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IFSMA - NEWSLETTER

The International Shipmasters Link

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**Mark Your Diaries for 26th IFSMA Annual General Assembly -
19th and 20th May 2000, in London**

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

Welcome the Chaplain from the Mission to Seafarers

Among the many officials visiting a new ship in port is one person the master is often happy to welcome aboard – the chaplain from The Missions to Seamen.

But from April this year the chaplain will come under a new name – from The Mission to Seafarers, a new title for the 143-year-old society that cares for the practical and spiritual welfare of all seafarers of any nationality or faith.

Whether the ship is in Tilbury or Tomakomai, South Shields or Singapore, Immingham or India, Fowey or Fremantle, the chaplain is welcome because the master knows this is one visitor who is not demanding money or paperwork.

The chaplain or Mission ship visitor, may sometimes walk up the gangway within minutes of the ship having drawn alongside, or when the crew are really too busy to spare much time to talk. But the master knows that this visitor is there for the benefit of everyone on board, to offer them a welcome to port and a lift in the mini-bus or van to the Mission's centre where they can relax, have a beer and phone the family back home. The master knows that the welfare of seafarers is uppermost in the chaplain's mind. Seafarers may want spiritual help and the chaplain will respond. Some may have more pressing practical problems and again the chaplain will assist.

Often it's the master who "bends the ear" of the visitor from the Flying Angel. For the responsibilities of captains are great, and sometimes even they feel the need to talk about the problems or difficulties of the job.

The Missions to Seamen works for seafarers in 300 ports around the world. In 110 of those ports, seafarers know they will find friendship and a welcoming atmosphere at a Mission centre.

The Missions to Seamen is an Anglican society that cares for the needs of all



Caring for seafarers around the world

The New Flying Angel Logo

seafarers, whatever their nationality, or faith. It was founded in 1856 when the appalling conditions under which sailors lived and worked so shocked a young Anglican clergyman that he gave up a secure parish living to minister to them.

Now, entering a new millennium, the society is to change its name to convey more accurately its inclusive, all-embracing work. At a service of blessing and rededication in Westminster Abbey on 4 April, the society will be re-named "The Mission to Seafarers."

The Princess Royal, the society's President, explained the reasons for the name-change when she addressed the society's annual meeting in July. "For many years now there have been both men and women working at sea and the society has been serving them all because it is there for **all** seafarers. However, its name – The Missions to Seamen – does not acknowledge this fact. It is also the case that the society is engaged not in many different missions but in one mission – God's mission.

"Although there will always be changes in the way we meet seafarers' needs in order to reflect the changing shipping industry, the fundamentals of what we offer – a warm welcome, practical and spiritual support – remain the same."

Canon Glyn Jones, secretary general of The Missions to Seamen, said that the name change will not change the Mission's stance. "Our ideals remain the same, our mission remains the same which is to reach all people who sail upon the seas regardless of gender, rank, religion or nationality. The change will serve to enhance our work and provide wider appeal to a new generation of seafarers."

The flying angel symbol, which for over 140 years has stood alongside the society's name, and which is instantly recognised by seafarers as representing a welcome, friendship, help and people they could trust, will be as visible as ever. The society has designed a modernised version of the flying angel logo – the fifth in its history – and this will be adopted at the Westminster Abbey service.

The Missions to seamen is a missionary society of the Anglican Church. It cares for the practical and spiritual welfare of seafarers of all races and creeds in 300 ports throughout the world. Working through a network of chaplains and staff, it makes 75,000 ship visits, welcomes over 1,000,000 seafarers to its centres, visits 1,000 seafarers in hospital and helps in more than 1,700 justice and welfare cases each year.

More details from Peter Pickles at:
The Missions to Seamen
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College Hill
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Tel: 020 7248 5202 Fax 020 7248 4761
Email: press@missionstoseamen.org

Caring for seafarers worldwide



The Missions to Seamen

The Old Flying Angel logo which is being replaced

New IFSMA Association Members

We are pleased to announce two new IFSMA Association Members.

The **Shipmasters Guild Incorporated**, of Sydney, New South Wales, Australia, (SMGI) has recently been formed to look after the interests of its Shipmaster Members, in particular to increase the level of professionalism and public awareness of the maritime industry particularly within Australia and New Zealand. They have an honorary professional board of management with corporate, legal, accounting, banking, employment, technology and of course maritime experience.

Their Web Site may be found at <http://www.shipmasters.org>, which provides detail of their objectives and services they intend to provide for members.

The Public Officer, David Livingstone, said that – "Three factors profoundly affect the attitudes and conduct of masters of small vessels in this region.

The first is the inherent nature of the seafarer, in common with his fellows around the world and since time immemorial. He (or she - our initial working group includes two female members) is a solitary, self-reliant individual who is perfectly happy alone on the bridge at night, and tends not to turn to others to deal with his working problems.

The second is the limited opportunities of contact with other mariners in other ports. This region's small population and large geographical area tends to isolate many from the fellowship essential to the expression of professionalism.

The third is the compound effect of egali-

tarianism (and its attendant suspicion of elitism amongst those who have evolved into command), a lack of maritime tradition such as enjoyed by Northern-hemisphere maritime trading nations, limited (and declining) career opportunities. Despite our excellent educational facilities, the scope doesn't exist in the smaller-vessel sector.

We believe that a good professional self-image is a key element of proper professional conduct. Supplying subsidised Guild uniforms (provided by the major naval outfitter) emphasises the necessity of commensurate conduct, and heightens public awareness of the Code of Ethics and the legal obligations and authority of the master.”

We also welcome the Shipmasters of **Anglo Eastern Ship Management Ltd.**, (AESM) of Hong Kong. In August 1998 Anglo Eastern Ship Management became an independent third party ship manager following a Management Buy-Out by the companys' senior managers. In September 1998 the fleet stood at 59 ships of various types. Their Vision/Mission statement is “To provide ship management to third parties in a professional manner, under a strict Safety & Quality control system, investing in and respecting people and the environment in the most efficient way possible.” The contact person is Captain Pradeep Chawla, General Manager, Quality Assurance & Training. He is well known to us, being a much sought after speaker at international shipping conferences.

Hong Kong is an obvious choice for an IFSMA Association Member and we are very pleased to welcome this group of Shipmasters into the Federation. Further details of Anglo Eastern Ship Management Ltd., may be found on their Web Site located at <http://www.aesm.com.hk>.

Ship Scrapping - Toxic Wastes

General Background

At the end of their operating lives ocean-going ships are scrapped, primarily for their recyclable steel content. Ship scrapping is a dirty and dangerous business. The cutting and removal of the steel structure itself is extremely hazardous, posing serious risks for the workers involved in these operations. In addition, most of the vessels slated for demolition contain hazardous substances, including asbestos, lead-based paints, other heavy metals such as cadmium and arsenic, biocides, and polychlorinated biphenyls (PCBs).

While ships have historically been demolished in shipyards all across the industrialised world, today, due to the high costs of reducing risk from accidents and toxic contamination in most highly industrialised countries, that industry has migrated abroad. Now most of the world's ships are exported to less industrialised countries where labour is significantly cheaper and environmental and occupational rules, where they exist, are less rigorously applied.

A large percentage of ocean going ships, irrespective of the flag they fly, are owned or operated by companies in highly industrialised countries and are currently scrapped in India, Pakistan, Bangladesh, Philippines and China. To-date, Greenpeace and the Basel Action Network (BAN) have both sent teams to investigate the world's largest ship scrapping site located at Alang in Gujarat as well as a smaller one at Bombay (Mumbai), in India.

They have also investigated scrapping yards in Panyu, in Guangdong, China. Here, as in other Asian ship scrapping locations, ships are simply driven onto the beach at high tide or docked near the scrap

yards. Then, without dry-docks, the massive vessels are cut up by the use of thousands of people, using little more than hand-held cutting-torches, hammers, saws and chisels.

Half of the world's ocean going fleet ends up in Alang - approximately one vessel arriving per day. Most of the rest go to similar ship scrapping sites in India, Pakistan, Bangladesh, China and the Philippines. Around 700 ships are scrapped each year. Depending on their size, and the current price of steel, the ships are sold for up to several millions of dollars each. The 40,000 workers in Alang mostly migrants from the poorest segments of Indian society, earn around \$2 worth of rupees per day.

Protected only by their scarves and light shoes, the workers' conditions in Alang are very poor. Only a few wear hard hats, rubber boots and gloves. Explosions from the cutting torches in contact with residual fuels and lubricants are common, as well as accidents from falling steel beams and plates. Not only is the job one of the most hazardous in the world, but life nearby is plagued by a lack of sanitary facilities, and it is one of frequent often fatal disease.

The Greenpeace and BAN teams witnessed extremely harmful carcinogenic blue asbestos being stripped and collected by workers with bare hands, without gloves or special breathing apparatus of any kind. The asbestos is collected by hand and sold at the local market.

Men were also torch-cutting ship steel that was covered with centimetre-thick paints containing lead, cadmium, arsenic and tributyltin (TBT). These workers likewise had no protection from the toxic fumes. While asbestos, lead, cadmium, arsenic, and dioxins contaminate the ground, living area and agricultural areas adjacent to the scrapping beach, a considerable portion of the toxic substances end up in

the sea, in the sensitive intertidal zone.

Nobody has kept records of the toxic exposures and deaths in Alang, but Pulitzer prize-winning journalists from the Baltimore Sun claimed that there is about one funeral per day in Alang. Official figures have indicated that one particular incident, a fire onboard a vessel that was being scrapped in April 1997, claimed 16 lives.

Submitted separately to MEPC 43 as INF8 is the Greenpeace Report, entitled "***Ships for Scrap: Steel and Toxic Wastes for Asia. The health and environmental hazards in recipient states. A fact-finding mission to the Indian ship scrapping yards in Alang and Bombay.***" This Information Paper provides a more detailed discussion of their investigation, the highlights of which have been summarised briefly above.

Did You Know?

Environmental Hazardous Wastes Generated During the Demolition of a VLCC.

Cathodic Protection

More than 110 000 kg of anodes was fitted to the vessels originally. Both Al and Zn anodes were used. Approximately 65 000 kg (totally) is assumed to remain when the vessel arrives for scrapping. The anodes contain In, Cd and Pb in smaller amounts.

Batteries

Approximately 200 kg of batteries are identified. These contain Pb, Cd, Ni and sulphuric acid. The number is assumed low and is probably only representing the amount required and not additional backup batteries. It is assumed that the real figure is closer to double.

Coatings and Paints

Originally more than 65 000 litres of paints was used. A large volume of this has been worn off due to operations and maintenance. However, new paints have been added over the years. The amount remaining is therefore likely to exceed the original volume. The amount of paint residues on board is assumed to be limited. These products are likely to be taken care of and used locally. Paint and coatings can contain chemical compounds such as Cl, Zn, Cu, PCB and Pb. In addition one should expect to find considerable quantities of TBT in the antifouling paint.

Fire-fighting

Volumes of powder, CO₂ and foam have been identified. Mobile fire-fighting devices are most likely re-used. Fixed systems will be scrapped causing the spread of the identified substances. These are not assumed to have local environment effects.

Refrigerants

Substances servicing the cooling plants contains chlorodifluoromethane (R22) and dichlorodifluoromethane (F12), A total volume of approximately 1000 litres is expected.

Thermal Insulation

Asbestos was commonly used as a thermal insulator at the time the ship was built and approximately 7000 kg has been identified. This is assumed to be a conservative estimate. The figure is checked with other smaller vessels and it seems to be representative for vessels of 100 000 DWT and over.

Steel Structure

Approximately 15% of the vessels DWT is steel. Paint and coatings cover most of the steel, and the recovery (recalculation) will

cause gaseous discharges following the cutting processes. Released components might include dioxins and others.

Electrical Insulation

A total of 50 000 m. of cabling is likely to be in the vessel. Cables are most likely burnt locally on the beach. Substances include Cu and PVC, combustion causes the discharge of dioxins and chlorinated furans. Electrical components in light fittings include PCB and Hg.

Oil Residues

Remaining oil has been categorised as "clean", or as waste. The products in the first group is assumed to carry a market value and hence to be recoverable. The latter group represents contaminated oil-products or unrecoverable products. The main group is represented by residues from cargo tanks. This might contain in the region of 1500-2000 m³ of a mixture of oil, rust and sand/sediments.

Preparations Prior to Scrapping

The vessel is normally required to sail to its scrapping destination. This requires that all systems in general must be in operational order. This eliminates the possibility to remove substances in systems prior to demolition. Stores such as oil, chemicals and paint products can be removed. Further, tanks can be emptied, cleaned and ventilated prior to demolition.

Ship Recycling on the Agenda for MEPC 44

"Ship Recycling" has been included in the Agenda (Item 16) of MEPC 44 to be held at IMO 6-15 March 2000. The Greenpeace Report is Published by:

Greenpeace e.V.
Grobe Elbstrasse 39

22767 Hamburg, Germany.

and some additional extracts therefrom are reproduced hereunder:

“At least 95% of the mass of an ocean going ship consists of high quality steel”.

“The remaining 5% (which for a cargo ship weighing 10,000 t, still means a considerable 500 t) is made up of non-ferrous metal components, paints and coatings, insulation and sealing materials, electric cabling, cabin walls, decorative tiling, floor coverings and so forth. These materials are firmly installed on the ship or even inseparably bonded to the valuable iron, and need to be stripped, disposed of or at least taken into consideration in the process of breaking the ship.”

“Ship fuel remnants, bilge oils, spent machine, gear and lubricating oils, insulation and heat transfer fluids are also on board in considerable quantities and need to be removed from the wreck.”

The lists of dangerous substances present in old ships mentioned in the Greenpeace report include asbestos, lead oxide, zinc chromate, from anti-fouling paints mercury, arsenic, and TBT; cadmium in paints, PCBs (polychlorinated biphenyls) used as additives in hydraulic oils, lubricants, softeners for plastic, rubber, lacquers and adhesives. Etc.

“What first strikes a visitor to the ship-breaking yards in Alang and Bombay is the open, careless handling of asbestos without any kind of safeguards. The eye trained in asbestos detection sees the material everywhere: on the ships, next to the ships, on the beach, in big bowls on the heads of the women and on uncontrolled dumps on the land behind.”

“The approximately 100 ship breakers in Alang employ about 40,000 workers who live in accommodation directly next to

their workplace on the 184 plots into which the beach is organised. The makeshift accommodation along the beach is only separated by the main road running along the beach”

“Due to the constant inflow of material from the many ships that are broken daily, asbestos dust is omnipresent both at the workplace and where the labourers sleep. The heavy traffic on the road whirled up the dust, which then settles on the tables and chairs on the roadside where the Indian labourers spend their leisure time.”

The above is only short extracts from the Greenpeace report, but it shows that the labourers are exposed to considerable hazards from the ship scrapping industry.

The International Maritime prize for 1998

The International Lifeboat Federation (ILF) was, on 29 September 1999, presented with the International Maritime Prize for 1998 by Mr. William O’Neil, Secretary-General of the International Maritime Organization.

The International Maritime Prize is awarded annually by the Organization to the individual or organization judged to have made the most significant contribution to the work and objectives of IMO.

The prize was received on behalf of the ILF by Mr. Andrew Freemantle, MBE, Director, Royal National Lifeboat Institution.

Mr. O’Neil said: “Each year, thousands of people around the world owe their lives to the International Lifeboat Federation, due to the efforts of its member organizations, be they voluntary or State-administered. The International Maritime Prize is recognition of the ILF’s work in contributing to safety at sea, one of the main objectives

of the International Maritime Organization.

The prize also honours the ILF's contribution to the work of IMO. The ILF was granted consultative status with IMO in 1985, which means it provides technical expertise relating to subject matters close to its work - one example being its input on the technical specifications of lifeboats and life-saving appliances in relation to IMO's International Convention for the Safety of Life at Sea (SOLAS 1974).

"The ILF has also played a prominent role over the years in helping to develop IMO's global Search and Rescue Plan, following the adoption of the 1979 SAR Convention. Although areas of the world are now covered by at least provisional SAR plans, much remains to be done in ensuring that the plans are properly implemented. The work of the ILF, therefore, is far from finished and IMO looks forward to continued close co-operation in the years ahead."

The International Lifeboat Federation

The International Lifeboat Federation has 57 members in 44 countries and was granted consultative status with IMO in 1985. The Royal National Lifeboat Institution (RNLI) in the United Kingdom provides a permanent secretariat for the Federation and represents the ILF at IMO meetings. The ILF was nominated for the award by the United Kingdom, Germany and Canada.

In 1824 the RNLI was the first national lifeboat service to be established. Two lifeboat organizations were established in the Netherlands in the same year and others were established in other European countries shortly afterwards. Voluntary organizations have been set up in numerous countries since then.

The ILF was formed in 1924 and celebrates its 75th anniversary this year, while the RNLI is celebrating its 175th

anniversary. Many members of the ILF are voluntary organizations which rely for their funds on donations from the public. Others are state administered.

However they are organized and funded, the members of the ILF have saved thousands of lives. The German Sea Rescue Service, which has been in existence for 130 years, has rescued 62,000 lives in that time while in the United Kingdom and Ireland it is estimated that the RNLI saves 1,300 lives every year.

The New Millennium - What's Ahead for Shipping?

By Captain Augusto Meriggioli, President, Associazione Professionale Capitani Marittimi, Genova.

"... *The dominant force in the future of shipping will be technology*" is the peremptory and assertive concept brought forward by Mr. William O'Neil, IMO's Secretary-General, in his message to the Maritime World for the new Millennium. The actual trend towards bigger and faster ships will indeed require the expanded application of advanced technical solutions, but assuming commercial reward as the mighty force supporting such a tendency, insufficiency of safety is the consequent drawback we fear.

Just imagine the evacuation of 2000 passengers and 700 crewmembers from a modern cruise ship in force 6/7 seas in a location far from land. What scenario can we envision when cruise ships will carry 5000 persons? Real-life examples from a recent incident in Indonesian waters dramatically proved that rescue is not an amateurish operation and the Estonia sinking was the shocking evidence that there are cases where hi-tech is futile and meaningless. Seafarers and tools have to be up to the required level of professional competence. Generally, it takes an inci-

dent with high media coverage of a large number of casualties or devastating damage to the environment, to have IMO and the Maritime Authorities intervene and update rules intended to avoid repetition of a similar accident.

Such a delayed response sometimes works. It did not work with the tanker Exxon Valdez which hit a rock because of the very same error in navigation procedures as the Torrey Canyon 23 years before. It didn't work when the RoRo ferry Herald of Free Enterprise capsized in 1987 because of construction deficiencies already noted in 1982 on board the RoRo ferry European Gateway. It didn't work with the inexcusable fine weather collision between the passenger ship Norwegian Dream and the container ship Evergreen Decent in 1999, after so much experience gained by previous similar "hard" encounters going back to the 1956 Andrea Doria and Stockholm case. It did not work with the Scandinavian Star and Moby Prince fires. It didn't work with the *high tensile steel* responsible for the no-warning disappearance of so many aged bulkers, as authoritatively recognised by Mr. William O'Neil, IMO Secretary General.

The Millennium will see the capacity of passenger vessels and high-speed craft increase to large numbers and to greater tonnage. Hi-tech will surely be the most evident feature of such ships. Anxiety comes from the knowledge that equipment presently in use does not have a reliable method for the safe detection of obstacles, in particular of those semi-submerged. A collision at 35 knots, the current average speed, is a nightmare, but at 60 or 80 knots, as some of these boats are intended to run in the very near future, it will undoubtedly be a major disaster.

How much will hi-tech and its predominance assist a prudent seafarer? Are we sure to have completely overcome the man/machine friction? Does fatigue lessen its influence on accidents? Is red tape the sole outcome of ISM Code? How many

States will be able to comply with STCW 78/95?

Those and others are the significant and critical questions to be answered entering the new Millennium. Miniature crews, the only solution so far offered, is not an acceptable response.

Master of Erika Arrested

IFSMA was informed by Captain Jacques LOISEAU, President of AFCAN, one of the two IFSMA Affiliate Associations in France, that the Master, Captain Karun Sunder Mathur, of the Tanker Erika, which sank off the French Coast on Sunday 12th December, had been placed in jail in Paris.

We have now heard from the President of AFCAN that Captain Mathur has been released from jail and is now in a Hotel in Paris, however, the investigation into the circumstances of the sinking continues.

The Shipmaster community was outraged at this apparent criminalisation of the Shipmaster as evidenced by the jailing of Captain Mathur for in effect, carrying out his duty and saving all the lives of the crew on board his ship without injury. IFSMA immediately took up this case and made protests to the Secretary General of IMO, Mr. William O'Neil, and the French Permanent Representative to IMO based in London. IFSMA also petitioned the Juge d'Instruction conducting the investigation in Paris.

IFSMA was in the process of distributing a PETITION to the IFSMA Membership when Captain Mathur was finally released from jail. In consequence of this development we are delighted to be able to report that there is no need for the Petition to be completed and sent. The Investigation into the sinking continues & IFSMA thanks those who gave their support.

During this incident IFSMA was also very active in the Maritime Press and we reproduce below a relevant article which was published in Lloyd's List on Monday 20th December 1999, written by their Special Correspondent.

Prosecute Survivors: It's a Mark of Civilisation

Quarter Points

Two hundred years ago, if one was sufficiently unfortunate to be shipwrecked on the rocky coasts of European countries, and washed ashore in a half-drowned condition, the chances were that the natives would polish you off on the spot.

If you were the master and perhaps better clad than the other crew members; with a timepiece in a pocket and the possibility of gold about one's person, one's likelihood of survival and a kindly reception were correspondingly diminished.

As we hear of the fate of the wretched master of the lost product tanker Erika, whisked away to Paris and flung into prison, we might reflect that respect for survivors from the sea has improved, but only marginally. The French authorities could, after all, have asked the master of the ship if he wouldn't mind obliging them and staying in the country, while the investigations into the loss of his ship were being completed. They might even have asked him, politely, if he would not mind leaving his travel documents with them, just to provide themselves with the necessary insurance.

But no, they have gone the whole hog and, like a common criminal, this survivor of shipwreck has been arrested and awaits his fate in prison.

We hope that the Indian authorities raise Cain about his detention, but they prob-

ably won't, as it now seems to be an accepted and acceptable practice to detain shipmasters. And when there is oil in the water the public, of course, expects nothing else. His crimes, we hear, are several.

For a start he was in command of this ship, which broke up in heavy weather and has caused substantial pollution with very nasty heavy oil that is likely to find its way ashore in quantities.

He is the man who carries the can, and in the absence of the owner, who is presumably still out of the country, will certainly be detained.

It will be enlightening to discover whether the person who chartered this ship will be in an adjoining cell, or whether extradition proceedings are under way to arrest the relevant person in the Maltese administration, or the responsible official from the Italian classification society who signed the Enhanced Special Survey certificate for this elderly vessel. It will probably be considered pointless, as long as Captain Mathur is in the can.

In some countries he would be considered a hostage. In even more primitive societies a suitable candidate for a sacrifice.

And while the French like to deal with survivors in this severe fashion, they are only one of many countries (the UK is one) which have a penchant for using criminal charges against shipmasters with considerable alacrity.

The master is also thought to be in the French firing line as he was trying to get his wounded ship into a port of refuge when she broke up, rather than heading out to sea as the French coastguard had instructed him.

Here too, the exact chronology of the events has yet to be made public, but nobody can be in any doubt that his prime

responsibility was to the lives of the 27 crew of his ship, and external influences can have only limited influence in his decision-making in this regard.

In the event, he got them all off using the ship's equipment, which was a creditable performance when the weather was considered. To charge him now with putting life in danger would seem to be, in the circumstances, a sick joke.

The International Federation of Shipmasters' Associations has protested, with commendable speed, although with diplomatic restraint.

"The action the master of the Erika took," it points out, "would seem to indicate he acted in a timely and responsible manner, with an acute awareness of the deteriorating situation in respect of hull structure, and it must be largely to his credit that the entire crew were rescued without injury in difficult weather and sea conditions.

"IFSMA much deplores this apparent further attempt to criminalise a serving shipmaster for having exercised his professional judgement in circumstances he was powerless to prevent. There would seem little justification for the incarceration of this shipmaster in a Paris jail and surely placing him under judicial supervision would suffice."

IFSMA needs to make its voice heard rather louder on this issue, for the behaviour of law enforcement agencies around the world in their treatment of shipmasters is often uncalled for and reprehensible. There will be masters who do such stupid things that they perhaps ought to end up in jail, but so often it is the master who finds himself incarcerated automatically as an immediate reaction, after something occurs aboard his ship that he could have had no control over.

A mistake is made, a valve is turned, some stupid seafarer dumps plastic waste into the sea, or there is an error of judgment on the bridge by the officer of the watch. Should criminal law be invoked in such cases against the master?

This is an era of blame, and accidents where the environment is harmed are regarded on a par with violent criminality of the most base kind. But at the end of the day, should we not ask ourselves whether we want sensible professionals to seek to serve as shipmasters?

The terminally stupid, the insensitive, or those of a masochistic bent might be considered more suitable for this thankless job of shipmastering. We are running short of ships' officers in the world, and it is scarcely surprising

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Heard in Court

- Q What is your date of birth
 A July fifteenth.
 Q What year?
 A Every year.
- Q What gear were you in at the moment of the impact?
 A Gucci sweats and Reeboks.
- Q This myasthenia gravis, does it affect your memory at all?
 A Yes.
 Q And in what way does it affect your memory?
 A I forget.
 Q You forget. Can you give us an example of something that you've forgotten?
- Q And where was the location of the accident?
 A Approximately milepost 499.
 Q And where is milepost 499?

A Probably between milepost 498 and 500.

Q Sir, what is your IQ?

A Well, I can see pretty well, I think.

Q Now doctor, isn't it true that when a person dies in his sleep, he doesn't know about it until the next morning?

Q The youngest son, the twenty-year old, how old is he?

Q You were there until the time you left, is that true?

Q How many times have you committed suicide?

Q Were you present when your picture was taken?

Q You say the stairs went down to the basement?

A Yes.

Q And these stairs, did they also go up?

Q Is your appearance here this morning pursuant to a deposition notice which I sent to your attorney?

A No, this is how I dress when I go to work.

Q Doctor, how many autopsies have you performed on dead people?

A All my autopsies are performed on dead people.

Q Was it you or your younger brother who was killed in the war?

Q How far apart were the vehicles at the time of the collision?

Q Do you recall the time that you examined the body?

A The autopsy started around 8:30 pm.

Q Doctor, before you performed the autopsy, did you check for a pulse?

A No.

Q Did you check for blood pressure?

A No.

Q Did you check for breathing?

A No.

Q So, then it is possible that the patient was alive when you began your autopsy?

A No.

Q How can you be so sure, Doctor?

A Because his brain was sitting on my desk in a jar.

Q But could the patient have still been alive nevertheless?

A It is possible that he could have been alive and practising law somewhere.

Q What was the first thing your husband said to you when woke that morning?

A He said, "Where am I, Cathy?"

Q And why did that upset you?

A My name is Susan.

Piracy - MV Alondra Rainbow

On 22nd October 1999 the Panamanian MV ALONDRA RAINBOW departed Kuala Tanjung, Sumatra, Indonesia, bound for Miike in Japan laden with 7,000 tonnes of aluminium ingots originating from the Asahan Aluminium Plant. The vessel had not made contact after 22 October 1999 and it was feared that she may have been hijacked. The fate of the 17 crew was unknown.

The Owners of the 7,000 tonnes of the stolen aluminium cargo believe that attempts were likely to be made to transship and then sell the cargo. The 7,000 tonnes of aluminium cargo consisted of 6,972 bundles (with blue, green and/or yellow straps) of 44 ingots each weighing 50 lbs with dimensions of 20 cm x 81 cm x 9.5 cm. Each ingot bears the mark of INAL denoting their manufacture as Indonesian Asahan Aluminium.

A reward was offered to any trader, shipbroker, or shipowner who was con-

tacted about the sale, transshipment or carriage of a consignment or consignments of aluminium of Indonesian or suspicious origin. They were requested to immediately contact the International Maritime Bureau through whom a reward of up to US\$100,000 was being offered for information leading to the location and recovery of the cargo. A similar reward was also being offered for the return of the ALONDRA RAINBOW. ***A copy of the Reward Notice was posted on the IFSMA Web Site.***

The Kuala Lumpur centre of the International Maritime Bureau sent out a piracy alert to ships at sea and they were able to track the hijacked vessel as ship after ship reported back that they had spotted the suspect vessel 96 km SW of Kanyakumari, the southern most tip of India, moving in a NW direction. The information was passed on to the Indian Coastguard who deployed two patrol vessels and an aircraft to intercept the vessel. The pirates then increased speed to 14.5 knots, which proved too much for the slower coastguard vessels. The Indian navy was then called in and the missile corvette INS Prahaar, on a routine exercise in the Arabian sea was alerted on Monday morning 15th November.

INS Prahaar began trailing the Alondra Rainbow, warning it to stop. When it ignored the warnings, INS Prahaar opened fire the vessel readily capitulated, offering no resistance to a boarding party of the Coastguard. The vessel was finally boarded and stopped off the coast of Goa and the 15 men on board arrested, but not before they had opened the hatches to flood the ship and started a fire to burn documents. The fire was brought under control and the water pumped out by the coast guard boarding party.

Some 4.087 tonnes of aluminium ingots, part of the Alondra Rainbow's original cargo, was also recovered. The hijacked

vessel had been renamed Mega Rama and reflagged under Belize registration when it was caught.

The former crew had told the International Maritime Bureau that ten men armed with pistols and swords had hijacked the vessel shortly after it left Kuala Tanjung in north Sumatra.

This incident shows that, with good cooperation between the shipping industry and law enforcement agencies, piracy can be overcome and those responsible caught.

Abandonment, Personal Injury and Death of Seafarers

The following is taken from a joint IMO/ILO Ad Hoc Expert Working Group on Liability and Compensation regarding Claims for Death, Personal Injury and Abandonment of Seafarers.

The problems of abandonment, personal injury and death of seafarers need urgent remedial action, according to a Joint international Maritime Organization (IMO)/International Labour Organization (ILO) Ad Hoc Expert Working group on Liability and Compensation regarding Claims for Death, Personal Injury and Abandonment of Seafarers which met at IMO headquarters from 11 to 15 October.

The Working group noted that although there was a considerable number of international instruments which dealt with certain aspects of the problems relating to abandonment, death and personal injury of seafarers, none adequately addressed the problem comprehensively.

The Working Group, which was established following submissions to the IMO Legal Committee during 1998 and 1999, agreed that a joint IMO/ILO approach was the best way to examine the problems and make recommendations to the parent bodies.

A number of ILO instruments contain clauses relating to conditions of work on board ships and the rights and duties of shipping employers and employees, while IMO is the United Nations agency concerned with safety of shipping and protection of the marine environment and is concerned with ensuring ships comply with international standards, including financial security.

The Working Group noted that compliance with international standards was essential and that nothing should be done that would encourage substandard shipping.

The Working Group agreed that:

- Flag States should establish real and effective mechanisms to meet their obligations and to ensure that ship-owners repatriate their crew members/seafarers and address all aspects of the problem. The main issues arising from problems of abandonment of ships' crew include: repatriation; support for crew members while stranded; immigration status; and the question of the payment of outstanding remuneration.
- The ILO should: promote ratification of Repatriation of Seafarers Convention (Revised), 1987 (No.166); evaluate the extent of non-compliance with existing relevant ILO instruments; and assess the inherent weakness of these Conventions with regard to crew claims.
- The Working Group should meet again to discuss the main issues. In particular, the group should assess information on existing mechanisms to address the problems of abandoned crew members/seafarers and consider possible arrangements for financial security, such as the establishment of an international fund or national measures of comparable effectiveness.

- The issues of abandonment, personal injury and death were real and serious matters, with a human and social dimension, and that it was urgent to find solutions to address them.

The Working Group is expected to meet again during 2000, following discussions at IMO and ILO. It is expected to review existing instruments relating to abandonment, death and personal injury of seafarers and to consider possible longer term arrangements, such as the establishment of an international fund or national measures.

The Working Group agreed it would need further information, to be submitted by IMO/ILO Members States and other organisations, relating to the following:

- The reasons for the low rates of ratification of relevant existing international instruments.
- Existing national schemes and systems dealing with problems of abandonment of crew members/seafarers.
- Lessons learned from various civil liability regimes and their impact on certification schemes.
- Existing national schemes and systems for dealing with financial security for personal injury and death.

Based on this information, the Working Group is expected to be able to examine and evaluate possible new approaches for dealing with the issues of abandonment, personal injury and death of seafarers. The group would examine a number of possible solutions to the problems as follows:

Relating to abandonment:

- National funds
- An international fund
- Compulsory insurance

- Systems based on Bank Guarantees or similar mechanisms
- Other, such as the establishment of Foal Points (national representatives) and preparation of guidelines.

Relating to personal injury and death:

- Compulsory insurance
- Personal accident insurance
- National funds
- An international fund
- Other.

Safety First with Flag States

by Douglas Bell - Deputy Director - Bahamas Maritime Authority

Reproduced with permission from the October 1999 edition of the newsletter of the Bahamas Maritime Authority.

There are many myths around about Port State Control. They are based around the theory that there is a world decline in safety standards and that the new invention was needed as flag states were not dealing with sub-standard shipping.

The facts are very different. The right to carry out Port State Control inspections has been embodied in every SOLAS Convention since 1929 but in recent times they have developed a political dimension. They are being used as a tool for "traditional" flags to demonstrate that certain flag states are not performing their tasks as well as they should.

In fact, any unbiased review of statistics will demonstrate that safety has improved and pollution incidents have greatly reduced in recent years.

Safety Indicators

The IMO Secretary General has reported that gross tonnage of the world's fleet increased by 30% in the 10 years to 1997.

However, in the same period there were significant improvements to accident rates - by both tonnage and numbers of ships lost.

He also quoted two other safety indicators. The first was that the Salvage Industry had reported the volume of its business had halved since 1990, the other that a recent report of Intercargo on bulk carrier casualties between 1990 and 1997 showed a very clear trend towards a substantial reduction in losses of vessels from all causes.

Another major factor in the past 20 years has been the massive change in ship registry patterns. In that period, the percentage of the world's fleet registered with the newer registers has increased from some 25% to some 50%.

Better Job

Had the safety record indicators been getting worse, this change would have been held to be a major contributory factor. It is, therefore, not unreasonable to say that the newer registers have on the whole done a better job than the traditional registers in the past.

This may surprise many people because we have been used to hearing about the need to crack down on substandard flags. What we can now see is that, on the whole, the newer flag states are actually doing a better job than their predecessors.

The constant complaints about flag state performance from the traditional flag states can only be inspired by economics and politics.

Why then don't PSC statistics confirm that? The reality is that PSC has a large subjective element in it. An inspector can treat a deficiency as requiring detention or simply something to be put right before departure, depending on his profes-

sional judgement and his country's policy towards Port State Control or the flag of the ship concerned.

Home Ports

Probably the greatest factor causing distortions in the PSC data is the proportion of a country's fleet which calls at its home ports during the course of a year. If a ship trades in its own ports, any deficiencies found, or detentions occurring, during home port inspections do not show up in Port State Control figures - they are Flag State Control. This builds in a large bias in favour of the so-called 'traditional' fleets, which have large proportions of their fleets, engaged in short sea trading and on liner trades to their own ports.

Industry enhanced

I propose that the high safety standards being achieved are given proper recognition, that Port State Control becomes a means of co-operation between Port State and Flag State on the basis of equality, not a way to prove some supposed superiority.

If that improved atmosphere could be achieved, then the scale of PSC could be adjusted to the real needs of the world's fleet and common sense could prevail. In such an atmosphere, the whole shipping industry would be enhanced, and co-operation between Flag State and Port State would be for the long term benefit of all those with an interest in the shipping industry.

Panama Canal Handover

Control of the Panama Canal will transfer from USA to Panama on 31 December 1999 when the final phase of the 1979 Panama Canal Treaties is implemented.

Some commentators have voice concern over the future security of the Panama

Canal. The Howard Airforce Base reverted to Panamanian control on 10 November 1999 when the last US Airmen left, Howard's closure marked the end of a US air presence that began in 1917, when pioneer Army fliers unpacked two biplanes at Balboa docks, at the Pacific coast entrance to the Panama Canal. December 14 marked the final withdrawal of all US armed forces from Panama after a 96 year presence.

The question many Americans are asking themselves is - can the Panama Canal continue to be properly maintained and kept open to shipping? There are fears but are they valid?

The Clinton administration is reported to have provided \$160 million cash at the hand over, supposedly for the maintenance of the Canal, this has led some alarmed political leaders in both countries to predict a wild spending spree.

About 150 miles southeast of Panama City is the country of Columbia, with a guerilla force the Revolutionary Armed Forces of Columbia, or FARC, which regularly stages forays into Panamanian territory. Yet Panama has no armed forces. The Canal will be protected by security forces.

Deforestation of the surrounding countryside would result in the eventual silting up of the Canal and lakes. The various Locks and the Gatun Dam are obvious terrorist targets which, if put out of action, could disable the Canal for some considerable time. Equally easily, a ship could be attacked and sunk in the locks.

Americans are also anxious about the inroads a very well established Hong Kong company is making in local business, Hutchison Whampoa now has a long term contract to operate the container ports at both ends of the Canal, Hong Kong is now under Chinese control, therefore China

can control the Canal - is this logical thinking or scare mongering? Only time will tell.

Procedural Failure leads to Near Disaster

Narrative

This 1,871 gt twin screw passenger ro-ro vessel *Claymore* is fitted with two marine diesels, each driving through a gearbox to a controllable pitch propeller. She was securely moored at number two Linkspan in Heysham harbour and loading traffic over the stern ramp.

At about 0330 during a break in the loading, the master and chief officer went down to the shore end of the linkspan leaving the second officer on the bridge. The chief engineer was working in the bow thrust space while the second engineer was preparing the main engines for departure. The master and chief officer suddenly noticed that the ship was beginning to move forward. They shouted to the bosun to lift the ramp clear of the linkspan. They were just in time; the mooring lines began to part. This was at about 0340. Realising that the main engines had been started with the pitch set at full ahead, the chief officer contacted the second officer on the bridge who reacted immediately by moving the pitch control lever to neutral taking propulsive power off the propellers.

The vessel had by now cleared the berth and was drifting slowly down the dock. Fortunately the weather was fine with only a light breeze. As the master and chief officer re boarded the vessel via the pilot boat, the second officer started the steering gear and dropped the anchor at about 0350. Once on board, the master and chief engineer tested the pitch controls, raised the anchor, and manoeuvred the vessel back into her berth. A subsequent examination found no damage to either vessel or linkspan.

The direct cause of the incident was start-

ing the main engines with the controllable pitch propellers set in the ahead position. The company has a standard procedure for starting main engines which includes carrying out a full functional test of the pitch control mechanism. This is designed to identify any fault in the system before the main engines are started.

All interlocks on the control system were tested on this occasion and found to function correctly. The only way to start the main engines with the pitch at full ahead was for there to be no control air on the system. The second engineer states that control air was available but that immediately prior to starting the main engines, he had blown through the control air lines to drain off any moisture. This action may have temporarily lowered the pressure and volume of control air to pitch control allowing it to move to the full ahead position under the emergency "control air failure" fail safe condition.

The Lessons

- Procedures laid down in a *Ship's Operational Manual* are designed to ensure a safe method of operation and should be followed to the letter. Failure to do so can, as this case shows, lead to an emergency and possible injury and damage.
- Before attempting to start the main engines, the bridge should be told and asked to confirm that all is clear aft. This action not only alerts the bridge as to what is happening in the engine room but it also allows them to monitor the controls on the bridge.
- If, as in this case, there is a possibility that draining the air line immediately before starting the main engines can cause a temporary loss of pressure in the control air supply resulting in movement of the pitch control, it is essential that the dangers are brought to the attention of all engineering staff.

(MAIB Safety Digest 2/99)

IMO Programme for 2000

The following information is taken from IMO Document PROG/108 dated 25 November 99. 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.

10-14 Jan.	STW 31 st session
24-28 Jan.	FSI 8 th session
07-11 Feb.	DSC 5 th session
21-25 Feb.	FP 44 th session
06-15 Mar.	MEPC 44 th session and Diplomatic Conference on International Co-operation on Preparedness and Response to Pollution Incidents by Hazardous and Noxious Substances.
27-31 Mar.	LEG 81 st session
03-07 Apr.	IOPC Funds
10-14 Apr.	DE 43 rd session
17-26 May	MSC 72 nd session
12-16 Jun.	COUNCIL 84 th session
14-15 Jun.	TCC 48 th session
26-30 Jun.	BLG 5 th session
10-14 Jul.	NAV 46 th session
11-15 Sep.	SLF 43 rd session
18-22 Sep.	Twenty-Second Consultative Meeting of Contracting Parties to the London Convention 1972

02-06 Oct.	MEPC 45 th session
16-20 Oct.	LEG 82 nd session
23-27 Oct.	IOPC Funds
30 Oct-3 Nov.	FAL 28 th session
13-17 Nov.	COUNCIL 85 th session
15-16 Nov.	TCC 49 th session
27 Nov-6 Dec	MSC 73 rd session
11-15 Dec.	COMSAR 5 th session

Intersessional Meetings as Approved by the Council

14-18 Feb.	DSC Sub-Committee Editorial and Technical Group
14-18 Feb.	Working Group on Comprehensive review of SOLAS Chapter II-2
10-11 Apr.	Working Group on Review of Stability and Load Line Aspects of the HSC Code
April	Joint ICAO/IMO Working Group on Harmonisation of Aeronautical and Maritime SAR Procedures (Norway)
6-10 Nov.	Working Group on Evaluation of Safety and Pollution Hazards of Chemicals (ESPH)

Intersessional Meeting Convened within the Framework of the London Convention 1972

15-19 May	London Convention 1972 Scientific Group (Australia)
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World Maritime Day 1999

The changes that lie ahead of shipping in the new millennium are enormous, said Mr. William A. O'Neil, Secretary-General of the International Maritime Organization in the annual World Maritime Day message. The event is celebrated every year by IMO, the United Nations agency concerned with shipping safety and the prevention of marine pollution from ships. The theme of this year's day is **IMO and the New Millennium**.

Mr. O'Neil said: "While we cannot predict precisely what those changes will be, we can make a few educated guesses about what will happen to our own industry, shipping.

"As the world's population continues to

grow, so the need for food and goods will increase. As a result, trade across the oceans will rise - and so will the demand for ships to carry it. As the developing countries reach maturity they will need more food, more raw materials for their expanding industries, more fuel to satisfy their increasing energy needs and, on the other hand, they will also have more goods to export. This means that shipping will play an even more important role, because ships will remain the best, most economical and most environmentally friendly means of transport available."

Mr. O'Neil said that the accelerating changes in technology will affect ships themselves. "One major change will be in the speed of the vessels," he said. "Today most merchant ships operate at 20 knots or less, not much faster than they did fifty years ago. But already innovations in design have provided passenger ships that can travel at 50 knots and within a few years we can anticipate that even this speed will be substantially exceeded. Later, cargo ships will follow the same path.

"We can expect to see major changes in ship's propulsion. A hundred years ago, sailing ships were still common and most powered ships used coal. Today nearly all ships are fuelled by petroleum products. But as the new Millennium wears on, they will become increasingly scarce. What will the ships of tomorrow turn to as a fuel source? Nuclear or solar energy perhaps? Will sail make a return? Or will something completely undreamed of now be developed?"

Although Mr. O'Neil forecast that ships will become faster, he doubted if they will also become bigger. This will only happen if the economics and logistics of larger vessels are positive, he said. He continued; "If we look into the evolution of tankers and some of the grandiose plans of the past, I suspect that it will be many years

before even larger vessels are built."

On the other hand, ships will certainly become more complex, Mr. O'Neil predicted. He said: "They will be fitted with more powerful computers and the links to shore by satellite communication systems will become increasingly sophisticated. Their navigation will become more dependent on electronic innovations such as the global positioning system, which will be combined with electronic charts and automatic alerting mechanisms to ensure that it will be impossible for a ship to disappear without a trace. Ships will become safer and they will continue to improve on their substantial achievements in pollution abatement."

In an era when change is the order of the day, it is difficult to predict with any certainty what the future holds for world shipping, Mr. O'Neil said. But we can expect technology to provide both opportunities and some problems. The shipping industry must be alert to this fact and take heed of the knowledge that some accidents at sea over the last few decades have been attributed to technological changes that were not thoroughly assessed from the safety point of view before they were introduced operationally.

Mr. O'Neil said that this attitude must change. He said: "We cannot let events unfold and then respond to ensuing disasters. We have to prevent them from happening in the first place. New technology will help in the process, because by compiling data and examining accident reports and statistics carefully we will be able to gain a better idea of what actually causes accidents.

"One of the most common phrases used in shipping is that most accidents at sea are caused by human error, yet until fairly recently little has been done to try to determine why highly-skilled, well-trained professional seafarers make mistakes. We

must concentrate on finding an answer to this puzzle.”

As the new Millennium unfolds, Mr. O’Neil said, the complexity of the ships of the future will require greater expertise on the part of those who operate them. So crew training must be improved and the standards of everyone involved in shipping, on shore as well as at sea, will have to be raised. The proper implementation of the revised STCW Convention as well as the ISM Code will go a long way towards achieving these objectives.

But the Secretary-General also stressed that the important role of those providing the training should be highlighted because “we must ensure that they are highly qualified, well motivated and are provided with a work environment and compensation package which takes into account their advanced skills and encourages them in their professional responsibilities.”

Mr. O’Neil said that “We will have to pay particular attention to certain specific types of ships. For instance, passenger vessels will require special care, because so many people are involved. There have been a number of incidents in recent years in which these craft have had to be evacuated. Very few have been lost - but that has to some extent been a matter of good fortune. We must make sure that the existing regulatory regime and operating procedures are capable of dealing with the tremendous increase in the size of these vessels. We cannot afford to wait for an incident to result in tragedy before taking action.”

Despite this, Mr. O’Neil said that the shipping world did not need more and more regulations. IMO and the shipping industry agree that this is not necessarily the best way to raise standards, but that we should focus on ensuring that existing measures are properly implemented.

Mr. O’Neil said: “Part of the problem is

related to the fact that industry and Governments are having difficulties coping with the legislation that has already been produced, without adding any more to the list. Therefore, we have to make sure that conventions and regulations that are in place are applied and enforced before we set about developing new ones. The IMO Technical Co-operation programme, which has been conceived and structured as an integral component of the implementation process, will facilitate this. Its already proven usefulness will be enhanced in the future by expanding the current use of Regional Officers to other areas of the world.

Mr. O’Neil said: “There is, however, one other positive thing we can do as we prepare for the new Millennium - one factor that we can introduce ourselves and that is to change our attitude towards shipping safety and the protection of the environment. We must continue to foster a culture of safety within our industry with quality as its fulcrum. New technology will not *create* a culture, but we as individuals can. It is up to us to make sure that in everything we do, quality and safety are our first thoughts. During the last forty years IMO has achieved a great deal of success in dealing with its prime objectives. Accidents and total losses of ships have gone down steadily. The amount of oil getting into the sea from ships has been cut by as much as 60% and the number of major oil spills reduced by half.”

The Secretary-general said that IMO had a record to be proud of. But it is one upon which the Organization must ceaselessly continue to build. He concluded: “That must be our goal for the future. The task is never-ending but the rewards are immense and I am sure that in the new Millennium all who are engaged in the myriad of components that make up the shipping industry will rise to the challenge and we will further improve safety at sea and the marine environment.”

World Maritime Day 1999 - IMO and the New Millennium

Message from General Secretary of IFSMA to Secretary General of IMO

Dear Mr. O'Neil,

On the occasion of World Maritime Day 1999 the International Federation of Shipmasters' Associations (IFSMA) has noted with pleasure the continuing efforts of the Secretary-General in the furtherance of the ***Seafarers Memorial Trust Fund Scheme*** launched on 24 September last year and that considerable progress has been made with more than US \$1.5m contributed or pledged by July 99.

IFSMA shares the concerns of the Secretary-General in the matter of ***Proliferation and Multiplicity of Ship Inspections and Certificates***. There is a demonstrated need to ease the burden on the Seagoing Shipmaster whose position in this respect has become untenable and is one of the most insidious causes of fatigue in those Officers taking the ship to sea. We support the case for ***Rationalisation and Amalgamation of Ship Certificates and the Surveys which accompany them***.

IFSMA has been much encouraged by the Secretary-General's ***Vision of What the Future might hold*** for us in the next century. It is both exhilarating and frightening. It seems that, just as the Village Corner Shops have given way to Out of Town Supermarkets, so the Commercial Companies, the Regulatory Authorities and the Professional Institutes may yet combine into one Huge Intermodal Transport Conglomerate - a concept which we find ***Almost too Hideous to Contemplate***.

On behalf of the President, the Executive Council, the London Secretariat, the Member Shipmasters and their National Asso-

ciations Worldwide, we thank you for writing the Forward to the ***IFSMA 25th Anniversary Publication*** and we extend to you our United and Sincere Good Wishes for continuing Good Health and the strength to achieve the targets you have set for both yourself and the International Maritime Organization.

As always, we pledge you the support of the International Federation of Shipmasters.

Yours respectfully

Captain Roger Clipsham
General Secretary.

Honduras - Big Clear Out

During the recent IMO Assembly, held in London, the Director General of the Direccion General de la Marina Mercante, announced that, in an effort to upgrade the Honduran Ship register, the administration has cancelled the registrations of 750 vessels which are deemed to be sub-standard.

In an interview with Lloyd's List he said that he was convinced that the operations of open registers will be increasingly restricted and the number of such flags will be reduced by regulatory pressures. "We want to be among those countries which will survive." said Dr. Rivera, the Director General, who added that the revenue from the fleet of 3400 ships registered in Honduras remained important.

The current average age of vessels registered is 27 years, it is planned that this will be reduced to 20 years in the next two years, the long term aim being to further reduce the average age to 13 years. The management and operation of the Registry is being improved and in future only IACS member Societies will be authorised to undertake work on behalf of the Administration

The Cutty Sark - 130th Birthday

One of London's most treasured icons - the Cutty Sark - reached a major milestone on Monday 22nd November 1999, when she celebrated her 130th anniversary.

Berthed in Greenwich, Cutty Sark is the last survivor of the China Tea Clippers, and was the most advanced and fastest ship of her type built.

It was November 22, 1869 that Cutty Sark was launched. She sailed the oceans of the world racing against time to bring back the first of the season's tea, then later, wool from Australia. For 10 years she was unbeaten on her passage home.

Captain Simon Waite, Master of Cutty Sark urges visitors to come on board the ship, and assures they will not be disappointed.

"People are always surprised by how much there is to see and do on Cutty Sark. Displays and demonstrations of what life was really like as a seafaring crew member over a hundred years ago always intrigue our visitors." Said Captain Waite.

Visitor numbers to Cutty Sark are currently around 160,000 per annum, however, with increased focus on Greenwich at the time of the Millennium - with the Millennium Dome and other attractions - the Master expects numbers to rise.

"With the recent Greenwich developments nearing completion and the opening of the Docklands Light Railway Cutty Sark Station, Greenwich is looking better than ever before and Cutty Sark is something not to be missed."

"Visitor funds are needed to maintain this important part of British history." Said Captain Waite.

With masts towering an impressive 152 feet above the main deck, Cutty Sark is a wonderful spectacle in Greenwich and holds the secrets of an intriguing history.

"She is the most beautiful thing man has ever built." Added Captain Waite.

The Cutty Sark at Greenwich



IFSMA Newsletter - An Appreciation

Dear Editor,

Congratulations on your excellent newsletter. I have been meaning to write and congratulate you for some time, but just recently reading the September issue has prompted me to finally do so. It is an amazingly readable, informative and amusing publication.

Well done!

Yours sincerely, Neil Baird
Chairman and Editor in Chief
Baird Publications

Transport of Nuclear Materials

The World Nuclear Transport Institute was established in 1998 to promote sound and objective principles for ensuring that radioactive materials are transported safely, reliably and efficiently within a secure international framework.

Through the Internet **WNTI** ensures that the facts on radioactive materials transport reach a wide audience. It may be found at "www.wnti.co.uk" and contains a variety of information including current news articles on issues related to radioactive materials transport.

IFSMA RTCME now on the Internet

The IFSMA Register of Technical Consultants and Maritime Experts (RTCME) is now available online on the IFSMA Web Site: <http://www.ifsma.org>

21st IMO Assembly

IMO Council

The Assembly of the International Maritime Organization has elected the following 32 States to be members of its Council for the 2000-2001 biennium:

Category (a) Eight States with the largest interest in providing international shipping services;

China, Greece, Italy, Japan, Norway, Russian Federation, United Kingdom, United States. (No change).

Category (b) Eight Other States with the largest interest in international seaborne trade;

Argentina, Brazil, Canada, France, Germany, India, Netherlands, Sweden. (No change).

Category (c) Sixteen States not elected under (a) or (b) above which have special interests in maritime transport or navigation, and whose election to the Council will ensure the representation of all major geographic areas of the world;

Australia, ***Bahamas***, Cyprus, Egypt, Finland, Indonesia, ***Malta***, Mexico, ***Morocco***, Panama, Philippines, Republic of Korea, Singapore, South Africa, Spain, ***Turkey***.

(The four new members in Category (c) are shown in bold italic. The previous members of Category (c) were Algeria, Liberia, Poland and Tunisia).

The Council is the Executive organ of IMO and is responsible, under the Assembly, for supervising the work of the Organization. Between sessions of the Assembly, the Council performs all the functions of the Assembly, except that of making recommendations to Governments on maritime safety and pollution prevention.

Work Programme

The Assembly approved the work programme for the next biennium and long term objectives for the 2000s, which are identified as follows:

- taking measures to implement the proactive policy agreed in the 1990s more actively than in the past, so that trends which might adversely affect the safety of the ships and those on board and/or the environment may be identified at the earliest stage and action taken to avoid or mitigate such effects. In implementing this directive, Formal Safety Assessment should be used to the extent possible in any rule-making process;
- shifting emphasis onto people;
- ensuring the effective uniform implementation of existing IMO standards and regulations;
- developing a safety culture and environmental conscience;
- avoiding excessive regulation;
- strengthening the Organization's technical co-operation programmes; and
- promoting the intensification by Governments and industry of efforts to prevent and suppress unlawful acts which threaten the security of ships, the safety of those on board and the environment (in particular, terrorism at sea, piracy and armed robbery against ships, illicit drug trafficking, illegal migration by sea and stowaway cases).

Diplomatic Conferences Approved

The Assembly approved the holding of three diplomatic conferences in the 2000-2001 biennium to adopt new legal instruments:

- Conference to adopt a Protocol on Pre-

paredness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, 2000 (OPRC-HNS Protocol). To be held in March 2000.

- Conference 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). To be held in 2001.
- Conference to adopt a new convention on liability and compensation for pollution from ships' bunkers. To be held in 2001.

Adoption of Resolutions

The Assembly adopted the following Resolutions, including those submitted by the Maritime Safety Committee (MSC), IMO's senior technical body, the Marine Environment Protection Committee (MEPC) and other IMO subsidiary bodies.

- A.874(21) Relations with Non-Governmental Organisations
- A.875(21) Arrears of contributions
- A.876(21) Presentation of accounts and audit reports
- A.877(21) Work programme and budget for the twenty-first financial period 2000-2001
- A.878(21) Appointment of the external auditor
- A.879(21) Long-term work plan of the Organization (up to 2006)
- A.880(21) Implementation of the International Safety Management (ISM) Code by 1 July 2002
- A.881(21) Self assessment of Flag State performance
- A.882(21) Amendments to the procedures for Port State control (resolution A.787(19))

- A.883(21) Global and uniform implementation of the Harmonized System of Survey and Certification (HSSC)
- A.884(21) Amendments to the code for the investigation of marine casualties and incidents (resolution A.849(20))
- A.885(21) procedures for the identification of particularly sensitive sea areas and the adoption of associated protective measures and amendments to the guidelines contained in resolution A.720(17)
- A.886(21) procedures for the adoption of, and amendments to, performance standards and technical specifications
- A.887(21) Establishment, updating and retrieval of the information contained in the registration databases for the Global Maritime Distress and Safety System (GMDSS)
- A.888(21) Criteria for the provision of mobile satellite communication systems in the Global Maritime Distress and Safety System (GMDSS)
- A.889(21) Pilot transfer arrangements
- A.890(21) Principles of safe manning
- A.891(21) Recommendations on training of personnel on mobile offshore units (MOUs)
- A.892(21) unlawful practices associated with certificates of competency and endorsements
- A.893(21) Guidelines for voyage planning
- A.894(21) International aeronautical and maritime search and rescue (IAMSAR) manual
- A.895(21) Anti-fouling systems used on ships
- A.896(21) provision and use of port waste reception facilities
- A.897(21) Amendments to the revised specifications for the design, operation and control of crude oil washing systems (resolution A.446(XI) as amended by resolution A.497(XII))
- A.898(21) Guidelines on shipowners' responsibilities in respect of maritime claims
- A.899(21) Acceptance of CLC insurance certificates
- A.900(21) Objectives of the organization in the 2000s
- A.901(21) IMO and technical co-operation in the 2000s

Lifeboat Accident While Undergoing Inspection Causes Injury

Narrative

The Bahamian flag bulk carrier "Maersk Pomor" was alongside in Gladstone, Queensland, undergoing a Port State Control inspection. The crew were Russian nationals. As part of the inspection, the surveyor requested that the engine of the free-fall lifeboat be started and its ahead and astern movement tested.

The third engineer boarded the lifeboat, started the engine, operated it in the ahead and astern modes and stopped the engine once the test was complete. The surveyor then asked for the rudder to be operated to both port and starboard.

After unsuccessfully trying to turn a spoked wheel adjacent to the coxswain's seat the engineer restarted the engine. He again tried to turn the spoked wheel. This time he succeeded but, instead of turning the rudder, he launched the lifeboat. He was thrown to the bottom boards.

The ship's rescue boat was launched, the lifeboat retrieved and taken alongside the wharf where the third engineer was transferred to an ambulance. He suffered a crush fracture to the spine and concussion.

The Lessons

- The very simple error could have had much more serious consequences. Its fundamental cause was a ship's officer having to operate equipment with which he was unfamiliar.
- Few officers would be brave enough to admit to a Port State Control inspector that they did not know how to carry out such a straightforward directive, This officer assumed the spoked wheel was the helm and turned it. He was wrong and suffered the consequences. If you ever find yourself in the embarrassing position of having to admit ignorance to someone in authority, do so. It is infinitely better than injuring or killing yourself - or someone else. The onboard training regime had failed to ensure the crew were fully conversant with the lifeboat's free-fall controls.
- The labelling and instructions for the lifeboat release gear, although clear, were in English. The crew spoke Russian.
- If you are serving in a vessel where you might be required to know how to operate the free-fall controls, and your knowledge is wanting, it will pay dividends to find out now - and before you are invited to demonstrate your skills at the next Port State Control inspection.
- If serving in a vessel where signs are written in a language that is totally incomprehensible to you, insist on having written information in a suitable language. Generally speaking this is not a problem for English speakers, but it can be a nightmare for others. English speaking owners, managers and ship's officers should be aware of this when manning vessels with a crew whose native language is not that in which the signs are written.

(MAIB Safety Digest 2/99)

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Obituary

Captain Anna Ivanovna Schetinina

We are deeply grieved to announce that the first Lady-Captain Anna Ivanovna Schetinina died on the 25 September 1999.

Probably all of you know about this active, not indifferent person - Captain Anna. Her name has become legendary. Her living way was eminent.

Anna Ivanovna was born on 26 February 1908 in Vladivostok. In 1929 she graduated from the Vladivostok College of Water-way transport. In 1934 she received the Navigator Diploma. From 1933 to 1939 Anna Ivanovna worked as a Third Navigator, Chief Navigator and Master on different ships. During the Great Patriotic War she took part in the Heroic Voyages. After the war she worked as a Master on the vessels of the Baltic Shipping Company, graduated from the Leningrad Engineering Institute of Water-way Transport, worked as Dean of the Navigator Faculty of that Institute and of the Leningrad High Engineering Marine College. Anna Schetinina worked as a Master on different ships of the Far Eastern Shipping Company.

Besides this, Anna Ivanovna was constantly engaged in public work. She was an active member of the Soviet Women's Committee, a member of the Writer's Union, an Honorary Citizen of Vladivostok, a Hero of Labor, an Honorary Member of FESMA, Vladivostok and IFSMA. She wrote books - memories of her service at sea. Anna Schetinina was an organizer and Chairman of the Seamaster's Club in Vladivostok, which was transformed into Far Eastern Seamaster's Association in 1989. Captain Anna was decorated with the Golden Star of Hero of the Soviet Union, besides many other medals and orders.

Far Eastern Seamaster's Association in order to perpetuate the memory of Captain Anna applied to the Mayor of Vladivostok and asked to set up a monument to Anna Ivanovna Schetinina, and suggested to name one of the Vladivostok's streets and a new vessel with her name.

The death of Anna Ivanovna is a great and sad loss for all of us.

Faithfully yours
Captain Petr Osichansky
President of FESMA.

13 October 1999