



International Federation of  
Shipmasters' Associations  
202 Lambeth Road  
LONDON SE1 7JY  
Tel: +44 20 7261 0450  
Fax: +44 20 7928 9030  
Email: HQ@ifsma.org  
Web Site: "http://www.ifsma.org"

Editor: Paul Owen  
Circulation: 600

Newsletter No. 24  
September 1999

# **IFSMA - NEWSLETTER**

## **The International Shipmasters Link**

---

---

### **INSIDE THIS ISSUE:**

- Crew Communities at Sea** p.2
  - Australian Manual of Safe Loading** p.3
  - Dalian Maritime University (DMU)** p.3
  - An Eventful Delivery** p.4
  - Galley Fire** p.6
  - Rubbish Dumped at Sea** p.7
  - Members Update** p.8
  - 43rd MEPC at IMO** p.8
  - 100 Individual Members** p.10
  - Positive Health at Sea** p.11
  - IFSMA RTCME** p.12
  - Ship Scrapping Conference** p.12
  - Work Based Degrees for Seafarers** p.14
  - Coordination of VTS Standards in UK** p.15
  - Albert and the Lion** p.19
  - Aluminium Telescopic Manhelps** p.20
  - Did you Know? The Loving Cup** p.21
  - Stowaway Incidents** p.22
  - Masters in Trouble** p.22                      **Arrest in Algeria** p.22
  - The Decimal Multiples** p.23
  - Collision in Fog** p.23
  - Rough Justice in UK Courts** p.26
  - Changes to IFSMA Secretariat** p.27
  - Christmas Holiday 1999** p.27
-

---

## Crew Communities at Sea

---

The Seafarer's International Research Centre at Cardiff University held its first symposium on 2 July 1999. This article focuses upon the report of Dr. Erol Kahve who presented a paper on - The Shipboard Community and Mixed Nationality Crews.

The research project involved with this subject is for three years and still has some time to run, but has already produced some disconcerting results which readers will not only find interesting but, in many cases, be able to identify themselves with the results. Not only do ships now have multinational crews but the size of the crews in most trades has shrunk by sixty percent.

The project was implemented to examine the types of problems experienced amongst multinational crews that have become normal since the 1970's. So far, researchers have travelled on three ships to research crew communities, these involved primarily European senior officers, and Filipino and Ghanaian junior officers and ratings. On all 3 vessels there was clear locality segregation between the European senior officers and the rest.

In theory it would not be unreasonable to expect multicultural crews to form a bond with comradeship and solidarity arising from working together in the common cause, in practice it appears that this does not occur. In such crews there are special opportunities for problems, both socially and operationally and it is not uncommon for some form of voluntary shipboard apartheid to exist.

During the onboard studies, it sometimes became difficult to differentiate between hierarchy and ethnicity. In other words, where divisions were evident between senior officers and ratings it was not always obvious whether this was because of the necessary authority of the senior officers or whether the division was caused by the

different nationalities present.

The researchers report that provisional analysis of the crew interviews reveals that racial discrimination is a common occurrence with multinational crews. Seventy percent of Filipino and Ghanaian seafarers said they had experienced racial discrimination throughout their careers.

In one case the Filipino crew felt very uncomfortable and prejudiced about some new Ghanaian crew even before they arrived on board. Misunderstandings were also responsible for some racial discrimination. For example, where Ghanaians were thought to be receiving special treatment from the European officers by working more overtime than the Filipinos, the Ghanaians were in fact working in accordance with their contract conditions, which involved lower wages and longer fixed overtime than the Filipinos.

Language barriers cause some mistrust and suspicion, in particular where European officers speak their own language to each other (such as German or Swedish) when ratings or junior officers are present who do not understand this language. This is also reported to be a problem in the other direction where ratings speak in a language which the Senior Officers cannot understand.

One of the cultural difficulties onboard is religion, where no provision is made for the special religious requirements of crew, such as Bible study time on Sundays, with 'the result that every day on the ship was like a Monday'.

***Dr. Kahveci pointed out that the different cultures and languages facilitate derision and antagonism in a form which couldn't exist in a single nationality crew. He concludes that assembling seafarers from different national, cultural, linguistic and religious backgrounds in such an enclosed space reinforces prejudice, suspicion and misunderstanding.***

The above is not to say that multinational crews are a total disaster, however, the researchers indicate that there is much work to be done to provide the seafarer with a better quality of life and, besides being commercial units designed to carry cargo, ships also need to be thought of as social and cultural entities.

---

## Australian Manual of Safe Loading

---

In 1992 the Australian Maritime Safety Authority (AMSA) produced the "Australian Manual of Safe Loading, Ocean Transport and Discharge Practices for Dry Bulk Commodities" (the AMSLOT Manual).

Via IMO Document DSC 4/5/1 dated 26 November 1998, AMSA advised the Maritime Industry that the Manual was available on the Internet through the Website address of BIMCO. This had a very restricted access and we are pleased to report that following a request by IFSMA this Manual has now been made available on AMSA's web site.

It can be accessed on the Internet by the following procedure:

1. Type in the address [www.amsa.gov.au](http://www.amsa.gov.au) in your Internet Browser;
2. Press enter to access AMSA's home page;
3. Click on Publications;
4. Click on Shipping;
5. Click on the title "Australian Manual of Safe Loading, Ocean Transport and Discharge Practices for Dry Bulk Commodities";
6. Click on the word "Index" to access the list of commodities included in the Manual;
7. The entry for the individual commodity can be accessed by clicking on the name of the commodity;
8. Some individual entries refer to appendices. Clicking on the appendix can access these.

---

## UN Development Programme

---

### An Introduction to the Dalian Maritime University

The Dalian Maritime University (DMU) is the only key University under the Ministry of Communications. The University is located in the Southwest of Dalian, a well-known seaport city in North China. The University enjoys a high reputation worldwide as confirmed by the International Maritime Organization (IMO).

The 90 year history of the University can be traced back to 1909 when the Shipping Management Course in Shanghai South Sea Institute was set up. The Dalian Maritime College, then the first maritime college nation wide, was established in 1953 by merging three maritime institutes, i.e., the Northeast Navigation College, Shanghai Maritime Institute and the Fujian Navigation School. The DMU was confirmed to be one of the key Universities nationwide in 1960. The Asian-Pacific Region Maritime Training Centre was established at the DMU in 1983 by the United Nations Development Program (UNDP) and the IMO. In 1985, a Branch of the World Maritime University (WMU) was opened at the DMU. The University's name was changed into the present one in 1994 with the approval of the Ministry of Education.

The DMU has 8 Colleges and 5 Faculties. The main streams include navigation, marine engineering, maritime transport, shipping management and law. There are, at the present, 5 streams at doctorate level, 15 postgraduate courses, and 22 graduate courses. The total staff is more than 2000; there are about 580 academic staff, among whom there are about 80 professors, 270 associate professors, 180 lecturers and 50 assistant lecturers. The annual intake of students is about 1,600, excluding 60 more overseas students each

year.

The DMU's campus area covers 700 km<sup>2</sup>, the buildings are 300 km<sup>2</sup> approximately. The estate asset counts to almost 40 million US dollars. These include teaching buildings, laboratory buildings. Library, computer centre, multimedia instruction centre, maritime training and research centre, navigation simulators, marine engineering simulators and two training vessels of over 10,000 dwt each.

The DMU has been enhancing the co-operative relations with maritime institutions worldwide. The maritime institutions with which the DMU has established academic exchange and co-operative relations now include:

1. Arabic Academy for Science and Technology, Egypt,
2. Australian Maritime College, Australia,
3. Cardiff University of Wales, UK,
4. Far Eastern State Maritime Academy, Russia,
5. Glasgow College of Nautical Studies, UK.,
6. Kennesaw State University, USA,
7. Kings Point Merchant Marine Academy, USA,
8. Kobe University of Mercantile Marine, Japan,
9. Korea Maritime University, Korea,
10. St Petersburg State Maritime Academy, Russia,
11. National Taiwan Ocean University, China,
12. Tokyo University of Mercantile Marine, Japan,
13. Vietnam Maritime University, Vietnam,
14. World Maritime University, Sweden.

The Board of Governors has been playing a strategic role in policy and decision making since its establishment in 1992. The University thereafter passed the national preliminary assessment for the **211 Project**, in which the Chinese Govern-

ment will provide financial support and funding to 100 universities thus assessed and selected nation wide. In 1997, the University was approved to be one of the universities in the national **211 Project**.

The DMU has become more competitive in maritime education and training (MET). The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended in 1995 (STCW 95), clarifies the standards of competence, introduces qualification requirements for trainers and assessors and provides effective mechanisms for enforcement of its provisions. The University has taken measures to revise the curricula and programs in order to meet challenges.

As part of its commitment to the innovation and the continuous improvement of its education and service, the University has gained the ISO 9001 certificate issued by the Norwegian Det Norske Veritas (DNV) and the China Maritime Safety Administration in 1998. The DMU has placed great effort on improving the management standards by establishing the quality assurance system. The University is the first MET institution in China that has been issued with the ISO 9001 certificate, and also the first MET institution in China that meets the STCW 95 requirements.

*(Zhang Renping, Foreign Affairs Office DMU)*

---

## An Eventful Delivery

---

Captain John Swain, Canada

In June and July 1998 I delivered a 500 m/t live fish carrying vessel, (a well boat / fish packer), from Aalesund, Norway to Vancouver B.C. The trip, via the Panama Canal, took a little over seven weeks and was quite eventful. On passage we re-

sponded to two distress messages and rescued nine Spanish fishermen from life rafts after their wooden fishing boat caught fire and sank.

Our ship, the M/V "Orca Chief" was 31 metres long by 9.5 metres wide and measured 446 Gross Tons. The accommodation consisted of a wheelhouse, five cabins, a messroom, galley and two wash rooms. Its main feature was a 600 cubic metre fish hold, served by two hydraulic cranes, large capacity water and vacuum pumps, coolers and oxygenation equipment to keep fish alive and healthy in the water filled hold. The crew consisted of myself as Master, a Mate, an Engineer and two deck hands. Two Canadians, two Norwegians and a New Zealander.

We received a mayday relay message at 2245 July 3rd 1998, via Halifax rescue co-ordination centre, stating that the fishing vessel "Nuevo Marivi" was in distress with nine people on board in position 43-12N, 017-05W. The RCC co-ordinating the distress was Delgada in the Azores. At the time we were forty miles from the distress location, so I contacted Delgada RCC and offered to assist. At 10 knots we would reach the distress position in about four hours. We were informed that the "Nuevo Marivi" was on fire and sinking and the crew had abandoned ship and were in two life rafts. Another ship, the M/T "Nordholt" was also on route to assist and would arrive before us, so would assume the role of On Scene Co-ordinator.

At 0200 July 4th, we could clearly see the flames from the burning fishing vessel and occasional flares from the life rafts, however, the flames suddenly disappeared and we assumed the burning vessel had sunk. We arrived at the distress site at about 0300 and found two liferafts tied together, with several people desperately paddling towards us. The sea was very rough and we had difficulty manoeuvring the ship alongside the rafts. At one stage, we were

rolling broad side on to the seas so severely that every loose item aboard seemed to become airborne and I had difficulty in moving alongside the rafts, without endangering the occupants.

Once alongside, the occupants of the raft started scrabbling aboard, via a net we had rigged over the starboard side. The first aboard was the Skipper, quickly followed by the others from the first raft. One brave man stayed on the raft and assisted the others off first, then pulled in the second raft and assisted them aboard, before climbing aboard himself. All of them kissed the deck of our ship as soon as they were safely aboard. It was interesting that all of them had several packets of cigarettes, but not one had a life jacket.

After rescuing the fishermen from the rafts, we spent another hour recovering the life rafts, using our hydraulic crane and eventually managed to secure them both on board at about 0400.

During this time the other ship at the scene, the M/T "Nordholt" a large tanker, stood by and made a lee for us to carry out the rescue. Shortly after 0400 I contacted Delgada RCC and the other ships now standing by to confirm that the nine fishermen had been safely rescued. The other ships were released and thanked for their assistance, whilst we were asked to proceed to Punta Delgada in the Azores to land the rescued men.

The passage to Punta Delgada took two days and now we had fourteen men aboard to share five cabins, which was a little cramped to say the least. Hot bunking was the order of the day and we managed quite well. Communication was a problem, as none of the Spaniards spoke English and none of our crew spoke Spanish, however, we had long interesting conversations with much gesturing and hand waving and pretended we understood each other. We discovered that the fire on their fish-

ing boat had started in the engine room and they only had six minutes to abandon ship and send out their distress message. They were very lucky and did really well in the circumstances. They also had an EPIRB, which they activated and brought with them into the life rafts. Had they not had time to send a distress, the EPIRB had almost certainly saved their lives. (These are one component of the GMDSS system that is really valuable.)

On our arrival in Ponta Delgada in the Azores on July 6th 1998, we were greeted by a TV camera crew and made the local news at six in Portuguese, disembarking the rescued fishermen. They were a very pleasant bunch of guys from Vigo in Spain and thanked us profusely for rescuing them before they departed for a local hotel. Later that day some of them came back aboard to see us off, all cleaned up, shaved and trimmed, and we hardly recognised them.

That evening we continued our voyage to Panama and Vancouver and arrived in Vancouver in mid August. We stood by another ship in distress off the Oregon coast a few days before we arrived in B.C., however the US Coast Guard also attended shortly after we arrived on scene and we did not get too involved.

(A most interesting and enjoyable trip with just enough excitement.)

---

## Galley Fire

---

### Narrative

On completion of a run ashore one member of the crew of a general cargo vessel decided to cook himself some food in the early hours of the morning but fell asleep after turning on the galley hot plate. One man was killed in the subsequent fire.

*Inishfree* had just arrived alongside and

was due to start discharging her cargo the following morning. Some of the crew went ashore and returned around midnight. One of them went to the galley to cook himself some food while the rest went to bed.

At about 0310, and with everybody aboard, the fire alarm sounded. With smoke present in the accommodation spaces the master used the VHF to call the emergency services while efforts were made to trace the source.

It was established that the fire was in the galley and that the door was shut. A search was carried out for a missing crewman who was believed to be in the messroom.

The first fire brigade appliance arrived alongside at 0321. A fire team entered the accommodation shortly afterwards and made its way down to the main deck where they met the master and chief officer bringing the missing crew member out of the messroom. Entering the galley the firemen extinguished the fire and identified its source as an unattended chip pan on an electric hot plate.

Four people were taken to hospital. Three recovered but the fourth, the crewman found in the messroom, lost his life. He was known to have been in the galley messroom area at 0130 hours and is thought to have fallen asleep after turning on the hot plate.

### The Lessons

How many of us are tempted to heat up a little something on return from a run ashore? The galley is unlocked, we know how to switch on the hot plate and food is readily available. We have probably done it many times before. What better way to complete an evening out? Yet, because it was so easy, a man lost his life most probably because he fell asleep after turning on a hot plate with a chip pan already on it containing oil.

Galley safety is as much to do with what happens outside working hours as when it is manned. Never leave a container of oil unattended on a heated surface or a cold one that can be switched on.

Only approved deep, fat fryers should be used in galleys. NEVER use free-standing chip pans.

Chip pan fires can generate a lot of smoke - quickly. If you ever find yourself in a space full of smoke, you may find there are a few inches of clearer air at deck level.

### Footnote

The usual temperature of fat or oil during cooking is about 200°C. The self generated ignition temperature of oil is between 310°-360°C. As the temperature of a heating element at dull red heat is about 550°C, uncontrolled heating will cause cooking oil fumes to spill over the side of the container onto the dull red hot plate. Ignition follows immediately and a fire generating copious amounts of thick black smoke.

It is this thick, black, smoke which kills. Survival time in light smoke can be from minutes to hours but in thick smoke, it may be measured in seconds. Breathing becomes difficult, normal rational behaviour is frequently lost, and carbon monoxide poisoning can be the result.

*MAIB Safety Digest 1/99*

---

## Marriage

---

Getting married is very much like going to a restaurant with friends. You order what you want, then when you see what the other person has, you wish you had ordered that.

Man is incomplete until he is married. Then he is finished.

---

## Rubbish Dumped at Sea

---

### Letter to the Editor

At sea, July 1999.

Dear Sir,

I have just been reading your December 98 issue and I found it very interesting.

In the December 98 issue in the DID YOU KNOW section, second paragraph, you state that a good deal of rubbish is dumped at sea by fishermen who simply throw unwanted rubbish over the side. I would like to point out my own knowledge / views on this, I was a fisherman for 20 years on local inshore and deep-sea vessels of various sizes, the last 14 of these as skipper.

Yes they do throw rubbish over the side but on a percentage scale maybe 1% of this comes from them. The rest is what they trawl up from the seabed, in the course of some trips this would come to a lot of cubic metres. The problem with most fishing vessels is space - i.e. free space in which to keep all this garbage. Then of course there is the cost of disposal on return to port for rubbish which is not generated by them.

Fisherman could be asked to keep a certain amount of this garbage depending on size of vessel and amount of free space. Maybe only retaining certain types of rubbish from the sea bed, - i.e. plastic/tin cans/aluminium cans/bottles. This method over a period of time would reduce sea bed rubbish drastically.

Dock Boards and Harbour Authorities could supply facilities solely for the reception of this type of domestic waste. The cost of that could be incorporated into the harbour fees as every ship generated this kind of waste.

Yours sincerely, Mr. B. W. Salter, Lowestoft, UK.

---

## Members Update

---

We were delighted to hear that Captain Mukesh Gautama had recently been promoted to General Manager of Tata Marine Agencies, who have been Lloyds agents for over 125 years and also represent the Institute of London Underwriters, amongst many others.

Captain Gautama has been an Individual Member of IFSMA since June 1998. He joined Lloyds Agency Dept. of Tata Tea Limited in 1985, and was awarded the Lloyds Agency Certificate of Cargo Surveying Proficiency Stage 1 on 22 July 1999.

He attended the Cadet Training Ship "Dufferin" Bombay from September 69 to June 71. Gained his Masters Certificate of Competency in September 1978 at the age of 26, and has been a member of the Company of Master Mariners of India since July 1983.

---

## 43<sup>rd</sup> MEPC at IMO

---

The 43<sup>rd</sup> session of the Marine Environment Protection Committee met at IMO during 28 June to 2 July 1999. The following is a summary of the results.

### MEPC Requests Anti-fouling Systems Conference in 2000-2001

The Marine Environment Protection Committee of the International Maritime Organization has decided to propose to the IMO Council in November the holding of a Conference in the 2000-2001 biennium to adopt a legal instrument to regulate the use of shipboard anti-fouling systems, in particular to phase out those containing organotins such as tributyltin (TBT).

The decision to request a conference on anti-fouling systems followed progress by

a Working Group in developing the basic structure of a proposed legal instrument to effect the phasing out of organotins acting as biocides in anti-fouling systems on ships.

At the last session (MEPC 42), the Committee agreed to a draft Assembly resolution which includes a proposed deadline of 2008 for the complete prohibition of organotins acting as biocides in anti-fouling systems on ships. The draft Assembly resolution will be considered by the 21<sup>st</sup> IMO Assembly in November 1999 for adoption.

Anti-fouling paints are used to coat the bottoms of ships to prevent sealife such as algae and molluscs attaching themselves to the hull - thereby slowing down the ship and increasing fuel consumption. In the early days of sailing ships, lime and later arsenic was used to coat ships' hulls, until the modern chemicals industry developed effective anti-fouling paints using metallic compounds.

The compounds slowly "leach" into the sea water, killing barnacles and other marine life that have attached to the ship - but studies have shown that these compounds persist in the water, killing sealife, harming the environment and possibly entering the food chain. One of the most effective anti-fouling paints, developed in the 1960's, contains the organotin tributyltin (TBT), which has been proven to cause deformities in oysters and sex changes in whelks.

The harmful environmental effects of organotin compounds were recognised by IMO in 1990, when the MEPC adopted a resolution which recommended that Governments adopt measures to eliminate the use of anti-fouling paint containing TBT in non-aluminium hulled vessels of less than 25 metres in length and eliminate the use of anti-fouling paints with a leaching rate of more than 4 micrograms of TBT

per day. Some countries, such as Japan, have already banned TBT in anti-fouling paint for most ships.

Alternatives to TBT paint include copper-based coatings and silicon-based paints, which make the surface of the ship slippery so that sealife will be easily washed off as the ship moves through water. Further development of alternative anti-fouling systems is being carried out. Underwater cleaning systems avoid the ship having to be put into dry dock for ridding the hull of sealife, while ultrasonic or electrolytic devices may also work to rid the ship of foulants.

The anti-fouling Working Group will continue its work on developing the draft regulations at MEPC 44.

### **Harmful Aquatic Organisms in Ballast Water**

An MEPC Working Group continued developing draft new regulations for ballast water management.

The proposed new regulations are intended to address the environment damage caused by the introduction of harmful aquatic organisms in ballast water, used to stabilise vessels at sea. Globally, it is estimated that about 10 billion tonnes of ballast water is transferred each year.

The water taken on board for ballasting a vessel may contain aquatic organisms, including dormant stages of microscopic toxic aquatic organisms - such as dinoflagellates, which may cause harmful algal blooms after their release. In addition, pathogens such as the bacterium *vibrio cholerae* (cholera), have been transported with ballast water. As ships travel faster and faster, the survival rates of species carried in ballast tanks have increased. As a result, many introductions of non-indigenous organisms in new locations have occurred, often with disastrous consequences for the local ecosystems -

which may include important fish stocks or rare species.

The issue will remain a high priority item in the work programme and the Committee agreed the Working Group on ballast water should continue its work at the next session.

Current options for preventing the spread of harmful aquatic organisms in ballast water include exchanging the ballast water in deep ocean, where there is less marine life and where organisms are less likely to survive. Other options include various (filtration, thermo, chemical, radiation) treatments of the ballast water en route to kill the living organisms.

### **Deletion of Tainting as Criterion for Marine Pollutants**

The Committee approved proposed amendments to MARPOL Annex III (Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form) to delete tainting as a criterion for marine pollutants from the *Guidelines for the identification of harmful substances in packaged form*.

Tainting refers to the ability of a product to be taken up by an organism and thereby affect the taste or smell of seafood making it unpalatable. A substance is defined as tainting when it has been found to taint seafood.

The proposed draft amendments will now be circulated, in accordance with the provisions of the MARPOL Convention, with a view to adoption at the next session of the Committee in March 2000 (MEPC 44). If adopted, the amendments will mean that products identified as being marine pollutants solely on the basis of their tainting properties will no longer be considered marine pollutants.

Annex III of MARPOL applies to all ships carrying harmful substances in packaged

form, or in freight containers, portable tanks or road and rail tank wagons. The regulations require the issuing of detailed standards on packaging, marketing, labelling, documentation, stowage, quantity limitations, exceptions and notifications, for preventing or minimising pollution by harmful substances.

“Harmful substances” covered by Annex III are those substances which are identified as marine pollutants in the International Maritime Dangerous Goods Code (IMDG Code).

### **Recycling of Ships**

The Committee agreed to include an agenda item on ship recycling during its next session in March 2000 (MEPC 44).

The decision followed a proposal put forward by Norway to add ship scrapping to the work programme of the MEPC with the aim of developing safety and environmental measures regarding ship scrapping. Ships sold for scrapping may contain environmentally hazardous substances such as asbestos, heavy metals, hydrocarbons, ozone depleting substances and others. Concerns have been raised about the working and environmental conditions at many of the worlds ship scrapping locations.

MEPC 44 is expected to discuss how the Committee might proceed or otherwise with the issue.

### **Particularly Sensitive Sea Areas**

The MEPC approved new procedures for designation of a “Particularly Sensitive Sea Area” (PSSA), which will supersede the current procedures set out in the Guidelines in resolution A.720(17) (adopted in 1991).

The current Guidelines in resolution A.720(17) allow areas to be designated a PSSA if they fulfil a number of criteria,

including: ecological criteria, such as unique or rare ecosystem, diversity of the ecosystem, or vulnerability to degradation by natural events or human activities; social, cultural and economic criteria, such as significance of the area for recreation or tourism; and scientific and educational criteria, such as biological research or historical value.

The proposed new procedures are intended to make the process of consideration at IMO simpler, taking into account environmental, ship safety and navigational aspects. The proposed new procedures will be submitted to the 21<sup>st</sup> Assembly in November for adoption as a resolution.

When an area is approved as a Particularly Sensitive Sea Area, specific measures can be used to control the maritime activities in that area, such as routing measures, strict application of MARPOL discharge and equipment requirements for ships, such as oil tankers, and installation of Vessel Traffic Services (VTS). There are currently two designated PSSAs: the Great Barrier Reef, Australia, and the Sabana-Camaguey Archipelago in Cuba. The Sabana-Camaguey Archipelago was designated a PSSA in September 1997.

The Committee considered proposals for PSSA designation from Egypt and Colombia and requested these Governments provide further information for consideration at the next session.

---

## **100 Individual Members**

---

During the month of August 1999 the number of IFSMA Individual Members reached and passed 100.

We anticipate many more Shipmasters joining in the near future, especially after the publication of the IFSMA 25th Anniversary Publication.

---

## Positive Health at Sea

---

Most seafarers will realise that being at sea is not the ideal place to maintain peak physical and mental fitness. In fact the introduction to the newly published "Positive Health at Sea" by Andrew Neighbour, goes further by stating Health and Fitness go hand in hand - you can't have one without the other.

The introduction goes on to say that not everyone needs to be a budding Olympic athlete to be healthy! Even a relatively small increase in fitness, involving a combination of a **balanced diet** and **regular exercise**, can result in much improved general health, loss of excess fat and vastly improved feeling of well-being.

Working and living conditions at sea are of course very different from those ashore and can present problems for the seafarer who wishes to become fitter. Irregular working patterns, stress, lack of space, perpetual motion and lack of leisure time all bring their own challenges. Yet these are also factors which make it even more important for the seafarer to pay some attention to his or her fitness in order to make life safer, happier and more fulfilling.

Over the past fourteen years the Marine Society's Health and Fitness Consultants have measured and tested over 6500 seafarers for their Body Fat Percentage, which is a good gauge of general physical condition. This survey has revealed:

Over fat by 20% or more (obese)	11%
Over fat by less than 20%	49%
Fat at an acceptable level	37%
Under fat	3%

The book is designed for those concerned with keeping their body fit for everyday life and improving their general well be-

ing. It is not a manual for sports training or body-building. Whatever your current level of fitness, by following the simple exercise programs in Part One (repeated in summary on cards at the back of the book), combined with following the basic nutritional guidance in Part Two, you will achieve:

- A healthier lifestyle
- A better quality of life
- A greater capacity for work and play

It is a combination of exercise and sensible eating that will do the trick.

"Positive Health at Sea" is published in the UK jointly by The Marine Society and the Seamen's Hospital Society. The Guide is part of the Marine Society's ongoing campaign to promote a healthy lifestyle amongst those who serve at sea. The Society has two health and fitness consultants who visit ships worldwide and provide crew members with confidential body fat and fitness testing with advice on personal fitness programs and diet.

The author - Andrew Neighbour - is a former UK Royal Air Force Physical Education Officer who has many years experience in instructing fitness training, sports coaching, combat survival and expedition training. He is one of The Marine Society's Health and Fitness Consultants and visits ships worldwide to encourage seafarers to maintain a healthy lifestyle and to keep fit.

Part One of the book explains simple exercises that can be done by the seafarer, it explains the importance of warming up, together with examples of illustrated exercise that can be used, it includes details of a walking programme for those less adventurous. With advice on frequency of exercise and a section on weight training. This is supplemented by four cards at the back of the book which can be used as a quick reference.

Part two deals with nutrition and how to control body weight. There are guides to show you how to tell if you are overweight, and a waist to hips ratio table. It has a section on a balanced diet.

It is well worth obtaining a copy of this book as in an emergency situation, someone who is not fit enough is not only a danger to themselves but also to others. In more everyday terms, leading a healthy lifestyle is advisable for us all, but it can be a particularly difficult challenge for seafarers.

Copies of "Positive Health at Sea" can be obtained for £3-50 each, plus Post & Packing costs as follows – UK +40p, EU +79p, rest of world +£1.69p, from The Marine Society, 202 Lambeth Road, London SE1 7JW, Tel +(44) 20 7261 9535 Fax +(44) 20 7401 2537, Email "enq@marine-society.org.uk" Web site "http://www.marine-society.org.uk".

---

## No Problems

---

Seen above the General Secretary's desk

<p style="text-align: center;"><b>IFSMA HAS NO PROBLEMS</b>  <b>JUST CHALLENGES</b>  <b>01 August 1999</b></p>
--

---

## IFSMA RTCME

---

The IFSMA Register of Technical Consultants and Maritime Experts (RTCME), which is scheduled for publication during September 1999, has now exceeded 40 entries.

This is very good for the first issue and we anticipate a steady stream of applicants continuing. The list will also appear on the IFSMA Web Site - [www.ifsma.org](http://www.ifsma.org) - where up-to-date details will be found, between periodic editions of the printed Register.

---

## Ship Scrapping Conference

---

### Amsterdam 23 June 1999

Extracts from Remarks by Mr. Rolf Westfal-Larsen, Chairman ICS and President ISF.

Of the several terms used to describe the end of the life of a ship: for instance ship scrapping, ship disposal, ship decommissioning, etc., we believe the most accurate and descriptive term is ship recycling.

High volume ship recycling yards are to be found in the Indian subcontinent (which accounts for 85% of the total), China or Vietnam. The location of the breaker's yards is more often than not determined by a particular country's demand for scrap steel and the extent to which other materials and equipment emanating from the vessel can be recycled into the local economy. Ship recycling also tends to be a labour-intensive industry which has ceased to be economically viable in high labour cost nations. There are now few such facilities in the industrial countries.

In reality, ships are not scrapped but recycled, conforming with one of the basic principles of sustainable development. Virtually nothing goes to waste. Ships, and the equipment on them, are not left to rust away on a scrap heap or in a land fill site like cars; they are not hidden away in deserts as are aircraft; nor are they dumped in the sea. The materials and equipment are almost entirely re-used. The most important component, steel, is reprocessed either in rolling mills or in steel foundries. It re-appears as, for instance, reinforcing rods for use in the construction industry or as corner casts and hinges for containers. Ships' generators are reused ashore. Batteries find their way in to the local economy. Any hydrocarbons on board become reclaimed oil products. Light fittings find further use on land -

everything has a further life. It is, in the best sense of the phrase, a "green" industry. Furthermore, steel production from scrap requires only one third of the energy used for steel production from raw materials. It may not be a pretty industry, but it makes a positive contribution to the global conservation of energy and resources and in the process employs a large, and in local terms, well paid, if unskilled, workforce.

The shipping industry needs ship disposal yards. The average age at which ships are withdrawn from service has been steadily rising over the past decade. At the same time, there has been growing public and political interest in the elimination of sub-standard shipping. Organisations like the International Chamber of Shipping have strongly supported the direction of such pressure. From a commercial, safety and environmental point of view we must at all costs avoid creating impediments to withdrawing a ship from service once its economic trading life is over. It is in everybody's interest to facilitate the removal of sub-standard ships. Their replacement with more energy efficient, and environmentally friendly, new vessels should be encouraged and welcomed.

The following points are then made:

- There is a compelling need to maintain the capacity of disposal yards worldwide.
- We know that the working practices and environmental safeguards in some of those yards leave much to be desired.
- We have a system of ship scrapping which encourages the best use of recycled materials that may create environmental and welfare problems in the process.
- We have a situation where, as an inevitable consequence of the way ships are designed, constructed and operated, ships arrive at disposal yards with some potentially hazardous ma-

terials and other wastes on board.

- Currently, there are limited demands for steel plate for re-rolling in Europe and North America, and only a small local market for recycled ship materials and machinery. However, the re-establishment of disposal facilities in the industrialised world cannot be totally ruled out. Realistically, though, we have no expectation of the re-establishment of such disposal facilities, partly because of labour costs, but principally because there is insufficient economic interest in recycling in these countries.
- We have to acknowledge that there are well defined needs for ship recycling in some countries and considerable employment interest to protect in the regions where ship recycling is currently undertaken.

ICS has, therefore, publicly supported the proposal that IMO should add this subject to its work programme.

It has become standard procedure in some industries that redundancy is built into the original design as part of a continuous process whereby the manufacturer also has a degree of responsibility for the ultimate recycling or disposal of his product. This is not currently the case with ships, where the shipbuilder's interest frequently ceases once the guarantee period of the commissioned equipment come to an end. We are, therefore, initiating talks with the shipbuilding industry about a cradle to grave - making to breaking - approach to ship construction - the possibility of constructing vessels with ultimate disposal in mind. As a possible first step, however, we will look at the possibility of ship builders providing, for each new building, a "green" class notification or certificate at the time of its construction, to be carried with the ship throughout its life, and with entries made whenever there are changes in equipment or materials.

---

## Spelling Checkers, a Boon or Liability?

---

Eye halve a spelling chequer. It came with my pea sea. It plainly marques four my revue Miss steaks eye kin knot sea.

Eye strike a quay and type a word and weight four it two say weather eye am wrong oar write it shows me strait a weigh.

As soon as a mist ache is maid. It nose bee fore two long and eye can put the error write. Its rare lea ever wrong.

Eye have run this mess age threw it, I am shore your pleased two no. Its letter perfect awl the weigh, my chequer tolled me sew.

*With acknowledgement to Aline De Bievre and Lloyds List.*

---

## Work Based Degrees for Seafarers

---

In an exciting new initiative, The Marine Society and Middlesex University have teamed up to offer seafarers the opportunity to study for a university degree at sea, building on their professional qualifications and experience. Degrees in **what** they want, **when** they want and **where** they want.

The Work Based Learning study programme is customised for each student and culminates in a research project based on his or her particular professional interests and needs. What makes this form of study particularly suited to seafarers is that their professional qualifications and experience attract credits towards their degree; formal academic qualifications are not required to start the programme; and, best of all, everything is

achieved by distance learning methods with no examinations or attendance requirements. Each student has a personal tutor/advisor who conducts one to one tutorials (either face-to-face or by email, telephone or fax).

IFSMA Members should note that you are NOT required to be a British Citizen to take advantage of this scheme, but obviously, your command of the English Language should be good. If in doubt ask The Marine Society for Advice.

### Work Based Learning through Middlesex University in conjunction with The Marine Society.

**Work Based Learning** (WBL) offers seafarers a customised route to getting a degree by means of distance learning. The study programme is customised with you, the student, and is based upon your interests and needs. The great benefit from WBL is that you can claim credit for any recent academic or vocational qualifications and appropriate work experience. Both Bachelors and Masters degrees are offered.

This overcomes three problems facing the seafarer seeking to get a degree:

- Professional qualifications and practical experience as a seafarer receive credit;
- Formal study qualifications (such as A levels) are not mandatory to commence studies;
- Attendance is not required: the qualification can be achieved by distance learning.

**What can I Study?** What you study is negotiated between you and the University and is based on a project which you choose. These examples give an idea of how it might work out for you:

- A ship's engineer with responsibility

for refrigeration could carry out a project on the efficiency of their plant and how it could be improved;

- A purser on a cruise ship could do a project on ways to handle passenger complaints to improve satisfaction levels;
- A Chief Officer might undertake a project to examine methods to improve cargo handling.

Before embarking on an agreed project students can claim academic credits for appropriate work experience and get some tuition in work based research methods and how to organise their project. The tuition is provided in distance taught text based modules with full support available face to face when on leave and, whilst at sea, via email / telephone / fax.

**Assessment.** All WBL students are assigned a university tutor for the duration of their studies to whom they may turn for personal support. Assessment is by coursework (portfolios, essays and projects): there are no formal written examinations. Projects are assessed on how effectively the student achieves the objectives of the project, the framework for which will have been agreed with the University.

**Cost.** WBL students pay fees on a module by module basis. Each module has a credit value (e.g. 10, 20, 40 or 60) and costs are calculated on a credit point basis. At undergraduate level for 1999-2000 this is £12 per point, making a 20 credit module £240. At postgraduate level modules are £19 per credit point.

For example, a first degree (i.e. Bachelor) requires 360 credit points. But up to two-thirds of the award (240 points) can be accredited for a student's vocational qualifications of professional experience and so only the outstanding 120 points (£1,440) plus £510 WBL fees will have to be paid

for. Credit entitlement will be determined by the University on an individual basis. Clearly this is a very cost-effective route to graduate status.

**The Marine Society.** The Society can provide practical help with WBL studies through Middlesex University in similar ways to help afforded to UK Open University students over the past thirty years. This includes acting as a post box for assignments/ coursework (work/leave patterns might otherwise present communication problems for the seafarer student) and generally acting as honest broker between student and University. The fee for students wishing to use the services of The Marine Society in this way is £25 per annum.

#### How to find out more

For a no-commitment information pack send an email to Middlesex University (tr.friell@mdx.ac.uk) and mention 'work based learning programmes for seafarers', giving your name, rank, and full postal address. Alternatively you may telephone/fax Middlesex University on +(44) 20 8362 6118.

---

## Co-ordination of VTS Standards in UK

---

Trinity House London 12<sup>th</sup> May 1999

**Keynote speech by Mr. William A. O'Neil, Secretary General, IMO.**

Deputy Master, Ladies and Gentlemen,

I would like to thank you for inviting me to be with you today and I would also like to congratulate the Corporation of Trinity House for organising this seminar. To some people the co-ordination of vessel traffic services standards may seem a rather highly technical issue - an issue which is of interest to the initiated but is one which most of those who are involved

in shipping give little if any thought to.

In fact VTS is one of the most important matters we are dealing with because it has proved its worth and is an indispensable part of our efforts to improve maritime safety. I know that there is some controversy as to just what VTS should be and how it should be structured and implemented. I feel sure that this seminar will help to put the use of VTS in the proper perspective as well as focusing on the need to co-ordinate standards.

One aspect which needs to be considered and which I would like to refer to is that the future use of VTS is closely allied with a most important and sensitive subject facing the maritime community, namely, the relationship between those at sea and those on shore.

For centuries the situation was relatively clear. When a ship left port the owners had very little control over it. Once out of sight there was virtually no way of making contact and no way of beating the ship to its next port of call with new orders. The ship and its destiny had to be left in the hands of the captain. As a result the captain was able to accumulate status and an authority that are unheard of in other forms of transport. Many Merchant Shipping Acts granted the master of a vessel what amounted to the powers of prosecutor, judge, jury and executioner.

Today circumstances have changed. Improved communications, which started with the development of radio, have ended the isolation of the ship at sea. With satellite communications, the owner can contact the master at any time of the day or night with fresh orders, new destinations, new routing and so on.

Improved navigational aids and communications mean that those on shore often have a better idea of conditions involving the ship than those on board the vessel

itself. In the circumstances it is not surprising that masters have often developed doubts and uncertainties about their authority. If a ship is in trouble because of engine failure or some other technical fault the reaction is frequently for the captain to contact the owner for instructions rather than to make a decision on the spot that might cost the company a substantial amount of money and possibly cost the captain his job.

IMO has recognised this problem and has issued various recommendations and other measures to reinforce the authority of the master. The issues seem clear enough: the master is the person on the spot. He - or she - is the one with the experience and training and whose career and life may be at risk if a wrong decision is made. The master should know what is best - that is the tradition of the sea which has been accepted probably since the first ship left the safety of the shore.

And yet that principle is being questioned, not directly, perhaps, but the implication is there: the master does not always know best. Sometimes those on shore have so much more information at their disposal that it could be argued that they, rather than the master, are better positioned to decide what should be done.

This suggestion tends to generate intense controversy, yet the writing has been on the wall for a long time. It was fifty years ago, in July 1948, that the world's first harbour surveillance radar system was installed in Liverpool. It meant that the harbour authorities could keep an eye on ship movements and thanks to developments in radio they could also make verbal contact. The basis for VTS was there and its value was recognized by IMO in 1968, when a resolution on port advisory systems was adopted by the IMO Assembly.

In 1972 the Convention on Regulations for

Preventing Collisions at Sea (COLREG) was adopted which introduced the principle of mandatory traffic separation schemes. Ships entering a narrow waterway, for example, were obliged to stick to a specified route, the object being to prevent collisions, especially head-on ones. Any complaints that traffic separation schemes were an infringement of the freedom of masters were undermined by experience, which soon showed that where these schemes were in operation the number of collisions went down dramatically, while elsewhere they tended to go up.

Traffic separation saved lives, in fact, but although observance of such schemes was mandatory, there was no way of ensuring that the rules were being observed, because shore services had no authority over ships at sea. There was still a reluctance to do anything that might be seen as impinging on the right of the master to operate his ship as he saw fit.

Vessel traffic services were becoming so common that in 1985 IMO was compelled to issue guidelines on their use. These said that VTS was particularly appropriate in port approaches and in other restricted channels but they went on to stress that decisions concerning navigation and manoeuvring must remain with the master.

Despite this, the trend over the last few decades has been towards a steady increase in the role played by the shore authorities. Ship reporting systems have also been introduced, initially on a voluntary basis. These systems were less ambitious than vessel traffic services: ships entering them were requested to report their position, identity and other information so that they could be tracked by the shore authorities. In 1994 the SOLAS Convention was amended to make it possible for coastal States to establish mandatory ship reporting systems, once they are approved by IMO, and several of these are now in

place.

In 1997 the SOLAS Convention was further modified and a new regulation was added to enable mandatory VTS to be implemented. It says VTS "contributes to the safety of life at sea, safety and efficiency of navigation and the protection of the marine environment, adjacent shore areas, worksites and offshore installations from possible adverse effects of maritime traffic". Governments may establish VTS when, in their opinion, the volume of traffic or the degree of risk justifies such services, the regulation adds. But no VTS should prejudice the "rights and duties of governments under international law" and a VTS may only be made mandatory in sea areas within a State's territorial waters. The new regulation enters into force on 1 July this year.

Despite all the qualifications and restrictions, the trend is unmistakable. It is towards more and more shore-based control. Comparisons are frequently made between shipping and aviation and although the two forms of transport are very different, the idea of aircraft operating without being subject to control from the ground is somewhat terrifying. When it is recognized that all forms of transportation except ships are controlled remote from the vehicle, it is hard to sustain any valid argument that vessels should continue to be exempted.

In addition, when we consider that high-speed ships carrying several hundred people at speeds upwards of 50 kilometres - or miles - an hour are becoming more commonplace on many of our short-sea routes, the very routes where congestion and the risk of collision are greatest, can we afford to hide behind "tradition"? What will happen when the appetite for higher speeds moves more and more into other segments of the merchant fleet?

These issues are already being considered

to some extent, but we need to recognize that technological change is now challenging many of the shipping industry's most basic concepts.

Some years ago the whole idea of VTS and reporting-in was opposed by some people on political and strategic grounds as well as because of its possible impact on commercial security. Go back thirty years and the idea of traffic separation schemes was treated with considerable suspicion. The first ones were purely voluntary - until a series of collisions in the Channel, the first of which involved a ship going the wrong way along one of the voluntary routes, led to the deaths of more than fifty people. After that tragedy it became possible to make VTS schemes mandatory.

The logic, if the trend continues, is that VTS schemes will soon be found all over the world at the approaches to ports and rivers, in straits and congested waterways and anywhere else where navigational problems are known to exist. It is likely that ships will be fitted with transponders which will automatically transmit information to VTS authorities on shore.

All of these factors make it technically possible for ships to be made subject to VTS controllers on shore, control that will, perhaps, be closer to modern air traffic control than anything the shipping industry has so far put in place.

The idea that ship masters will one day be treated in a manner similar to airline pilots will not appeal to everyone, yet that appears to be the way things are headed. And it is difficult to maintain that the present system is working properly when we read accident reports of ships that deliberately infringe the Collision Regulations in order to save a few hours or of accidents caused by a human error that was itself put down to the fact that the master concerned had been on duty for extended hours without a break. It is arguable that if we cannot come up with a

better system for easing the burden on those in command of our ships then surely the time has come to try something else.

Mr. Chairman, one of the most important - and busiest - shipping routes in the world is the Channel. Every day there are around 600 ship movements, involving ships of all sizes, some of them carrying the nastiest of cargoes. They go through the Channel and across the Channel and they include tankers, cargo ships, passenger ferries, high-speed craft and fishing vessels.

The introduction of the world's first traffic separation scheme in the Channel helped to reduce accidents in the 1970s and safety will be further enhanced when a mandatory ship reporting system becomes operative in the Dover Strait on 1 July. But I wonder if the time has not come to go the rest of the way and introduce a complete Vessel Traffic Service that could perhaps serve as a model for other waterways which face similar problems. Looking back on the way VTS has evolved it seems inevitable that such a system will be introduced one day. Would it not be better to do it before a disaster forces our hand?

VTS is right at the heart of the matter and this seminar will deal not only with the co-ordination of standards in this country but, as I mentioned before, it will also be looking at broader issues as well. The programme is excellent and your speakers are experts in their own right. The results and the conclusions you reach today will be studied with great interest not only here in the United Kingdom but by IMO and its 157 Member States. I congratulate you again, Deputy Master, and Trinity House for organizing the seminar and thank you for inviting me to be with you and giving me the opportunity to speak to you. I wish you every success during the rest of the day.

Thank you very much.

---

## Albert and the Lion

---

Written by Marriot Edgar and Wolseley Charles in 1932

There's a famous seaside place called  
Blackpool  
That's noted for fresh air and fun,

And Mr and Mrs Ramsbottom  
went there with young Albert, their son.

A grand little lad was young Albert  
All dressed in his best; quite a swell,

With a stick with an 'orses 'ead 'andle  
The finest that Woolworth's could sell.

They didn't think much of the ocean  
The waves they were fiddlin' and small,

There was no wrecks and nobody  
drowned  
'Fact nothing to laugh at at all.

So, seeking for further amusement  
They paid and went into the zoo,

Where they'd lions and tigers and camels  
And old ale and sandwiches too.

There was one great big lion called Wallace  
His nose were all covered with scars.

He lay in somnolent posture  
With his face on the side of the bars.

Now Albert had heard about lions  
How they were ferocious and wild.

To see Wallace, laying so peaceful  
Well, it didn't seem right to the child.

So straightaway the brave little feller  
Not showing a morsel of fear

Took his stick with the 'orses 'ead 'andle  
And pushed it in Wallace's ear.

You could see the lion didn't like it  
for, giving a kind of a roll,

He pulled Albert inside the cage with him  
and swallowed the little lad whole.

Then Pa, who had seen the occurrence  
And didn't know what to do next,

Said: 'Mother! Yon lion's et Albert!  
And mother said: 'Well, I am vexed!'

Then Mr and Mrs Ramsbottom - Quite  
rightly when all's said and done  
Complained to the animal keeper, that the  
lion had eaten their son.

The keeper was quite nice about it  
He said: 'What a nasty mishap.'

'Are you sure that it's your boy he's eaten?'  
Pa said: 'Aim I sure? There's his cap!'

The manager had to be sent for,  
He came and he said: 'What's to do?'

Pa said 'Yon lion's et Albert  
And 'im in 'is Sunday clothes, too.'

The mother said : 'Right's right, young fel-  
ler  
I think it's a shame and a sin

For lion to go and eat Albert  
And after we've paid to come in.'

The manager wanted no trouble  
He took out his purse right away,

Saying: 'How much to settle the matter?'  
Pa said: 'What do you usually pay?'

But mother had turned a bit awkward  
When she thought where her Albert had  
gone.

She said: 'No! Someone's got to be sum-  
monsed.'  
So that was decided upon.

Then off they went to the police station  
In front of the magistrate chap;

They told 'im what happened to Albert  
And proved it by showing his cap.

The Magistrate gave his opinion  
That no one was really to blame,

And said he hoped that the Ramsbottoms,  
Would have further sons to their name.

At that mother got proper blazing  
'And thank you sir, kindly' said she,

'What, waste all our time raising children  
To feed ruddy lions? Not me!'

---

## Aluminium Telescopic Manhelps

---

*(25 years ago a Ship's Master wrote the following letter to his Chief Marine Superintendent)*

m.v. "London Tradition". Port of Rotterdam, 19<sup>th</sup> July 1974.

Dear Roger,

### Aluminium Telescopic Manhelps

I regret having to inform you of an error on my part made when ordering the above equipment. I dropped a real one! At the moment when the shiphandler brought the sample unit for inspection I was on the point of going ashore with the Rentokil representative and, I confess, gave only the most cursory glance at the price which I misread as Fl 5-95 and promptly ordered ten poles. You may imagine my surprise and mortification upon later discovering the unit price to be in fact Fl 59-50 by which time it was too late to return any of the poles.

You may rest assured, however, that in order to save you both time and effort, not to mention adversely affecting your deli-

cate blood pressure, I have written to me on your behalf a letter of reproof couched in the strongest possible terms and making full use of such expressions as amazed, aghast, astounded, viewing with concern, failing to understand, etc., and I am pleased to say the chastening and admonitory tone of this missive was so successful that it immediately caused me to write back to me a letter of such abject apology that impressed even me!

In it I read that I am fully assured that every effort will be made henceforth never again to commit an error of such magnitude and humbly crave pardon and indulgence for such carelessness. Indeed, so impressed and touched was I by the abjectly snivelling tone of this letter that I was constrained to extend your gracious forgiveness to me because, upon reflection, I feel that the amount expended might well be offset by the tremendous savings made during the recent Load Line Inspection. Also, there is no doubt that the equipment will be of considerable use to the vessel in many other respects.

It may interest you to learn that the Scrap Merchant suffered a grievous loss when the gangway disappeared into the murky waters of Botlek Harbour. It seemed that the Serang, who had been attending to the off-loading of the material, had to take his men away from the job for a few moments during which the Scrap Merchant made illegal use of a derrick and tried himself to swing the gangway into his boat using only a flimsy heaving line strop. When the thing dropped, he immediately ran to see what damage it might have done to his boat, leaving the winch running at slow speed so that the tightening runner damaged the head block.

He was so terror stricken when we pointed out the seriousness of his rash action in using ship's gear without proper supervision that he begged us to overlook the whole matter. The damage to the head

block being minor I felt that he had been sufficiently punished by the loss of the hefty gangway which, I believe, he will have to pay for salvaging should the Port Authority learn of it.

Truthfully, I feel a *right Charlie* because of the above and hope that I have got over my blushes by the time we next meet. I shudder to think what opportunity the interval will give you to think up something horrid! Bamboo was unobtainable hence the above.

Regards Lothian

(Yes we can vouch for this story - the Marine Superintendent was our own General Secretary)

---

## Did You Know?

---

### The Loving Cup

According to Chamber's Book of Days, this Ceremony is said to date back before the Norman Conquest of England in 1066, and to derive from the assassination, by command of Elfrida, of King Edward the Martyr who was slain in AD 978 at Corfe Castle whilst in the act of drinking.

It was customary with our Anglo-Saxon forefathers in drinking parties to pass round a large cup from which each drank in turn to some of the Company. He who thus drank stood up and, as he lifted the cup with both hands, his body was exposed without any defence to a blow, and the occasion was often seized by an enemy to murder him.

To prevent this the following plan was adopted. When one of the company stood up to drink he required the companion who sat next to him or some one of the party to be his pledge - and his companion, if he consented, stood up and also raised his drawn sword in his hand to defend him while drinking.

The Ceremony of the Loving Cup is always traditionally observed at Dinners of the Livery Guilds of the City of London. The cup itself, which has a cover, contains spiced wine, immemorially termed "sack". Before the Loyal Toasts - the Master and Wardens drink to the assembled company and wish them a hearty welcome.

Nowadays the cup passes round the table, each guest drinking to his neighbour. Three persons in turn, and no more, stand at the same time. Having bowed to each other the holder of the cup drinks to his neighbour on his left, who removes the cover with his right (or "dagger" hand, thus preventing him from making a treacherous attack on the drinker. The guest on the cup holder's right stands with his back to the cup holder in order to protect him from behind.

The holder of the cup then wipes the rim with the napkin provided and passes the cup to the holder who, in his turn, guards the back of the new holder of the cup as he drinks to the guest on his left and so on. The cover thus serves the twofold purpose of safety from the "dagger hand" and safety from poison.

Acceptance of hospitality in those days assuredly called for a very alert state of interest in the proceedings. An interest which in these later times the Livery Guilds do their best to maintain although, happily, for somewhat different reasons.

---

## Marriage (again)

---

A little boy asked his father, "Daddy, how much does it cost to get married?" And the father replied, "I don't know son, I'm still paying."

**Young Son:** Is it true, Dad, I heard that in some parts of Africa a man doesn't know his wife until he marries her? **Dad:** That happens in every country, son.

---

## Stowaway Incidents

---

BIMCO has recently reported to IMO that the Container Ship "Oued Eddahab", registered in Morocco. On arrival at La Spezia, from Casablanca, where she had loaded and discharged containers on 29 June 1999, sixty stowaways appeared and attempted to escape, however, port security personnel were able to apprehend them.

The police then arrested the vessel's Master on charges of aiding the stowaways whilst the stowaways themselves were detained in specially modified containers. The ship was also placed under arrest. The stowaways, mostly Moroccan with several thought to be of Algerian nationality, had got on board by hiding in empty containers, some which had been modified with false end-walls. During their detention at the port the ship's agents provided them with food and provisions.

On 5 July 1999 two representatives from the Moroccan Ministry of the Interior arrived at La Spezia together with eleven Moroccan policemen. On the same day the ship's Master was cleared of the charges and released, and the ship was allowed to return to Casablanca with the stowaways still inside the seven containers and the eleven Moroccan police officers on board to provide extra security for the crew.

---

## Masters in Trouble

---

There has been much discussion in the Maritime press recently on reports that the United Arab Emirates is considering the Death Penalty for Shipmasters found guilty of polluting the area's waters. This follows concern about the growing number of oil spills from small tankers and barges carrying oil to Iraq, one such spill was so extensive that a desalination plant had to

be closed. However, it is reported that the penalty is only being considered for wilful pollution - but who decides what is a wilful act?

Most organisations that have commented on this news are concerned that there is a growing international trend to criminalise the master. This comes at a time when it could be argued that the master has little power left as to the way his ship is managed and makes you wonder if the master these days is simply the scapegoat left on board to take the blame when anything goes wrong.

---

## Arrest in Algeria

---

It has been widely reported in the maritime press that the master of the Achilles I, Costas Litsakos, was detained indefinitely in Algeria following the collapse of the ship owner's business.

The Algerian authorities detained the vessel and the master until such time as the port and agents' dues and stevedoring expenses were paid. The Achilles I was supposedly abandoned by her owners.

The master's passport had been confiscated and the authorities suggested that he would only be able to leave after he had been replaced by a similarly qualified master mariner.

With no money to pay any replacement the situation of 63 year old Captain Litsakos, who in the meantime had become seriously ill, looked bad.

After remaining in the Algerian Port for some seven months, Captain Litsakos was offered an opportunity of escape by the master of another ship and happily arrived safely home shortly thereafter.

---

## The Decimal Multiples

---

The decimal multiples and sub-multiples of a unit may be formed by prefixes or symbols, having the following meanings, placed before the name or symbol of the unit:

Factor			Prefix	Symbol
1 000 000 000 000 000 000	= 10 <sup>18</sup>	quintillion	exa	E
1 000 000 000 000 000	= 10 <sup>15</sup>	quadrillion	peta	P
1 000 000 000 000	= 10 <sup>12</sup>	trillion	tera	T
1 000 000 000	= 10 <sup>9</sup>	billion	giga	G
1 000 000	= 10 <sup>6</sup>	million	mega	M
1 000	= 10 <sup>3</sup>	thousand	kilo	k
100	= 10 <sup>2</sup>	hundred	hecto	h
10	= 10 <sup>1</sup>	ten	deca	da
0.1	= 10 <sup>-1</sup>	tenth	deci	d
0.01	= 10 <sup>-2</sup>	hundredth	centi	c
0.001	= 10 <sup>-3</sup>	thousandth	milli	m
0.000 001	= 10 <sup>-6</sup>	millionth	micro	μ
0.000 000 001	= 10 <sup>-9</sup>	billionth	nano	n
0.000 000 000 001	= 10 <sup>-12</sup>	trillionth	pico	p
0.000 000 000 000 001	= 10 <sup>-15</sup>	quadrillionth	femto	f
0.000 000 000 000 000 001	= 10 <sup>-18</sup>	quintillionth	atto	a

Note: 10<sup>9</sup> = 1 billion is United Nations usage in English. By analogy, so is 10<sup>-9</sup> = 1 billionth.

---

### Collision in Fog

---

#### Narrative

The two coasters Antonia B and Ilona G were operated by the same management company and collided in the North Sea.

On 19 August 1997 Antonia B was on passage from Immingham towards Calais with a cargo of petroleum coke. The mate was on watch.

On the same day the Ilona G was in ballast and on passage from Newhaven and bound for Boston. As in Antonia B the mate was on watch. The weather was calm and the range of visibility was about two cables in fog. The time was shortly after 1200 and in both vessels the master had just been relieved and was below.

During periods of restricted visibility, a seaman was additionally assigned to each watch although he was not required to be

on the bridge unless required by the master or mate. Management company standing orders were kept with the master of each vessel and both mates were aware of their existence. Neither master had produced standing orders but there was an unwritten understanding in both vessels that the mate was to call the master if in any doubt.

Antonia B was exhibiting normal steaming lights. The radar was set initially on the 6-mile range scale, with ship's head up and fixed range rings displayed. After taking charge of the watch at about 1200, the mate changed the radar setting to 3-miles range off-centre, which gave him an ahead range of about 4.5 miles. The VHF radio was monitoring Channel 16 with the volume turned up, the autopilot and watch alarm were operational and vessel's position was being fixed at about 30-minute intervals by GPS navigator and by radar. A fog signal was not being sounded; it was

not the normal practice to do so unless there was dense traffic in the vicinity. Steering was by autopilot and the course set 185°. Her speed was about 8 knots.

Ilona G was also exhibiting normal steaming lights. The radar was set initially on the 6-mile range scale with the ship's head up. After taking over the watch the mate changed the radar setting to north up without fixed range rings displayed. As in Antonia B the VHF radio was monitoring Channel 16 with the volume turned up, the autopilot and watch alarm were operational and the vessel's position was being fixed at about 30-minute intervals. A fog signal was not being sounded because, again, it was not the normal practice to do so unless there was traffic in the immediate vicinity. The course set was 008° and her speed was also about 8 knots.

There is conflicting evidence with regard to the position and movement of other vessels in the vicinity during the period leading up to the collision but at 1210, an overtaking vessel was on the port side of Antonia B at a range of about 1 mile.

Antonia B's mate observed a radar echo fine on the starboard bow at a range of about 4 miles which he monitored by means of the EBL and VRM. With the aid of a ruler he estimated that the other vessel was on a nearly reciprocal heading and would pass down his starboard side at a range of between 4 and 5 cables. He assessed this to be satisfactory and not a close quarters situation.

Shortly before this time the mate on watch in the north bound Ilona G observed a radar echo on each side of the heading line at a range of about 6 miles. Although his radar was equipped with an automatic history plotting facility, he omitted to use it on this occasion. His interpretation of the situation was that the vessel on the port bow had an obligation to keep out of his way while he was required to keep out of the way of the vessel on his starboard bow. He therefore planned to alter course

to starboard when the vessels ahead had closed to about 2.5 miles range. He expected the vessel on the port bow to do likewise.

When the two contacts had closed to 3.5 miles, Ilona G's mate switched on the fixed range rings and called on VHF radio Channel 16. "the two vessels either side of the vessel heading north, please let me know your intentions?" he then heard, "Yes, I can see you," and observed the radar echo on the starboard bow move to starboard and pass astern of the echo on the port bow. This VHF exchange was in fact not heard by the mate of Antonia B.

Using the EBL to monitor the bearing movement of the echo on the port bow Ilona G's mate found it was on a steady bearing. When it had closed to 2.5 miles range, he called on VHF Channel 16, "the vessel approaching me at 2.5 miles, please tell me your intentions?" receiving no reply, the mate decided to take action to avoid a close quarters situation by altering course to starboard. He called on Channel 16 saying, "I am going to starboard," then altered course by 10° to starboard.

At 1230, the mate of Antonia B fixed his vessel's position and, finding himself to starboard of the planned track, altered course 5° to port. He continued to monitor the echo ahead which he held at about two points on the starboard bow at a range of between one and two miles.

On board Ilona G meanwhile, the radar echo on the port bow continued to approach on a steady bearing and, at about 1.5 miles range, the mate called on Channel 16, "vessel approaching at 1.5 miles, you are coming down my bearing line. I am going to alter further to starboard." He then altered the autopilot setting a further 20° to starboard.

At about one mile range, the mate of Ilona G altered course to 045° and then switched to manual steering. Shortly afterwards, he altered course further to 083° and then

saw the other vessel end on at about 45° on the port bow. He called on Channel 16. "I am going hard to starboard," and then applied full starboard helm.

None of these VHF communications were heard by the mate of Antonia B.

Antonia B's mate then suddenly saw the port side of Ilona G on his starboard bow. He changed to manual steering and applied full starboard helm. It was too late. Her bow struck the port quarter of Ilona G at an angle of approximately 40°.

Communications between the two vessels was established. The damage to both vessels was confined to areas above the waterline and allowed them both to proceed without assistance. Nobody was injured and there was no pollution.

### The Lessons

1. The ancient mariner would describe this event as yet another 'radar assisted collision' and those with long memories will feel a sense of déjà vu. Past accidents such as the Andrea Doria and Stockholm collision in 1956 spring to mind. One can reasonably ask, "Do we ever learn?" here we have two vessels approaching one another in poor visibility. The radars in both were functioning correctly and the mate on watch in each vessel detected the other in sufficient time to take appropriate action to avoid a close quarters situation. And yet, by the failure to interpret radar displays correctly, a collision took place. It should not have happened.
2. So what went wrong? Let us look at the way the radars were being operated. The radar display on board Antonia B was operated with the ship's head up. While accepting that some officers like this mode, it has great disadvantages. Most mariners discarded its use as a reliable aid many years ago. It limits the accurate determination of other vessels' movements and relies heavily on relative bearing movement which is invariably done by visual estimation. As mariners are told over and over again. "Assumptions shall not be made on the basis of scanty information, especially scanty radar information".
3. Prior to sighting Ilona G visually, the mate of Antonia B failed to establish that a risk of collision existed. Contributory reasons for not doing so might have included:
  - (a) an awareness that his vessel was already to the west of the intended track and that further alterations to starboard would increase the distance off track;
  - (b) an apparent confirmation of his early assessment that a risk of collision did not exist because the relative bearing of the radar echo ahead of him (Ilona G) opened significantly following his alteration of course to port at 1230; and
  - (c) his temporary inattention to the traffic situation while he fixed the vessel's position on the chart.
4. Despite his watchkeeping experience the mate of Ilona G failed to appreciate that both vessels had an obligation to take avoiding action in ample time. Although he eventually altered course to starboard he should have acted much sooner, and more boldly, so that his actions would have been obvious to the other watchkeeper.
5. Ilona G's mate attached great importance to communicating his intentions on the VHF rather than complying fully with the Collision Regulations. The practice of talking to an unknown vessel by VHF in fog to try and resolve manoeuvring intentions is potentially very dangerous. Many, many watchkeepers have been seriously tempted to do this. It is so simple the argument goes, all you have to do is tell the other vessel what you are up to and all will be well. Real life experi-

ence and few moments of considered thought identify the flaws. If you are watchkeeping in poor visibility and an unknown voice suddenly comes over the VHF saying he is altering course to starboard you are faced with far more questions than answers. Apart from anything else, which of the several ships you may hold on your display is making the transmission? In this case, the mate of Antonia B did not hear any of Ilona G's radio communications. Ilona G's mate thought he was being helpful but, in the event, only lulling himself into a false sense of security.

6. The avoiding action taken by the mate of Ilona G consisted of several small alterations of course to starboard. Identifying these correctly on another radar is extremely difficult whereas one bold alteration early on would have been obvious.
7. Neither vessel reduced speed. Even at the last moment the impact might have been avoided or, at least, minimised had the mate of Ilona G reduced speed to a minimum when a close quarters situation could not be avoided.
8. Neither vessel had a lookout posted despite clear statutory requirements and management company standing orders. Although the officers of the watch in both vessels were fully aware of the approach of the other and the lookout would have had no part in the initial detection, a dedicated pair of eyes might have made the visual sighting a few seconds earlier to enable last minute avoiding action to be taken. Lookouts should be told what to look for, and listen to, in fog. The first indication of another vessel might be the sudden appearance of a dark shape in the gloom but is more likely to be the bow wave or the steaming lights. One of the first questions an officer of the watch might ask his lookout once visual contact had been made is,

“What’s his heading?” How many lookouts would be able to give an effective answer without being trained?

9. Accident investigations such as this often reveal that the vessels involved have not been making sound signals. Although the rules were made in the days before radar, ARPA, traffic separation schemes and VHF, they can still make a major contribution to the prevention of collisions at sea. It should never be assumed the other vessel has radar. Yachts, for instance, may not and will be relying on hearing a fog signal to give warning of an approaching ship.

*MAIB Safety Digest 1/99*

---

## Rough Justice in UK Courts

---

Earlier this year the Lithuanian master of a cargo vessel in Southampton was charged in connection with his vessel being overloaded as evidenced by his vessel's load line being submerged.

He appeared to have two choices - plead not guilty and face a delay of several months before trial, during which time he could be detained, or he could plead guilty and finish with the problem immediately.

After this was explained to him, he decided the best course of action was to plead guilty in the hope that the magistrates would listen to his plea in mitigation.

Accordingly, through his legal representation, the master explained to the court the circumstances that lead to the current loading condition of his vessel including the use and loading of fuel, the discharge of ballast water, the fact that the vessel had not exceeded its deadweight carrying capacity as confirmed by two draft surveys, and the fact that the Captain stood to make no gain by carrying excess cargo.

After the magistrates considered all the information, one wonders if perhaps they had not fully understood the relevant issues or regulations, they imposed a fine of exactly one half of the maximum and in addition, an extra fine of £500 for each centimetre allegedly overloaded, again half the maximum.

The master requested 24 hours to obtain the necessary funds from Lithuania and offered his passport as security. The court was told that the ship could not leave without him and that it would be arrested if it tried to do so. Despite this the magistrates ordered that the master be detained in custody until the fine was paid so he was placed in handcuffs and led away. He was then transferred to the nearby Winchester Prison.

The agents managed to obtain the necessary funds just before 4:00pm on the same day, but the office staff at the court said it was too late to process the payment and requested that they come back the next day. It was explained that this was unacceptable and eventually the captain was released that evening and allowed to re-join his ship.

It was pointed out in the press at the time that the treatment this master received was inconsistent when compared to other similar cases and that perhaps UK magistrates should not hear this type of case when they only usually heard about licensing applications and disturbances of the peace.

---

## Changes to IFSMA Secretariat

---

Readers will be aware from our Newsletter No 20 in September 1998 that Captain Kenneth A Long BSc, FICS, FNI, MCIT, MRIN, had accepted an IFSMA appointment as Deputy General Secretary with effect from 1st August that year. This appointment came to an end on the 31st July 1999.

We have appreciated the Consultancy Services which Kenneth has provided on a part time basis throughout this full twelve month period and particularly his involvement as Project Leader in all aspects of the Special IFSMA 25th (Jubilee) Anniversary Publication currently scheduled for distribution at the end of September.

IFSMA wishes him success in all his future undertakings. Should any Member Association or Individual have need of his expertise Captain Kenneth A. Long may be contacted at his Home Address: 34 Ingatestone Road, Woodford Green, Essex IG8 9AL (Tel/Fax: +44 20 8505 6657 and Email: kamlong@mcm.com).

The London Secretariat has now reverted to the General Secretary (Captain Roger Clipsham) and the part time Assistant General Secretary (Captain Paul Owen) who has particular responsibilities for the Quarterly Newsletter, the Membership and RTCME registers and the Web Site. No further changes are envisaged *until the next millennium* while we once again stabilise the Federation's Finances.

---

## Christmas Holiday 1999

---

IFSMA Headquarters will be closed from 1200 hours Thursday 23rd December 1999 to 0900 hours Tuesday 4th January 2000. Should there be urgent need, contact can be made during this period as follows:

**Roger Clipsham**  
**General Secretary**  
 Tel: +(44) 181 393 4608

**Paul Owen**  
**Assistant General Secretary**  
 Tel/Fax: +(44) 1903 786239

The IFSMA Email will be monitored throughout the holiday period: HQ@ifsma.org

---