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## **I F S M A - NEWSLETTER**

### **The International Shipmasters Link**

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

**IFSMA 33rd Annual General Assembly to be held in  
Antwerp, Belgium - 24-25 May 2007**

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## IFSMA President and Executive Council

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- ❖ **President of IFSMA**  
Captain Christer Lindvall, FNI - **SWEDEN**  
Elected: 23/05/1998
  
- ❖ **Deputy President**  
Captain Koichi Akatsuka - **JAPAN**  
Elected: 08/05/2006
  
- ❖ **Vice President**  
Captain Jerome Benyo, - **USA**  
Elected 08/05/2006
  
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Mr. Mark Dickinson - **UK**  
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Elected: 08/05/2006
  
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Captain Petr Osichansky - **RUSSIA**  
Elected: 01/06/2002
  
- ❖ **Vice President**  
Captain Patrick Vignerou-Larosa  
**FRANCE**  
Elected: 08/05/2006
  
- ❖ **Vice President**  
Captain Willi Wittig - **GERMANY**  
Elected: 08/05/2006

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## IFSMA Honorary Members

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- ❖ **Dr C P Srivastava (K.C.M.G.) - UK**  
Elected: 23/05/1985
  
- ❖ **Captain Nic W C Rutherford - UK**  
Elected: 15/05/1992
  
- ❖ **Mr William A O'Neil - UK**  
Elected: 07/10/1993
  
- ❖ **Captain Henrik Sem - SCOTLAND**  
Elected: 07/10/1993
  
- ❖ **Captain Gerhard Goldberg - GERMANY**  
Elected: 12/05/1995
  
- ❖ **Captain Genji Yoshinaga - UK**  
Elected: 23/05/1997
  
- ❖ **Captain Hiroshi Kawashima - JAPAN**  
Elected: 23/05/1998
  
- ❖ **Captain Roger Clipsham FNI - UK**  
Elected: 01/06/2002
  
- ❖ **Mr. Efthimios Mitropoulos FNI - UK**  
Elected: 12/05/2004

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## The IFSMA Secretariat

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Headquarters contact details on front page.

- ❖ **Secretary General**  
**Captain Rodger M. MacDonald, FNI**  
Appointed: 01/08/2001
  
- ❖ **Assistant Secretary General**  
**Captain Paul R Owen, FNI**  
Appointed: 01/10/1996
  
- ❖ **Administration Officer**  
**Mrs. Roberta Howlett**  
Appointed: 08/10/2002

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## Some thoughts from your Secretary General

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Captain Rodger MacDonald, Secretary General

I believe our 32<sup>nd</sup> Annual General Assembly was most successful and our hosts really took care of the Members who attended this meeting which I felt produced some excellent presentations. The details of the Assembly appear on our website. It was also a great privilege to be invited to attend the Assembly of CAMM which was held in conjunction with the IFSMA event.

It was particularly pleasing to welcome four new Associations to IFSMA namely: Numast (UK), FWZ (Netherlands), AMETIAP (Asia Pacific) and Nautilus (Chile). As well as swelling the total number of Members to about 12,000 we have expanded our geographic coverage to Chile, the Pacific region and of course we now have a strong presence in the UK. Furthermore, we have others who have indicated they would like to join and I hope to be able to announce these by the next newsletter.

Immediately following the AGA, a number of IFSMA Members attended the Maritime Safety Committee of the IMO where some important decisions were taken and a summary of these is given in the May 2006 logbook on the IFSMA web site. One important development for the near future is the review of STCW and this will be watched very carefully. However, our main focus will be MSC's acceptance of a proposal put forward by a group of European countries seeking a 'review of the principles for establishing the safe manning level of vessels'.

Later in May 2006 your Secretary General, supported by David Patraiko of the Nautical Institute and an Individual Member of IFSMA, developed and chaired a conference in St. Petersburg on Fatigue. This workshop followed the manning and training conference which was arranged by Lloyd's Ship Management. The workshop enabled serving masters and other interested parties to discuss issues of manning and fatigue, and examine how the maritime industry might address these issues in the future.

We particularly need answers to the question 'are the Administrations seriously taking on board all the aspects required for safe manning?' Some of

the key aspects would include the size and type of vessel; its construction and equipment; the cargo to be carried: the frequency of port calls, length and nature of voyages to be undertaken; and the trading area in which the ship is involved as well as other issues.

Many other issues were raised and it was concluded that the maritime industry must continue their campaign to address the issue of fatigue and IFSMA should prepare operational solutions to submit to the IMO for further discussion. Some of the suggested solutions that should be examined included the concept that safe manning levels for vessels and the management of fatigue onboard should be defined in Goal Based terms. That is to say, vessels should be manned by an adequate number of qualified persons so as to conduct the safe operation of vessels during normal and abnormal situations, taking into account all operational and administrative tasks.

To examine the development of a more stringent manning calculator that could be used by all Flag Administrations. The objective of such a calculator would be to reduce or eliminate the ambiguities that allow Administrations to interpret manning levels differently thus eliminating the competitive advantage i.e. creating a level playing field for manning.

There was a strong feeling raised at the workshop that the difference between a fatigued crew and a non fatigued crew relates to the management of administrative tasks. It was proposed that an administrative index could be calculated and applied. The index would take into account the burden of shipboard administration during all phases of a ship's operation. Vessels with a high burden due to charterer's requirements, surveys, management requirements and so on would be required to address the workload by extra onboard personnel or outsourcing administrative tasks ashore. Not only would such a system assist Flag Administrations to make a better assessment of manpower needs, but it would assist inspectors, such as PSC to identify if such burdens were being adequately dealt with.

Please let me know if you have any thoughts on this subject.

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## Global MET

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By Rod Short, Executive Secretary, Association of Maritime Education & Training Institutions in Asia Pacific (AMETIAP)

Presentation to the IFSMA 32nd Annual General Assembly Los Angeles Harbor Hotel, San Pedro, California, 8&9 May 2006

Building a Global Maritime Education and Training (MET) Network

Note: ELearning was the subject of an IFSMA 32<sup>nd</sup> AGA Resolution.

Presentation Objectives

To raise awareness and generate discussion about the current MET situation, about what can be done to improve and about the actions needed. To enhance the awareness of shipmasters of the role they can play in the global development of MET and thereby assist in raising standards overall. To obtain support for a Global MET submission on e-learning to peak bodies and to further develop that submission

Basic parts

- I What the industry needs – now and in the foreseeable future
- II Where we are – what is right and what is wrong
- III Where to go – in the short and longer terms
- IV What to do – specific initiatives – a major initiative
- V A proposal to develop eLearning for seafarers
- VI Conclusion

### *Part I Industry needs*

Shipping industry growth corresponds closely to growth in the global economy and associated trade. Developing technology is enabling the use of larger, faster ships, with a greater proportion of specialised carriers. Requirements for seafarer competence are correspondingly affected, with greater need for ability to use

the technology, particularly in crowded waters while still using basic safety practices. Multi-cultural crewing needs seafarers with the ability to interact using a common language, within the ship and beyond, English being the accepted common language for communication beyond the ship.

It is essential that this industry, of fundamental importance to the world economy, has an adequate supply of well-trained manpower. The training of seafarers should be such that the employer can be assured of competence and right attitudes, irrespective of where crew members originate. This demands - at least - compliance with internationally agreed minimum standards, irrespective of where the training is carried out. To enable such compliance, a more effective global system of training and certification is needed.

### *Part II Where we are*

The shipping industry is a trail blazer in globalising employment. Irrespective of where the ships are registered or the ownership or management is based, seafarers can come from any part of the world, which allows many advantages in recruitment and employment flexibility.

Seafarers' cultures, attitudes, education and work ethics vary widely, yet there are industry wide competence and attitudinal requirements for a safe, efficient and clean industry. Many MET providers do not meet the requisite special training needs.

There are wide variations in standards of certification and training, with a significant percentage below the internationally agreed minimum standards and considerable dissatisfaction with inadequate levels of competence of training program graduates.

The results of a recent Global MET survey are in Attachment A.

Industry – generally speaking – has not given sufficient priority to human resources, nor has it given sufficient recognition to the need for high quality training (and recruitment) in

recent decades – there is need for a far better co-ordinated global approach to the development of MET.

MET providers have not been adequately organised, have not had a global voice, have not had appropriate influence on the development of MET and have not had a mechanism whereby they can play a pro-active role in the development of their own discipline. Global networking is required to facilitate a more unified approach and recognition that the MET providers should play a pro-active developmental role.

In summary, what is right

- global minimum training standards exist and are evolving
- human resources are receiving greater attention
- MET is under greater scrutiny and debate
- MET providers are interacting and becoming better organised for a pro-active role
- a global network of MET providers and other interested parties has been initiated and is becoming more influential.

In summary, what is wrong

- STCW has not achieved a universal standard, there is too much non-compliance (some wilful), too much room for interpretation and competence is not validly assessed;
- industry does not have a strong commitment to training, which is seriously under-resourced and with insufficient recognition given to the investment aspect of training;
- there is a shortage of competence in the delivery of MET; the professionalism, expertise and industry experience of trainers needs strengthening;
- there is little commitment to continuing competence;
- attention has been too concentrated on technical aspects;
- insufficient attention is given to recruitment and retention of seagoing staff and

to ensuring appropriate educational background, attitude and aptitude.

### *Part III Where to go*

During 2006

- a major initiative for the development of MET to be proposed to industry peak bodies;
- more local, national, regional and global conferences/seminars on MET issues;
- networking to be strengthened by increasing membership of Global MET and the benefits it brings to members;
- industry to be assisted in refining identification of MET needs and the means for meeting those needs.

By 2010

- MET providers to achieve a much higher profile and greater input into development;
- AMETIAP to be recognised as a highly effective organisation, key to facilitating the development of maritime education and training in accordance with the requirements of the international shipping industry, international maritime conventions and other agreements, as well as with recognised and appropriate academic standards and practices.

### *Part IV What to do*

Actions with respect to each of the six 'what is wrong' issues identified by the AMETIAP survey in 2005:

STCW has not achieved a universal standard, there is too much non-compliance (some wilful), too much room for interpretation and competence is not validly assessed;

- compliance enforcement to be enhanced;
- competence beyond compliance to be sought;
- clear definitions of 'STCW' competencies to be spelt out;
- international goal-based criteria to be

developed;

- review and amendment of STCW, with MET providers having significant input.

industry does not have a strong commitment to training, which is seriously under-resourced and with insufficient recognition given to the investment aspect of training;

- the value of training to be identified and promoted;
- a structured demonstration of how training pays to be developed;
- cost benefit ratios to be determined.

there is a shortage of competence in the delivery of MET; the professionalism, expertise and industry experience of trainers needs strengthening;

- minimum delivery standards to be developed and implemented;
- more recognition that assessment is the driver.

there is little commitment to continuing competence;

- requirements for mandatory verification of continuing competence to be developed;
- advocacy for continuing professional development to be strengthened.

attention has been too concentrated on technical aspects;

- the focus on holistic and 'soft skills' to be increased – leadership, communication, inter-cultural relationships, motivation, attitude ...

insufficient attention is given to recruitment and retention of seagoing staff and to ensuring appropriate educational background, attitude and aptitude.

- selection of recruits to be improved;
- retention difficulties outlined by recent research and 'lack of career' perception to be addressed.

*Implementation strategy*

Stage 1

A statement as to MET problems and solutions to be prepared by the MET providers, in association with seafarers and other sectors of the shipping industry and other interested parties

This statement to be widely reviewed within the industry and amended accordingly;

Industry to agree the statement reflects the needs and the actions required to meet those needs;

The statement to be distributed to associated bodies, such as the IMO, ILO

Overall agreement on a 'voyage plan' for improving MET to be achieved

Stage 2

Implementation plan, methodology, resources needed and accessibility to be determined by an industry representative group

Plan for implementation to be prepared, distributed and agreed within the industry

Stage 3

Implementation to commence, with subsequent review and adjustment

*Part V A major proposal*

A conceptual outline of this proposal for an industry eLearning initiative is in Attachment B.

*Part VI Conclusion*

The growth in the numbers of ships manned by multi-cultural crews, recruitment difficulties and increasing concern about levels of competence, coupled with technological and educational developments enabling far more effective distance education and the increased networking of MET providers, provide major opportunities to bring maritime education to

the level where a steady supply of seafarers with the competence needed will ensure a safe, efficient, clean global shipping industry. The MET providers, with the support of and in collaboration with the various sectors of the industry, can achieve this.

#### Attachment A

##### *AMETIAP "What is Wrong; What to Do" Survey*

After hearing criticisms and serious concern expressed at many gatherings in Asia Pacific, AMETIAP embarked on an effort to clarify the major issues and suggest solutions.

The process was initiated by the seminar "MET: What is Wrong? What to Do?" which AMETIAP convened in Shanghai in October 2004. 29 representatives of maritime education and training providers, ship owners, ship managers, a professional institute, a classification society and a teaching materials supplier participated. Particularly helpful input was provided by an aviation training provider. The findings were reported to and discussed at:

- the 2nd LSM Manning & Training in China Conference over the following two days;
- the 10th Meeting of the Seafarers Committee of the Asian Shipowners' Forum in Jakarta in Nov 04, with further consideration at the 14th meeting of the Asian Shipowners' Forum in Australia, May 05;
- the AMETIAP in India 2005 Conference in Mumbai in Apr 05;
- an AMETIAP Round Table discussion in Cebu, Philippines in May 05;
- the meeting of the Hong Kong Branch of the Nautical Institute in Nov 05;
- the 6th LSM Asia Pacific Manning & Training Conference in Manila in Nov 05;
- the AMETIAP 2005 Annual Conference, in Manila over the subsequent two days;
- the AMETIAP in India 2006 Conference in Mumbai in Mar 06;

In summary, while the two principal parts of the survey comprised 25 statements, the overall results for these were:

Part A There is need to strengthen and otherwise improve maritime education and training:

Strongly disagree 0.15%  
 Disagree 3.55%  
 Neither agree or disagree 13%  
 Agree 36.3%  
 Strongly agree 45%

Average rating 4.26 out of 5 maximum

Part B STCW has not achieved a universal standard and competence is not validly assessed:

Strongly disagree 2%  
 Disagree 5%  
 Neither agree or disagree 18%  
 Agree 42%  
 Strongly agree 33%

Average rating 3.99 out of 5 maximum

The survey response was 32%, principally from AMETIAP member institutions.

There are big issues to address: industry commitment to training is weak; the professionalism of MET providers is weak; little is done to ensure continuing competence in the face of rapid change; the human side of the industry is neglected, including recruitment; the international convention upon which training and certification are based is not fulfilling its purpose.

#### Attachment B

##### *Proposed Shipping Industry E-learning Initiative*

The following is a preliminary description of the concept for a major global initiative to develop maritime education and training which has been developed as a result of the concerns expressed at recent AMETIAP conferences, seminars and round table discussions.

## Objective

To formulate and implement a shipping industry supported project that will enable a fresh approach to the delivery of maritime education and training through the integrated, comprehensive, flexible use of the latest information technology and educational methodologies, that will help:

- to develop maritime education and training for industry employees, particularly seafarers through complementing the requirements of STCW;
- to address the industry's human resource problems through enhancing education and career prospects;
- to improve the image of the global shipping industry through demonstrating that the industry is moving ahead by adopting the latest technology and methodologies for educational delivery.

## Justification

Deep concern is being expressed by shipmasters and other senior personnel about the declining levels of competence, especially among junior officers. Standards of maritime education and training vary, particularly in the delivery. AMETIAP has identified six issues of concern, namely:

- STCW has not achieved a universal standard, there is too much non-compliance (some wilful), too much room for interpretation and competence is not validly assessed;
- the industry does not have a strong commitment to training, which is seriously under resourced and with insufficient recognition given to the investment aspect of training;
- there is a shortage of competence in the delivery of MET and the professionalism, expertise and industry experience of trainers needs strengthening;

- there is insufficient commitment to continuing competence;
- attention has been too concentrated on technical aspects;
- insufficient attention is given to recruitment and retention of seagoing staff and to ensuring appropriate educational background, attitude and aptitude.

The final dot point overlaps into other human resource issues and recognizes that there are major recruitment problems and that it is becoming increasingly difficult to recruit the type of person the industry needs.

The availability and rapid development of technology and associated delivery methodologies provide significant opportunities for the shipping industry to take an initiative that has the potential for a major advance in the global delivery to industry employees of education and training of a high standard.

There has already been considerable research into the benefits and practicality of eLearning for seafarers and a considerable amount of material has been developed, however there is a need to coordinate the work. Through an overall approach which coordinates and blends with other methods of delivering maritime education and training, a delivery system with globally accepted, broad-based subjects which at least meet STCW standards and has the potential to lead to global certification can be developed. The target should be for implementation in 5 to 10 years, when the cost of transmission is likely to be lower and more recipients are able to access web-based, broadband delivery.

There will however still be an important place for hard copies and the use of discs, as well as traditional classroom instruction, simulation and practical exercises.

## Implementation

Proposed basic implementation principles are:

- industry to be the driver;
- proposals for change are to reflect the various sectors of the global industry, input will be solicited from all sectors and the socio-economic benefits that will accrue to those sectors identified;
- the Steering Group driving the changes to be comprised of representatives of industry sectors, particularly the seafarers and the MET providers.

**Phase 1: Q2 06 - Support of industry bodies (including communications providers) to be solicited, concept to be refined and composition of Steering Group determined. The Steering Group to decide on actions to be taken.**

**Phase 2: Q3 06 – Working Group (a subset of the Steering Group) to expand concept into a project proposal, including a strategic plan and development budget. Document to be distributed to interested parties, amended as necessary and general industry endorsement obtained. IMO and ILO and others as appropriate to be advised of progress.**

**Phase 3: Q4 06 – funds for initial development to be identified. Subsequent phases to be proposed.**

**Comment on the above will be appreciated and should be sent to Rod Short email: maritime.edu@paradise.net.nz**

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## A Play on Words

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Those who jump off a bridge in Paris are in Seine.

A man's home is his castle, in a manor of speaking.

Dijon vu, the same mustard as before.

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## SSAS Alert and Administration Response

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By Capt. Barry McGrath MNI HCMM Individual Member

Senior Security Consultant, Gray Page Risk Services Ltd. "www.greypagelimited.com"

The ISPS Code SOLAS Chapter XI-2 Regulation 6 requires all ships to be fitted with a SSAS to provide an alert in case the ship is boarded and under attack. All dry cargo ships and Mobile Offshore Drilling Units (MODU) of 500gt and over are required to be fitted with the SSAS as from 1<sup>st</sup> July 2006 depending upon the Radio survey date.

The SSAS when activated is required to transmit a ship to shore security alert, which is sent to a Competent Authority ashore. Regulation 6 states "the ship security alert system, when activated, shall: ....transmit....to a competent authority designated by the Administration, which in these circumstances may include the Company". The word "may" is important in that the Company need not be the exclusive receiver of an alert.

The question is: What happens after the alert is forwarded to the Administration by the Competent Authority?

The answer is as varied as the number of Administrations. Whilst the "established" Administrations may have the capability of responding they may not have the required infrastructure or expertise to action a timely and cohesive response. They do not have nor do they want the facility to verify that the alert is genuine, that function is left to the Competent Authority.

The reality is that most Administrations do not have large marine departments with the resultant capability of a severely limited or non-existent response. This leaves the shipowner with a potentially dangerous situation with no one to provide support at the time when he needs it most.

To date there has been no guidance to Ship-owners or Administrations on what to do when the ship has been taken over and is in the possession of the attackers. There is advice on what to do to try and prevent boarding issued by the IMO and many Flag Administrations, but very little on what to do when the ship is taken over.

The vast majority of ships operate far from their places of registry which puts them at the end of a long communications line. Many Flag Administrations do not have a 24/7 capability. We have a situation where a ship is attacked, the SSAS has been activated, received by the Competent Authority and forwarded to the Administration; in other words the Code has been complied with by all parties.

But what happens next, is the question that has not been addressed by the Code or publicly by any Administration or Contracting Government. There appears to be an attitude that it will be dealt with when it happens, leaving the shipowner with a ship he cannot use, his personnel in danger with the resulting adverse publicity and no idea what is going to happen; hardly comforting or reassuring.

Ships personnel deserve the right to know that they will receive the best assistance when they are in extreme danger from unauthorised boarders such as pirates, hijackers or terrorists, in this case they have been let down badly by the very authorities which should be reassuring them.

A lead on this has to be taken at the highest level, which in this case is the IMO, giving guidance to shipowners and their seagoing personnel on what assistance they expect to receive from their Administration and Contracting Governments and it has to be done now.

It is not the remit of the Flag Administration to provide each and every shipowner with detailed advice on how to make his ships more secure; that is left to the shipowner. There are maritime security companies that can supply the necessary advice and support for Competent Authority SSAS monitoring and security

against pirates and armed robbers.

Whilst there has not been a recorded case of a ship being taken over by terrorists, there have been many reports of attacks by pirates and armed robbers. There are currently very few records in the public domain about how and when the SSAS was activated, but no record of how the Flag Administration responded. When and if they are published, it will make very interesting reading.

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## **EU - Future Maritime Policy**

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### **Commission of the European Communities – Green Paper**

#### **Towards a future Maritime Policy for the Union: A European vision for the oceans and seas**

**“How inappropriate to call this planet Earth when it is quite clearly Ocean” attributed to Arthur C. Clarke**

To read the complete document use this link “<http://ec.europa.eu/maritimeaffairs/>”

#### **Introduction**

Any European will remember learning about the great voyages of discovery which opened the eyes of our forebears to the vastness of our planet, to the diversity of its cultures and the richness of its resources. Most of these voyages were made by sea. Most of them required for their success openness to new ideas, meticulous planning, courage and determination. As time went by, they not only opened up previously uncharted areas of the globe, they also generated new technologies such as the chronometer to allow for the exact calculation of longitude and the steam turbine to bring independence from the tyranny of prevailing winds.

Many Europeans have always lived beside or close to the sea. It has provided them with a living as fishers and mariners, it has given them health and enjoyment, new horizons to dream of and a rich vocabulary of words and metaphors to be used in literature and their daily lives. It has been seen as a source of romance, but also of separation, unknown perils and grief. It has provided us with a constant challenge and a deep yearning to understand it better.

Europe is surrounded by many islands and by four seas: the Mediterranean, the Baltic, the North Sea and the Black Sea; and by two oceans: the Atlantic and the Arctic. This Continent is a peninsula with thousands of kilometres of coast - longer than that of other large land masses such as the United States or the Russian Federation. This geographical reality means that over two thirds of the Union's borders are coastal and that the maritime spaces under the jurisdiction of its Member States are larger than their terrestrial territory. Through its outermost regions, in addition to the Atlantic Ocean, Europe is also present in the Indian Ocean and the Caribbean Sea. Their maritime stakes are many and concern the EU as a whole.

Europe's geography, therefore, has always been one of the primary reasons for Europe's special relationship with the oceans. From the earliest times, the oceans have played a leading role in the development of European culture, identity and history.

This is no less the case today. As the EU seeks to revitalise its economy, it is important to recognise the economic potential of her maritime dimension. Between 3 and 5% of Europe's Gross Domestic Product (GDP) is estimated to be generated by marine based industries and services, without including the value of raw materials, such as oil, gas or fish. The maritime regions account for over 40% of GDP.

Despite this, our citizens are not always well-informed of the importance of the oceans and seas in their lives. They know how crucial water is, but may not make the link with most of its being recycled from the oceans as rain or snow. They worry about climate change, but may not always see the key role of the oceans in modulating it. They benefit from their ability to buy cheap products from around the world, without realising how complex the web of logistics is which brings them to us.

### *The rationale*

Sustainable development is at the heart of the EU agenda. Its challenge is to ensure mutual reinforcement of economic growth, social welfare and environmental protection.

The EU now has the opportunity to apply sustainable development to the oceans. To do this, it can build on the strengths which have always underpinned its maritime leadership: knowledge of the oceans, extensive experience and an ability to seize new challenges, and combine these with its strong commitment to the protection of the resource

base.

Oceans and seas cannot be managed without cooperation with third countries and in multilateral fora. EU policy aimed at the oceans must be developed within that international context.

If Europe is to rise to the challenge of finding a better relationship with the oceans it is not only industry which will need to innovate. So too will policy-makers. We should consider a new approach to oceans and seas management that no longer looks only at what humans can extract from the oceans and seas, nor one that looks at the oceans and seas on a purely sectoral basis, but one that looks at them as a whole.

So far our policies on maritime transport, industry, coastal regions, offshore energy, fisheries, the marine environment and other relevant areas have been developed separately. Of course we have tried to ensure that their impact on each other was taken into account. But no one was looking at the broader links between them. No one was examining in a systematic manner how these policies could be combined to reinforce each other.

Fragmentation can result in the adoption of conflicting measures, which in turn have negative consequences on the marine environment or may impose disproportionate constraints on competing maritime activities. Moreover, fragmentation of decision-making makes it difficult to comprehend the potential impact of one set of activities upon another. It prevents us from exploring untapped synergies between different maritime sectors.

It is now time to bring all these elements together and forge a new vision for the management of our relations with the oceans. This will require new ways of designing and implementing policies at the EU, national and local levels, as well as at international level through the external dimension of our internal policies.

### *The aim*

This Green Paper aims to launch a debate about a future Maritime Policy for the EU that treats the oceans and seas in a holistic way. It will underline that our continued enjoyment of the benefits that they provide will only be possible through a profound respect for them at a time when their resources are threatened by severe pressures and our increasing technological ability to exploit them. The accelerated reduction of marine biodiversity due notably to

pollution, impacts of climate change and overfishing are warning signals that we cannot ignore.

The Green Paper builds upon existing EU policies and initiatives and dovetails with the Lisbon Strategy. It seeks to strike the right balance between the economic, social and environmental dimensions of sustainable development.

The Green Paper also hopes to contribute to a new awareness among Europeans of the greatness of their maritime heritage, the importance of the oceans in their lives and their continued potential to provide us with increased wellbeing and economic opportunity.

### *The way forward*

Principles of good governance suggest the need for a European maritime policy that embraces all aspects of the oceans and seas. This policy should be integrated, inter-sectoral and multidisciplinary, and not a mere collection of vertical sectoral policies. It should look at the oceans and seas based on sound knowledge of how they work and how the sustainability of their environment and ecosystems may be preserved. It should aim to provide answers as to how decision-making and the conciliation of competing interests in marine and coastal areas can result in a climate more conducive to investment and to the development of sustainable economic activities.

To achieve this, it is necessary to increase cooperation and to promote effective coordination and integration of ocean and sea-related policies at all levels.

### *Underlying principles*

In its strategic objectives for 2005-2009, the European Commission declared "*the particular need for an all-embracing maritime policy aimed at developing a thriving maritime economy, in an environmentally sustainable manner. Such a policy should be supported by excellence in marine scientific research, technology and innovation.*"

The Commission believes that in pursuing this vision, our approach should rest firmly on twin pillars.

First, it should be anchored within the Lisbon Strategy, stimulating growth and more and better jobs within the Union. Continued investments in knowledge and skills are key factors for maintaining

competitiveness and ensuring quality jobs.

The EU's integrated approach to industrial policy emphasises that Europe's future lies in bringing new, high quality products and services to the world market for which customers are prepared to pay a premium.

Second, we must maintain and improve the status of the resource upon which all maritime activities are based: the ocean itself. To do this, ecosystem-based management, built on scientific knowledge, is essential. The Commission has completed the groundwork for this by putting forward its Thematic Strategy for the Marine Environment.

While using these pillars as the basis for our new maritime policy may seem simple enough, two characteristics of the marine environment need to be borne in mind.

First, the global nature of the oceans. This leads to both complementarity and competition between nations. To regulate maritime activities in the interest of worldwide sustainable development necessitates developing universally applicable rules. Yet each part of the oceans and seas is different and may require its own more specific rules and administration. This apparent contradiction illustrates why the global nature of the oceans is such a challenge to policy-makers.

The second challenge to maritime good governance, which is directly linked to the first, is that of the multiple actors involved. Multiple sectoral policies have emerged and exist at all levels of government: EU, national, regional, and local. Action proposals may be most appropriately taken up by different actors in different agencies and different countries or by international organisations. In the interest of keeping decisions at a level closest to the stakeholders, action at EU level should be undertaken only where it contributes value-added to the activities of others.

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## **A Play on Words (Continued)**

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Practice safe eating, always use condiments.

Shotgun wedding: A case of wife or death.

A man needs a mistress just to break the monogamy.

A hangover is the wrath of grapes.

When two egotists meet, it's an I for an I.

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## Casualty Reports

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Casualty reports may be accessed in several places on the Internet, these include: UK Confidential Human Factors Incident Reporting Programme (CHIRP) which can be accessed at "<http://www.chirp.co.uk/main/Maritime.htm>" another good source is the UK Marine Accident Investigation Branch "<http://www.maib.gov.uk>". If you know of other sources of accident analysis containing relevant information for shipmasters, please inform HQ. If we receive sufficient information we will add a section to the IFSMA website with links to these sources. In both cases you can subscribe to receive regular accident and incident reports. The Nautical Institute has a Marine Accident Reporting Scheme (MARS) which publishes accident/incident reports, these are also available via their Website "<http://www.nautinst.org/mars/index.htm>".

In the meantime we will continue to publish extracts from accident reports in the Newsletter where there are useful lessons to be learnt and space permits.

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## Grounding of M/T *British Enterprise*

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Report on the investigation into the grounding of *British Enterprise*, Ahirkapi Anchorage Area, Istanbul, Turkey, on 11 December 2004.

### UK Marine Accident Investigation Branch (MAIB)

#### SYNOPSIS

On 11 December 2004, at about 1405, the UK registered tanker *British Enterprise* grounded in the Port of Istanbul, Ahirkapi Anchorage Area. The vessel was aground for 5 days before she was floated off following a lightening operation. There was no damage to the vessel and no pollution.

*British Enterprise* had loaded a cargo of crude oil at the port of Batumi on the Black Sea, and sailed at 0412 on 9 December bound for Agio Theodorio, Greece.

The vessel passed southbound through the

Istanbul Bogazi during the morning of 11 December. The master then advised the VTS he wished to take bunkers, and requested an anchor position. Permission was granted and he was instructed to anchor in "*Charlie* flammable cargo and explosives anchorage".

The master anchored the vessel in section C6 of the anchorage later that morning at 0546.

Once bunkering was completed, and the barges were gone and clear, the master informed the VTS he was ready to depart, and was duly granted permission to sail from the port. The anchor was weighed at 1343, the master turned the vessel around using rudder and engine, and began proceeding out of C6 anchorage, intending to cross C5 anchorage before heading out to sea. She had a maximum draught of 11.17 metres.

At 1405, as *British Enterprise* passed through C5 anchorage, the master noticed the vessel's speed had reduced to zero and, realising she was aground, he immediately stopped her engine. The bridge team checked the position and, after confirming that the chart showed sufficient water depth for the vessel (between 13 and 14 metres), the master attempted to manoeuvre her clear of what appeared to be an uncharted shoal or obstruction.

At 1440, the master realised the vessel was hard aground, and he advised the VTS of the situation.

The master had noticed the vessel was listing slightly to port. As the echo sounder indicated an under keel clearance of 2 metres under the bow, the master believed she was aground on a shoal under his starboard quarter. He ordered the chief officer to begin gravitating ballast water into a number of forward and port side segregated ballast tanks.

About 1000 tonnes of ballast had been taken on board by 1520, but attempts to manoeuvre the vessel clear were still unsuccessful. The master then updated the VTS with a situation report. VTS ordered him to cease all ballasting and engine movements immediately.

Pilots and port officials boarded *British Enterprise* later that day and informed the master that, if he was unable to re-float the vessel within 48 hours, the authorities would appoint a salvor.

During the following 48 hours, the ship's crew attempted to re-float the vessel using rudder and engine movements. They were unsuccessful.

Turkish authorities re-boarded *British Enterprise* at 2325 on 13 December, and the master signed a Salvage and Assistance Agreement [Turkish Open Form] with the state controlled General Management of Coastal Safety and Salvage Administration.

During the following 3 days, ballast water and cargo were unloaded from *British Enterprise* into lightening vessels. The vessel was successfully re-floated at 1510 on 16 December.

The vessel's cargo was loaded back onboard, and the vessel sailed from the port at 2000 on 23 December.

On the day following the grounding, the master had informed the UK Hydrographic Office (UKHO) of the uncharted shoal using a hydrographic note. The UKHO forwarded the information to the Turkish Hydrographic Organisation (THO) on 20 December. The area of grounding was later surveyed by the Turkish Navy and a bank with a shoal area with a least depth of 6.1m was discovered. The difference between charted and actual water depth was such that the THO issued a notice to mariners on 29 January 2005 for all relevant Turkish nautical charts, which included a block for the largest scale Turkish chart.

During the investigation, it was found that at least two other vessels had grounded in C5 anchorage in recent years. Investigations carried out after these accidents had not identified the shoal area.

Research into the survey history of the area has indicated the presence of a shoal with about 10m least depth on 19<sup>th</sup> century and early 20<sup>th</sup> century charts, which is not shown on modern

charts. The area lies close to a geological fault line, and it is possible that seismic activity, and the very strong currents that can be experienced in the area, have combined to make the bottom topography unstable. A 1979 survey of the area failed to find any evidence of its existence.

Since the accident, BP Shipping Limited has taken a number of actions to avoid a similar accident in the future. As a result of the MAIB investigation, recommendations have been made to organisations representing ships' masters and officers to, among other things, ensure that uncharted navigational hazards that may be identified are promptly reported to the correct authority. In addition, a recommendation has been made to:

The International Harbour Masters Association: to, bearing in mind the protracted time that can elapse between discovery of uncharted dangers to navigation and promulgation of the appropriate chart corrections, remind its members of the importance of harbour authorities and/or coastal states issuing appropriate navigation warnings.

#### ACTION TAKEN

##### **ACTION TAKEN BY BRITISH PETROLEUM SHIPPING LIMITED**

- A note has been circulated to its fleet to remind officers to report any chart inaccuracies.
- A policy has been established that will ensure that an echo sounder display will be sited at the front of the wheelhouse clearly visible from the main conning position in all future new buildings.
- A cautionary note has been issued to its fleet which gives guidance with respect to ballasting a vessel that has grounded.
- Before granting permission for one of its vessels to bunker while on laden passage, a formal task risk assessment must be carried out by the vessel in conjunction with company marine and commercial superin-

tendents.

- The company's Ports and Terminals team now review Lloyd's casualty data and other sources of industry information for any intelligence concerning navigation hazards.

### *ACTION TAKEN BY THE TURKISH HYDROGRAPHIC ORGANISATION (THO)*

The THO has undertaken to:

- Publish a larger scale chart in 2006 covering Ahirkapi Anchorage areas off Istanbul.

### RECOMMENDATIONS

**The International Harbour Masters' Association** is recommended to:

Remind its members of the importance of issuing appropriate and effective navigation warnings after new hazards to navigation have been reported, bearing in mind the protracted time that can elapse between discovery of uncharted dangers to navigation and promulgation of the appropriate chart updates by the relevant hydrographic organisation.

**The International Federation of Shipmasters' Association** and **The Nautical Institute** are recommended to circulate or publish a reminder to their members:

To be aware of the importance of the chart source data, its age, and likely accuracy when operating with limited under keel clearance or in shallow water.

Of the obligation to report hazards to navigation, including inaccuracies in published charted depth, to the appropriate organisations.

Of the obligation to report to the coastal state if their vessel runs aground, as soon as practicable after the event.

To consider carefully the inherent dangers before ballasting any vessel which has run aground.

## **IMO and Interferry Sign Agreement on Ferry Safety**

Earlier this year the International Maritime Organization (IMO) and the non-governmental industry organization Interferry have signed a Memorandum of Understanding (MoU) formalizing the two Organizations' intent to work together towards enhancing the safety of non-Convention ferries by collaborating, through IMO's Integrated Technical Co-operation Programme, on related capacity-building activities within developing countries.

Under the agreement, the two Organizations will work closely with interested parties such as Bangladesh, which has been selected as a pilot country for the Organizations' work, with the aim of identifying potential solutions to increasing ferry safety. The two Organizations have agreed to share certain costs and IMO will seek financial support from governments and multilateral funding organizations. Interferry will reach out to private sector ferry operators and its own members, as well as other international private sector organizations, to inform them of the initiative and seek their support, as well as seeking the assistance of private sector ferry operators in the pilot country itself.

The two Organizations will also collaborate on the preparation of materials and documentation to support the operation of a national working group in the pilot country which will seek to involve all stakeholders in improving ferry safety.

The MoU takes the form of a general framework for co-operation. Following the signature today, the next step will be to conduct a detailed, research-based analysis of the problems prior to the establishment of the working group in the pilot country, in which a variety of stakeholders, as well as experts, will be invited to participate.

The purpose of the working group will be to select sites, identify the issues to be addressed, highlight the obstacles that need to be overcome and suggest solutions that could be implemented. At this stage, three pilot projects are being anticipated in different parts of Bangladesh, each site selected to focus on a particular issue.

Following the outcome of the working group the next phase is anticipated to be a larger Government-approved project within Bangladesh looking at issues such as overcrowding; terminal management, vessel design and management, passenger-carrying

arrangements, stowage, hazardous weather, crew training and certification systems as well as other issues raised by the working group. The lessons learnt from this project will serve as a model for projects in other countries needing to address ferry safety.

The MoU was signed on behalf of IMO by Secretary-General Efthimios E. Mitropoulos and for Interferry by Mr. Alexander Panagopoulos, Director of the Interferry board. Both men re-iterated the crucial importance of making progress in a sector which has seen a number of tragic accidents with considerable loss of life in recent years.

## **Mission to Seafarers Celebrates 150 years of Caring for Seafarers**

The Mission to Seafarers will celebrate 150 years of caring for seafarers with a series of events throughout 2006. The highlight of the year was the Mission's 150th Anniversary Service of Thanksgiving which was held at Westminster Abbey, London, on March 26th, 2006.

Bill Christianson, Mission to Seafarers Secretary General, says: "Today it is technology, multi-culturalism and criminalisation, rather than crimps preying on crews for their money, that are key issues affecting seafarers' welfare. But some things remain the same. Loneliness and homesickness are still a problem and, just like 150 years ago, seafarers are still vulnerable to the whims of an unscrupulous minority of shipowners."

The Mission continues to develop its capabilities to take care of seafarers. It is planning to expand its work in Sri Lanka and the United Arab Emirates. Training for its chaplains is also a priority. Ken Peters, Mission to Seafarers director for justice and welfare, says: "The protection of seafarers' human rights is an area in which it is counterproductive to dabble in an amateurish way. The Mission continues to train its chaplains, to equip them with a sound basis of legal knowledge and with advocacy skills, so they can better advise and represent seafarers."

As well as working to solve specific justice cases, such as incidents of seafarers stranded far from home on ships that have been abandoned by their owners, the Mission also takes care of other vitally important welfare concerns.

Mission chaplains are often called upon to offer

counselling and support to seafarers for a variety of reasons. Bill Christianson says: "Bereavement is an agonising issue to come to terms with at any time. But for seafarers who receive news of deaths while at sea or in a foreign country it is perhaps worse because of the isolation. Ministry and pastoral support are an indispensable source of comfort in such instances."

"Loneliness and cultural isolation are hugely underrated problems for seafarers. The strain of being alone, or confined in a steel box with people that you are unable to communicate with can lead to depression and despair," he adds.

The Mission is also there for seafarers during the good times. Its centres offer a warm, dry place of safety and relaxation away from the ship. And its chaplains deliver books and provide local information to visiting seafarers - such as helping with shopping trips.

Faster cargo turnaround times and shorter port visits by ships mean that the Mission has had to adapt the way it operates. Seafarer centres have become more compact and are located closer to visiting vessels. They are better able to accommodate visits that last a few hours instead of a few days. Telephone and internet facilities have also increased in significance for seafarers.

The Mission is taking advantage of new and cheaper communication technology as it becomes available to help seafarers stay in touch with their families. Working with maritime communications specialists, SeaDigital Communications, it recently launched a prepaid calling card designed specifically for seafarers.

"During its history the Mission has changed and expanded. But what this really means is that our work is never done. Many seafarers come from the poorest, most disadvantaged parts of the world and need a staunch shoulder of support. They have learned to trust the flying angel flag to be just that," Bill Christianson adds.

### **Historical note - *Crimping***

Crimping was a system that flourished in the mid-19th Century. Sailors received their pay several days after the end of the voyage. During their first few days in port seafarers were prey to an unprincipled band of men - 'crimps' - who provided money, alcohol, food and lodgings under the guise of hospitality. When pay-day arrived the sailor would be

presented with a bill by the crimp which, in most cases, exhausted his pay packet. Penniless and miserable, the sailor was forced to ship out again.

Crimping became the special concern of Revd Robert Boyer who was the first superintendent of the Mission to Seamen from 1874 to 1891. Boyer played a large part in the implementation of the Transmission of Wages scheme, whereby sailors were supplied with a rail ticket and some expense money on leaving their ship, receiving the bulk of their wages at home through a seaman's money order.

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## Foundation Degrees

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In December the UK shipping minister, Dr Stephen Ladyman MP, launched a new vocationally related degree framework that will be the standard entry route to a career with the Merchant Navy from September 2006.

The MN Foundation Degree framework has been developed by the Merchant Navy Training Board (MNTB), the co-ordinating body for the development and promotion of education, training and qualifications for seafarers in the UK.

Throughout there has been close collaboration with employers, trade unions, the MCA and the nautical colleges to produce what MNTB Chairman Nigel Palmer describes as "the perfect vehicle for taking forward Merchant Navy officer training in the 21<sup>st</sup> century".

Foundation degrees are a new type of degree, first delivered in 2001. There are currently some 50,000 people in the UK working towards the qualification spanning a wide range of subject areas and covering all sectors of industry.

Last year was the second year running in which over 600 new MN officer cadets were recruited in the UK, reversing more than a decade of decline. Given the expectation that this recruiting revival will be sustained, it is vital that the commercial shipping sector is able to compete in the employment market.

Marine Society & Sea Cadets Director of Education Brian Thomas commented that there is a consensus that the implementation of a foundation degree framework will markedly

assist in the cause of attracting the brightest and best young talent to a career in the maritime sector.

Brian added: "In just over five years the commercial shipping fleet that is owned and managed in the UK has more than doubled in carrying capacity – and the UK-flagged fleet has more than quadrupled. Now we have in place a training framework of which we can be proud and which will help deliver the quality manpower needed by a vibrant and growing industry".

Marine Society and Sea Cadets, "<http://www.ms-sc.org>"

Merchant Navy Training Board, "<http://www.mntb.org.uk>"

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## SOLAS and SAR Amendments Introduced

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On 1 July 2006, amendments to two IMO Conventions entered into force. The amendments, concerning the treatment of persons rescued at sea, are particularly timely in view of several recent incidents involving migrants and refugees unwittingly involved in accidents at sea.

For centuries, shipwreck and the subsequent plight of survivors at sea have been a staple of art and literature, often used as an allegorical device to portray mankind's broader predicament, cast adrift on a sea of troubles in search of some kind of eternal salvation. For some unfortunate souls, however, shipwreck, the struggle for immediate survival and the subsequent horrors of waiting for rescue, not knowing whether anyone is aware of their plight and uncertain as to whether they can survive long enough even if they are, becomes terrifying reality. Even in the modern world, when advances in ship design, construction and technology coupled with highly trained and capable ships' crews means a passage by sea is safer than ever before, the sea remains capricious and unforgiving – and accidents still happen.

Although the chances of shipwreck are smaller than ever and diminishing progressively, no

one who takes to the sea is completely immune from danger. It matters not whether one is a professional seafarer or fisherman at work, a fare-paying passenger travelling for pleasure or business, a yachtsman engaged in one's favourite pastime or a refugee or migrant taking to the sea out of desperation; the sea does not distinguish.

Which is precisely why the age-old tradition among seafarers of going immediately to the aid of anyone in distress at sea became established and continues to this day. For centuries, seafarers have considered it their duty to assist fellow mariners in peril on the high seas. In modern times, this tradition has become more than just a moral obligation and is now enshrined in international law.

The United Nations Convention on Law of the Sea (UNCLOS), for example, says that every State must require the master of a ship flying its flag to render assistance to any person found at sea in danger of being lost and to proceed to the rescue of persons in distress. Furthermore, it requires every coastal State to promote the establishment, operation and maintenance of an adequate and effective search and rescue service regarding safety on and over the sea and, where circumstances require, by way of mutual regional arrangements, to co-operate with neighbouring States for this purpose.

In this way, UNCLOS provides the legal framework for action. However, the details of any search and rescue obligations are to be found in various IMO Conventions.

The Search and Rescue (SAR) Convention of 1979 gives a clear definition of the term "Rescue". It involves not only "an operation to retrieve persons in distress, provide for their initial medical or other needs" but also to "deliver them to a place of safety". This obligation to initiate action is activated once the responsible authorities of a State Party receive information that any person is, or appears to be, in distress at sea. It further states that, once a State Party has accepted responsibility to provide search and rescue services for a specified area, it is obliged to use search and

rescue units and other available facilities for providing assistance to anyone in distress at sea, and that such assistance is to be provided "regardless of the nationality or status of such a person or the circumstances in which that person is found".

The Safety of Life at Sea Convention (SOLAS) spells out the obligation on ships' masters to render assistance. It says, "The master of a ship at sea which is in a position to be able to provide assistance, on receiving a signal from any source that persons are in distress at sea, is bound to proceed with all speed to their assistance, if possible informing them or the search and rescue service that the ship is doing so." Elsewhere, it stipulates that contracting Governments should undertake "to ensure that necessary arrangements are made ... for the rescue of persons in distress at sea around its coasts."

Furthermore, the Salvage Convention of 1989, while primarily concerned with the salvage of property and the prevention of marine pollution, nevertheless restates the SOLAS obligation on the master to render assistance to any person in danger of being lost at sea. And the Convention on Facilitation of International Maritime Traffic (FAL Convention) sets forth special facilitation measures for ships calling at ports in order to put ashore sick or injured crew members, passengers or other persons for emergency medical treatment.

Every year, thousands of migrants and asylum seekers undertake perilous journeys at sea in search of safety, refuge from persecution, or simply better economic conditions. IMO's prime concern with respect to the rescue of those involved in incidents during such journeys was that, unless the matter was considered in all its aspects and appropriate action was taken, there might be a negative impact on the integrity of the global search and rescue system which the Organization had put in place.

On 1 July 2006, amendments to the SOLAS and SAR Conventions concerning the treatment of persons rescued at sea (adopted in May 2004) entered into force. These amendments

were developed in response to IMO Assembly resolution A.920(22) on *Review of safety measures and procedures for the treatment of persons rescued at sea*, which was adopted by IMO's 22nd Assembly in 2001, following a number of incidents that highlighted concerns surrounding the treatment of persons rescued at sea, in particular undocumented migrants, asylum seekers, refugees and stowaways.

Resolution A.920(22) requested IMO to review all IMO instruments so that any existing gaps, inconsistencies, ambiguities, vagueness or other inadequacies could be identified and any action needed could be taken. The idea was to ensure that co-ordination and co-operation among all parties concerned could be strengthened so that rescued persons are promptly and effectively delivered to a place of safety, regardless of their nationality and status or the circumstances in which they are found. Survivors, including undocumented migrants, asylum seekers and refugees, as well as stowaways, should be treated, while on board, in accordance with relevant international agreements and long-standing humanitarian maritime traditions.

Among the resultant amendments are those to SOLAS chapter V - *Safety of Navigation*, which add a definition of search and rescue services. They also add to and clarify the existing longstanding obligation to provide assistance, adding the words: "This obligation to provide assistance applies regardless of the nationality or status of such persons or the circumstances in which they are found."

Moreover, the amendments mandate co-ordination and co-operation between States to assist the ship's master in delivering persons rescued at sea to a place of safety. This is the first time that such an obligation has been placed on States.

The amendments also add a new regulation concerning a ship master's discretion, which states that "the owner, the charterer, the company operating the ship..., or any other person shall not prevent or restrict the master of the ship from taking or executing any decision which, in the master's professional

judgement, is necessary for safety of life at sea and protection of the marine environment."

Amendments to the SAR Convention add a new paragraph in chapter 2 - *Organization and co-ordination*, relating to the definition of persons in distress; new paragraphs in chapter 3 - *Co-operation between States*, relating to assistance to the master in delivering persons rescued at sea to a place of safety; and a new paragraph in chapter 4 - *Operating procedures*, relating to rescue co-ordination centres initiating the process of identifying the most appropriate places for disembarking persons found in distress at sea.

Related *Guidelines on the treatment of persons rescued at sea*, also adopted in May 2004, provide guidance with regard to humanitarian obligations and obligations under the relevant international law. These confirm that the obligation of the master to render assistance should be complemented by the corresponding obligation of IMO Member Governments to co-ordinate and co-operate in relieving the master of the responsibility to provide follow up care of survivors and to deliver the persons rescued at sea promptly to a place of safety.

In addition, and again following resolution A.920(22), the IMO Secretary-General brought the issue of persons rescued at sea to the attention of a number of competent United Nations specialized agencies and programmes, highlighting the need for a co-ordinated approach among United Nations agencies and soliciting the input of relevant agencies, including UNHCR, the UN Refugee Agency, within the scope of their respective mandates.

An inter-agency effort focusing on State responsibilities for non-rescue issues, such as immigration and asylum, which are beyond the competence of IMO, is an essential complement to IMO's own efforts. IMO is co-operating with UNHCR and other relevant agencies as necessary following rescue incidents involving persons in distress who subsequently are found to be asylum seekers or undocumented migrants.

An excellent example of this inter-agency co-operation occurred in June this year, when a passenger ship, the **Noordam** – rescued 22 persons of various nationalities after their boat had sunk in the Aegean Sea between the Greek island of Samos and the coast of Turkey. When IMO was informed of the rescue by the International Council of Cruise Lines (ICCL), the Organization quickly established lines of communications with UNHCR and the appropriate authorities in Greece, the Netherlands and Turkey to ensure the disembarkation of the survivors at the ship's next port of call, Kusadasi in Turkey.

The timeliness of the entry into force of the new IMO amendments has been emphasised by the rising death toll among migrants and asylum seekers attempting sea passages, often in unseaworthy and overcrowded vessels. The new Convention provisions constitute a significant milestone, of which the entire maritime community can feel justifiably proud, since they strengthen further the centuries-old tradition of mariners throughout the world, of giving succour and salvation to fellow human beings in distress at sea.

In an age when ships' captains are constantly asked to improve efficiency and cut costs, it remains vital that they continue to rescue those found in grave peril on the sea – whoever they are and whatever their reason for being there. The new IMO amendments should help to ensure that any ambiguities surrounding the obligations of all concerned towards those who become involved in an accident at sea are clarified, and that anything which might serve as a disincentive to ships' masters in the fulfilment of their obligations, is removed.

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## Is Piracy Still a Problem?

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The UK Parliament House of Commons Transport Committee says the answer is yes in a recent report published in July which was critical of UK Government efforts so far.

From the Introduction:

“Since 1992, there have been a total of 3,583 piratical attacks worldwide. This represents an increase

from 1993 to 2005 of 168%. In the same period, 340 crew members and passengers died at the hands of pirates, and 464 received injuries. In 2005 alone piracy resulted in over 150 injuries and assaults and over 650 crew members were taken hostage or kidnapped.

These statistics may appear modest by contrast with the casualties suffered in other violent conflicts. But these attacks were not sustained in a violent conflict. They were suffered by innocent people travelling lawfully by sea. Even one such attack is one too many. “

The Conclusions include the following:

101. Piracy is a loathsome activity. In the past decade instances of piracy have spiralled by 168 per cent bringing misery, severe injury, and death to many people including innocent British seafarers. But despite a horrific level of violence which, if seen in any other means of transport would cause a storm of public protest, the subject receives only sporadic press attention. It is no wonder then that many consider the maritime industry to be ‘invisible’.

102. The techniques used by pirates have the capacity to be used in acts of maritime terrorism. There is evidence that this may already have happened. This should be a development which is of profound general public concern.

103. The Government needs to be at the forefront of the fight to destroy piracy. But it is being insufficiently active. This must change. There is a good deal of international ‘activity’ -defined as inter-governmental dialogue- about the problem of piracy. A plethora of correct-sounding codes and checklists to define better security have been drawn up. But our evidence has brought into question how well these codes and checklists are being implemented. Unless there is the will to apply them these will prove useless in the drive to obliterate piracy.

104. What the Government must demonstrate is practical action that international cooperation is succeeding in making piracy a thing of the past. That is woefully lacking. So far from destroying piracy, it is growing; and the Government does not even know the scale of the problem. That is failure by any measure. The Government needs to demonstrate a new level of commitment in tackling piracy. We expect to see this reflected in its response to this report.

The full 105 page report can be found here “<http://tinyurl.com/mzgggh>”.

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## 32<sup>nd</sup> AGA Resolutions

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### Resolution 1/2006 - CRIMINALISATION OF SEAFARERS

**On the occasion** of the 32nd AGA, held on 8-9 May 2006, the delegates of IFSMA assembled in San Pedro, Los Angeles, California, USA;

**Recalled** the resolution on Criminalisation of Shipmasters adopted by the 30th AGA in Buenos Aires;

**Noted** with satisfaction the adoption of Guidelines on the Fair Treatment of Seafarers at the IMO Legal Committee in April 2006;

**Notes further** with great concern that the issue of criminalisation of shipmasters has not substantially improved and the tendency by Port and Coastal States to arrest and detain Masters and officers without trial following maritime incidents persists;

**Therefore calls upon** the International Maritime Organization (IMO) and the International Labour Organization (ILO) and other maritime and regulatory interests to:

- Use professional sanctions not criminal sanctions to penalise negligence;
- Stop the criminalisation of seafarers;
- Ensure flag States protect their seafarers and abide by UNCLOS;
- Ensure flag States carry out independent maritime accident investigations;
- Facilitate greater mandatory use of Voyage Data Recorders (VDR);
- Ensure IMO and ILO member States abide by the Fair Treatment Guidelines;
- Support the ongoing work of the Joint IMO/ILO Working Group on the Fair Treatment of Seafarers and press for a mandatory Code;
- Ensure all flag States exercise effective control and jurisdiction over ships flying their flag.

**Furthermore**, reaffirms IFSMA's determination to continue to campaign for shipmasters and other officers and crew to be treated with dignity and respect.

### Resolution 2/2006 - E-LEARNING IN MARITIME TRAINING AND EDUCATION

**On the occasion** of the 32nd AGA, held on 8-9 May 2006, the delegates of IFSMA assembled in San Pedro,

Los Angeles, California, USA;

**Resolved** that IFSMA support the global initiative by maritime education and training providers to identify the needs of the industry with respect to the development of E-learning for seafarers and other shipping industry personnel, and to make recommendations as to standards and guidelines to ensure optimum development of such E-learning.

### Resolution 3/2006 - SHIPMASTERS IN THE FISHING INDUSTRY

**The 32nd Annual General Assembly of IFSMA** held on 8-9 May 2006 in San Pedro, Los Angeles, USA;

**Notes with concern** the situation of Shipmasters in the Far East in the fishing industry and that worldwide approximately 24,000 crewmembers in the fishing industry die each year;

**Urges** IMO and ILO Member states to support improving health and safety in the fishing industry through the ratification, implementation and enforcement of the 1993 Torremolinos Protocol and application of the FAO/ILO/IMO Code of Safety for Fishermen and Fishing Vessels;

**Recognises** also that improved competence also contributes to the achievement of a healthy and safe working environment and therefore urges IMO member states to ratify and implement the STCW(F);

**Encourages** all ILO member States to support the adoption of the proposed ILO Convention on Work in the Fishing Sector due to be proposed for adoption at the International Labour Conference in June 2007;

**Resolves** that IFSMA should use its influence within the IMO and ILO to ensure that the working and living conditions of Shipmasters in the fishing industry and their crew are improved.

### Resolution 4/2006 - MANNING AND FATIGUE CONCERNS

**On the occasion** of the 32nd AGA, held on 8-9 May 2006, the delegates of IFSMA assembled in San Pedro, California, USA;

**Recognize** that there is a lack of standardized interpretation of guidelines on manning,

**Resolved**, that IFSMA use its influence at IMO and ILO to introduce a mandatory code to deal with the issue of manning levels and fatigue.

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## **Master detained for two months**

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Information provided by BIMCO.

The master of a ship that called at Novorossisk in April 06 to discharge a cargo of sugar faced detention of 57 days on allegations of criminal smuggling charges. He was finally released on 2 June thanks to the concerted efforts of the shipowners, the P and I Club, the club correspondents, the local Greek Consulate and a broad group of industry organizations that included support from IFSMA.

The first signs of trouble to come were seen during inward clearance formalities as Customs Officers questioned the ship's Master, Captain Haralampos Sakellarios, as to why he had not listed the descaling product 'UNITOR' on the inward clearance declaration of ships stores. Seeking to avoid such difficulties by taking all possible steps to facilitate compliance with all inward clearance formalities at the port, the owners had consulted the BIMCO Worldports Database, the Fairplay port information database, and with their agents at the port to ensure that the Master was fully informed of all requirements.

These efforts proved to be of no great advantage as there was no guidance obtained relating to the descaling product 'UNITOR'. This product aids effective cleaning of cargo holds and is widely available for purchase without extraordinary controls or permit requirements, also in Russia. As it turned out, however, one of the ingredients of UNITOR descaling liquid is hydrochloric acid, a toxic chemical. Hydrochloric acid is used in many industrial processes and annual worldwide production is in the region of 20 million mt. It is widely accepted that a ship should have the opportunity to correct inadvertent errors in documentation, and no penalties should be imposed until an opportunity has been given to satisfy the Customs Authorities that the errors were inadvertent and not of a serious nature (FAL Convention, paragraphs 2.18 and 2.19). Unfortunately, in this case, the Master was not given such an opportunity

After samples were taken by the Russian customs that confirmed that hydrochloric acid was an ingredient of the descaling liquid, criminal charges were raised against Captain Sakellarios on allegations of smuggling a toxic substance. The penalties for such violations can reach 5 years imprisonment and the equivalent of more than USD 10,000.00. These criminal charges were made having no regard to the IMDG Code paragraph 3.4.7 which exempts

limited quantities of dangerous goods for personal or household use that are packaged and distributed in a form intended or suitable for sale through retail agencies (see Unitor).

Seeking to protect Captain Sakellarios from lengthy detention in a Russian prison, the owners and their club quickly involved the correspondent at the port, the Greek Foreign Ministry and the Maritime Administration of Malta with whom the ship was registered. The owners also approached BIMCO seeking advice as to what additional steps could be taken.

A letter arranged by the Greek Ministry of foreign affairs and issued by the Greek Consulate in Novorossisk that guaranteed that Captain Sakellarios would not leave the city during the criminal investigation or eventual hearings served well in keeping him out of prison. As such he was able to remain at a local hotel after his ship departed with a replacement Master.

After Captain Sakellarios' release another factor came to light, namely that hydrochloric acid is a chemical precursor used in the manufacture of narcotics. This raises questions as to whether or not the Russian authorities acted in the way that they did due to concerns that drug manufacturers sought to obtain this chemical. Whilst this may be a legitimate concern, hydrochloric acid is only one constituent of the UNITOR product, and it may be thought that those wishing to obtain hydrochloric acid for the manufacture of drugs would prefer to do so from more readily available sources.

It has also been revealed that there is another ship's Master facing the same charges in Novorossisk, who is presently under detention at the time of writing.

Companies trading ships to Novorossisk would be well advised to take precautions by informing their ships' command of these potential difficulties if chemicals such as UNITOR or others containing hydrochloric acid are not declared.

Plans are underway for several industry organizations to raise concerns before the Russian authorities and seek clarifications regarding the regulations being applied and how seafarers can act in order to avoid violations.

Amongst other things, revisions to the IMO Fal Form for ship stores may be considered in order to assist seafarers to comply with such requirements applied at Novorossisk and elsewhere.

## Another VHF Assisted Collision

### UK Marine Accident Investigation Branch (MAIB)

#### SYNOPSIS

At 0938 (UTC+8) on 8 April 2005, the German registered container ship *Washington Senator*, which was on passage from Shanghai to Hong Kong at a speed of 17 knots, and the UK registered container ship *Lykes Voyager*, which was on passage from Yantian to Vancouver at a speed of 19.5 knots, collided in the Taiwan Strait. No one was hurt but both ships were damaged and, although there was no pollution, a number of containers were lost overboard. After the collision, both ships sailed to Hong Kong for repairs.

The collision occurred about 4 minutes after *Lykes Voyager* altered course to starboard from 022° to 070° to avoid *Washington Senator*, and *Washington Senator* had altered course to port from about 242° to 190° in accordance with a passing arrangement her master assumed had been made with *Lykes Voyager*. The distance between the ships at the time of the alterations was about 2.5 miles, and visibility was less than 200m in fog. Shortly after each vessel had steadied on their respective headings, both masters realised that the ships had turned towards each other, and were on a collision course. Unfortunately, by that time, the distance had further reduced to the extent that the last-minute avoiding action taken by both ships was unable to prevent a collision.

The investigation identified several contributory factors, including:

- The passing arrangement agreed by the master of *Washington Senator* was made with an unidentified ship, not *Lykes Voyager*.
- The developing close-quarters situation between *Washington Senator* and *Lykes Voyager* could have been resolved solely by the early application of the COLREGS. However, the master of *Washington Senator* opted to contact *Lykes Voyager* on VHF radio.
- By the time *Washington Senator* established VHF communications with *Lykes Voyager*, the distance between the ships was less than 5 miles.
- Identification procedures were not followed

during each VHF radio transmission, and the identity of the ship with which the passing agreement was made, which was probably one of many within VHF radio range, was not established.

- The avoiding action taken by *Lykes Voyager* was not taken until the ships had closed to about 2.5 miles. This was due to the inexperience of the third officer, who was focused by the threat posed by a nearby ship being overtaken, and because the master had been distracted.
- The performance of the master of *Lykes Voyager* was possibly affected by fatigue.
- When restricted visibility and large concentrations of fishing vessels were encountered, neither the master of *Washington Senator* nor *Lykes Voyager* considered it necessary to reduce speed below their required passage speeds.
- There is no guidance available to masters of ships which are unable to proceed at a speed which allows them to be stopped within a distance appropriate to the prevailing state of visibility as required by Rule 6 of the COLREGS.
- Neither of the bridge teams made use of the available AIS information to monitor the actions of the other vessel when manoeuvring at close-quarters. This was probably due to several factors, including the absence of specific guidance or instruction from the ship managers, and the method in which AIS information was displayed.

Recommendations have been made to the Maritime and Coastguard Agency (MCA), the Federal Ministry of Transport, Building and Housing, the International Association of Marine Institutes (IAMI), the Association of Marine Educational and Training Institutes Asia-Pacific Regions (AMETIAP), and the International Chamber of Shipping (ICS) for the purpose of:

- Discouraging the use of VHF radio as a tool for collision avoidance.
- Providing additional guidance for determination of safe speed.
- Encouraging ship managers to monitor the application of safe speed.
- Highlighting the potential of AIS information

when manoeuvring in a close-quarters situation.

- Advising ship managers of the advantages of displaying AIS information in a format in which it can be readily associated with radar and other sources of navigational information.
- Highlighting the importance of using ships' names and call signs in each transmission when communicating by radio.

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## Challenge to EU Ship Source Pollution Directive

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On 30 June 2006 the judgment of Mr Justice Hodge in the application for judicial review of the EU Ship Source Pollution Directive was handed down. This case was brought by a broad coalition of shipping industry interests comprising INTERTANKO, INTERCARGO, the Greek Shipping Cooperation Committee, Lloyd's Register, and the International Salvage Union against the Secretary of State for Transport. In summary the court granted the application and held that the applicants' arguments as to the legality of the Directive were well founded and remitted a comprehensive list of issues to the European Court of Justice (ECJ) in Luxembourg for determination. These cover the legality of the Directive within the territorial seas, exclusive economic zones of member states as well as on the high seas, whether the Directive is contrary to the right of innocent passage and lastly whether the term "serious negligence" is consistent with legal certainty.

The Directive seeks to criminalise accidental pollution and applies within EU Member States territorial waters as well as in their Exclusive Economic Zones and on the high seas. The Directive also provides that it applies irrespective of a vessel's flag. The applicants maintained that the Directive was invalid as it conflicted with the international regime for criminal liability for ship source pollution, which EU Member States were already bound by, and also failed to satisfy the European law principle of legal certainty.

The Applicants are not attempting to obstruct the development of the law with respect to combating marine pollution, still less to ensure any kind of "freedom to pollute". They are responsible bodies in a major industry, which are committed to the maintenance of proper standards for the prevention of marine pollution. Their concern is that for an industry which, by its nature, operates throughout

the oceans of the world, those standards have to be established on a global, not a unilateral, basis and that international law is upheld.

Clarification in this area of law has also been sought to safeguard the rights of seafarers; criminalising innocent mistakes will be detrimental to the retention and recruitment of those that man the world's merchant fleet which is the backbone of the global economy.

In a detailed reserved judgment Mr Justice Hodge has referred four key issues to the ECJ. These are:

- (1) Whether it is lawful for the EU to impose criminal liability in respect of discharges from foreign flag ships on the high seas or in the Exclusive Economic Zone, and to limit MARPOL defences in such cases.
- (2) Whether it is lawful for the EU to exclude MARPOL defences for discharges in the territorial sea.
- (3) Whether the imposition of criminal liability for discharges caused by "serious negligence" hampers the right of innocent passage.
- (4) Whether the standard of liability in the Directive of "serious negligence" satisfies the requirement of legal certainty.

The industry coalition welcomed this decision and the comprehensive reference that has been made to the European Court. As EU member states must implement the Directive by 1 March 2007 the coalition hopes that their case will be determined by the European Court expeditiously.

The questions will now be referred together with the court file to the ECJ. The case is not expected to be heard for some months, during which the documents are officially translated and time is allowed for written observations. Given that implementing legislation has to be in place by March 2007, the coalition hopes for a hearing and decision as early as possible next year.

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## New Stella Maris Website

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Stella Maris or the Apostleship of the Sea, have just launched their new Website. It may be found at:

"[www.stellamaris.net](http://www.stellamaris.net)"

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## **Operating & Maintenance Manuals**

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The following is the Executive Summary from a recent report produced by the UK Confidential Human Factors Incident Reporting Programme (CHIRP) (also see page 13) titled “**Marine Operating & Maintenance Manuals – Are They Good Enough?**” The full report may be seen at “<http://tinyurl.com/kxd4k>”. Although the subject was raised with reference to ship’s engines, the conclusions are relevant to all safety critical systems including Navigation and Cargo systems.

This paper results from a concern reported to CHIRP by a seafarer and the subsequent discussions, investigation, and correspondence on the subject. Whilst a significant amount of research has been undertaken, it is not suggested that the treatment of the topic is exhaustive. It is believed the analysis which follows will permit those with an interest and/or responsibility for the issues outlined to progress and, where necessary, resolve any satisfactorily verified areas of concern.

The concern was reported in the following terms:

Report Text: “.....The style and presentation of engine operation & maintenance manuals should be subject to review and a set of minimum standards agreed and imposed by the relevant classification societies. Too often engine manufacturers adhere to their own ways, which are not always clear and unambiguous. This could lead to confusion, error and ultimately could compromise the safety of the vessel and crew.

In view of the very high capital cost of marine engines, it is reasonable to expect a set of manuals that cover the “as fitted” installation. This is rather than some generic publication that attempts to include many engine variants and applications [marine and non-marine]. It has to be said that some manufacturers seem to be guiltier in this respect than others.

In some cases, the manuals provided are not originals, i.e. they are photocopies sometimes of dubious quality. As a lot of photographs are provided in place of engineering drawings it is often difficult to make out sufficient detail. In these days of inexpensive desk-top publishing, manufacturers could easily arrange for a bespoke publication to be printed and presented from its database.”

Whilst the concern raised was of a general nature it was believed suitable for presentation to the CHIRP Maritime Advisory Board because it indicated a potential safety related latent defect in the underlying processes supporting the seafarer.

The questions this report seeks to address in some measure are:

1. To what extent does the current standard of operating and maintenance manuals contribute, or have the potential to contribute, to accidents and incidents on ships?
2. To what extent do current requirements impact on this area, positively or negatively?
3. What, in the opinion of the CHIRP Maritime Advisory Board, are the appropriate conclusions and recommendations?

In order to answer these questions the CHIRP Maritime Advisory Board drew on the experience of its own Members, canvassed industry opinion through its publication CHIRP FEEDBACK, sought the views of the Members of The Institute of Marine Engineering, Science and Technology (IMarEST) via their journal Marine Engineering Review (MER), queried the UK national accident/incident database held by the Marine Accident Investigation Branch (MAIB) and reviewed relevant regulations and guidance.

### **Conclusions**

The reported incident combined with the evidence gathered through raising the issue in CHIRP FEEDBACK, MER and other sources, including the collective experience of the Board, endorses the reported concern.

From the discussion of the issues outlined above the Maritime Advisory Board suggests the main conclusions are:

1. Seafarers are expected to assimilate different equipment fits quickly and perform to high operational standards.
2. Seafarers are expected to be able to move from ship type to ship type with few restrictions; this flexibility is considered essential for the efficient management of human resources.
3. Seafarers are likely to encounter equipment fits on which they have not been specifically trained.

4. Strict equipment type controls could promote consistency across the world fleet, but may tend to restrict suppliers and innovation.

5. Strict “type rating” of personnel could assist seafarers in meeting the requirement to join ships and perform to high operational standards quickly, but this may tend to restrict the flexibility of the workforce.

6. Access to a wide and competitive marketplace for equipment is considered essential for operational and commercial reasons.

7. It is widely recognised the standard of manuals provided to seafarers varies greatly in terms of specificity, content, language and presentation and is often poor, leading to an increased risk of human error. The drivers in manual production are not necessarily the needs of the end user, but may be “defensive engineering and liability practices”.

8. The absence of a system for document control for manuals provided by the manufacturer means the manufacturer loses the opportunity to notify the owner of relevant updates and product developments and therefore such manuals as are provided are likely to be out of date after a relatively short period.

9. Manuals are not necessarily supplied in a language in which the crew are proficient and this, coupled with the quality issues outlined must represent a significant increase in the risk of errors being made either by failing to interpret the manual correctly or failing to refer to it at all.

10. Integrated systems pose particular challenges with respect to the provision of effective operating and maintenance manuals and those challenges are not always met.

11. The failure to supply good quality technical/operating manuals or supplying manuals which are hard to understand and/or inadequate operating instructions has contributed to a number of marine accidents.

12. A logical consequence of the failings listed in item 11 is personnel being unfamiliar with equipment and/or not trained in its use and these factors have also contributed to a number of marine accidents.

13. Other safety critical industries and transport modes have recognised the importance of technical/

operational documentation and established controls to ensure adequate and consistent standards.

14. The IMO, whilst it has recognised the importance of establishing controls to ensure technical/operational documentation is of an adequate and consistent standard in limited applications, has not applied these principles more generally.

15. Whilst the relevant recommendations and guidance are available, there appears to be a stark contrast between what is recommended and what actually appears in the workplace.

16. Whilst Port State Control authorities have powers to audit this area, their effectiveness is constrained by the absence of an auditable standard.

17. Equipment manufacturers do not generally differentiate their products in the market place on the quality of their manuals and, in this sense, manuals should not represent a significant commercial issue.

18. The absence of an agreed standard means good quality documentation is a “cost option” invested in by a discreet sector of the ship owning/operating community, when it should be provided to all.

19. The adoption of standards for technical/operational documentation offer the potential to provide an element of consistency through a diverse equipment/personnel environment, reducing the risk of human error and promoting operational integrity and consistency.

## Recommendations

Following these conclusions the Maritime Advisory Board makes the following recommendations:

1. Manufacturers of equipment for safety critical marine applications across life saving, cargo operating, navigation, communications and engineering disciplines should provide operating and maintenance manuals to a common document standard “using a uniform layout as well as agreed terms, abbreviations and symbols for the correct use of such manuals by mariners.”

2. The use of simplified technical vocabularies and icons should be encouraged. If used, reproductions of photographs and drawings should be of an adequate standard and documents should be available in an agreed number of languages.

3. A relevant authority should verify the compliance/standard of documentation at the design/approval/acceptance stage and audit its continued compliance thereafter.

4. Documents produced to the standard should be controlled and include notifications to manufacturers to accommodate through life operational changes e.g. a change of ownership, crew nationality, etc.

5. Where integrated systems are fitted, a manual covering the entire system should be available. Particular attention should be paid to Failure Mode Effect Analysis for such systems.

6. Training regimes should be amended where necessary to ensure familiarity with the use of manuals produced to the standard. Thereafter, provided the seafarer continues to encounter manuals produced to the standard, efficient familiarisation and operation should be promoted.

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## Revised Pilotage Requirements for Torres Strait

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The Australian Maritime Safety Authority (AMSA) have issued a Marine Notice, 8/2006, announcing the introduction of compulsory pilotage requirements for the Torres Strait area which will become effective from 6 October 2006.

On 22 July 2005, the IMO's Marine Environment Protection Committee approved the extension of the Great Barrier Reef Particularly Sensitive Sea Area (PSSA) to include the Torres Strait. As one of the associated protective measures for the area, the Committee also adopted Australia's proposal to extend the system of pilotage within the Great Barrier Reef to the Torres Strait. Australia has operated a system of compulsory pilotage within the great Barrier Reef since 1991.

The new compulsory pilotage area for the Torres Strait will be specified in Marine Orders Part 54 and further details of that area are reproduced below. Significant penalties will apply to a master or owner who fails to comply with the compulsory pilotage requirements in the Navigation Act and Marine Orders Part 54.

Under the new requirements, section 186J of the Act will require the pilot to provide a certificate to the master in the approved form specifying details about the completed piloted voyage before disembarking the ship. Such a certificate will provide an

owner and master evidence that they engaged a pilotage service and complied with the compulsory pilotage requirements of the Act.

In certain circumstances, a master or owner may apply to AMSA to seek an exemption from the requirement to navigate with a pilot in a compulsory pilotage area – see section 186K of the Act and provision 11 of Marine Orders Part 54. The latter will shortly be made available on the AMSA internet site, [www.amsa.gov.au](http://www.amsa.gov.au).

The compulsory pilotage requirements under the Act and Marine Orders Part 54 will complement the existing pilotage requirements under the *Great Barrier Reef Marine Park Act 1975* concerning pilotage through the Great Barrier Reef.

A new compulsory pilotage area for the Torres Strait will be specified in Marine Orders Part 54 and further details of that area are reproduced below. Significant penalties will apply to a master or owner who fails to comply with the compulsory pilotage requirements in the Navigation Act and Marine Orders Part 54.

All vessels of 70 metres or more in overall length, and all loaded tankers, chemical tankers and liquefied gas carriers, except defence force vessels, when transiting through Torres Strait Pilotage Area A with a draught of 8 metres or more must have a pilot on board.

All vessels (irrespective of draught) of 70 metres or more in overall length, and all loaded tankers, chemical tankers and liquefied gas carriers, except defence force vessels, when transiting through Torres Strait Pilotage Area B must have a pilot on board.

The full notice and more information may be found on the AMSA website at "<http://www.amsa.gov.au/>"

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## New Words

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**Blamestorming:** Sitting around in a group, discussing why a deadline was missed or a project failed, and who was responsible.

**Seagull Manager:** A manager who flies in, makes a lot of noise, craps on everything, and then leaves.

**Cube Farm:** An office filled with cubicles.