

## Secretary General's Report

I took over as Secretary General (Acting) following Captain John Dickie's departure from IFSMA at the end of August, he remains as an Individual Member so his expertise will not be lost. Recruitment of a replacement Secretary General has commenced, although he is unlikely to be appointed until the new year to allow for the Strategic Review to reach some conclusions on what is required from him.

During September the Carriage of Cargoes and Containers (CCC) IMO Sub-Committee was held. At this meeting the IFSMA team was ably assisted by Alan Graveson (Nautilus International), Morten Kviem (NMOA) and David Appleton (Nautilus International). Of particular interest was the subject of Bauxite, which is leading to the loss of bulk carriers due to cargo liquefaction, and the carriage of containers. My report from this IMO Sub-Committee can be found on the IFSMA Website (Membership->IMO Reports).

Also during September the Executive Council met for four days, double the normal time, to additionally progress the Strategic Review. Items discussed under this heading included the declaration of correct membership numbers by Member Associations which continues to cause concern; the future organisation and structure of IFSMA; and a review of the past AGA Resolutions for any outstanding actions and completion.

At the conclusion of the Executive Council meeting Sarah Kersch, of Decus Insurance Brokers, gave a presentation on their proposals for insurance cover for Shipmasters as well as for other crewmembers. Significant reductions in premium costs were mentioned for large numbers of insured persons.

The dates for the next Annual General Assembly in Istanbul have now been confirmed as Wednesday 25<sup>th</sup> and Thursday 26<sup>th</sup> May. Planning is now well underway and further information and the Call for Papers is expected to be issued by the end of the year. However, you do not need to wait, if you have an idea for a paper please contact the office at any time.

Amongst the subjects discussed at the Executive Council meeting in September were:

IMO Maritime Ambassadors – it was agreed that information on this subject would be sent to all Association Presidents for feedback. Congratulations to Captain S. Kojima, JCA President, who has been appointed as one of two IMO Maritime Ambassadors in Japan.

Cruise Ship doctors and lack of specific training, our Deputy President was approached by a member of the International Maritime Health Association, he will follow this up.

'SOS Mediterranee', the current situation and possible solutions was discussed, including post-traumatic stress of crews and difficulties created with hundreds of refugees onboard.

IFSMA's Facebook page, this is updated regularly, with up to two hours a day spent on this task. Member Associations were asked to publicise the availability of this information facility. Between 12,000 and 13,000 people are being reached. One of the most popular recent posts was the announcement of Individual Member, Ashok Mahapatra, being promoted at IMO to Director, Maritime Safety Division. Congratulations to him.

IFSMA was represented by the Deputy President, Captain Willi Wittig, at this year's World Maritime Day reception held at IMO on 24<sup>th</sup> September, this is an important annual event in the maritime world. The theme this year was 'Maritime Education and Training'. The day before this event Captain Wittig attended the Industry Lifeboat Group meeting held at the International Chamber of Shipping offices in London, this group is working towards safer lifeboat deployment systems.

More recent activities include an approach by USCG to participate in a study being conducted by the US NTSB on the Coast Guard's Vessel Traffic Services Program. When the specific information arrives it will be passed to Member Associations to obtain opinions from VTS users.

We had a message from a Romanian association requesting assistance with pension calculations. We were able to assist through information provided by one of the Executive Councillors. Unfortunately, they do not appear to have any active Shipmasters.

From AMSA we received a request to support their IMO Paper on the proposed E-Nav S-Mode for the IMO NCSR Sub-Committee next March. The Executive Council agreed that we should support the paper by becoming a co-sponsor.

There was one incident during September of a Master being jailed when drugs were discovered in a container just loaded onto his vessel in Puerto Bolivar, Ecuador. Captain Erik Umbrasko, is a member of our Latvian affiliate, and we recall he was a delegate at our AGA held in Belgium in 2007. We were able to offer support for his predicament and, to cut a long story short, we are able to report that he was released.

from jail after a few weeks, between 10 September and 6 October, and repatriated. These incidents do not always end so well as this one. We have just published a link to a video “Criminalisation and the Criminal Law” produced by Seafarer’s Right International, which we recommend all Shipmasters should view, see the “IFSMA Log” area on our website.

**Captain Paul Owen, Acting secretary General**

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## Anglo Eastern and Univan Merge

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Univan Ship Management (USM) has merged with fellow Hong Kong manager Angle-Eastern. The deal would add around 100 ships to the Angle-Eastern fleet, putting it close to the top of the global shipmanagement rankings.

“Today, the newly merged Anglo-Eastern Univan group, backed by long term shareholders in the ship management industry, has recommitted itself to serving its shipowner clients through its commitment to safety both at sea and ashore and to maintaining and improving its operating standard,” the merged group said in a press release. Started in 1974, the Anglo-Eastern Group was a homegrown product and took off as a third party manager soon after a young Belgian executive with a degree in Naval Architecture (Peter Cremers) joined in 1985. Marcel Liedts soon joined Peter on the management team and, under their leadership, the managed fleet steadily grew. The company gained a reputation for first class safety and environmental standards and in 1998 it underwent a management buy-out, followed in 2001 by a merger with Denholm Ship Management, providing a presence in Europe.

Univan Ship Management was started by the late Captain C.A.J. Vanderperre, often referred to as the ‘father of ship management’ and under whose guidance many successful ship management executives owe their careers today. Former Maersk Captain Bjorn Hojgaard was appointed CEO in 2012 and has overseen significant change. In the past few years Univan has refocused its efforts on serving first class shipowner clients and has seen rapid fleet growth.

The merged business will be led by Peter Cremers as Executive Chairman, Bjorn Hojgaard as Chief Executive, Marcel Liedts as Chief Operating Officer and Mark Stevenson as Chief Financial Officer. The Group is proud that its “top three” all have professional backgrounds at sea or in naval architecture, the core skill sets in shipping on which both Groups were built.

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The newly merged entity will have:

- 1,700+ shore based staff
- 24,000+ seafarers
- 600 ships under full management
- 100 ships under crew management only.

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## Message from Captain John Rose Director (Maritime) CHIRP

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Colleagues - Your help is needed!

Global interest in the CHIRP Charitable Trust’s Maritime programme continues to grow but the number of near miss / hazardous occurrence reports has not seen the same level of increase. We estimate there now are 200,000 people of 47 nationalities that read the safety lessons published in the quarterly issue of CHIRP’s Maritime FEEDBACK.

CHIRP – Reporting Guidelines - WHAT DO I REPORT?

Safety-related incidents or events involving:

- Yourself
- Your organisation or your vessel
- Other people
- Your organisation or organisations you deal with  
Incidents/events can include:
- Errors
- Individual performance
- Regulatory aspects
- Unsafe practices or design

What Don’t I Report?

- Incidents or events with no safety content
- Issues involving conflicts of personalities
- Industrial relations and/or terms and conditions of employment problems

When Do I Report?

- When you are concerned and wish to protect your identity (please note that anonymous reports are not accepted)
- When you wish others to benefit from an important “Lesson Learned”
- When other reporting procedures are not appropriate or are not available
- When you have exhausted company/regulatory reporting procedures without the issue having been addressed  
Please Note: CHIRP has 100% success record in preserving the confidentiality of every reporter.

Your help to promote the work CHIRP Maritime and increase the safety lessons learned will be much appreciated and this can be achieved by entering information on this form reports and sending it either by:

email to: [reports@chirp.co.uk](mailto:reports@chirp.co.uk) or

FREEPOST RTSX-BHUH-BTUX, The CHIRP Charitable Trust, Centaur House, Ancells Business Park, Ancells Road, Fleet, Hampshire GU51 2UJ

or enter details online at:

<https://www.chirp.co.uk/submit-a-report/online>

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## Hong Kong Shipping Register Reaches 100 Million Tons

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The Hong Kong Shipping Register passed the 100 million gross tonnage mark at the end of September with a total of 2,449 ships registered which makes it the fourth largest in the world.

The Hong Kong Marine Department said that as a result of the register's quality control system, the Port State Control detention rate of Hong Kong-registered ships remains at a low level.

Ships registered in Hong Kong remain among the top performers in the white list issued by the Tokyo Memorandum of Understanding of Port State Control, and are classified as low-risk ships in the Paris MoU, the department said.

The department added it will continue to improve co-ordination with China's mainland authorities to better protect Hong Kong-registered ships when they are in international waters and in foreign ports.

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## French Cruise ships cross the Northwest Passage

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French cruise line PONANT in September completed a first in the history of navigation, as two of its sister-ships, Le Boréal and Le Soléal, crossed the legendary Northwest Passage from Greenland in the east to Siberia in the west.

Captains Etienne Garcia and Patrick Marchesseau on Le Boréal and Le Soléal ensured their passengers were able to take full advantage of an extraordinary experience aboard these two luxury yachts.

Designed to sail in extreme regions, each has 132 staterooms and suites and have obtained the international "CLEANSHIP" label (Bureau Veritas) for their innovative green equipments. Along the voyage through the narrow channels and shifting glaciers of this little known region, they explored historic landmarks like Beechey Island of Franklin expedition fame, Gjoa Haven where Amundsen anchored his ship over a century ago and Cape Bathurst.

They also saw hundreds of belugas, around 60 bears and nearly 500 narwhals. Another highlight for passengers was meeting French adventurer Charles Hedrich, the first man to cross the Northwest Passage solo in a rowing boat.

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## Whales and Ship

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Underwater listening station launched to better understand impact of ship noise on at-risk whales. September 15, 2015

Port Metro Vancouver, with support from the University of Victoria's Ocean Networks Canada and JASCO Applied Sciences, has deployed a hydrophone listening station that will monitor underwater vessel noise in the Strait of Georgia. Underwater noise has been identified as a key threat to at-risk whales.

The hydrophone listening station deployment and monitoring activities are part of the Enhancing Cetacean Habitat and Observation (ECHO) Program. The program aims to better understand and manage the impact of shipping activities on at-risk whales throughout the southern coast of British Columbia.

"Port Metro Vancouver is mandated by the Canada Marine Act to accommodate Canada's growing trade demands in a way that is sustainable," said Duncan Wilson, Vice President of Corporate Social Responsibility at Port Metro Vancouver. "We are working together with scientists, shipping industries, conservation and environmental groups, First Nations individuals and government agencies to take proactive action to improve conditions for whales."

The newly-deployed listening station is located under water in the inbound shipping lane of the Strait of Georgia, and will be monitoring and reporting on ambient noise levels, marine mammal detections, and passing vessel noise. Working in collaboration with the Pacific Pilotage Authority and the British Columbia Coast Pilots, the intention is to manoeuvre as many deep sea vessels as possible over designated way-points in order to capture associated vessel noise accurately. This information will help scientists understand the different levels of underwater noise created by different types of vessels. It will also allow for the future testing of possible mitigation solutions, for example the cleaning of ship hulls to potentially reduce underwater noise.

The hydrophone listening station was manoeuvred into position yesterday during Ocean Networks Canada's annual expedition using the exploration vessel, Nautilus and its ROV (remotely operated vehicle) Hercules. Ocean Networks Canada is also contributing in-kind support by providing access to its system of underwater cable infrastructure, data storage and data reporting. JASCO Applied Sciences supplied two of its AMAR Observer acoustic monitoring stations and JMesh noise data processing software.

"Monitoring and understanding sound and its impact on marine mammals is a crucial aspect of good ocean management. Ocean Networks Canada is delighted to be partnering with JASCO and Port Metro Vancouver to deliver this world class sound detection, analysis, and reporting system," said Kate Moran, President and Chief Executive Officer of ONC.

The ECHO Program's goal is to find ways to reduce impacts that shipping may have on at-risk whales in our region. The intention is to develop and trial potential solutions in the coming years, which may include such things as incentives for the use of green vessel technology or changes to operational activities of ocean going vessels.

Port Metro Vancouver is recognized globally as a leader in sustainability, including by the likes of Sir Richard Branson and the Carbon War Room. In the first half of 2015 the port authority announced initiatives such as shore power for container vessels and the winners of the Blue Circle Award, the latter of which recognizes environmental stewardship of marine carriers as part of the EcoAction Program. Port Metro Vancouver was also recognized as a responsible leader in sustainability for the second year in a row by Corporate Knights.



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## Internet Access aboard Ships Key to Attract Youth to Seafaring

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*Original articles published in worldmaritimeneews.com*

Easy access to the internet onboard ships is a key requirement if young people are to be attracted into the seafaring profession and shipping needs to be more visible in the public eye, according to speakers who addressed an IMO symposium on maritime education and training, held on World Maritime Day (24 September 2015).

The IMO symposium provided an opportunity for a discussion on the future of maritime education and training and how it can meet the demands of the shipping industry and aimed to address the World Maritime Day theme: "Maritime education and training", through targeted discussion on the topic: "Shipping's future needs people: Is global maritime education and training on course?".

Ensuring a high proportion of students moved into the maritime professions after completing their maritime training was an important issue, according to Professor Jingjing Xu, Associate Dean, Research, Faculty of Business, Plymouth University, who said conditions for seafarers onboard needed to be appealing if the predicted lack of officers and rating in the future is to be addressed. Poor internet access on board ships was the largest disincentive to young people taking up seagoing roles, she said.

Speakers from the shipping and maritime industry and academia addressed three sessions, covering: opportunities for the young generation in the maritime industry; seafaring as a profession; and developing seafarer skills through quality maritime education and training.

IMO Secretary-General Koji Sekimizu, who opened the symposium, reiterated the need for high-quality maritime education and training as the bedrock of safe and secure shipping industry. Attracting new recruits into the industry was highly important, he said.

Another key point stressed at the symposium was the need to raise the profile and the image of shipping in general, in order to attract young people into the maritime professions. Opinion formers, including teachers and politicians, including those managing education policies, were key targets who should be informed about shipping and the maritime world.

Other speakers brought up the paucity of training berths. A cadet, one of 32 cadets from 16 countries attending the symposium, highlighted the fact that her country did not have training ships to offer seagoing experience, so this was a key issue which needed to be resolved so that their training did not go to waste due to lack of sea experience.

Government policies, particularly those of flag States, at national level could impact on maritime education and training and on recruitment. The percentage of women seafarers was still very low and this was still a matter than needed to be addressed.

The issue of ongoing quality assessment of seafarer training courses, as required under IMO's International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) was also raised. Following a career at sea, former seafarers needed to be supported into maritime careers onshore, including any necessary re-training.

Summing up, IMO Assistant Secretary-General Andy Winbow said shipping clearly needs people and its image – or lack of one – to be addressed.

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## Dismantling Costa Concordia

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This website shows the Costa Concordia being dismantled in Genoa:

<http://tinyurl.com/ocpncho>

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## Most Malacca Pirate Attacks Insurance Scams

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*Source MarEx.*

A fleet commander in the Indonesian Navy has said that about 90 percent of piracy cases in the Malacca Strait area turn out to be bogus claims related to insurance fraud or business competition.

"The number of criminal cases in the Malacca Strait has declined. However, we believe there [must be a plot] to make the Malacca Strait the most dangerous strait in the world," Rear Admiral Achmad Taufiqerrochman told reporters.

The Jakarta Post reports that both Indonesian citizens and other nationalities have been involved in claims made with ulterior motives. Taufiqerrochman says the Navy plans to conduct a combined investigation with Malaysia, Vietnam and other neighbouring countries to identify the beneficiaries of criminal activity in the Malacca Strait.

The strait has received renewed media attention recently as a result of robbery and piracy. The Jakarta Post reported several incidents in the last week. On Wednesday last week, 12 armed men in two small boats attacked another boat and took 20 gallons of fuel. The navy managed to catch one of the boats and arrest its crew of four.

On Friday last week, the Navy arrested a suspected robber who had allegedly boarded a ship and stolen spare parts.

ReCAAP released its latest update on maritime piracy last week painting a longer-term picture of the situation. The report states that armed robbery and maritime crime continues to surge in Asia. There were 161 incidents of piracy and armed robbery reported there in the first nine months of 2015, which represents a 25 percent increase in the total incidents compared to 2014.

Of those 161 incidents, ReCAAP defines 92 of them as category four involving one to three perpetrators who were not reported to be armed and escaped empty-handed upon being sighted. The report says that 11 category one incidents occurred where nine or more armed pirates that successfully hijacked tankers or stole their cargo.

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## After two decades, sailing by the stars is back at the Naval Academy

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By Thomas Gibbons-Neff, October 13

Quartermaster Seaman Pasquale V. Verrastro uses a sextant to find the range of a foreign vessel on the bridge wing of the guided-missile destroyer USS Ramage.

Almost 20 years after the last class of midshipman at the Naval Academy learned how to navigate by the stars, celestial navigation has once again entered the classroom.

The renewed focus on the old has nothing to do with maritime lore or when life was measured by years before the mast, but rather because of the emerging cyber-security threat, according to a report in the Annapolis, Md-based Capital Gazette.

“We went away from celestial navigation because computers are great,” Lt. Cmdr. Ryan Rogers, the deputy chairman of the academy’s Department of Seamanship and Navigation, told the Capital Gazette. “The problem is, there’s no backup.”

But just because celestial instruction is back, that doesn’t mean these midshipmen are going to be the Horatio Hornblowers of the 21st century. According to the Gazette report, instruction is limited to three hours and, at the moment, just basic theory.

In addition to the Academy’s renewed program, Naval ROTC detachments will soon begin pilot programs at a few schools scattered across the country, according to the report.

For fleet naval forces, celestial navigation was reinstated for ship navigators in 2011 after all celestial classes were shuttered in 2006 and, according to the Gazette, will soon be implemented for enlisted ranks as well.

According to the Gazette, the Navy isn’t the only seafaring branch that has shunned the sextant. The Coast Guard ended its celestial navigation courses a decade ago, though some cadets use sextants during training periods aboard the Coast Guard’s white-sided tall ship Eagle.

Even though the Coast Guard and the Navy’s love affair with the night sky ended years ago, the Merchant Marine Academy in Kings Point, NY has continuously taught celestial navigation, and has even helped the Naval Academy rebuild its program, according to the Gazette.

The decline of the sextant can be linked to the advent and launch of the GPS system and its satellites, but also to the older, less-known LORAN stations, short for Long Range Navigation.

LORAN, which was first fielded during World War II, used a series of stations located across the globe to locate ships and other objects using radio waves and triangulation. While GPS is known to be accurate within feet, LORAN was accurate within miles (though newer variants reduced this

margin greatly). Currently, the majority of LORAN stations have been decommissioned. Under the Coast Guard the last LORAN-C stations were active until 2009 but were closed because of budget restraints.

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## Andy Winbow Joins ISWAN as a New Trustee

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Andy Winbow, the recently retired Assistant Secretary-General and Director, Maritime Safety Division at the International Maritime Organization (IMO), and a good friend of IFSMA, has joined the board of the International Seafarers Welfare and Assistance Network (ISWAN) as a trustee.

Andy said “I am really pleased to join the board of ISWAN. It is an organisation that focuses on the wellbeing of the seafarer and I feel it has the potential to engage more organisations, maritime companies and individuals in its aim to improve the welfare of ships’ crews.”

Per Gullestrup, the Chairman of ISWAN said “we are privileged to have Andy join the board. He has a long and distinguished career at the IMO and as a seafarer. He will be able to bring a lot of experience and knowledge to ISWAN. I am looking forward to working with Andy on the ISWAN board.”

Among his many achievements Andy directed international initiatives relating to passenger ship safety post-Costa Concordia and developed and implemented the systems and procedures for the receipt and evaluation of information communicated to IMO by the 144 Parties to the STCW Convention.

Andy is a Fellow of the Nautical Institute, a Fellow of the Chartered Institute of Arbitrators, and a Master Mariner.

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## The Carriage of Bauxite that may Liquefy.

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IMO has issued an important circular on this subject CCC.1/2.

It warns Masters not to accept this cargo for loading unless the moisture content of the cargo is less 10% and the particle size distribution is as detailed in the individual schedule for BAUXITE in the IMSBC Code, other alternatives are listed in the circular, a copy of which may be found here:

<http://tinyurl.com/o53wkun>

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## Piracy monitor reports incidents up by 25%

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The Singapore-based anti-piracy agency, ReCAAP Information Sharing Centre (ISC), recorded 161 incidents of piracy and armed robbery against ships in Asia during January–September 2015.

This was a 25% increase year-on-year on the 150 incidents recorded in the same period last year.