002

Rodger MacDonald.

Collision between Ash and Dutch Aquamarine

We have received the Safety Bulletin from the UK Marine Accident Investigation Branch concerning this collision too late for this edition.

We will include an article on the contents of the Safety Bulletin in the next Newsletter.

IMO Website Gateway to Combat Certificate Fraud

A report confirming the disturbing fact that evidence of fraudulent practice can be found in respect of every type of certificate issued in accordance with the STCW Convention has been previewed by the Maritime Safety Committee (MSC). The Committee reviewed an abridged version of the IMO-commissioned research into unlawful practices associated with certificates of competency, carried out by the Seafarers International Research Centre at Cardiff University in Wales.

The full version of the report will be submitted to the Sub-Committee on Standards of Training and Watchkeeping at its 33rd session, scheduled for January 2002. The MSC expressed deep concern

at the study's findings and agreed that the Sub-Committee should consider whether the subject should become a permanent item on its work-programme, in view of the seriousness of the problem.

As a first step in its response to the problem, IMO has added a facility to its website to enable users to contact certificate issuing authorities to check the validity of certificates of competency. The IMO website provides a gateway to those authorities and, at this stage of its development, users can send e-mails via the IMO website to the certificate-issuing authority or, alternatively, obtain telephone, fax or postal contact details. See www.imo.org - Human Element Section.

IMO News – Issue 3. 2001

The RISE System

We have received the following information which may be of interest.

RISE multi-cable penetrations are an alternative for the casting compounds and block systems used in fire-rated and

watertight bulkheads and decks. The system offers the simplest way of installation. The very limited amount of components makes this system easy to handle on site. The RISE system uses rubber insert, and filler sleeves that expand to 5 times their original volume when exposed to fire. Both sides of the penetration are sealed with a 2 cm-thick

layer of fire resistant, water repellent and gas tight FIWA sealant.

LEFT: On board the vessel CSO Deep Blue, which was built specifically for laying oil and gas pipes on the seabed, a substantial enlargement has been implemented in the number of cables ducted through firesafe RISE penetrations.



The RISE system can be used both for vertical (deck) and horizontal (bulkhead) conduit openings. The sealing system allows cables to be ducted through conduit openings on a bent, curved or oblique way without any adverse impact on the sealing performance. With RISE no special conduit frames have to be used and there are no restrictions on cable types and sizes. Insulation in front of the penetration is not needed while the system can be used for the shortest possible conduit length.

The RISE system is marketed by Beele Engineering, Beunkdijk 11, 7122 NZ Aalten, the Netherlands, tel (+31) 543 461673, fax (+31) 543 461786, e-mail info@beele.com, website: www.rise-systems.com.

ENTERING CONFINED SPACES: THE RIGHT TO SAY "NO"

Every year, a number of seafarers lose their lives in confined spaces. Other individuals are also at risk, including classification society surveyors, see notes Recommendation 72: "Confined Space Safe Practice", developed by the International Association of Classification Societies (IACS).

The Recommendation, now available on the IACS Web site (www.iacs.org.uk), under "Technical", notes that over half the workers who die in confined spaces are attempting to rescue others. It comments: "Remember – an unplanned rescue will probably be your last".

IACS Permanent Secretary Robin Bradley says: "Rescue must be well planned and the rescuers must be fully protected. It is not uncommon for an unplanned rescue to end in multiple deaths. All too often, someone instinctively rushes in to help a downed co-worker. Far better, though, is to prevent the need for a rescue in the first place."

The Recommendation takes account of situations commonly encountered by Class

surveyors. It is uncompromising in the way it sets out enclosed space entry policies for surveyors. It points out that the surveyor always has the right to refuse to enter what in his opinion is a potentially unsafe space. The key rule is: "If in doubt, don't enter."

Bradley says: "If the surveyor is not confident about the safety of the space, this concern should be respected and the space should not be entered until all safety requirements are met. The key rule is that the safety of a space must be verified before anyone enters. In short, it is the owner's responsibility to make the space safe for the surveyor, not to make the surveyor safe for the space."

By their very nature, confined spaces often have limited openings for entry/exit, poor natural ventilation and characteristics that reflect that they are not designed for worker entry and occupancy over time. Lack of natural air movement can produce an oxygen-deficient, flammable and/or toxic atmosphere. The Recommendation states that the initial testing of the atmosphere should be performed by a certified marine chemist, competent analyst or similar accredited person. During initial and subsequent testing, all areas of the confined space must be tested – atmospheres may be different in the individual bays of the same tank.

If testing reveals oxygen deficiency, or the presence of toxic gases or vapours, the confined space must be ventilated, re-tested and confirmed as safe before work begins. Testing instruments must be calibrated frequently if accurate readings are to be obtained. The Recommendation also observes: "De-ballasting a tank does not guarantee a safe atmosphere. Testing is still required."

The Recommendation warns that changes in the composition of the atmosphere can occur very rapidly and for a variety of reasons, including the nature of the work carried out and the product stored, together with vessel movement and temperature changes.

PROVIDING TUTORIAL SUPPORT FOR CBT AT SEA

Rodger M MacDonald FNI, Secretary General

Introduction

Computer based training is a potentially valuable aid in education and training. Irrespective of the technology, these learning packages need to be designed using the same principles as all other forms of educational packages. CBT has the potential to replace several more traditional methods of teaching at once, e.g. pictures or video clips can be used to explain learning where in the past a handout or diagram would have had to suffice. This medium has the potential to answer some of the problems associated with the teaching of students at a “distance” from the learning centre by presenting information in an exciting and stimulating way.

More and more information and material is available via sources other than books and attending a College or University. The Internet, to which the students increasingly have open access, contains a mass of information. A simple search using the words “marine engineering” brings up in excess of 330,000 websites. Most of these are companies advertising their goods or services. However, some contain information of a nature that would traditionally be taught in an educational establishment. One such marine engineering web site contains as much information as a course that would lead to junior engineer level certification, including an explanation about the construction of marine machinery, photographs of the latest engines, suggested maintenance schedules as well as diagrams explaining the circulation of water in a steam boiler and how the electrical systems are arranged on-board ship.

However, distributing the course material in an electronic form requires care and attention, but above all it requires robust support from a tutorial service. From research that has been carried out it was found that with all distance-learning methods there is a weakness in the initial guidance given to

students and then the lack of tutorial support. This results in the failure to meet the students’ needs. Learning providers must provide trained staff who are skilled in the use of IT that can give adequate support to students.

The Need for Tutorial Support

Sadly many seafaring students often find themselves forced into study having had unsatisfactory experiences of learning. Their formal achievements may be modest and their self-esteem low. In these, and indeed in all cases, it is important to build a positive self-image and to help students believe they can succeed.

All teachers have a responsibility to contribute to this process through oral and written feedback and by building a positive learning climate and strong relationships. The tutor can play a particularly valuable role, by encouraging individual learners to reflect on their learning, and recognise their achievements. Most students will have witnessed the powerful influence that even minor achievements can have on learner motivation and can no doubt see some truth in the old adage ‘success breeds success’.

In a post-16 educational world, where student retention and achievement are given a high priority, the role of the tutor is central to successful learning. We have seen the tutor move from a largely autonomous role, sometimes with a vague brief, to an extended and more clearly defined role with a clear link to learning. (*Successful Tutoring LSDA 2000*). The quality of the interaction between the student and the lecturer is key and increasingly colleges have moved to use tutorial time to support one-to-one review sessions as well as group tutorials. Whilst this is being dealt with within the college environment, the need for tutorial support to distance learning students is even more essential.

Student support is an important part of any learning environment. In a recent study the FEFC found that students need clear, honest advice before they embark on the course.

(Open and Distance Learning, FEFC 2000)
College staff should be well trained to give that advice with a face-to-face induction making a good start to the course.

The FEFC study also found that 84% of 700 respondents had never had electronic learning material as part of their course and 86% of 700 respondents had never had any contact via the Internet.

The commitment and skills of the individual tutor are critical in terms of the interaction between the student and the tutor. Because many maritime tutors have been recruited through a process that matches their experience and skills against their prospective teaching role, the new and wide ranging demands made on the distance learning tutor may require additional skills. Learndirect in the UK provides CBT and offers specific training for the on-line tutor. It discusses the range of skills required by on-line tutoring, how this differs from face to face tutoring and covers such subjects as:

- Communicating asynchronously
- Communicating in real time
- On line learning management
- Evaluating On line learning.

Tutors need to feel comfortable and confident in a different kind of role. Building the learners' self-esteem and helping them confront the challenges of conflicting priorities through personal review and target setting must be core processes. So it could be argued that for tutoring to be successful, regardless of the systems and structures in place, either new tutors will need to be recruited with the commitment, experience and skills to be effective in the role, or they must be trained and supported to evolve into dual teacher/tutor roles.

The students' need for direct and immediate contact for help.

Support for the individual learner and their learning is at the heart of tutorial work. The learner needs to be in an environment that supports their learning, needs to be motivated

to learn and needs to have the skills, resources and support necessary to help him or her achieve. This is not easy on board a ship in the 21st century in spite of modern technology. Nothing will demotivate the seafaring students more than being stuck on a point in their studies and have no recourse for help until they get to their next port or, worse still, until they get home. In other words the student seafarer will need to be:

- Provided with the place and time along with the necessary equipment and materials to study
- Given confidence in their ability to succeed
- Able to review progress, prioritise conflicting demands, set realistic personal targets and seek prompt help to address weaknesses
- Able to develop learning skills and a positive work ethic.

The responsibility of providing these needs will lie with the Shipowner by permitting Internet access to the seafaring students, and the co-operation of the senior officers on board.

In the classroom the feedback to students about their progress happens regularly and is carried out by the teacher. However if the student is remote from the learning centre then they must be monitored by some other system. NSTC has two major groups of students studying by distance learning, the first group do not, at present, have access to computer based learning materials or to contact via the Internet. The second group have access to regular contact with a tutor via e-mail.

The second group have performed significantly better due in part to the much better communication between the centre administration, the assigned tutor and the student. The funding council cite good practice such as, tutors being available in person or on-line through video-conferencing facilities. NSTC's experience seems to support this finding.

It must be emphasised that the example above is in delivering underpinning knowledge on

a number of subjects. Skills training, however, is different and in many cases on board training is not feasible. For example practical fire training has to be carried out in a specialist centre ashore, but where skills training can be offered in a CBT format, it must be backed up by coaching or mentoring provided by senior officers on board.

The need to encourage experienced seafarers to support on board training.

What better way of learning new skills than to be taught by the competent and experienced colleagues on board. After all, ship's officers should be far more up to date with the ever changing technology on board ships than Nautical College lecturers who, as each day ashore passes, become more out of date with the real world of shipping. Certainly a good lecturer or tutor possesses special skills that encourage and motivate students to learn, but this is more related to academic discipline and lacks the practice of the shipping companies' corporate culture.

Senior officers have the ability to encourage seafaring students in a far more direct way than the tutor. It is sad that the practice of cadet ships or training ships has faded away because of commercial pressure, as they provided an excellent venue for training. It made the most of the proven maritime training method of combining the experience of sea time with academic training to gain competence. It also taught team building and encouraged all the students by applying peer pressure to do well.

Colleges today find that many students at sea have difficulty in getting support from the officers on board, even in just obtaining witness statements to provide evidence to support their NVQ programmes. In some cases it has been reported that the officers fear losing their own certificates if they are found to have signed off a task for a student who later proved to be incompetent. Most companies have overcome that problem and encourage their officers to be more helpful and in some cases to become NVQ assessors associated to a college. However, in today's shipping senior officers have two further reasons to avoid providing training support

to their junior colleagues; fatigue and a lack of time.

The types of communication methods for tutors.

Face to Face. This is always the most productive form of tutoring and wherever possible should be carried out at the initial stage or induction of any training programme. Even if this is the only face to face meeting between student and tutor, the benefit is that any future communication will be between two people who have made social contact and will make the communication that much more friendly and helpful.

It is not always possible for the student to be available to attend the college but if there are a number of students in one location that the tutor can visit, this may be a cost effective way of providing face to face tutorials.

Organising a seminar to support training programmes is also a way of bringing lecturers and tutors in contact with students. This has proved very successful in the one-year distance learning diploma courses.

Telephone. The next most effective communication available to the tutor is the telephone and is the most used with shore based distance learners, or seafarers when they are on leave. It is effective because the tutor can sense the student's understanding of a subject far better than e-mail for example. However the telephone is an expensive tool particularly in peak hours. As far as communicating with ships is concerned, telephone costs are still, unfortunately, prohibitive.

Facsimile Little used for tutorial support but the fax can be an effective way for a student to send the tutor marked assignments from ships at sea and for the tutors to report on the students work at a relatively low cost to the shipowner.

E-mail messages. This is becoming the most common and by far the most cost-effective communication between the student and tutor. If the tutor has established a reliable and well-managed internet system then the student will normally have a response to any

query within 24 hours. It does require a dedicated tutor to be prepared to spend some time monitoring this and if a tutor has many students to cover this can be a time consuming responsibility. However, it does give the student the all important contact which should provide a helpful and timely response.

Web site notice boards. As the concept of a virtual campus becomes more established this form of communication will be used more frequently. It is far more open than the direct student tutor relationship as it means the student's concerns are displayed for all the other students to see. On the other hand it does enable and indeed encourage other students to give their own advice on how to tackle a problem which the tutor may comment on. Of course the tutors response is also made known to all students for the common good.

Online Internet distance learning. This enables the tutors to communicate with students via two way audio or video conferencing, but is most cost effective when utilised in a virtual classroom concept where a tutor may wish to instruct a number of students in different locations to deliver a live lecture or a pre-recorded presentation. Provided the time differences can be overcome, a tutor can arrange to set up a lesson which will normally last for 30 to 45 minutes on a given topic over the internet.

It will of course be necessary for seafarers to have access to the Internet for this period of time, but there are real benefits for students to be able to interact with other students as well as the tutor. This type of communication enables each student to raise a hand electronically and the tutor may then pass control over to the student so that they can make a comment or ask a question.

The concept of bringing the college into the seafaring student's cabin has been proven. The only barrier to its success now is the reluctance of shipowners to invest in providing the satellite dish and the computers on board to allow the seafarers to have access to computer based training with a virtual college environment.

Conclusions

The possibilities of a Virtual Campus

The Virtual Campus is an environment where students can receive personalised learning material via their computer terminal, and where appropriate the software would contain exciting video streaming and simulation training. The program also has the capacity to simulate the facilities available at an actual college or University. Students can attend tutorials, look at notice boards and contact other students. Personal tutors can be assigned with direct e-mail communication. Furthermore the administrative side of a college will be maintained with progress made and records of achievement. The Virtual Campus does this by allowing the student to be in control of the software and by the software being easy to learn to use.

Mariners studying at sea could only use this facility if they have access to broadband technology, and are connected to a virtual campus link through a satellite transmission system. NSTC carried out a pilot study to assess the problems that exist at present with operating this kind of system. The study was commissioned by the Learning & Skills Development Agency of the UK and was operated in partnership with the Fantastic Corporation and the Informa Group.

The Fantastic Corporation's SmartCaster software is an interactive communication tool, based on Broadband IP broadcast technology. The software allows you to bring together learning material into sessions using existing presentations, text, graphics and video clips. NSTC's Interactive learning material is sent to the BT tower along an ISDN line; from there it is sent to the student via a satellite using the broadband technology. The sessions are broadcast using the one point to multipoint system and allow the audience to interact via the Internet. This means that the information needed by all students is broadcast, however each student only receives the information that they need. The learning modules are received by the student and are saved or downloaded to their hard disk. The student does not have to be present to receive the information and they can work on the exercises when ready to do so.

The Informa virtual campus software has a dedicated and secure discussion board, where all participants can 'meet' to exchange ideas, questions and experiences. The discussion topics are displayed against the author's name and the date the topic was submitted. Students are able to view discussions and submit new topics for discussion and the promotion of new ideas. Students have to agree to a code of conduct before they can enter the discussion area. This reminds students about keeping their comments and activities legal, not to send junk mail through the discussion board, and show respect for the other users.

The feedback from shipowners shows that they are more concerned about the time that their staff spend learning in an institution than they are with the cost of the course fees that have to be paid. Time spent training staff represents considerable unproductive time and therefore employers are also not prepared to pay for course content that is not directly related to the learning goal.

Distance learning offers a considerable attraction to the shipowner as it can cut down this unproductive time but it must be successful for these benefits to be realised. The high failure rates that we are currently seeing on paper based distance learning courses defeat the object of using this mode of attendance if students ultimately do not achieve the necessary qualifications.

To overcome this dilemma, exciting computer based learning material designed to fire the imagination of the seafarer structured in such a way that the students can work at their own pace will be a boost for seafarers studying at sea. But the new computer based training systems must also be cost effective. Educationalists and shipowners must not underestimate the costs needed to set up and give sound tutorial support to students working with the new technology.

To summarise, the research carried out by NSTC and Azimuth Marine Ltd shows that there are three key contributing factors for the successful use of computer based training.

- That the training software must be exciting and to the point

- Students must have control of the software allowing them to progress logically and at their own pace
- Students must have access to direct tutorial support and immediate contact for help.

CBT is here, it can be effective, but it needs the industry and the educationalists to work together and carefully implement its management to make it work for students.

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Internet links

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 www.ifsma.org

This paper was presented to the Computer Based Training @ Sea 2001 Conference held in London on 7-8 November by Captain MacDonald.

GPS Receivers – Precautions Against Damage

The following information is taken from the USCG Maritime Liaison Office (MARLO), Bahrain – Advisory Bulletin #02-01

Earlier, MARLO had received notifications that commercial vessel operators were purportedly encountering problems with their GPS receivers while operating in the Gulf, especially when in close proximity to naval vessels. Although the exact cause of the problem has not been determined, commercial maritime operators believe the source of the problem to be high power military radars.

Investigation by the US Coast Guard has determined that many commercial GPS

receivers have, in fact, a low susceptibility threshold to damage (i.e. easily damaged). It was found that the burnout thresholds for several readily available “off the shelf” commercial GPS units have been estimated to be approximately one watt peak power. Consequently, due to this low susceptibility level there are many potential radar threats throughout the world’s military surface fleet, especially when one considers the overall cumulative effect of multiple radars operating in relatively close proximity within the Gulf.

Many commercial operators are under the assumption that turning GPS off when in close proximity to a military vessel will protect their respective system – in most cases this is not true. In fact, some sensitive electronic receiver systems are more susceptible when turned off. Unfortunately, due to the many variables involved in determining source victim interaction including equipment manufacture, antenna gain, distance, power levels and modes, it is currently very difficult to provide any absolute solutions. Improvements in satellite navigation capability are ongoing with significant updates to occur in 2003. In the interim, there are two actions commercial operators may try that could significantly reduce the susceptibility of their receiver systems: (1) if possible, maintain a separation standoff distance of at least one nautical mile from any sizable military vessel, and (2) if separation distance is not possible, cover the potential victim antenna with three layers of common aluminium foil. Foil is easy to apply and remove when necessary and inhibited only by access to the victim antenna.

Commercial maritime operators actively looking to purchase a more robust commercially available GPS receiver can look for a few beneficial specifications that will reduce GPS susceptibility. Look for GPS receivers with antenna gain at the lower end of the range (typical range of –

6 dBi to 4 dBi), and antennas with front-end band pass filters installed. Additionally, installing GPS antennas at locations that are physically blocked by ship superstructures, thus prohibiting direct line of sight to potential surface ship radars yet allowing clear field of view to satellite coverage, will also reduce susceptibility.

Sleep Management

Sleep Cycles

Sleep is an active process, with a defined cycle of activity that progresses predictably throughout the sleep period (see figure below). The brain activity that occurs during sleep is measured in five stages:

Stage 1 is the transition from wake to sleep. This stage is characterised by a slowing of brain activity (compared to wakefulness). When aroused from this stage, many people believe they were never asleep. After about five to ten minutes of stage 1 sleep, the person progresses to a deeper sleep, stage 2.

Stage 2 is characterised by even slower brain activity than stage 1 and is considered by many to be the true beginning of sleep. Within ten to 15 minutes, brain activity slows down even further and progresses into the deepest sleep, stages 3 and 4.

Stages 3 and 4 are termed slow-wave sleep (SWS). It may be very difficult to arouse a person from SWS, and once awake, the person may feel sluggish for several minutes. After 20 to 30 minutes of slow-wave sleep, brain activity reverts briefly back to stage 2 sleep, and is then followed by rapid eye movement (REM) sleep, or dream sleep.

Stage 5, REM or dream sleep, is characterised by quick eye movements, little to no muscle tone, and very active

brain patterns. The first REM period of the night is relatively short, lasting five to ten minutes.

After REM sleep, the sleep cycle repeats itself, returning to stages 2, 3, 4, and back to REM. Each cycle lasts approximately 90 minutes, with approximately five to six cycles occurring per night. Most SWS occurs during the first half of the sleep period, while most REM sleep occurs during the second half of the period. Overall, stage 2 sleep occupies the majority of the sleep period, followed by REM sleep, and then SWS. This cycle of sleep activity is important for personnel to acquire restful sleep. The cycle can be disrupted by schedule changes, frequent awakenings, medications, and so forth. When a significant disruption in this pattern occurs, personnel may not obtain restful sleep and will be fatigued the next day.

Everyday Sleep Management

Many times the ability to achieve good quality sleep depends on good sleep habits. It is unwise to become dependent on sleep medications for a variety of reasons, and when one adheres to some common sense behavioural strategies for sleep, sleep aids may not be necessary except in extreme situations. Leaders and personnel should be aware of the following factors that can affect ability to sleep and the quality of sleep achieved.

Planning for Sleep

- The amount of sleep each person needs varies; one cannot determine individual sleep needs from what other people require.
- If a sleep aid was taken previously, the first and possibly the second night of sleep without medication may be disrupted. Falling asleep may be delayed, and the person may awaken several times during the night. However, this will subside within one or two nights.

- Try to sleep at the same time every day, including weekends. If possible, go to bed at the same time and get up at the same time each day.
- Alcohol should never be used to aid sleep. Although sleep onset may come more quickly after ingestion of alcohol, it is more disrupted and less restful after the first one to two hours of sleep.
- Avoid eating or drinking substances that contain caffeine (coffee, tea, and chocolate) four to five hours before bedtime.
- Do physical training no closer than one hour before bedtime since exercise has a temporary alerting affect.

Good Sleep Habits

- When trying to sleep outside the usual sleep period (e.g., during the day), prepare as if it is the normal sleep period – wear normal sleep clothes, darken the room as much as possible, keep noise to a minimum, and use a white-noise generator, such as a fan, if possible.
- Use bed only as a place to sleep; do not read, work, or do other similar activities in bed. Associating bed with sleep will eventually allow sleep to come more easily.

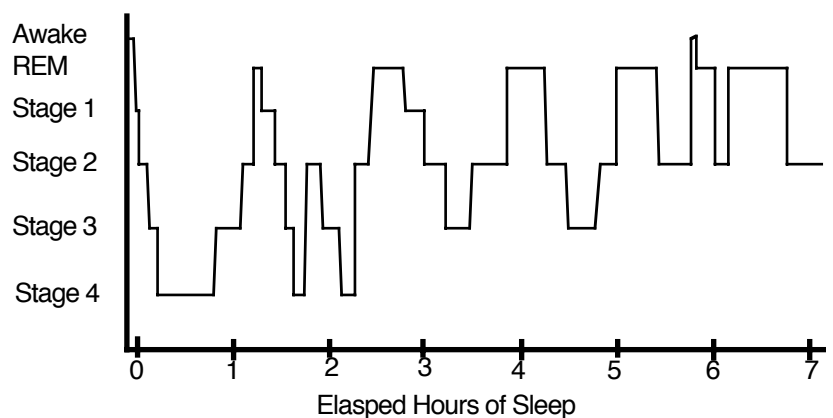


FIGURE - SLEEP CYCLE

- After 24 to 48 hours of sleep deprivation, do not sleep overly long during the recovery period (more than ten hours). Sleeping too long may interfere with the normal sleep/wake schedule and will cause significant sleep inertia and lethargy during the day. The normal sleep period for an individual is usually sufficient to recover from 24 hours of sleep deprivation.

Problems with Sleep

- If you cannot fall asleep after about 30 minutes in bed, do not remain in bed awake; get up to avoid associations of waking and anxiety with bed. Stay up several minutes and then try again. Continue to get up if you cannot go to sleep within 30 minutes, no matter how many times this may occur during the sleep period. Eventually, fatigue will take over.

A person who has difficulty sleeping during the normal sleep period should not nap during the day; this may delay sleep onset.

Extract from *Management of Endurance Risk Factors – A Guide for Deep Draft Vessels*, USCG (G-MSE-1)

Super Rust in Ballast Tanks

The following information was received from Captain P. Woinin, Member of BESMA. His concerns relate to the rate of rust in ballast water tanks as stated by Classification Societies. His message (originally addressed to the MARINE-L email list and copied to IFSMA) has been edited to improve readability and adapt some of his comments which may not be appropriate for inclusion in this Newsletter. Readers may correspond with Captain Woinin directly at the email address below if they wish to learn more of his opinions.

We have many anodes in the ballast tank of our Panamax bulkers, and after 15 years these anodes were as good as new with no sign of lost material. After so many years the tanks were mostly in good shape thanks to epoxy coating, but where the paint had been physically damaged, we found a lot of rust. That means that the anodes did not work to protect against local corrosion.

Re-checking the original message (*not reproduced here*): This, says the report, “represents corrosion rates of up to 0.71 mm/year or seven times the nominal 0.10 mm/year corrosion rate assumed in ABS Rules.”

The ABS figure of 0.1mm is considered by Captain Woinin to be wishful thinking. "I have here a French publication dated from 1966 which shows that steel plates exposed to salt air in West Africa (thus in an environment less corroding than the ullage space of a ballast tank) lost 60g of metal a year for 1 dm², which corresponds to a corrosion of 0.85mm a year. (Presses Universitaires de France, Andr  HACHE, La corrosion des M taux). Similar tests carried out in Florida reported a rate of 0.085 inch a year, or 2.1mm. (John Wiley and Sons 1975. F. L. Laque Senior Lecturer University of California: Marine Corrosion Causes and Prevention. ISBN 0-471-51475-3) the same as some of my colleagues, I have seen 10mm plates being holed in less than ten years."

"Let us nevertheless take ABS super-rust for a while, but what about super-bad steel? Of course Class is supposed to check the steel quality, or its manufacturing process, but not its susceptibility to rust, therefore it is easier to put the blame on this natural process. At home I have more information about the steel of the Titanic (thanks to Tim Foecke of the US Dept. of Commerce) than about the steel of modern ships. Micrographic and other steel analysis have never been so good as they are now, but they appear to be classified

as far as their availability to the seafaring community is concerned."

"The corrosive action of sea water in a hot tank is more than likely the same as before, only the steel has changed but nobody wants to speak about it."

"It remains that when Class are stating that 0.1mm is the norm, they are wrong."

Captain Woinin also states that Class have a responsibility to ensure the correct information is available to and used by upper management in the shipping companies when they check compliance with the ISM Code.

Capt.P.Woinin,
Email - cd00332@online.be.
Website - <http://user.online.be/inspilot>

Shipmaster of the Year Award

The following letter accompanied IFSMA's successful Nomination for this award.

Dear Sir,

Re: Lloyd's List Salute to Maritime Excellence Awards 2001

**Nomination Category: LL & NI
SHIPMASTER OF THE YEAR
AWARD**

**Nominee : CAPTAIN
ARNE FRODE RINNAN -
MASTER M.V. "TAMPA"**

The 35 metres long wooden vessel

PALAPA 1 heading for Australia got into difficulty on Sunday evening 26 August 2001 whilst still in Indonesian Territorial Waters. The Indonesian Coast Guard alerted RCC Canberra who requested ships in the vicinity to assist. **TAMPA** en route from Fremantle to Singapore responded and was



Captain Arne Rinnan

guided to the position of the sinking **PALAPA 1** by an Australian maritime reconnaissance aeroplane. Having successfully accomplished the rescue operation **TAMPA** with a crew of only 27 now counted 438 persons rescued - 43 children, 26 women (2 pregnant) and 369 men from Afghanistan, Pakistan, Sri Lanka and Indonesia.

Having resumed his voyage the Captain was then approached by a group of refugees who stated they would take drastic action (by all jumping overboard) if the vessel made any attempt to take them back to Indonesia. The Captain then ordered **TAMPA** to deviate to the nearest Port of Refuge (Safe Haven) being Christmas Island (Australia). **TAMPA** called Christmas Island for medical assistance several times sending Pan-Pan signals. This produced no result so the Captain then sent a **MAYDAY** signal and entered Australian Territorial Waters on Wednesday 29 August stopping the ship 4 nautical miles off the coast of Christmas Island. **TAMPA** was then boarded by 35 Australian SAS Commandos.

Captain Arne Rinnan is now approaching his 61st-birthday. His seagoing career with the Wilhelm Wilhelmsen group of Companies spans some 43 years of which the last 23 have been in Command. He is a highly respected, conscientious and dedicated

professional Shipmaster with a high regard for the humanities and for the welfare of all those under his Command. His actions throughout were in the very best traditions of the Seafaring Profession and in strict compliance with UNCLOS and the IMO SAR and SOLAS Conventions. He and his Officers were able to recognise and to cope courageously and

admirably with the desperation of the Refugees and with the SAS Commando Force sent onboard by the Australians.

The panel of Judges is invited to consider this nomination and to note also the attached documents submitted in support from (a) Jens Stoltenberg the Prime Minister of Norway (b) Tore Gjestrum the Assistance Director of NMOA and (c) Wilhelm Wilhemlsen President of Shipping Company.

Captain Arne Rinnan's most exceptional service has already been admirably documented in Lloyds's List and in Fairplay. He is indeed a most worthy candidate for this **Very First Shipmaster of the Year Award** and I commend him to you. **I enclose the Awards Nomination Form.**

Yours sincerely,

IFSMA Secretary General

Footnote: It has been announced that in November Captain Arne Rinnan was awarded "Den Kongelige Fortjenesteorden – Ridder av 1.Klasse" which translated from Norwegian would approximate to "Royal Award of Merit – Knight of 1st Class." The medal was presented to Captain Rinnan by the Foreign Minister of Norway the Hon. Mr. Jan Petersen.

Railroads and Engineers

The U.S. standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That is an exceptionally odd number. Why was that gauge used? Because that's the way they built them in England, and the U.S. railroads were built by English expatriates. Why did the English build them that way?

Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did they use that gauge then? Because the people who built the tramways used the

same jigs and tools that they used for building wagons, which used that wheel spacing. So why did the wagons have that particular odd spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts. So who built those old rutted roads? The first long distance roads in Europe (and England) were built by Imperial Rome for their legions.

The roads have been used ever since. And the ruts in the road? The ruts in the roads, which everyone had to match for fear of destroying their wagon wheels, were first formed by Roman war chariots. Since the chariots were made for (or by) Imperial Rome, they were all alike in the matter of wheel spacing.

The U.S. standard railroad gauge of 4 feet, 8.5 inches derives from the original specification for an Imperial Roman war chariot. Specifications and bureaucracies live forever. So the next time you are handed a specification and wonder what horse's ass came up with it, you may be exactly right, because the Imperial Roman war chariots were made just wide enough to accommodate the back end of two war horses. Thus we have the answer to the original question. Now the twist to the story.....

When we see the space shuttle sitting on its launching pad, there are two booster rockets attached to the side of the main fuel tank. These are solid rocket boosters, or SRB's. The SRB's are made by Thiokol at their factory in Utah. The engineers who designed the SRB's might have preferred to make them a bit fatter, but the SRB's had to be shipped by train from the factory to the launch site. The railroad line from the factory had to run through a tunnel in the mountains. The tunnel is slightly wider than the railroad track, and the railroad is about as wide as two horses' asses. So, the major design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass!

Don't you just love Engineering?

Revised White List

IMO document MSC/Circ.1018

Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978 as amended, confirmed by the Maritime Safety Committee to have communicated information which demonstrates that full and complete effect is given to the relevant provisions of the Convention.

The Maritime Safety Committee (MSC), at its first extraordinary session (27 and 28 November 2001), received reports by the Secretary-General pursuant to regulation I/7, paragraph 2 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 as amended, (STCW Convention). The reports were in respect of those STCW Parties whose information had not been fully evaluated in time for the seventy-fourth session of the Committee (30 May to 8 June 2001). A list of those STCW Parties confirmed at that session of the Committee and those confirmed by MSC 73 (27 November to 6 December 2000) to have communicated information which had demonstrated that full and complete effect was given to the relevant provisions of the Convention had been promulgated in MSC/Circ.996.

MSC, at first its extraordinary session (ES.1), noted that, in preparing the reports required by STCW regulation I/7, paragraph 2, the Secretary-General had solicited and taken into account the views of competent persons selected from the list established pursuant to paragraph 5 of section A-I/7 of the STCW Code and circulated as MSC/Circ.797, as revised from time to time.

In accordance with STCW regulation I/7, paragraph 3, MSC/ES.1 confirmed further STCW parties, additional to those listed in MSC/Circ.996, which had communicated information demonstrating that they were giving full and complete effect to the relevant provisions of the STCW Convention, as amended. **The list at annex contains those STCW Parties confirmed by the Committee at its seventy-**

fourth and first extraordinary sessions. The Committee noted that, as the process of communicating and evaluating information is continuing, further parties may be added to the list at annex at subsequent meetings.

The Committee also noted that the kingdom of the Netherlands had approved the necessary legislation for the implementation of the STCW Convention, as amended, in respect of the Netherlands Antilles and Aruba and that a suitable footnote had been added to the annex to this circular to include them in the list.

The Committee draws the attention of maritime administrations, shipowners, ship operators and managers, shipmasters and other parties concerned to the following:

- .1 not all of the STCW parties listed at annex provide seafarer training, and some of those parties listed may only provide a limited range of training; and
- .2 the fact that a party is listed in the annex does not relieve those concerned of their obligations under the STCW Convention.

Notwithstanding the Committee's identification of the Parties listed at annex, Member Governments are invited to draw the attention of their port State control offices to the guidance contained in MSC/Circ.918 including the fact that valid certificates of competency and endorsements issued or recognized by a Party in accordance with the relevant provisions of the STCW Convention, which were in force immediately prior to 1 February 1997, remain valid until 1 February 2002, subject to STCW regulation I/15.

As parties are entitled to accept, in principle, certificates issued by or on behalf of parties identified in the list at annex, and a position on that list is one of the necessary measures used by many Administrations for the issue of endorsements in compliance with STCW regulation I/10, the attention of port State control officers is drawn to the fact that this circular was issued on 28 November 2001 and, therefore, for practical reasons, seafarers should not be expected to hold certificates with such endorsements until February 2002.

Annex

Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978 as amended, confirmed by the Maritime Safety Committee to have communicated information which demonstrates that full and complete effect is given to the relevant provisions of the Convention.

Algeria	Ghana	Peru
Antigua and Barbuda	Greece	Philippines
Argentina	Honduras	Poland
Australia	Hungary	Portugal
Azerbaijan	Iceland	Republic of Korea
Bahamas	India	Romania
Bangladesh	Indonesia	Russian Federation
Barbados	Ireland	Saint Vincent and the Grenadines
Belgium	Islamic Republic of Iran	
Belize	Italy	Samoa
Brazil	Israel	Senegal
Bulgaria	Jamaica	Singapore
Canada	Japan	Slovak Republic
Chile	Kiribati	Slovenia
China	Latvia	Solomon Islands
Colombia	Liberia	South Africa
Comoros	Lithuania	Spain
Cote d'Ivoire	Luxembourg	Sri Lanka
Croatia	Madagascar	Sweden
Cuba	Malaysia	Switzerland
Cyprus	Maldives	Thailand
Czech Republic	Malta	Tonga
Democratic People's Republic of Korea	Marshall Islands	Trinidad & Tobago
	Mauritius	Tunisia
Denmark*	Mexico	Turkey
Dominica	Micronesia (Federated States of)	Tuvalu
Ecuador	Morocco	Ukraine
Egypt	Myanmar	United Kingdom***
Estonia	Netherlands**	United States
Ethiopia	New Zealand	Uruguay
Fiji	Nigeria	Vanuatu
Finland	Norway	Venezuela
France	Pakistan	Viet Nam
Georgia	Panama	Yugoslavia
Germany	Papua New Guinea	China (Hong Kong)****

* includes: Faeroe Islands

** Includes: Netherlands Antilles & Aruba

*** Includes: Isle of Man

Bermuda

Cayman Islands

Gibraltar

**** Associate Member.

Passenger Shipwrecks and Disasters

If any member can offer assistance please contact the Bonners directly.

Dear Sir,

I am writing a book for Motorbooks International on passenger shipwrecks and disasters. At present I am seeking information and/or photographs on the following vessels:

1. MV Donna Paz which sank on December 20, 1987 after being rammed by the tanker MV Vector in Philippine waters.
2. SS Sun Vista which burned and sank in the Straits of Malacca on May 21, 1999.
3. MV Princess of the Orient which sank in Philippine waters on September 18, 1998.
4. MV Asia South Korea which sank in Philippine waters on December 23, 1999.

Any assistance will be greatly appreciated.

Kit Bonner/Carolyn Bonner
International Naval and Maritime Research
808 Vista Lane
Ione, California 95649, USA
Tel/Fax: +(1) 209 274 4111.
Email: kbonner@ips.net.

More Conundrums to Ponder

Why is a Bra singular and Panties plural?

Why are they called Apartments when they are all stuck together?

IACS ISSUES SHIP MAINTENANCE "WAKE UP CALL"

While concern over recent ship casualties has focused largely on vessel age, the quality and organization of maintenance remains a central issue. Shipboard maintenance is still the least-developed and weakest element in many of even the most well-intentioned companies' management systems, says the International Association of Classification Societies (IACS).

In a new publication – "Recommendation 74: A Guide to Managing Maintenance" – IACS warns that, all too often, maintenance is regarded as the exclusive responsibility of technical staff, rather than the rightful concern of safety managers and "Designated Persons".

The new IACS Guide states: "One of the prime responsibilities of a shipowner and ship management company is that the ship's hull structure, machinery and equipment are maintained and operated in conformity with the applicable rules and regulations and any relevant additional requirements, procedures and standards established by the company.

"That responsibility starts from the top managers of the company, who should be committed to direct efforts, resources and investments in order to ensure that their ships are properly maintained and operated by qualified and competent crew. Commitment from the top is the first element to be verified by ISM Auditors."

The guide – the first of its kind to be produced by IACS – adds that owners and managers "should not limit maintenance and repair interventions to the ones strictly required by Flag and Port State authorities, classification societies and other interested parties during periodical and renewal-of-certificates surveys."

IACS Permanent Secretary Robin Bradley says: "IACS regards this guide as a 'wake

up call' for vessel owners and managers. It is all too easy to lose sight of the fact that the fundamental responsibility for a ship's condition rests squarely with the owner of the vessel. Poor maintenance increases the risk of casualty, pollution and damage to property. Anyone who doubts the need for this wake up call need only contact the various Port State Control secretariats. Of all the PSC detentions attributed to failures in shipboard safety management systems, more have referred to maintenance than to any other clause of the ISM Code."

The IACS Guide is designed to assist those responsible for the development, application and enhancement of maintenance management systems. It sets out the key principles of good practice and offers useful advice on what external auditors look for – although it cautions against falling into the temptation of creating systems "with the sole aim of keeping the auditor happy".

The guide reviews ISM Code provisions concerned with maintenance, together with compliance issues and the reporting and investigation of deficiencies and non-conformities. The publication includes a process for corrective action, a model approach to maintenance, inspection routines, record-keeping and a checklist of Principal Maintenance System Management Controls.

One section of the guide concentrates on the identification and testing of critical equipment, the sudden operational failure of which may result in hazardous situations. In some cases, there are no mandatory requirements for the maintenance of such items. The guide gives examples of critical equipment, including alarms and emergency shutdowns, emergency equipment (such as EPIRBs and portable VHF), safety equipment (such as portable gas and CO2 detectors), and fire-fighting and life-saving equipment. In addition, the guide advocates pre-arrival and pre-departure

tests of emergency steering gear, generators, emergency fire pumps and telegraphs.

The Guide may be downloaded from 'Technical' in the IACS Web site: www.iacs.org.uk .

Caffeine

Risk Factor

Caffeine is a stimulant drug. For caffeine to serve as an alertness boost, it must be consumed at low levels and only when needed.

Consequences

High doses of caffeine can result in increased anxiety, lack of concentration, and digestive disorders. Some people develop a greater sensitivity to caffeine and experience these symptoms even at low doses. Unfortunately, frequent consumption of caffeine will result in addiction and in the further draining of energy resources.

Endurance Tips

Caffeine should be used sparingly and avoided within four hours of bedtime. It can be used as a stimulant, only when necessary, to boost alertness. This means withdrawing from daily use. The withdrawal process may last two weeks, and can include headaches, attention deficit, fatigue, and lack of motivation. Sleep patterns should begin to improve within this period, but energetic alertness after awakening may not be restored until the withdrawal process is complete. If withdrawal is not desirable, reducing the consumption of caffeine to one beverage (or substance such as chocolate) per day will also help. If caffeine is needed to maintain alertness during daytime hours, a physician should be consulted.

Extract from *Management of Endurance Risk Factors – A Guide for Deep Draft Vessels*, USCG (G-MSE-1)

IMO Council Elections

The 22nd Assembly of the International Maritime Organization has formally agreed to expand its council for the first time in a decade, from 32 members to 40, with effect from November 2002.

The eight new members were predominantly drawn from developing world nations, leading some to suggest that the move represented a shift in the balance of power within the IMO.

In the complexities of protocol observed at the IMO, the category in which a council member finds itself holds high significance in prestige terms, even though it confers nothing on a council member's voting rights or precedence.

There are three categories: A – denoting the significance of a nation's contribution to merchant shipping – is most highly prized. Category B denotes trading status, while Category C appears to represent a cross section of other members.

In the first round of voting, electing the 32 council members that will hold office between November 2001 and November 2002, the eight nations elected as category A council members remained unchanged, with Italy, Norway, Greece, China, the Russian Federation, the UK, Japan and the US elected, some of which, by now, are more notable for maritime tradition than flagged tonnage.

Category B, also unchanged, included Argentina, Brazil, France, Germany, the Netherlands, India, Canada and Sweden.

Council membership from November 2002, will increase to 40.

Here, the same Category A and B members were sustained but, with a number of Category A members increased to 10 from next November, the symbolically

significant group was joined by South Korea and Panama, transferring across from category C, while Spain transferred from C to B and Bangladesh was elected as a Category B member for the first time.

The honour of both Panama (representing the world's largest register, at 114m gt) and South Korea (representing 25m gt and the eighth largest register, 5% of world trade and 12m gt worth of shipbuilding in 2000) was satisfied.

With Kenya, Chile, Denmark, Ghana and Venezuela were elected to category C council membership.

IMO Council November 2001 (32 states)

Category A

Italy; Norway; Greece; China; Russian Federation; UK; Japan; US.

Category B

Argentina; Brazil; France; Germany; Netherlands; India; Canada; Sweden.

Category C

Malta; Bahamas; South Korea; Cyprus; Singapore; Philippines; South Africa; Australia; Spain; Indonesia; Mexico; Panama; Turkey; Poland; Nigeria; Egypt.

IMO Council November 2002 (40 states)

Category A

Italy; Norway; Greece; China; Russian Federation; UK; Japan; US; Panama; South Korea.

Category B

Argentina; Brazil; France; Germany; Netherlands; India; Canada; Sweden; Spain; Bangladesh.

Category C

Malta; Bahamas; Cyprus; Singapore; Philippines; South Africa; Australia; Indonesia; Mexico; Turkey; Poland; Nigeria; Egypt; Ghana; Lebanon; Honduras; Kenya; Chile; Denmark; Venezuela.

Lloyd's list November 27, 2001

ISM Code survey results

When Capt. Phil Anderson began his in-depth assessment of the ISM Code earlier this year, in order to shed light on the ISM success or failure of the safety management system, he did not envisage that the results would depict such a geographical split between those who welcome the initiative and those that don't.

Since April, when Phil Anderson, an Associate Director of the North of England P & I Club, began distributing more than 70,000 questionnaires to seafarers, ship operators and other stakeholders in the industry throughout the world (see Newsletter #30, March 2001), he has received some 2500 responses and expects another 700 by the end of November, when he will begin to assimilate the information into a book, to be published by the Nautical Institute early in 2002.

In an interim report on the data thus far collected, however, he has concluded that there is 'light at the end of the tunnel' and although there are significant problems, particularly with the amount of paperwork and seafarer morale, there is a considerable amount of support for its implementation.

From the first wave of completed questionnaires, received primarily from British and Northern European respondents, Anderson noted a somewhat

ambivalent view, leaning towards a negative conclusion.

'There appeared to be various problems coming forward - certainly many felt that they were already managing safety very well and did not want or indeed need ISM.'

Many were prepared to try but were becoming increasingly frustrated with the amount of additional paper work and administration which had been created by the systems in their companies and the limited resources available.

That initial picture, however, was to change considerably as completed questionnaires began to drift in from seafarers of other cultures and traditions; a bigger, more complex portrait of a diverse industry emerged.

Anderson said: 'There are ship operating companies and individual seafarers for whom ISM is the greatest blessing ever bestowed upon the shipping industry - they tell me they are seeing efficiency and profits increase and claims reduced - which they directly link to ISM implementation.'

But it isn't all a bed of roses. 'There are those who clearly feel that ISM is the greatest curse ever inflicted on the industry, with many apparently believing some sort of conspiracy theory that ship operators have used ISM as an excuse to shift all responsibility and liability from the office ashore onto the ship.'

Anderson argues though that this is one of a number of very serious misconceptions, suggesting that anyone who has read the Code can be left in little doubt that the responsibility is quite squarely on the shoulders of the company for which the seafarer works.

The one thing that is clear from Anderson's interim report is that a significant number of respondents, particularly seafarers,

believe that the systems currently in place are generating far too much paperwork, requiring additional administration and resources onboard ship.

From comments of many of these respondents it appears that they were prepared to give ISM a chance but have been overwhelmed by the paper mountain. A number of individuals have used very similar language to allude to the same consequence if something is not done to reduce the paperwork and administration. They are talking of the 'ISM accident' which they believe is just waiting to happen.

The perception is similar to the idea behind the 'radar assisted collision'. Seafarers have informed Anderson of the pressure they are under to 'complete the paperwork within the time frame under STCW rules.' This may resort to filling in forms and writing reports on watch, at the expense of maintaining a proper lookout and attending to the navigation.

'This is not only an ill-advised, highly dangerous practice, but has to be the ultimate irony as far as the whole philosophy of ISM is concerned,' warns Anderson.

Many of the comments recorded suggest that a significant number of seafarers, who perhaps started off with enthusiasm for the ISM Code, are now losing faith, concluding it cannot work. 'Clearly this is very serious and we need to consider whether such a conclusion is warranted.'

Many companies, masters and seafarers appear to be working in Safety Management Systems which are not functioning as they should. And although the numbers are relatively small, there are a number of ship operators, masters and seafarers who seem to have passed through the 'pain barrier' and can see the light at the end of the tunnel; indeed some

have already reached the end of the tunnel.

They are describing systems where the paperwork and administration is now under control, there is full support and commitment from the company ashore, profits are up and accidents are noticeably down.

To Anderson, this demonstrates that ISM can work - contrary to what some cynics might have us believe. He thinks we need to look very carefully at what these shipping companies have done with their implementation, how they have overcome the paperwork and administration problems, and how they have motivated their staff to persevere with the implementation and maintenance of their SMS.

One of the greatest surprises to derive from the survey - by accident rather than design - was the comparative views and perceptions of ISM between nationals of economically developed countries and those nationals indigenous to underdeveloped areas. What Anderson found was 'quite staggering.'

Those seafarers from economically advanced nations are mainly holding the middle ground, leaning towards a rather negative view of ISM, but when the views of the other nationalities are considered they are showing an enormous shift towards a very positive view. 'It is the enormity of the difference which is so surprising.'

If these masters and senior officers from countries such as Indonesia, the Philippines and India are the future in our industry - and if they told the truth and not just what they believe Anderson wanted to hear - then the ISM Code has a rosy outlook; provided of course that the paperwork problem can be solved.

One of the major tasks for Anderson now is to correctly interpret exactly what is being said with regard to ISM from the masters and officers of both developed and underdeveloped nations. 'The indications are that we are dealing with a significant cultural issue,' cites Anderson.

Masters and officers from 'western' cultures perceive perhaps that they derive from old, established shipping companies or traditions where safety was already being effectively managed; to these, ISM was neither wanted nor needed and has not contributed to increasing safety standards or reducing accidents.

On the other hand it maybe the case that some of the 'non-western' nationals, who have not come from such traditions, have found that the ISM Code provides them with a good and sound structure to manage safety, proving a valuable and useful tool.

Anderson will continue to seek the views of Indian, Filipino and Eastern Europeans as to how they interpret the results. He will also be consulting industrial psychologists, intercultural experts and human resource professionals to try and clarify the situation.

The final conclusions of the research will be written and published in a book by the Nautical Institute early in 2002 and no doubt provide the main focus for the debate at the 'most important ISM Code conference to date', to be held at IMarEST headquarters in May 2002.

However, until then, Anderson leaves us with something to ponder: 'If there was a major casualty tomorrow and politicians and the media asked the question: "You've had ISM for three years now, show me where the industry has improved on safety", would we be able to provide a conclusive answer?' Anderson thinks not!

Letter to the Editor

Dear Sir,

The US Marine Safety Association (USMSA) believes that IFSMA and USMSA have a common goal, improved safety on the World's waterways.

The Association welcomes the opportunity to work with you, your member associations and shipmaster members in the marine safety equipment arena as our members number in the world's experts. USMSA members are a great marine safety equipment information resource. Please contact us when you need information in these areas and encourage your members to contact the Association or one of our members in the local ports if they need advice or assistance. We, of course, welcome advice and suggestions on experience in its actual use.

The Association, founded in 1987, is comprised of more than 150 companies and individuals and has an international membership. Members are involved in either the design and/or manufacture of commercial marine or recreational boating safety equipment, service or sell marine safety equipment, provide training in the use of such equipment and systems or who are career professionals in commercial marine or recreational boating safety. The Association is dedicated to promoting the highest possible marine safety standards and creating widespread awareness in the use of marine safety equipment. To this end, we have established technical committees addressing: Life Raft Manufacturers, Life Raft Servicing Stations, Pyrotechnics, Immersion Suits, Photoluminescent Safety Signage, Training/Medical, Safety and Survival Electronics, and Recreational Boating.

Our committees are encouraged to identify areas where technical input or training would improve safety, quality or maintenance with respect to safety

equipment on board ships and recreational boats. Recommendations and suggestions from you and your members would be most welcome.

We work closely with the marine safety staff at USCG HQ, the local USCG marine and other marine safety administrations and participate at IMO on marine safety equipment issues.

A USMSA member, Tom Thompson, is a member of ISO TC-8 Subcommittee 1 on life saving and fire protection equipment. As part of the effort to get input to their standards work, he distributes the subcommittee material to members and others who have expressed interest. He encourages their participation, either directly or by correspondence. As you know IMO increasingly is asking ISO to develop the detailed standards that will be referenced in IMO documents. Input from you and your members would be valuable and participation on the Subcommittee 1 is most welcome. We believe this work will further the aim of uniform world standards.

Our web site www.usmsa.org is intended to be a good reference source on marine lifesaving and fire protection equipment. We suggest that you **link** it to your site so that your members will have ready access to it and our members (Ed. The link has now been included in the IFSMA Web Site). We of course will include a link to your site. In response to recent inquiries from shipboard personnel, it includes a section that gives easy reference to life raft servicing information in US ports.

Tom Thompson and I serve as technical directors to enhance the Associations' technical work. Please contact Tom [(+1) 732 751 0535] or me [(+1) 202 554 8550] with any questions, suggestions or recommendations. The USMSA looks forward to a long and positive association with you and your members.

Sincerely, Norman W. Lemley, Technical Director.

Fire aboard the Passenger Ship NIEUW AMSTERDAM

Introduction

On 23 May 2000, a fire broke out in a crew cabin aboard the passenger ship NIEUW AMSTERDAM while it was operating in U.S. waters. The United States National Transportation Safety Board investigated the fire which was caused by a faulty electric hot water kettle.

Summary of Casualty

At 0911 hours on 23 May 2000, an alarm was received on the bridge indicating that a smoke detector in a crew cabin on D-deck was in alarm. A premature effort to extinguish the fire by officers lacking proper gear and backup contributed to the spread of fire and smoke. The fire did not spread beyond the deck of origin; however, the failure of the crew to immediately close fire screen doors allowed the smoke to migrate up eight decks, creating hazardous conditions in crew and passenger accommodations. Properly outfitted and equipped shipboard fire-fighting teams subsequently extinguished the fire. Property damage to the vessel was estimated at more than £360,000.

None of the 1,169 passengers and 542 crewmembers on board the vessel was killed or seriously injured; however, one passenger suffered smoke inhalation injuries requiring evacuation to hospital for additional medical treatment. In spite of instructions given to passengers in their practice drill to proceed directly to the muster stations, the passenger had returned from a restaurant to his cabin on B-deck (two decks above the fire), to retrieve lifejackets, medications, valuables and warm clothing. By the time the passenger re-entered the corridor, it had become filled with smoke. Crouching to move along the corridor, the passenger became disoriented and was eventually found by a crewmember and taken to

safety. The ship's electro-luminescent low-location lighting system was in operation.

The Safety Board found that despite having received proper training and having performed frequent drills, several key individuals, in particular, officers with command responsibilities during a fire, did not follow accepted marine fire-fighting protocol and company shipboard procedures during the actual emergency. Had several officers handled the emergency differently, the fire might never have escaped from the confines of the cabin. Additionally, the spread of smoke might have been curtailed, which would have reduced the risk of injuries to passengers and crewmembers.

Safety board recommendations

As a result of the casualty, the Safety Board made the following recommendations to the company:

- .1 Revise shipboard training and drills for masters and other officers to include emphasis on their management responsibilities during a fire emergency and the principles of command and control of onboard fire-fighting activities.
- .2 Revise shipboard procedures for controlling smoke to incorporate proactive measures that ensure the rapid clearing of passengers and crew from decks and that prevent the migration of smoke.
- .3 Devise and practise drills that feature different scenarios that test the abilities of officers and crew to respond to varying smoke conditions.
- .4 Review and revise, as necessary, your safety oversight procedures for assessing the effectiveness of your training and drills for fire-fighting command and control and the effectiveness of your procedures for

controlling the spread of smoke during a shipboard fire.

Report of casualty

The full report prepared by the National Transportation Safety Board is available on the Internet at: <http://www.nts.gov/Publivn/2001/MBR0101.pdf>.

IMO Document FP 46/INF.7 dated 15/11/2001

Generation Gaps

Those of us who have worked in the container industry are often asked "What is a fourth-generation box ship?" The answer is simple. We don't know. It wasn't a term we ever used, which is why you won't have seen it in Fairplay. However, like a damp stain on the wall, it won't go away, which is why we thought we ought to find out.

Obviously, the very first container ships must be first-generation (but do we mean converted ships or the first purpose built vessels?). There is also an argument for saying the move into post-Panamax was also a quantum jump, but otherwise the development has been smooth and gradual. Any line drawn must be arbitrary.

Fortunately a Fairplay correspondent has studied the matter, so you don't have to. Here's his analysis:

1st Generation (1966): 500 TEU / 20kt. Converted break-bulk and tanker tonnage.

2nd Generation (1967): 1,800 to 2,000 TEU / 24kt. Purpose built for containers.

3rd Generation (1980): 3,000 TEU / 28kt.

4th Generation (1995): 5,000 TEU / 26-30kt.

5th Generation (1999): 8,000 TEU / 26-30kt.

One of the ship broking fraternity's leading experts on the subject was more succinct: "It's all bollocks," he told Fairplay (off the record, you will be surprised to hear). "The first generation can be defined (perhaps) as the B170s and B183s, and post-Panamax marks a step change of sorts, but after that these definitions are nonsense." He described the process as "less metal used to move more boxes"; pointing out that there have been no real jumps that would merit the term 'new generation'. "If you plot the graph of size etc, it is fairly smooth."

Fairplay, September 27, 2001

Dealing with Difficult People

An award should go to the Ansett Airlines gate attendant in Sydney for being smart and funny, while making her point, when confronted with a passenger who probably deserved to fly as cargo.

A crowded Ansett flight was cancelled after Ansett's 767s had been withdrawn from service. A single attendant was re-booking a long line of inconvenienced travellers. Suddenly an angry passenger pushed his way to the desk. He slapped his ticket down on the counter and said, "I HAVE to be on this flight and it HAS to be FIRST CLASS."

The attendant replied, "I'm sorry sir. I'll be happy to try to help you, but I've got to help these people first, and I'm sure we'll be able to work something out. " The passenger was unimpressed. He asked loudly, so that the passengers behind him could hear, "DO YOU HAVE ANY IDEA WHO I AM?"

Without hesitating, the attendant smiled and grabbed her public address microphone: "May I have your attention please," she began - her voice heard clearly throughout the terminal. "We have a passenger here at Gate 14 WHO DOES NOT KNOW WHO HE IS. If anyone can

help him find his identity, please come to Gate 14."

With the folks behind him in line laughing hysterically, the man glared at the Ansett attendant, gritted his teeth and said. "F*** You!"

Without flinching, she smiled and said, "I'm sorry, sir, but you'll have to get in line for that, too".

Internet Monitoring: Its Real for Any Ship.

By Captain Alexandr Sagaydak, MNI, Individual Member

Roman Varbanets PhD, marine engineer
Statistics show that the majority of accidents occur on board ships nowadays are caused by human error. The only way to escape such errors – the creation of monitoring of main ship's processes and parameters by means of automatic computer devices. Now we have an opportunity to monitor ship's parameters by superintendents of shipping companies with the help of the Internet. This is the main idea of SC 2.0 system designed by DPAS Laboratory.

The system could be fitted on any existing or new ship and designed to monitor the following parameters:

- Main engine (ME) load;
- Effective power of ME;
- Fuel consumption (optional);
- Desired main engine parameters (rpm, maximum combustion pressure, exhaust gas temperature);
- Ship's current position (taken from GPS);
- Ship's speed (by log and by GPS);
- Ship's list;

- Rolling amplitude;
- Metacentric height (calculated from the measurement of rolling period);
- Starting / stopping times of liquid discharging pumps;
- Overfilling of ship's bilges;
- Data taken from ship's oil discharge registration and control system;
- 19 more optional channels.

The system works in the following way: signals from a set of different sensors are collected by a special controller where processing of data takes place. At the controller's output a converted signal is delivered suitable for transmission. This signal could be displayed on a shipboard PC Monitor for senior officers' information. Then with the help of shipboard an INMARSAT-C device and INMARSAT satellite, the signal arrives at an INMARSAT Earth Station equipped with an Internet Gateway. Through this system the data arrives at the shipowner's server (to a specially created database) and can be read on any superintendents PC which has the required access. The system has full data protection for preventing any human intervention.

Information capture and transmission could be done periodically at any time, at a preset time or upon request from the shipping company. In case of an emergency (when parameters become out of range) automatic transmitting starts immediately. The range of parameters to be used is pre-set during installation of the system. The system provides a totally automatic read-out of these pre-set parameters and keeps all records for one year. Data could be updated with 10 minutes discretion.

The system allows the superintendent to check fuel consumption and engine load,

as well as the main parameters of ship's stability and observance of environmental protection regulations. The last two options will be extremely useful during high-risk procedures such as ballast water exchange (it is well known that during ballast exchange ship's stability could be compromised).

The starting and stopping times of ballast, bilge, cargo (on tankers) and other discharging pumps and ship's position by GPS as well as discharging parameters from the discharge registration and control system can be acquired. Amongst other things this provides the superintendent with the ability to check the observance of MARPOL regulations regarding place and content of discharged liquids.

Of course full responsibility for all decisions taken on the basis of information provided by the SC 2.0 system still lies with the master. The proposed system can be used as an additional method of control only. In accordance with the requirements of the ISM Code, this information can be very useful not only for the shipowner but for the ship's staff as well.

Even More Conundrums

If you choke a Smurf, what colour does it turn?

Why do they sterilize the needle for lethal injections?

Why doesn't glue stick to the inside of the bottle?

You know the indestructable black box that is used on aeroplanes? Why don't they make the whole aeroplane out of that stuff?

Why don't sheep shrink when it rains?

Minimum Manning of Ships' Bridges

Captain Eric H. Beetham (December 1989)

10 ancient mariners
Kept watch and lookout fine
Until they got a radar set
And needed only 9

9 kept the first watch
Steered courses really straight
Along came auto pilot
The men reduced to 8

8 kept the mid-watch
With Decca waves from Devon
Just one Mate really needed
So they were down to 7

7 on the morning watch
Machinery could fix
With luck it may not break down
Let's cut them down to 6

6 kept the forenoon watch
With automation live
No need to grease computers
The next watch only 5

5 kept afternoon watch
Then out and shut the door
As unmanned engine spaces
Reduced the watch to 4

4 kept the dog watch
Cadet for stars and tea
Promoted due to shortage
This left the watch with 3

3 men were expensive
In fast reducing crew
So one went onto daywork
The watch was left with 2

2 men were together
The rest to bed had gone
Both optimum for safety
But cheaper only 1

1 man alone on watch
A slave to bells his fate
A social outcast bored to tears
The future of a mate.

NEW IACS GUIDELINES FOR A SAFER BULK CARRIER FLEET

A new edition of Class guidelines for bulk carriers has been issued by the International Association of Classification Societies (IACS).

The new edition of "Guidelines for Surveys, Assessment and Repair of Hull Structures – Bulk Carriers" – supersedes the 1994 edition. The latter was published at a time when IACS member societies introduced the Enhanced Survey Programme (ESP) for oil tankers and bulk carriers.

The 2001 edition, similarly, marks the introduction, on July 1 this year, of an extended ESP. This requires Intermediate Surveys with an extended scope (matching that of the preceding Special Survey) for ships exceeding 15 years of age. The "enhanced ESP" required the revision of three IACS Unified Requirements, including Z10.2 (bulk carriers).

IACS has been at the forefront of important bulk carrier safety initiatives since the early 1990s. It has led the industry response to losses arising from structural failure. In 1995, a wide-ranging study of bulk carrier design and in-service experience commenced. And new structural safety standards were announced during the following year.

Robin Bradley, IACS Permanent Secretary, says: "The 2001 Bulk Carrier Guidelines include much fresh information, including feedback from Class surveyors on the implementation of the ESP. The new edition also includes new survey requirements arising from the

enhanced ESP and associated post-Erika measures.”

In addition, the 2001 edition includes a series of photographs illustrating, inter alia, grooving corrosion of a weld, collapsed side shell frames, corroded hatchcoamings and a fractured rudder.

The new Bulk Carrier Guidelines provide a detailed overview of typical structural deterioration and the forms of damage most likely to occur in bulk carriers, together with possible causes and recommended repair methods.

There are three new parts to the catalogue of structural detail, failures and repairs presented in the Guidelines:

- Cargo Hold Region
- Fore and Aft End Regions
- Machinery and accommodation spaces

Each part highlights the structural areas where particular attention is required. The Guidelines also offer other vital information, including the latest damage trend data and representative drawings for repairs.

The IACS “Guidelines for Surveys, Assessment and Repair of Hull Structures – Bulk Carriers” is available (free of charge) on the IACS Web site (www.iacs.org.uk). Book copies will be available from: Witherby & Co Ltd on: Tel: +44-(0)20-7251-5341; Fax: +44-(0)20-7251-1296; e-mail: books@witherbys.co.uk.

Laws of Work

If you can't get your work done in the first 24 hours, work nights!

A pat on the back is only a few centimetres from a kick in the butt!

Keep your boss's boss off your boss's back.

World Maritime Day 2001

IMO Globalization and the Role of the Seafarer

Dear Mr O'Neil

As World Maritime Day 2001 approaches the International Federation of Shipmasters (IFSMA) joins IMO in firm commitment that people manning the world's ships today are alert, motivated, educated, trained and qualified to the proper standards. ***They should ALL, without exception,*** be responsible, competent and careful individuals skilled in their duties. Circular Letter #2335 has been distributed throughout the IFSMA Membership all of whom will welcome and



The figure head from the Memorial to Seafarers which was unveiled at IMO on World Maritime Day. See also next page.



sinking of the Bulk Carrier **TREASURE** off the coast of South Africa, and by Australia's refusal to permit the disembarkation of some 438 Refugees rescued from the sea by the container vessel **TAMPA**. ***The provision of Ports of Refuge and Safe Havens must be resolved*** at an early date.

May you please be advised that IFSMA has seen fit to nominate ***Captain Arne Frode Rinnan - Master m.v. "TAMPA" for the very first Lloyd's List & Nautical Institute Shipmaster of the Year Award***. He managed the conduct of his vessel efficiently and safely, remaining concentrated, capable and competent, with a calm unruffled response to the developing situation. His actions and decisions were in the finest traditions of the seafaring profession and clearly demonstrated that ***the Shipowner's most Valuable Asset is (not the Ship but) the Shipmaster in Command!***

applaud the ***Unveiling of the International Memorial to Seafarers*** on the 27 September.

IFSMA considers the final implementation dates for the ISM Code and for STCW95 to be of paramount importance together with the two Draft Resolutions and Guidelines covering Seafarers' Welfare. In March 1996 we asked, "What is the Purpose of the ISM Code?" and we emphasised ***"Surely it must be to eradicate all human error from both Ship Management ashore and Ship Operations afloat"***. "Perhaps, after all, we shall find this an achievable goal!

IFSMA has been deeply disturbed by the sinking of the tanker **ERIKA** off the Brittany Coast, by the stricken tanker **CASTOR** being refused permission to enter sheltered waters by no less than eight Mediterranean Countries, by the

The IFSMA President, the Executive Council, the London Secretariat, the Member Shipmasters and their National Associations Worldwide, congratulate you upon your quite remarkable IMO achievements and wish you continuing success throughout the next two years. ***As always we pledge you the wholehearted support of this International Federation of Shipmasters.***

Yours respectfully

Some Actual Signs

In front yard of the funeral home, "Drive carefully, we'll wait."

On an electrician's truck, "Let us remove your shorts."

On a butcher's window, "Let me meat your needs."

Programme of IMO Meetings for 2001

The following information is taken from IMO Document PROG/110 dated 29 November 2001. 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.

07-11 Jan.	FAL 29 th session
21-25 Jan.	STW 33 rd session
04-08 Feb.	FP 46 th Session
11-15 Feb.	IOPC Funds
18-22 Feb.	COMSAR 6 th session
04-08 Mar.	MEPC 47 th session
18-22 Mar.	DE 45 th session
08-12 Apr.	FSI 10 th session
22-26 Apr.	LEG 84 th session
29 Apr. - 4 May	IOPC Funds
14-24 May	MSC 75 th session
10-24 Jun.	Council 88 th session
12 & 13 Jun.	TCC 51 st session
24-28 Jun.	BLG 7 th session
01-05 Jul.	IOPC Funds
08-12 Jul.	NAV 48 th session

22-26 Jul.	SLF 45 th session
23-27 Sep.	DSC 7 th session
07-11 Oct.	MEPC 48 th session
14-18 Oct.	IOPC Funds
21-25 Oct.	LEG 85 th session
28 Oct - 1 Nov.	Diplomatic Conference to adopt a Protocol to the Athens Convention.
13 &-14 Nov.	TCC 52 nd session
25-29 Nov.	24 th Consultative Meeting of Contracting Parties to the London Convention 1972.
04-13 Dec.	MSC 76 th session

Intersessional Meeting

11-15 Feb.	MSC Intersessional Working Group on Maritime Security.
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Intersessional Meeting Convened within the Framework of the London Convention 1972

27-31 May	London Convention 1972 Scientific Group
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Letter to the Editor

Dear Members and Committee,

Val and I are still living in Jamaica and I continue to run my company, "The Maritime Consultancy Ltd." and remain a Director & shareholder of Shipowners' P&I Services Ltd. I went on my annual tour of the European P&I Clubs in September; plus visits to some marine underwriters and law offices. I attended the annual luncheon of the Honourable Company of Master Mariners where I met Capt. Cecil Smylie a colleague from Es Sider, Libya days it is always great to meet up with old shipmates and colleagues.

We have left it a bit late to send our Christmas messages this year but time really does fly by. We are both in good health and play tennis with the Pro. In my case at 6a.m. twice a week. I can still take one or two games off him in a set.

First week in October I was in New York visiting clients and assuring them of continued good service. The disaster looks much worse at close hand than on T.V. My work has taken me to various islands this year, namely Grand Cayman, Turks & Caicos, Dominican Republic and Puerto Rico. It's always a pleasure to be visiting other places.

My e-mail address is maritconsult@cwjamaica.com. Please send me your address if you have e-mail as it does encourage more frequent contact.

Now studying for my Doctorate in Alternative Medicine. I already have a Diploma to practice.

Happy Xmas & A Prosperous & Healthy New Year to All.

Captain F. David Routeledge

Pirate Attack in Brazil

Dear sirs,

I am sure you are well aware of the tragic death of New Zealand Yachtsman Sir Peter Blake, shot dead in a pirate attack during December in Brazil.

It is difficult to see how anything positive can come from such a shocking tragedy but I believe the attack and murder of such a high profile person can be turned into some good, no matter how painful the process may be.

We have a duty to seafarers and their families world wide and the maritime community in general to use this attack and murder to bring sharply into public and political focus the ongoing and quickly rising levels of piracy with which the worlds' seas and coastal areas are becoming plagued.

I would suggest the following Immediate action be taken:

1/ Via the Highest Diplomatic levels, immediate and positive recognition of piracy in countries which are considered to be at risk;

2/ An undertaking from such countries that immediate steps will be taken to ensure local police, naval and coast guards make it known that persons and or groups engaged in acts of piracy will be caught and dealt with severely, one way or another.

Brazil should be encouraged to take a lead in this especially in the light of this past tragedy as well as that countrys' past and present history of violent armed attacks on shipping and seafarers.

3/ Across the board diplomatic assurances need to be obtained that governmental indifference to piracy will stop and a proactive stance against this type of International Crime will be actively pursued. This should apply to all countries geographically connected to the sea and especially those having an identified pirate risk.

4/ Flag States need to be much more involved in diplomatically protesting to the countries in whose waters pirates carried out their attack on a vessel registered in the flag State country.

This is one of the really big issues missing from any modern policy to combat piracy. Such a diplomatic protest should become the norm. In essence the flag State should diplomatically protest to the country concerned about an act of terrorism carried out against a vessel carrying their flag. Piracy is Terrorism no more no less. Should you have any doubts ask the families of the 72 seafarers who lost their lives to piracy in the year 2000. Piracy and terror are one and the same.

I fully recognise the enormity of the task facing some governments and the various agencies in combating piracy especially in those countries faced with large populations, poverty and internal conflict

but the fact remains that piracy is getting quickly out of hand. The world is changing fast with regard to safety and security, powerful and modern weapons are not hard to come by.

Piracy is changing its face to much more organized, persistent and violent attacks. The motivation to carry out an act of piracy is changing, people are less and less motivated by poverty and more motivated by crime and underworld connections as well as the simple criminal goal of a low risk chance of easy money. In what other criminal activity can a determined group of persons lay their hands on large amounts of money and valuable goods with little or no chance of detection or capture?

Without input and action at the highest International and Diplomatic Governmental levels there will be no positive results achieved in combating and reducing piracy at sea.

I feel the tragic death of one of the worlds finest seafarers at the hands of pirates should be a catalyst for an instant renewed level of awareness and action at the highest of international levels.

It would be tragic if a safer and more secure maritime environment did not to arise out of Sir Peter Blake's death.

Unfortunately clever words are not enough. Real input is required by those who have influence at the highest levels. Without this immediate and motivated stance there will be no chance of discernable change where it matters most, that is on the decks of the vessels plying the oceans and rivers of the world regardless of vessel type, yacht or super tanker the goal would be the same. To reduce the alarming increases in pirate attacks.

IMO will be holding a Security Conference in December 2002, I see this as an excellent platform to further explore the avenues available for combating piracy

(terrorism) at sea. I'm sure the shocking events of the 11th September will be the catalyst for much of the Security Conference. I would suggest that Sir Peter Blakes' Death at the hands of Pirates be the Catalyst for Security at sea with regard to piracy.

I would be more than happy to receive any comments.

Yours Sincerely

Captain Trevor Whelan, Individual member, MNI, Chairman New Zealand Branch The Nautical Institute.

The Old Man, the Boy and the Donkey

An old man, a boy and a donkey were going to town. The boy rode on the donkey and the old man walked. As they went along they passed some people who remarked that it was a shame the old man was walking while the boy was riding.

The man and boy thought maybe the critics were right, so they changed positions.

Later they passed some people who remarked, "What a shame! He makes that little boy walk." They decided they both would walk!

Soon they passed some more people who thought they were stupid to walk, when they had a donkey to ride. So they both rode the donkey.

Now they passed some people who shamed them by saying, "How awful to put such a load on a poor donkey!" The boy and the man said they were probably right, so they decided to carry the donkey. As they crossed a bridge, they lost their grip on the animal, and he fell into the river and drowned. The moral of the story?

If you try to please everyone, you will eventually lose your ass!

CAPTAIN DES MURPHY (1933-2001)

An Appreciation

By Capt R.G.J. Wiltshire, (IIMS)

Des was brought up in Cambridgeshire England. His father has been a ship's doctor and his mother a nurse. On leaving the sea, he had become a G.P. in March near Peterborough. Dr. Murphy managed to nurse his patients through a particularly bad flu epidemic and finally caught the disease himself, and died. Des was brought up on a diet of speed skating on the frozen fens, before feeling the call to the sea, and went to join the HMS Conway to prepare him for his career.

Whilst at Conway, he distinguished himself by being capped as a Welsh Schoolboy International.

He joined the Blue Funnel Line in 1950 and remained with the same company, until 1981, by which time it had been renamed Ocean. In his latter years as Master, he commanded the tankers which the company had begun to operate.

On leaving Ocean, Des began to work for Dome Petroleum in Canada. Here he worked with Malachy Walsh, (Member of Irish Institute of Master Mariners (IIMM)), also ex Blue Funnel, a native of Dublin, whose father had been Harbour Master and longest serving President of IIMS. Des worked in the Arctic out of a base in the Bering Strait called Tuktiuktuk. Des's ship was the first to operate here without the assistance of an icebreaker. However, they did become frozen in which enabled the ship to become a base during exploration. The ship employed Eskimos (or Inuits, as they prefer to be known), to watch for the polar bears which were particularly inquisitive. Despite numerous requests, Des never did get round to writing of his experiences in the Northwest Passage. He kept us all, including Tom McSweendy of RTE's "Seascapes", on a promise.

Des retired in 1994 in tragic circumstances, to nurse his ailing wife Nuala, who died in 1996.

After leaving the sea, Des became very involved in the Irish Institute of Master Mariners. He became Secretary for a previously unheard of period of 6 years. During this time, he became the voice of IIMM. Nothing was too much trouble, be it a letter of thanks, congratulations, or condolence. Everything had to be done correctly and Des set standards for us all to follow. His minutes of Meetings managed to include everything of importance and his Agendas showed considerable thought. He would always attend any function on behalf of the IIMM and maintained a lively interest in the sea.

Des also took an interest in rugby and because he had no schoolboy affiliation in Ireland, he became a member of Wanderers Rugby Club in Dublin. He also kept a sizeable garden in pristine condition. His wife had been a well known local flower arranger, and there are many varieties of plants in the garden which Des cared for as memorial to his wife.

His other love was the Shannon. Des was part owner of a motor cruiser. He set up the system with his co-owners to maintain the boat, insisting on the log book being correctly filled in and prepared the repair list meticulously. These lists would put a deep sea mate to shame, and were the bane of local shipwright's lives. Nautical expressions and ship parts were liberally included, to the dismay of the repairers. He was an accomplished boat handler and used his knowledge of ship handling on his boat.

Des passed away very suddenly in bed on his boat, on 26th September; having put everything away and left everything ship shape. He represented all the old fashioned values of decency, and was a gentleman to the end. One of his greatest joys was recounting his yarns about the Blue Funnel. The people, the ships and the places and the cargoes, to the despair of his family, but to the enjoyment of his friends and shipmates.