

Secretary General's Report

Since the last Newsletter we had a very successful Annual General Assembly in Baltimore USA with over 50 members attending what was an extremely successful event. This year it was organised by the Council of American Master Mariners and was held in conjunction with their own Annual General Meeting and I would like to thank them for hosting us all and looking after us so well. There were some excellent presentations and lively discussions over the 2 days and I would draw your attention to the AGA section on the Website for more detail. The venue at MITAGS was fantastic with excellent facilities and accommodation in one location and the activities that CAMM put on for our spouses were very popular and well received. The River Cruise and Dinner was the highlight only to be bettered by the Final Gala Dinner on the last evening. The two-standout people to publicly thank are the President of CAMM, Captain Jeff Cowan and Captain 'Manny' Aschemeyer who worked tirelessly to ensure the success of the 2017 AGA – there organisation was faultless and made everything so easy for the IFSMA Secretariat. Next year the 2018 AGA will be hosted by Centro de Capitanes de Ultramar y Oficiales de la Marina Mercante, CCUOMM, of Argentina and we are currently in negotiation with them over the date. 2018 will be the last Annual General Assembly in its current format as you will recall that at the 2016 AGA it was agreed to change the process so that IFSMA would hold a short half day AGA in London combined with an Executive Council Meeting in even years and then a Member Association offer to host an AGA and IFSMA Conference over 2 days. The first of the new style AGA and Conference will be hosted by the Company of Master Mariners of India, CMMI, in 2019 and we hope to announce the date in the not too distant future. This is an exciting development and hopefully if we can make a success of this it will be self-funding.

Autonomous Ships seems to be in every bit of Maritime Press around the World at the moment and was also a key debate at our AGA. You will recall that I have urged you to get involved in debates in you Nations and Regions and to support and help influence the outcome of this exciting technological development. I have been a member of the United Kingdom's multi-national regulatory working group for the last year and this group, consisting of Denmark, Estonia, Finland, Japan, the Netherlands, Norway, South Korea, United Kingdom and the US recently submitted a much-publicised Paper to the IMO Maritime Safety Committee. I attended the Committee meeting held in London from the 7 – 16 June and this subject gave rise to a prolonged and at times emotional debate, which showed that many

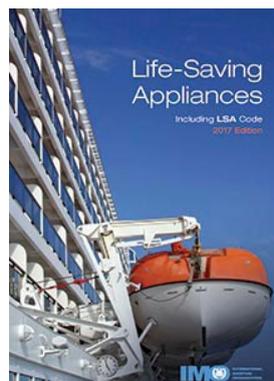
safety and legal issues still remain to be solved as regards autonomous shipping. Despite some concern, it was generally agreed that the IMO needs to start its work now "To undertake a Scoping Exercise for a Regulatory Framework for the Operation of Maritime Autonomous Surface Ships (MASS), and invite submissions from Delegations for MSC 99. The main thing that also came out was the need to ensure IMO and Industry take into account the Human Element as this is taken forward. A number of delegations/NGOs have put in a lot of work already such as Comité Maritime International (CMI). This was confirmed during a recent discussion and presentation by Maersk who confirmed that they had no intention of going fully autonomous as there was no business case to do so. Their vision is for manned ships where autonomous control increases the capability, safety, and productivity of manned ships - even to do this they see themselves having to invest over \$100M. This Scoping Exercise needs to take all elements of MASS into account such as Smart ships etc. The Scoping Exercise is just a start. For more information on issues brought up during MSC that effect Shipmasters and my Interventions made on your behalf, see my detailed report in the IMO section of the Website.

Commodore Jim Scorer, Secretary General

IMO Publications

Life-Saving Appliances inc. LSA Code, 2017 Edition (IE982E). Price £30, ISBN 978 92 801 1654 0.

IMO reports the issue of this important document early in March 2017.



This publication contains the three most important IMO instruments dealing with life-saving appliances, namely the International Life-Saving Appliance (LSA) Code, the Revised Recommendation on Testing of Life-Saving Appliances and the Code of Practice for Evaluation, Testing and Acceptance of Prototype Novel Life-Saving Appliances. It provides international requirements for the life-saving appliances required by chapter III of the 1974 SOLAS Convention, including personal life-saving appliances such as lifebuoys, lifejackets, immersion suits, anti-exposure suits and thermal protective

aids; visual aids, such as parachute flares, hand flares and buoyant smoke signals; survival craft being life rafts and life-boats; rescue boats; launching and embarkation appliances and marine evacuation systems, line throwing appliances; and general alarm and public address systems.

Regulations for Air Emissions from Ships

New AMSA Marine Notice

The purpose of the new **AMSA Marine Notice (2017/5)** is to provide general information to shipowners, masters and crews on Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL). Annex VI of MARPOL contains regulations for the prevention of air pollution from ships.

This Marine Notice focuses on MARPOL Annex VI regulations that control emissions of sulphur oxides (SOx) and particulate matter, and nitrogen oxides (NOx). These controls are divided between those applicable inside IMO designated Emission Control Areas (ECAs) and those applicable elsewhere.

Furthermore, the new notice is issued as general guidance only and should be read in conjunction with the relevant Acts, Marine Orders and Standards. A Marine Notice does not constitute legal advice and is not a substitute for independent professional advice.

This Marine Notice supersedes Marine Notice 2015/12

SOx and particulate matter emissions are a function of the sulphur content of fuel.

The SOx control requirements in MARPOL Annex VI provide for a progressive global reduction in the sulphur content of fuel oil to reduce the emission of SOx and particulate matter from ships. Current maximum sulphur content of fuel oil for ships operating in areas other than ECAs is 3.5% m/m (mass/mass). This limit will be reduced to 0.5% m/m from 1 January 2020.

This reduction follows an IMO commissioned study to review the global and regional demand for, and supply of, fuel oil complying with the 0.5% m/m limit. More information on the new sulphur content limit can be found in Marine Notice 2017/02.

Emission Control Areas' rules

Maximum sulphur content of fuel oil for ships operating in ECAs is 0.1% m/m. Four SOx ECAs have been designated by the IMO. These are the Baltic Sea, North Sea, the North American area (both east and west coasts of the United States and Canada) and the United States Caribbean Sea area.

MARPOL Annex VI details provisions for when a ship, despite best efforts, cannot purchase compliant fuel oil during its planned voyage. In this case, the ships' owners and operators must notify their Administration (for Australian

vessels that is AMSA) and the competent authority of the relevant port of destination prior to arrival in the port.

In Australia, local fuel oil suppliers are required to be registered with AMSA, and are listed on the AMSA web site.

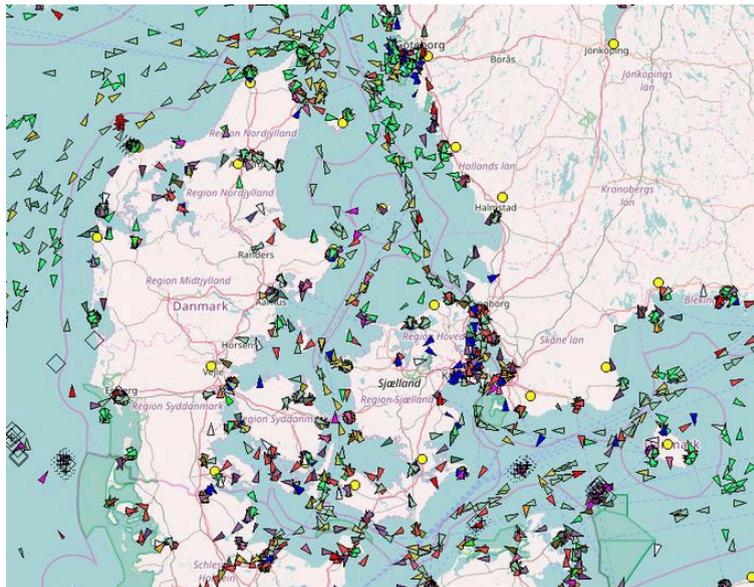
Regulations for Air Emissions from Ships, AMSA Marine Notice 2017/5

is available on the AMSA website at: <https://apps.amsa.gov.au/MOREview/MarineNoticeExternal.html> or <http://tinyurl.com/nktwqku>

DANISH AIS DATA NOW FREELY AVAILABLE

In March the Danish Maritime Authority made more historical AIS data available to all. It may now be accessed for the period from 2006 to 2014 and this data will be available until September 2017 then removed as the storage capacity needed is too vast.

The Danish Maritime Authority had previously published historical Danish AIS data covering the period 2014-2016 with a link on its website at www.dma.dk It is understood that these historical files are available at no charge.



This historical data is a supplement to the current AIS material accessed live for which there is a charge.

In the future, it will be possible to retrieve AIS data for the two recent running years.

Deputy Director General Troels Blicher Danielsen from the Danish Maritime Authority commented: *'Now that we open up for even more historical AIS data, it is our hope that Blue Denmark can use these AIS data to make analyses, services or new products.'*

Data can be used for analyses. AIS data are stored as so-called CSV files. In order to use the historical AIS data, users will need a special application capable of processing and converting data into a user-friendly presentation.

Historical data can be used, for example, as analyses of navigational patterns and so forth.

The Danish Maritime Authority no longer makes analyses for external users. For this purpose, reference is made to private providers in the market.

AIS, the VHF-based navigation and anti-collision tool, makes it possible to exchange ship-to-ship information.

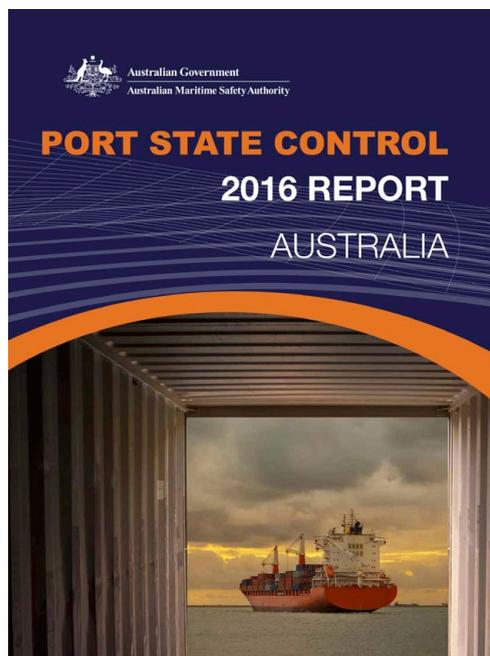
Currently, an AIS transponder is a carriage requirement in the following classes of vessel:

- All ships above 300 gross tonnes
- All passenger ships
- All fishing vessels with a length above 15 metres.

Smaller vessels can be fitted with Class B AIS equipment – but it is not mandatory.

AMSA Port State Control Report 2016

Australia has one of the largest mixed market economies, and is the largest continental landmass in the world surrounded by water. Therefore, the country's national livelihood remains focused on ensuring that maritime trade to and from its shores remains safe, efficient and complies with all relevant international conventions. Australia relies on sea transport for 99% of its exports, which equates to around 10% of the world's sea trade.



Port State Control (PSC) is an essential element in this process and Australia is renowned for having a rigorous and effective PSC control regime.

This report summarises the PSC activities of the Australian Maritime Safety Authority (AMSA) and reports on the performance of commercial shipping companies, flag

states and classification societies for the 2016 calendar year.

To meet government and community expectations, Australia is empowered to perform an enforcement function for maritime trade through the implementation of rigorous Flag State Control (FSC) and PSC regimes. The operation of professional, consistent FSC and PSC regimes are essential in ensuring vessels comply with minimum standards in a manner that promotes maritime safety, seafarer welfare and protection of Australia's 60,000 kilometres of

coastline (including 12,000 islands) from environmental damage.

AMSA works closely in cooperation with the IMO and PSC partner nations across the Asia-Pacific region and the Indian Ocean, sharing PSC information and actively participating in international policy development. These efforts are aimed at ensuring that Australia is a transparent, trusted and consistent member of the maritime community.

In 2016, Australia's response to ships and operators who performed poorly on a consistent basis resulted in the use of the directions power provided in section 246 of the Navigation Act 2012 to ban two ships from entering or using Australian ports for periods from 3-12 months.

The PSC processes used for the MLC are now more established and it appears the understanding of what is expected with respect to compliance has improved. This has resulted in a reduction in the total number of MLC deficiencies and deficiencies per inspection in the period from 2014 to 2016.

However, the ratio of detainable MLC deficiencies increased. A number of detentions appeared to be related to the downturn in the global shipping industry leaving some shipowners and operators in financial difficulties.

At AMSA it is understood this factor may present a challenge in maintaining the quality of ships visiting Australian ports. Such factors emphasise the need for maintenance of a firm, but fair, PSC inspection regime.

During the calendar year there were:

- 27,516 ship arrivals by 5719 foreign-flagged ships; 3675 PSC inspections and 246 ship detentions.
- Bulk carriers accounted for 51% of ship arrivals and 58% of PSC inspections.
- PSC inspections were carried out in 54 Australian ports.
- The average gross tonnage per visit was 50,505 GT compared to 48,011 GT in 2015.
- The average age of vessels in 2016 was nine years, compared to 10 in 2015.
- AMSA's surveyors conducted 8576 inspections of all types in 2016 compared to 10,536 in 2015. This decrease was through better targeting of higher-risk ships.

For the AMSA Port State Control 2016 Annual Report readers are invited to see: <https://www.amsa.gov.au/forms-and-publications/international/publications/Ship-Safety/PSC-Annual-Reports/PSCREPORT-2016.pdf> or <http://tinyurl.com/lukm6dv>

Important Message on Sharing Near-Miss Information

A new training programme from Videotel and The Standard Club addresses the need to report near-miss incidents with others through an open, no-blame safety culture.

Videotel™ has announced the launch of a new training programme, *Report a Near-Miss, Save a Life*, in association with The Standard Club, a protection and indemnity (P&I) club, which insures shipowners, operators, and charterers for their liabilities to third parties.

It is understood that this training programme examines the importance of sharing near-miss reports, so that lessons can be learned and publicised throughout a fleet, to help reduce the chances of similar incidents happening.

Although standards have improved, since the IMO adoption of the International Management Code for the Safe Operation of Ships and Pollution Prevention (ISM Code) in 1993, a high proportion of near misses at sea can still be attributed to human error. This fact was recently highlighted in the (UK) Marine Accident Investigation Branch's Safety Digest report which identified that 75% of incidents received by the Confidential Hazardous Incident Reporting Programme (CHIRP) during the past 12 years could be traced to human factors.

In the video and workbook, near-miss case studies are described and analysed in detail. These real-life examples of potentially serious incidents that almost happened to others are designed to trigger discussions about similar situations that may have gone unreported onboard an individual ship or in the fleet. These can then be shared with other vessels with the aim of avoiding similar mistakes. This programme also investigates the many barriers to near-miss reporting and looks at how incidents involving third parties can be reported to CHIRP.

Proper reporting of incidents is encouraged, following guidelines laid out in the ship's Safety Management System. The training emphasises the importance of instituting a no-blame safety culture from senior management down and the serious injury or loss of life that can result if seafarers and managers are afraid to speak up.

In the words of Yves Vandeborn, Director of Loss Prevention, Charles Taylor & Co, manager of The Standard Club: *'Ships are inherently dangerous working environments due to the nature of working in a large machine travelling across often treacherous seas, and we must do all we can to keep crew safe by reporting near-miss events.'*

More information on the training programme *Report a Near-Miss, Save a Life* is to be found on the Videotel website at: <http://videotel.com/>

Training updates are available on LinkedIn, YouTube, Twitter, and Facebook.

Third Joint Ministerial Conference of the Paris and Tokyo Memoranda of Understanding on Port State Control, Vancouver, 3 / 4 May 2017

In an advanced statement before hosting Transport Canada's event Minister of Transport, the Hon Marc Garneau, said that a critical step in strengthening Canada's commitment to eliminate sub-standard shipping worldwide would be taken in an effort to clearly demonstrate dedication to protecting life at sea and the marine environment by signing a Ministerial Declaration.

In his statement Garneau said: *'Port State Control is one of the most effective international initiatives that have been undertaken by governments around the world.'*

'Canada is a large country that relies on investment, openness and trade for its economic success. We need to ensure that people and products can move quickly and safely. By investing to modernize Canada's transportation system and to protect our oceans and waterways, the Government will help Canadian business to compete, grow and succeed as well as creating more jobs for the middle class and those working hard to join it.'

At the end of the Third Joint Ministerial Conference on Port State Control in Vancouver, BC, held on 3 / 4 May, global leaders in shipping signed a new declaration that will protect oceans and advance international ship safety. The Conference brought together Ministers and Heads of Delegation from Canada, as well as from 27 European and 23 Asia-Pacific countries. In addition to these countries, the IMO Secretary General and representative of the ILO, ISF, ITF and IACS* were among others who attended.

The new Ministerial Declaration on Port State Control is a commitment by European and Pacific Rim countries to continue to eliminate substandard shipping practices that result in loss of life, damage to property and harm to marine environments. It will help create new global policies that advance this goal, putting pressure on administrations and owners of substandard ships to comply with international ship safety standards.

This event marks the third time Canada has hosted the Joint Ministerial Conference on Port State Control, which was also held in Vancouver in 1998 and 2004. Declarations signed at previous conferences have helped improve safe shipping and reduce the number of substandard ships operating worldwide.

Minister Garneau concluded by saying: *'Canada continues to play a lead role in promoting international safe shipping, hosting the Joint Ministerial Conference on Port State Control for the third time in almost 20 years. The Declarations signed at these conferences have made Port State Control one of the most effective international programmes in place to ensure that ships are safe, crews are working in acceptable conditions, and our waters are protected from ship source pollution.'*

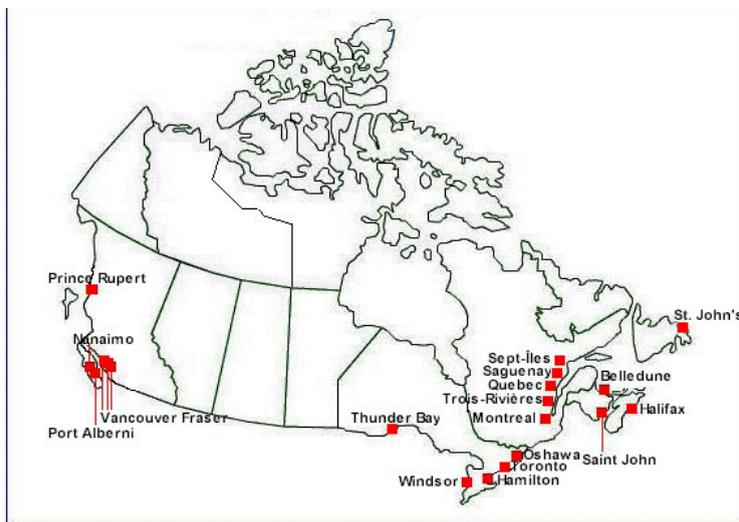
Danish key issues on, among others, enforcement of the sulphur regulations and the Polar Code were included in a Ministerial Declaration and reported by the Danish Maritime Administration on 5 May.

Director General of the Danish Maritime Authority, Andreas Nordseth, commented: *'Port State Control is an important part of ensuring compliance with international regulation. That is why it is gratifying to see that Danish key issues on enforcement of the sulphur regulations and the Polar Code have been included in the declaration. It is important to Denmark that environmental considerations are taken worldwide.'*

In addition to the sulphur regulations and the Polar Code, the declaration focuses on a number of other areas, such as the acceptance of electronic certificates, more transparency and reductions of the burdens imposed on the industry in connection with PSC inspections. Furthermore, the inspection regime must continuously be developed in order to optimise the use of the resources available.

Port State Control

PSC inspections have proven to be an effective instrument for ensuring ships' compliance with international regulations and, thus, a level playing field for the benefit of safety, the environment and the seafarers.



In conclusion, PSC inspections have also resulted in marked results as regards the number of defects and non-conformities, which have been reduced. Furthermore, the number of detentions has stabilised at around 3.5% annually as more countries are now in compliance with the conditions for being included on the White List**.

* ILO, ISF, ITF and IACS: International Labour Organization; International Shipping Federation; International Transport Workers' Federation and the International Association of Classification Societies.

** The White List represents quality flags with a consistently low detention record.

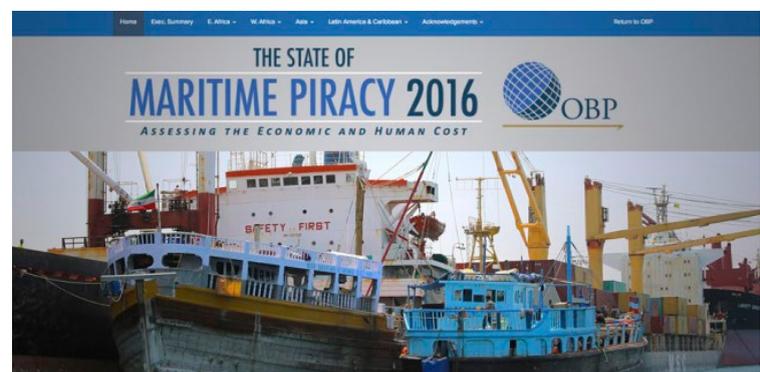
State of Maritime Piracy 2016

Declining vigilance threatens to increase maritime piracy Oceans Beyond Piracy report issued

- Decreased vigilance and deterrence in high risk areas is providing pirate networks with the opportunity to attack vulnerable vessels, especially off the Horn of Africa.
- Kidnap for ransom attacks off West Africa and in the Sulu and Celebes Seas in South East Asia have significantly increased in 2016.
- The Gulf of Guinea, and particularly the waters off Nigeria, continues to be an area of concern as the number of piracy attacks almost doubled from 2015.

Despite reduced activity in the Western Indian Ocean Region in recent years, pirate networks responsible for the original Somali piracy crisis have sustained themselves through small-scale attacks and involvement in an array of maritime crimes. The spate of attacks over the last few months off the Horn of Africa, apparently triggered by perceived vulnerability in vessels transiting the area, may point to an elevated risk for a return of piracy.

This is a key issue raised in the *State of Maritime Piracy 2016*, published on 3 May by Oceans Beyond Piracy (OBP). This annual report analyses the human and economic impacts of maritime piracy and robbery at sea off the Horn of Africa, in the Gulf of Guinea, Asia, and for the first time, Latin America.



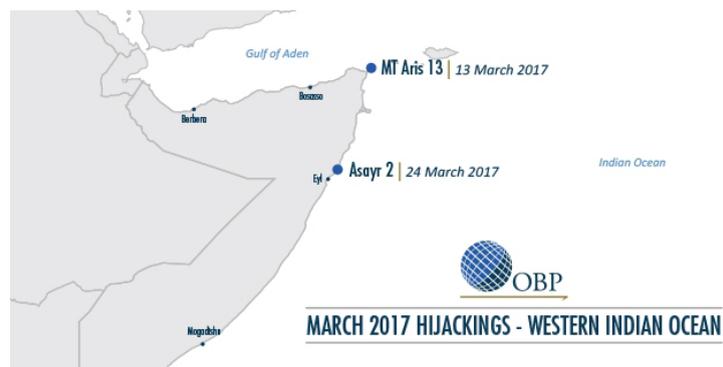
While declining vigilance by the shipping community and reductions in naval patrols have permitted pirate networks to revive their activities, there are indications that counter-piracy cooperation has served to mitigate the recent string of attacks.

Said Colonel Richard Cantrill, Chief of Staff of the European Union's Naval Force (EU NAVFOR): *'I am struck by the willingness of all partners to cooperate in the face of a possible piracy resurgence and the human misery and disruption that this would cause to seafarers and vessels transiting the High Risk Area.'*

'Naval forces, the shipping industry, and Somali partners are working together to understand the situation on the Horn of Africa and to cooperate in support of freedom and navigation.'

Another key finding of the report illustrates that pirate networks in West Africa and the Sulu and Celebes Seas in Southeast Asia are increasingly employing the 'kidnap for ransom' model.

To quote Maisie Pigeon, a lead author of the OBP report: *'One of the reasons we are observing increased incidents of kidnap for ransom is that the model offers financial gain with less risk to the perpetrators than hijacking for cargo theft. Unfortunately, these kinds of attacks appear to have continued into 2017.'*



West Africa remains an area of concern. Overall, the total number of incidents off West Africa in 2016 almost doubled from 2015, affecting over 1,900 seafarers.

Dirk Siebels, another author of the report added: *'In the study of West Africa, we found that almost two-thirds of all reported incidents took place off Nigeria, yet the majority occurred in international waters. Most of these attacks were violent, putting seafarers at risk of being kidnapped or even killed.'*

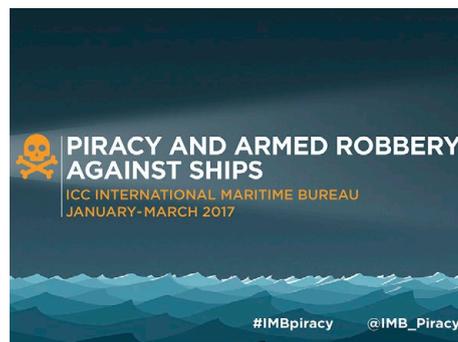
State of Maritime Piracy 2016 goes on to reveal that a 35% decrease in overall attacks in Asia has been credited to the effectiveness of increased patrols and incident reporting. While some forms of piracy and armed robbery at sea are declining, other forms are on the rise. For example, the Sulu and Celebes Seas show an increase in a particularly violent form of kidnapping incidents, which highlights the need for regional actors to remain on guard. *'This demonstrates the importance of multi-stakeholder approaches to confronting the problem, especially joint work across coastal states,'* concluded Siebels.

Larry Sampler, president of One Earth Future (OEF) commented: *'The research and analysis Oceans Beyond Piracy provides is critical to encouraging policy makers, the shipping industry, and governments to work together to secure our oceans.'*

The 2016 report marks the seventh year that OBP has produced annual reports assessing the piracy threat and its cost from both human and economic perspectives. See also: <http://oceansbeyondpiracy.org/reports/sop>

Somalia Piracy Resurgence

Maritime piracy report sees first Somali hijackings after five-year lull



Pirates and armed robbers attacked 43 ships and captured 58 seafarers in the first quarter of 2017, slightly more than the same period last year, according to the latest ICC International Maritime Bureau (IMB) piracy report issued simultaneously in London and Kuala Lumpur on 4 May 2017.



This global report highlights persisting violence in piracy hotspots off Nigeria and around the Southern Philippines – where two crew members were killed in February. Indonesia also reported frequent incidents, mostly low-level thefts from anchored vessels.

In total, 33 vessels were boarded and four fired upon in the first three months of 2017. Armed pirates hijacked two vessels, both off the coast of Somalia, where no merchant ship had been hijacked since May 2012. Reports of four attempted incidents were also received.



IMB's Piracy Reporting Centre has monitored attacks on the world's seas since 1991. The report highlights three major concerns:

1 - Gulf of Guinea kidnappings

Of the 27 seafarers kidnapped worldwide for ransom between January and March 2017, 63% were in the Gulf of Guinea. Nigeria is the main kidnap hotspot, with 17 crew taken in three separate incidents, up from 14 in the same period last year. All three vessels – a general cargo ship, a tanker and a bulk carrier – were attacked while underway 30-60 nautical miles off the Bayelsa coast. Three more ships were fired upon at up to 110 nautical miles from land, and many other attacks are believed to go unreported.

Said Pottengal Mukundan, Director of IMB: ‘*The Gulf of Guinea is a major area of concern, consistently dangerous for seafarers, and signs of kidnappings increasing. IMB has worked closely with the response agencies in the region including the Nigerian Navy which has provided valuable support, but more needs to be done to crack down on the area’s armed gangs. We urge vessels to report all incidents so that the true level of piracy activity can be assessed.*’

2 – Growing violence around the Southern Philippines

Here, nine ships reported attacks in the first quarter of 2017 compared with just two in the same period last year. These include an armed attack on a general cargo vessel in which two crew were killed and five kidnapped for ransom. Kidnappers captured five more people in attacks on a fishing trawler and a tug.

According to IMB, militant activity may be behind the escalating violence in waters around the Southern Philippines. Armed groups use speedboats to target seafarers and fishermen in slow-moving, low vessels.

Areas such as the Sulu Sea and Sibutu Passage are particularly risky. IMB recommends that ships avoid these waters by transiting West of Kalimantan, if possible – and, as ever, follow the industry’s latest best practice measures, to protect against attacks.

3 - First Somali hijackings after five-year lull

Somali pirates successfully hijacked a small bunkering tanker and a traditional dhow, both within their territorial waters. A total of 28 crew were taken hostage and subsequently released within a relatively short time. IMB suspects that these incidents were opportunistic, particularly as the hijacked vessels were not following the Best Management Practices for Protection against Somalia-Based Piracy (BMP4) recommendations.

Added Mukundan: ‘*IMB continues to encourage all vessels transiting waters around Somalia to follow the BMP4 recommendations. The recent attacks should serve as a warning against complacency, as Somali pirates are still capable of carrying out attacks. The presence of international navies who patrol these waters is extremely important as it provides an added layer of deterrence to the pirates and more importantly helps to secure one of the most important trade routes of the world.*’

The IMB Piracy Reporting Centre supports the anti-piracy efforts of international navies by relaying all reports to the response agencies, as well as broadcasting alerts to ships via the INMARSAT Safety Net Service.

Piracy and armed robbery prone areas worldwide

IMB’s latest piracy report gives detailed descriptions of all 43 attacks in 16 countries, and advice for mariners, including a list of particularly high-risk areas where extra caution and precautionary measures are vital.

The IMB Piracy Reporting Centre is the world’s only independent 24-hour manned centre to receive reports of pirate attacks from around the world. IMB strongly urges all shipmasters and owners to report all actual, attempted and suspected piracy and armed robbery incidents to the IMB PRC. This first step in the response chain is vital to ensuring that adequate resources are allocated by authorities to tackle piracy. Transparent statistics from an independent, non-political, international organisation can act as a catalyst to achieve this goal.

Black Boxes and Drones

Danish Technical University students get creative on sulphur detection

On 3 May six teams of engineering students presented their ambitious and innovative ideas to a panel of judges from industry and the public sector. This was reported by the Danish Maritime Authority the following day along with ideas developed under the SOx Challenge – a student competition on how to detect if ships comply with the international regulation on sulphur emissions from ships.

This SOx Challenge was the first time students had been asked to apply their knowledge and creativity to the problem of detecting violations of the sulphur regulation. There were cash prizes for the winners as well as those in second and third place, (*illustrated*). The competition and the prizes were sponsored by the Danish Maritime Fund.

Head of DTU Skylab, Mikkel Sørensen, said: ‘*The students have worked in cross-disciplinary teams which have enabled them to cast away limitations and to propose some highly creative solutions. As an example, one team is working with a two-step solution looking at both SOx deposition in the stack and ships monitoring each other en route.*’

Other ideas included a tamper free black box mounted on ships that can collect emissions data and even a new concept for extending the reach of surveillance drones to make them a viable solution.

The first place went to the above mentioned solution based on commercial ships equipped with sensors that measure emissions from other ships passing by. The results will automatically be relayed to authorities in the target ships’ next port of call. This is then followed up with the second element of the winning solution where Port State Control

will analyse the sulphur content of the soot from the ships' stack to use as proof of non-compliance. The team behind this concept was praised for having combined several innovative elements to arrive at a holistic solution.



Senior Project Officer at EMSA, Sergio Alda added: *'We are extremely happy to participate in this project given the role of EMSA in supporting EU authorities in the effective enforcement of the sulphur regulations. The students have demonstrated their commitment to a sustainable and environmentally friendly future and the winning project in particular has the potential for further research and implementation in the near future.'*

Cooperation on sulphur enforcement

The idea to have a student competition was hatched by a team of private companies and authorities.

In the words of Henriette Bytoft Flügge, Director of Maritime Regulation and Legal Affairs at the Danish Maritime Authority: *'In a very short time we have gotten six fresh, innovative perspectives on a problem that is shared by almost every Coastal- and Flag State in the world - the need for effective and uniform enforcement to ensure a level playing field for the industry.'*

Enforcement of the forthcoming global sulphur limit is indeed a challenge for both the enforcing authorities and for the maritime industry that depends on everybody having to follow the same rules.

Niels H Bruus, Head of Future Solutions in Fleet Management and Technology at Maersk commented: *'We are excited to be part of this project and have been looking forward to receiving creative and innovative ideas. Only this can help secure a robust and efficient enforcement, particularly on the high seas. Securing adequate enforcement of such global regulations is by no means an easy feat, but Maersk is ready to play its part in ensuring that a level playing field for the industry subsists.'*

While developing their projects, the student teams were supported by mentors from each of the partnering organisations, Boeing Company, Maersk, the Danish Technical University, The Danish Environmental Protection Agency and The Danish Maritime Authority.

Another comment was from Logan A. Jones, Managing Director at Boeing HorizonX: *'We enjoy engaging students in these types of events. We have had great experiences with them because the ideas and innovation we get from the students are incredible. When you combine passion, smarts, and a hard challenge there's no limit to what we get.'*

During the finals on 3 May partners had allied themselves with EMSA (the European Maritime Safety Agency) to form a judging panel. All the project ideas were pitched by their inventors and assessed according to predetermined

criteria on effectiveness, implementing cost and others.

Sara Røpke, Head of Division at the Danish Environmental Protection Agency concluded by saying: *'Enforcement is crucial to ensure the environmental effect of the sulphur regulation for ships. New ideas on how this can be done more effectively are very welcome.'*

Report into breakaway of Spirit of Tasmania II

Station Pier, Port Melbourne, Victoria 13 January '16

Australian Transport Safety Bureau (ATSB) investigation

On the afternoon of 13 January 2016, the roll-on/roll-off passenger ship *Spirit of Tasmania II* was loading cargo, vehicles and passengers at Station Pier, Melbourne. At 1752, strong winds blew the ship off the wharf and all but two of the ship's mooring lines (on the bow) parted. After breaking away, the stern swung around until the ship was 90 degrees to the wharf, parallel to nearby Port Melbourne Beach and in danger of grounding. While waiting for tugs to assist, the ship's propulsion and thrusters were used to maintain her position and prevent grounding. By 1905, the ship was back alongside the wharf, assisted by two tugs.

The ship suffered minor damage to her lower bow ramp and bow doors. Shore infrastructure suffered extensive damage to the elevated roadway and ramp arrangement on the wharf and minor damage to wharf structures. No one was injured.

During the afternoon of 13 January, a band of severe thunderstorms passed across the location of *Spirit of Tasmania II*, with little warning. As the ship's bridge was unattended throughout the port stay, none of the vessel's crew saw indicators of the approaching storm until just before the breakaway.

The ship's crew responded swiftly. The bridge was manned and machinery was operational by the time the ship had turned 90 degrees to the wharf. The ship's movement was then controlled using its thrusters and main propulsion until, with tug assistance, it was returned to the wharf.

The ship's managers, TT-Line Company, advised the ATSB that it has implemented immediate changes to shipboard weather monitoring and notification arrangements along with changes to heavy weather and mooring procedures. These changes include: weather triggers for increased shipboard readiness; immediate notification of weather warnings; access to the Bureau of Meteorology (BoM) website from the bridge; changes to the wind speed alarm settings and; requiring all mooring lines to be held on the winch brakes.

TT-Line also engaged external marine consultants to complete extensive investigations and analyses into the mooring requirements and design for Station Pier, Melbourne.

Consultants have completed mathematical modelling and incident replication simulations. Subsequent analyses will be used to identify and define operational parameters and recommend any alterations to berthing arrangements and infrastructure.

The ATSB has issued one recommendation to TT-Line to complete safety action to adequately address the safety issue with respect to moorings.

The Victorian Ports Corporation (Melbourne) advised the ATSB that Melbourne vessel traffic service will broadcast BoM weather warnings on VHF channel 12. All masters of ships in port waters, including at berth or anchorage, are to ensure a listening watch is maintained at all times.

The BoM advised the ATSB that in addition to verifying the subscription service with the Victorian Ports Corporation (Melbourne) it continues to upgrade its marine weather services. This includes a one-stop webpage on its website for improved education, information and accessibility to marine and ocean services.

Safety message

All ships, especially those with high windage, are prone to breaking away from moorings during short-term events such as thunderstorms and squalls. The risks this presents to ships with large numbers of people on board mean that weather monitoring, mooring systems and procedures need to be regularly checked and verified for changing weather conditions.

The ATSB document is available here: http://www.atsb.gov.au/media/5772782/mo-2016-001_final.pdf

AAPA Launches America: Keep It Moving Campaign

Transportation infrastructure & funding initiative highlights port industry role in job creation for US manufacturing & agricultural sectors

In the US the American Association of Port Authorities (AAPA) – the recognized and unified voice of America’s seaports – announced on 22 March the launch of a campaign that will advocate for transportation infrastructure investment on behalf of the nation’s manufacturers, farmers and other workers who count on modern and efficient seaports to move American products to vital overseas markets.

Called the America: Keep It Moving campaign, AAPA’s US members in the coming months will coordinate actions to inform policy makers, and those who influence policy, about the job-creating power of US ports as the Trump Administration and Congress consider plans for national infrastructure improvements and funding.

Said AAPA President and CEO Kurt Nagle: *‘The nation’s seaports serve a vital role in US job creation, economic prosperity and international competitiveness. To help*

American businesses compete in overseas markets, the Administration and Congress must make investments today to build a 21st century seaport infrastructure.’ US port infrastructure affects not only coastal, Great Lakes and river communities, but has a nationwide impact. Port activity supports 23 million American jobs and generates \$321 billion in federal, state and local tax revenue each year. According to a 2015 Martin Associates report, the total value of economic activity related to America’s ports is \$4.6 trillion, representing 26% of the US economy – and projected to reach 60% by 2030.

Added Nagle: *‘Ports send products made in America’s cities, towns and rural communities to markets around the world. This activity is critical to the workers and management of US manufacturers, service companies, farmers and nearly every other kind of business across the nation.’*

The US Chamber of Commerce notes that one of every of three acres on American farmland is planted for export markets, and nearly 12 million jobs are supported by exports nationwide, including a quarter of all manufacturing jobs.

Infrastructure investment impacts how efficiently US goods are transported to port facilities for export. Among the highways that take US goods to market, some 1,200 miles of the nation’s road, bridges and tunnels serve as vital freight connections to ports, much of which is in dire need of investment. According to the American Society of Civil Engineers, the cost of deficient highways could cost U.S. businesses and households up to \$575 billion to by 2025, reaching a \$3.2 trillion loss by 2040

Nagle concluded by saying: *‘Deficient infrastructure affects everyone, from exporters of frozen meat and corn to manufacturers of machinery and electronics. Without efficient land connections to seaports, US agriculture and manufacturing exporters in America’s heartland will suffer.’*

‘With American jobs at stake, we must prepare the nation’s infrastructure to meet a growing demand for the safe, efficient movement of freight. To keep America moving, the time to invest in port infrastructure is now.’

Volume of freight in the US is projected to grow more than 40% by 2045, while the value of that same freight is projected to increase about 92%, according to the US Department of Transportation. By 2037, the US will export more than 52 million shipping containers through US seaports each year.

To meet the growing demand, AAPA is working to make seaports a key priority for policy makers considering plans for investment in US infrastructure, and is advocating for the following:

Elimination of Bottlenecks and Expanded Capacity: Increasing investments in US Department of Transportation programmes that target seaport infrastructure, including FAST Act freight programmes, and the StrongPorts and marine highways programmes.

Modernized and Fully Maintained Federal Navigation Channels: The US Corps of Engineers Coastal Navigation programme that manages the maintenance and modernization of federal navigation channels should be fully funded, along with NOAA's navigation programmes that ensure safe vessel passage.

Secure Ports and Borders: Adequate staffing and resources for Customs and Border Protection (CBP) and the US Coast Guard are critical, along with making port authority projects a high priority for FEMA* Port Security grants.

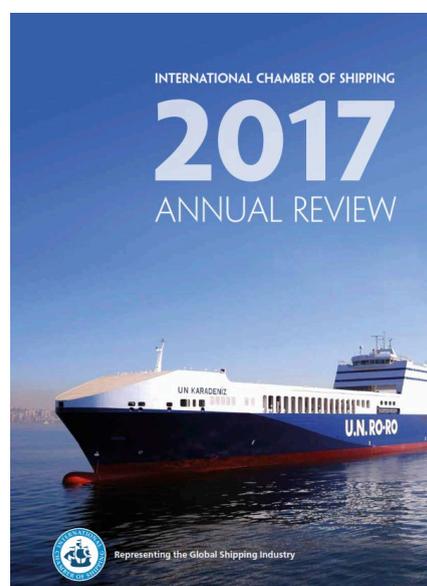
Environmental Protection: Federal investments help ports reduce the environmental impact of freight transportation. These investments can help make ports resilient to natural disasters and other potential hazards to avoid a long-term disruption of the nation's freight transportation system.

* *Federal Emergency Management Agency, part of the United States Department of Homeland Security.*

ICS Launches 2017 Annual Review

www.ics-shipping.org/ics-annual-review-2017

The International Chamber of Shipping (ICS) launched its latest Annual Review, ahead of the ICS Annual General Meeting in Istanbul in week commencing 7 May. The ICS Annual Review 2017 can be accessed at no charge by way of the ICS web address listed above.



Providing an insider's view of the key issues affecting shipping, the ICS Annual Review provides a unique insight into the global shipping industry and the complex legislative and economic landscape currently faced by ship operators.

The ICS Annual Review explores the challenges presented by the need to reduce CO₂ emissions in line with the ambition set by the Paris Agreement on climate

change; the worldwide entry into force of the IMO Ballast Water Management Convention in September 2017 and the implementation in 2020 of the global 0.5% sulphur in fuel cap. Each topic to be addressed will have profound implications for the economics of shipping.

The Review also covers developments with respect to the wide range of other issues in which ICS is involved on behalf of the global industry ranging from legal and insurance developments, seafarers' employment standards and the maintenance of free trade principles, to the resurgence of

Somali piracy and the continuing migrant rescue crisis in the Mediterranean.

In the words of Esben Poulsson, ICS Chairman: *'While much of our work is about preparing for the future, the Annual Review reflects the sheer volume and diversity of issues being addressed by ICS.'*

The 2017 ICS AGM was held in Istanbul from 9-11 May and hosted by the Turkish Chamber of Shipping. This was set to be Esben Poulsson's first AGM as ICS Chairman, following his election at the previous AGM in Tokyo last year (2016).

CHIRP

The Confidential Hazardous Incident Reporting Programme

CHIRP the UK-based Confidential Hazardous Incident Reporting Programme Charitable Trust has announced that UK P&I Club and TT Club have recently agreed to co-sponsor the Maritime Programme for three years.

Managed by the Thomas Miller Group, UK P&I Club is one of the world's leading mutual insurers of third party liabilities for ocean-going merchant ships and TT Club is the leading provider of insurance and risk management services to the transport and logistics industry.

CHIRP currently receives confidential hazardous incident reports from professional and leisure participants in all disciplines of the maritime sector and throughout the world. The safety lessons learned from these reports are shared in *Maritime FEEDBACK*, a publication with an estimated readership of 200,000 people in 47 countries.

The CHIRP Maritime programme which was founded in 2003, was funded by the (UK) Department for Transport until 2011. It has been able to continue its work enhancing safety in the maritime sector through generous funding provided by current core sponsors: Britannia P&I Club, The Lloyd's Register Foundation, The Corporation of Trinity House, TK Foundation, Cammell Laird and IFAN, the International Foundation for Aids to Navigation.

Stakeholders are challenging CHIRP to take a more leading role in the promotion of maritime safety and in particular information on the Human Element in maritime hazardous occurrences and incidents. The additional new funding from UK P&I Club and TT Club will be used to promote the benefits of CHIRP to a wider global audience at sea, in ports and to management ashore.

Through the generous support from all its sponsors, CHIRP Maritime will continue:

- To provide an independent confidential reporting system by which members of the maritime community can report hazardous incidents and safety concerns, secure in the knowledge that such reports will be treated in absolute confidence.

- To review each such report on an individual basis and when appropriate, represent the concern to the relevant authority, organisation or party with the aim of resolving any associated safety issue.
- To analyse report data and to identify trends, advise interested bodies on issues raised in reports and contribute to research into the causes of accidents and incidents, with the aim of preserving human life and preventing injuries.

Reporters of a hazardous occurrence or near miss event can enter their information online at www.chirpmaritime.org

They may also submit a written report via post to:

The CHIRP Charitable Trust
Centaur House
Ancells Business Park
Ancells Road
Fleet, GU51 2UJ
UK
Telephone: +44 1252 378947

Maritime Evidence Guidelines

The Nautical Institute launches its latest publication launched at the Command Seminar held in London

It is rare for a book to sell out before publication, but demand for The Nautical Institute's latest book, *Guidelines for Collecting Maritime Evidence*, has been so strong that it had to be reprinted before its official launch on 18 May.

This practical guide is intended for everyone at sea and on shore – Master, crew and managers – who might need to handle material after a maritime incident that could be used as evidence for later legal proceedings, insurance claims and so forth. It is an essential tool that will remove much of the uncertainty from the task and will reduce the risk of seafarer criminalisation.

The book is a completely revised edition of NI's popular *The Mariner's Role in Collecting Evidence*. Its scope has been broadened and the content updated to reflect the growing importance of electronic evidence.

A state safety inspector, Master, insurer, surveyor, lawyer and an arbitrator each describe evidence collection from their own point of view, explaining what material needs to be gathered and how it will be used.

Importantly, the publication indicates how a Master should react after an incident when several investigating bodies arrive each with differing requirements and priorities.

Secondly, it advises how the Master, crew and management ashore can be made ready to produce the evidence required, much of which demonstrates day-to-day operations and compliance with the ISM Code and applicable

statutes. In addition there is a need to preserve evidence on behalf of state safety investigators

The benefits and challenges of electronically obtained evidence are discussed as is the need to protect evidence from disclosure in case of future dispute or litigation.

The book is accompanied by a separate Handbook that NI recommends should be kept on board as a quick reference guide.

In the words of NI President Captain Duke Snider at the book's launch: *'We all hope that we are not faced with a casualty, but I doubt if there is a shipping professional who has managed to go through their entire service without being involved in some form of accident.'*

Snider added: *'This book should be required reading for all officers.'*

Guidelines for Collecting Maritime Evidence was launched at the Institute's Command Seminar at Trinity House, London.

Price: £45; ISBN: 978 1 906915 54 4. (Members of IFSMA are entitled to the same discount as Members of the NI (30% discount) thus reducing the cover price to £31.50).

To purchase your copy of *Guidelines for Collecting Maritime Evidence* (accompanied by *The Mariner's Role in Collecting Evidence – Handbook*) send an email to office.admin@nautinst.org mentioning that you are a Member of IFSMA.

For more information readers are invited to contact Bridget Hogan, Director of Publishing and Marketing, The Nautical Institute +44 (0)20 7928 1351; e-mail: bh@nautinst.org

London Command Seminar

The packed seminar programme focused on the theme of Navigation Accidents and their Causes, with presentations covering a wide range of subjects from Mentoring, Navigation Assessments and Bridge Teamwork to Ice Navigators and New Mindsets. IFSMA was represented at the Command Seminar by Secretary General, Jim Scorer.

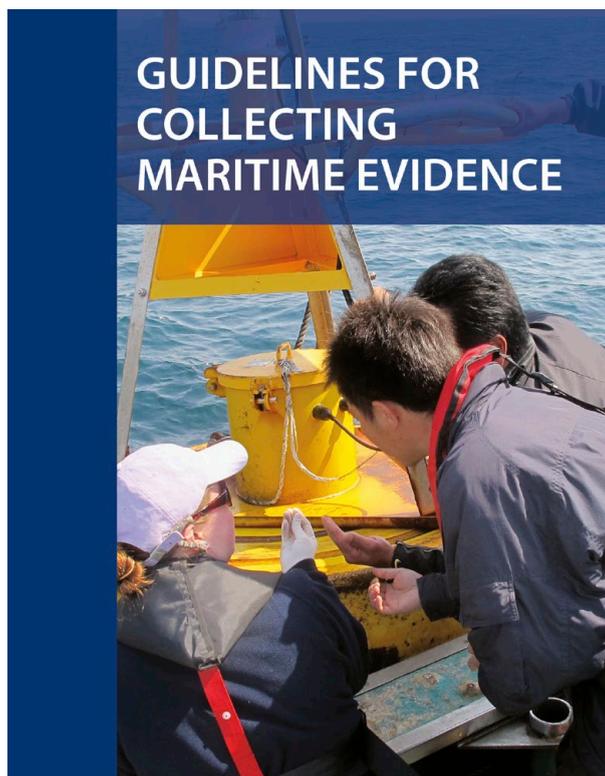
On the second day of the seminar (18 May) HRH The Princess Royal, Master of Trinity House gave the keynote address, opening the morning's session in which she highlighted the importance of training and seafarer welfare.

'The Nautical Institute has a key role to play in both these areas, she said and added: 'We are looking not just to learn from the examples of the past, but also to see how technology, knowledge and the skills base will be able to prevent those accidents in the future.'

Her Royal Highness concluded with: *'One of the key issues is how you get the information that is gathered to the next generation.'*

This is something that The Nautical Institute is tackling through its promotion of mentoring.

These Command Seminars offer excellent opportunities for debate, discussion and networking with maritime professionals. The next event takes place in Cork, Ireland, on 12 / 13 October, before concluding in Limassol, Cyprus, on 3 November.



More details about all these events can be found on the NI website at: www.nautinst.org/Command-2017

A Tour Around the Subject of Command

By Michael Grey, Honorary Member, IFSMA

Navigational accidents and how best to avoid them was the theme of the Nautical Institute's 2017 Command Seminar, the "London Edition" of which was held at Trinity House in May. Accidents happen, but it is more important to avoid scapegoating individuals, said NI President Captain Duke Snider as he introduced the two day event, emphasising the need to establish the real reasons behind them, recognise that causation could be complex and that people's behaviour was a contributor.

The NI has recently published *Navigational Accidents and their Causes* and its editor Captain David Pockett summarised the new publication, noting that such accidents remained at an "alarming" level. The book owes its origins to the works of the late Captain Richard Cahill, but the new volume offers a more accessible analysis of 37 case studies. Mostly these related to human error and all involved familiar causes.

The book focuses on manning and fatigue, acknowledging the contribution of health and safety issues, the vital ingredient of teamwork, proper passage planning, checking and preparation. It covers the evergreen importance of the visual element – "looking out of the windows"- situational awareness, under keel clearance and the need to "know where you should not be". Collision avoidance, anchoring

accidents, the role of electronics and the problem of "information overload" are important matters, as is the crucial business of education and learning from accidents.

Captain Mark Bull is an expert on navigational assessments, which are increasingly being used as a means of addressing the obstinately slow improvement of navigational accident statistics. He suggests that amid all the other priorities, navigation might have become unimportant, asking who, at company level, is tasked with looking after navigational standards it deserves interest from the very top.

While navigational assessments are not mandatory, he suggests they are a good first step to improvement and increasingly are of interest to, notably oil company, charterers. The assessor can only observe practice but there is a recognisable general need for people to take pride in navigation. Reporting on the sort of things he finds on board ships, Captain Bull listed people making wrong assumptions, defective reporting, conflicting rules and regulations, incomplete procedures and language "creep". Also on his "list" were the inability to change, simple rogue behaviour and loyalty to company systems, even when these were manifestly wrong.

Cruise ship master Captain Nick Nash chose to introduce the topic of Bridge Teamwork with a filmed record of the procedures aboard his ship as she prepared to enter the port of Palma. Notable was the size of the multinational bridge team, the extensive briefing (and debriefing), the role of the pilot, and the rather different concepts, using instrument navigation, to monitor cross track error and speed, visual supplements and the flexibility of the plan to adjust to the changing circumstances as the approach proceeded.



The value of the bridge windows cannot be over-emphasised.
Photo: Ambrose Greenway©

Shipmaster Captain Paul Armitage addressed the way in which people should be prepared for command, which he suggested required a strategy. He noted the problems of contemporary seafaring, with the high workload, challenging rest hours, promotion being too rapid for the candidate's own good, and the need for "understudy time" and professional development. Masters themselves need to delegate and permit the chief officer and indeed other of-

Officers the chance to handle the ship, take the con and undertake manoeuvres such as anchoring.

The officer aspiring to command should anticipate the master's needs, learn to ask questions and develop a network of experienced people in the industry. Captain Armitage suggested that ECDIS and VDS could be used as a training tool to simulate incidents and allow officers to safely practice. Recommending the NI Command Diploma Scheme as a sensible route, he also emphasised that the role of the master included such vital ingredients as leadership, organisational ability, ship handling skills, coping with emergencies and good communication skills, along with trustworthiness.

Transas CEO Frank Coles criticised the shipping industry for its "Jurassic" attitudes and suggested that change was increasingly being driven by shippers who were today's disruptors and innovators, rather than owners. These influential big shippers, interested in squeezing the costs and tightening the logistics chain, likely perhaps to lease their own ships and consumed with the advantages of "bigness" would increasingly be dictating their agenda to industry.



Bridge team management exercising spatial awareness ensured that the buoy and the small craft were unscathed as the large vessel passed by.

Photo: Ambrose Greenway©

Looking ahead he forecast owners being forced into greater professionalism, more standardisation and type specific equipment, more intelligent use of data, and "fleet resource management" increasingly seen. He forecast savings from more technology, automation, analytics, artificial intelligence and the "inevitability" of ship traffic control. Regulators, he said, would be unable to stop such changes.

"New Mindsets" were identified by Dr Andy Norris, who spoke of the vulnerability of absolute positioning where equipment lacked resilience and suggested the importance of its relative counterpart. Discussing the direct determination of relative position, in which the eye and radar work together, he noted that radar was "kind to humans but not fully dependable", while the eye was a passive sensor. Suggesting that too much training is spent with electronic simulation, he said that new technology could give us better optical sensors, multiple sensors positioned

around a ship could work in conditions where the eye was limited. A new mindset would not over-concentrate on the absolute position, bearing in mind its limitations and vulnerabilities.

Steamship Mutual's Chris Adams provided a P&I dimension, seen from the clubs' position of having to pay huge sums out on navigational incident claims, many of which would then graduate into wreck removal costs. He cited a case of poor passage planning where the course of a ship was laid over the Varne Bank in the English Channel. He suggested there was an over-reliance on ECDIS, which ignored cyber interference to navigational systems and problems which resulted from ships' systems being out of date. There was a need for a greater awareness of liabilities and the consequences of negligence.

NI President Captain David (Duke) Snider, who had long experience in high latitude navigation gave a presentation on the development of ice navigation expertise and proposals at the Institute for criteria that will provide ice navigation qualifications, developed from a matrix of skills, knowledge and competence. *'It takes skills and competencies that other people don't have'* said the NI President, quoting the 19th century whaler William Scoresby.

A keynote address on the second day was given by HRH The Princess Royal, who endorsed the importance of information in "passing down the knowledge", but suggested that design was distancing the individual from the natural marine environment. She expressed concern about the welfare of seafarers, where the weakness of the system was exacerbated by manning levels, watchkeeping practices and the threats of criminalisation. Maritime organisations, she emphasised needed to work together more and identify weaknesses.

V.Ships' Captain Sarabjit Butalia strongly endorsed the concept of mentoring at sea, but also noted the importance of the same techniques in shore side organisations. He suggested that mentoring was a very natural process, but that it was necessary to measure its effectiveness. He also pointed out the problems of centrally dictated constraints on mentoring, with people being *'shackled by procedure'*. People needed to feel able to exercise their own judgement and develop an intuitive "feel" for the sea.

Problems were caused by the "beaurocratisation" of safety, rapid promotion and the lack of sea service, 3rd party management, a multi-cultural work environment and the loss of visibility. Ashore, two-way mentoring suffered from the growing gap between procedures and practical implementation. Language was sometimes a problem. He also cited cases where inexperienced masters suffered because there was nobody able to offer advice and support him when he needed it most. There were, nevertheless, huge benefits from mentoring and such difficulties needed to be confronted.

LR's head of human factors Joanne Stokes spoke of the human element adapting to poor conditions and changing

operational demands, but emphasised the importance of good, human-centred design. It was possible to incubate problems with realising it; smaller consequences aggregating to a bigger problem and complacency was a very real cause of accidents as people, without realising it, drifted towards the edge of the safety envelope.

There was a need to recognise that most of us were good at some things, but bad at others, that people had limited cognition, that “confirmation bias” was real and that human beings had physical limits. There were environmental limits to human performance – tiredness could not be ignored and it was important to design around the people, rather than the reverse.

DNV-GL’s Dr Nippin Anand spoke about the management of “unsafety” and the unreality of a world in which it was believed that accidents could be completely eliminated. He suggested that maritime mindsets were too negative and we would be better focused upon continuous improvement rather than constantly looking for faults. He suggested that expectations and regulations often conflicted, (snap-back zones were an example of this), there was “death by over-engineering” and problems of cognitive load. More accountability was indicated.

Exmar Ship Management’s Captain Niels Vanlaer pointed to the need for a more mature attitude to error, with greater resilience and the ability to come back from a mistake. Technology was helping, but management systems had to assist people to deal with change, and care for each other.

A graphic illustration was provided from his own time as master, when an alert second mate heard him give the wrong course to the helmsman and intervened, providing the necessary back-up that saved the day. He cited this real event as demonstrating situational awareness, coupled with the right attitude and insight. A good master would, he emphasised, create a positive and supportive culture on board, leading by example, with open communications. It was, he said, a matter of common sense.

In the ensuing debate the audience and panel of speakers focused upon external commercial pressures and their effects, the influence of procedures, technology and complacency and the fact that people sometimes feel pressures that are not really there. In his concluding remarks, the NI President urged operators not to overload their masters, taking them away from their primary role, emphasised the need for decision-makers at sea, there was a need to realise that people were “not just a piece of a machine”, that humans were in the mix for a long time yet and technology was not the answer, but merely an answer.

Official Nautical Charts

The Australian Maritime Safety Authority (AMSA) has issued Marine Notice 6/2017 superseding 16/2014.

(See <https://apps.amsa.gov.au/MOReview/MarineNotice-External.html>)

This Marine Notice draws attention to the importance of using only official nautical charts to comply with flag State requirements, which implement the relevant regulations of Chapter V of the International Convention for the Safety of Life at Sea (SOLAS), as amended.

Official charts are those issued by or on the authority of a government, authorised hydrographic office or other relevant government institution.

Background

AMSA continues to witness the use of unofficial paper and electronic nautical charts on board ships for passage planning and navigation.

AMSA’s port State control regime records deficiencies against ships that use unofficial nautical charts. AMSA can also detain such ships and those that amend their original voyage plans while en route to an Australian port (and do not use the required official charts for the amended plan).

Ships have also been found to be navigating using a small scale chart, when a larger scale chart is more appropriate (but is not available onboard). This is contrary to safe navigational practice.

SOLAS Chapter V regulation 27 requires nautical charts and nautical publications necessary for the intended voyage to be adequate and up-to-date. Ships should also take into account the guidelines for voyage planning, as adopted by the International Maritime Organization (IMO) Resolution A.893(21).

For an Electronic Navigational Chart (ENC) or paper nautical chart to be considered adequate for navigational purposes, it must be:

- issued officially;
- of appropriate scale, suitable for the navigational task at hand, and
- of the latest edition;
- used in its original form, and
- maintained up to date, using the latest available notices to mariners or ENC update service.

If ship masters suspect that an ‘AUS’ paper chart or an ‘AU’ ENC is not genuine, they are requested to contact the Australian Hydrographic Service (AHS) at (hydro.sales@defence.gov.au) and provide relevant details. AHS will actively seek to stop the production and sale of unofficial copies of AHS products.

AMSA reminds shipowners, operators, agents and masters that the carriage of up-to-date nautical charts is critical to the safety of navigation. AMSA urges all purchasers, users, marine surveyors and recognised organisations to be vigilant in identifying unofficial nautical charts.

A fact sheet on unofficial charts can also be found at: www.hydro.gov.au/factsheets

A list of authorised AHS chart distribution agents is at www.hydro.gov.au

Official Australian ENC are issued and updated by AHS under the 'AU' series. They provide the same or better bathymetric and near shore coverage of Australia's area of charting responsibility.

The AU ENC series is distributed locally in a range of packs via the AusENC Service. A list of authorised AHS ENC distribution agents is at www.hydro.gov.au and on the IC-ENC website (www.ic-enc.org).

The Huge Storm in the Port of Montevideo

Just moments after the ship had moored in the narrow Port of Montevideo, a storm that nobody had seen coming rose up. Wind force 12! The situation grew dire, but Captain Kazimierz Laciak took no chances.

The second you board a ship, your nationality doesn't matter. That also applies to skin color, religion, everything. As far as I see it, as soon as you go on board a ship, you're a seafarer. When the waves are rolling in at ten meters high and the wind is blowing at seventy knots, when you haven't slept right for days but still have to make it through the storm, other things count.

I once had a crew made up of seven nationalities. There were practically no problems. But I also sailed once with a crew made up of my Polish compatriots. And there was always some kind of trouble. On board, it's about camaraderie, about solidarity, about trust. As a captain, I have to rely on my people. If one of them takes a sounding and shouts to me "Water depth three meters!", then the water is three meters deep. After all, I can't just go over there and check whether it's correct. That's not how it works.

I've been going to sea for almost 40 years, but it will never become routine. Things that no one can prepare for are continuously happening. Do I believe in fate? Maybe. I'm a religious man, but that's my thing and it doesn't have anything to do with my job. I can only say that I've already experienced how people will pray on board ships even though they otherwise don't have anything to do with religion.

In February 1985, I was a young officer on a Polish cargo ship en route from Europe to the US East Coast. The North Atlantic is one of the most difficult of all areas of the sea, and especially in winter. But this time, on the voyage from New York to Le Havre, the weather was extreme. We ran into a hurricane more ferocious than I've ever seen

since. And right in the midst of waves as high as a house, the engine died. Alarm! The ship slowly turned beam to the sea, and the breakers started battering the vessel. The ship keeled over up to 50 degrees. It was a wild rolling.

The engine crew managed to get the engines running again, and the captain succeeded in turning the ship back into the incoming waves. If they hadn't – and I'm absolutely certain of this – I wouldn't be here telling you this story. On board, a sense of relief spread through the ship. We had escaped the catastrophe, but this feeling of elation didn't even last an hour. Our radio operator heard that a Polish ship called the *Busko Zdroj* had capsized in a North Sea blizzard off the coast of Germany. We followed all the new information in the radio operator's room, and I was particularly affected by the news. The third mechanic on board that ship was Andrzej Grzybek, a friend of mine whom I'd met at navigation school. At three in the morning, we learned that the crew had apparently climbed onto inflatable life rafts and was being sought by helicopters. I went to my bunk to rest a bit before my watch started at eight. When I returned to the bridge, I learned the horrible news: Only one seaman could be saved. All the others – 24 seamen in all – had frozen to death on the life rafts in the dense snow flurries. Some of them were only wearing pyjamas and no shoes, the lone survivor later reported. It was not Andrzej.



Captain Kazimierz Mieczysław Laciak was born in 1957 in the southern Polish town of Sucha Beskidzka.

I'll say this: As with life, you need luck with seafaring, too. It might sound simplistic, but that's how it is. It's important to rely on your instincts and your experience in critical mo-

ments. That's how it was a few months ago, in October 2016, in Montevideo, Uruguay. I was on my first voyage as captain of the *Tubul*. As we were entering the port in the morning, the weather report had announced winds of up to 30 knots at most. So I wasn't worried, and I still wasn't concerned after the port was closed at noon. As a security measure, I had extra lines run out.

However, the winds kept picking up, and it wasn't long before they were a lot stronger than the forecasted maximum of 30 knots. It was a full-sized storm, and then a hurricane. At around 3 p.m., we measured more than 75 knots, which corresponds to Beaufort 12. Our big cargo ship – at 299.98 meters long and fully loaded with containers, which offered the hurricane more than 5,000 square meters of “sail area” – was pushed away from the pier. I had long since had all the available lines run out; eight lines fore and 11 aft, so 19 lines in total. Every single bollard on the pier was being used. But I had a bad feeling about the situation.

A few hundred meters from where the *Tubul* was berthed, there were some rocks. So it wasn't possible to turn the ship around without causing damage to the port and the nearby fishing boats. In the worst-case scenario, we would block the port's entrance.

The wind didn't let up. So, at 4 p.m., I decided to call a tugboat for help, and a second one a little while later. They pushed the *Tubul* toward the pier. Officers with walkie-talkies closely observed what was happening on the pier, while I stayed up on the bridge. The hours passed, but the storm just wouldn't abate. Port officials later told me that it had been the strongest hurricane there in the last 30 years.

I stayed on the bridge the entire night, drinking one cup of coffee after another. And the adrenaline helped keep me awake, too. As captain, you bear complete responsibility, so you can't just go to bed and tell the crew to wake you up if they have any doubts. Did the lines withstand the extreme strain? A third and even a fourth tugboat had gone on “standby” so that we could react if it became necessary.

The storm only started slackening a bit at around 6:30 a.m. the next day. We measured wind speeds of below 50 knots. Finally, we were able to send off the tugboats, as there was no longer any danger. And, after being on the bridge for more than 24 hours, I retired to my chamber. The safety maneuver had cost a lot of money, enough to buy a small single-family home. But I was happy to have made those decisions, as the automatically recorded weather data also provided unambiguous proof that the safety measures had been necessary. There were no queries from headquarters, and that's one of the things I appreciate about my shipping company: “Safety first” and responsibility aren't mere slogans. These are lived values.

Editor's note:

Captain Kazimierz Mieczysław Laciak was born in 1957 in the southern Polish town of Sucha Beskidzka. He attended the maritime university in Gdynia and has been

going to sea since 1981. In January 1993, he took command of his first ship as captain. Between 1994 and 2000, he primarily worked on shore, in the office of a South African shipping company. Since 2006, Captain Laciak has worked for Southern Shipmanagement in Valparaíso. He is married and has a daughter.

This article was first published in the April 2017 edition of *HAPAG Lloyd Insights* and appears here with the kind permission of HAPAG-Lloyd AG ©.

DNV GL wins DAKKS* accreditation as EU MRV verifier

It was reported from Hamburg on 19 April that classification society DNV GL has gained accreditation from the German accreditation body DAKKS to verify compliance with the EU Monitoring, Reporting and Verification (EU MRV) regulation.

This regulation, part of the EU's commitment to reduce greenhouse gas emissions, requires operators to monitor and report on CO₂ emissions based on vessels' fuel consumption. It applies to all merchant ships of 5,000 gt or above calling at EU (and EFTA**) ports.

In the words of Oliver Darley, Vice President, Head of Ship Systems, Materials & Components: *‘DNV GL has followed the development of the MRV regime since its infancy, and we have tried to support regulators to make the scheme both pragmatic and effective. As such, receiving the first EU MRV accreditation from DAKKS is an important sign of the work we have put into developing our competence and processes for the new regime. At the same time, we have invested heavily in putting in place a set of digital solutions that will make compliance as simple and transparent as possible for our customers, for example our free MRV monitoring plan app.’*

The first step for a shipowner or operator to comply with the EU MRV regulation is to prepare and submit a monitoring plan for each of their ships that falls under the scope of the regulation by 31 August 2017.

These monitoring plans (as well as the emission reports) are subject to verification by an independent verifier, such as DNV GL. The first monitoring period under the new regulation begins in 2018.

To achieve compliance with the first phase of the regulation, DNV GL has launched an MRV monitoring plan app. This is available through the My DNV GL portal, and is free of charge. The app guides users through each step of generating a monitoring plan and ensures that the plan has a format in compliance with submission to an independent verifier, significantly reducing the time and cost of preparing a plan. The app can also automatically add the required vessel data.

Added Nils Wegener, MRV Manager at DNV GL: *‘The choice of DAKKS as our accreditation body represents a*

conscious decision to go with a truly European accreditation body, which understands the needs of the market and the regulatory context. With DakkS we also provide our customers with a long-term, sustainable solution for their verification requirements that is deeply connected to the European regime.'

DNV GL will act as a DAKKS accredited EU Maritime MRV Verifier in accordance with the ISO 14065:2013 certification scheme. Verification activities cover the review and approval of monitoring plans (2017), verification of emission reports and issuing of Documents of Compliance (required from 2019).

There is more material available about the EU MRV regulation and how to prepare for compliance at: <https://eu-mrv.dnvgl.com>

*DAkKS (*Deutsche Akkreditierungsstelle GmbH*) is the national accreditation body for the Federal Republic of Germany. Pursuant to Regulation (EC) No. 765/2008 and the Accreditation Body Act (AkkStelleG), it acts in the public interest and as the sole provider of accreditations in Germany.

**The European Free Trade Area comprises the Member States of Iceland, Liechtenstein, Norway and Switzerland.

University of Panama

International Maritime University of Panama to host regional Maritime Technology Cooperation Centre for Latin America

It was announced at the end of April that the IMO had selected the International Maritime University of Panama (UMIP) to host the regional Maritime Technology Cooperation Centre (MTCC) for the Latin America region, under an ambitious project, funded by the European Union and implemented by IMO, to help mitigate the harmful effects of climate change.

Under the Global MTTC Network (GMN) project, UMIP will host MTCC-Latin America. The selection of UMIP followed a competitive international tendering process.

UMIP joins MTCCs in Africa, Asia and the Caribbean. In February, IMO announced that Jomo Kenyatta University of Agriculture and Technology (JKUAT) near Nairobi, Kenya was to host MTCC-Africa. In December 2016, IMO announced that Shanghai Maritime University in China will be the home for MTCC-Asia, while the University of Trinidad and Tobago are to host MTCC-Caribbean.

One further MTCC will be established in the Pacific, to form a global network of five centres.

Regional MTCCs will deliver the agreed project milestones over a three-year period, making a significant contribution to IMO's continuing, widespread efforts to ensure effective implementation and enforcement of the global energy-efficiency regulations for international shipping.

Furthermore, MTCCs will receive allocations from the €10 million European Union funding for the project. They will be established and resourced to become regional centres of excellence, providing leadership in promoting ship energy-efficiency technologies and operations, and the reduction of harmful emissions from ships.



The International Maritime University of Panama (UMIP) has been selected to host the regional Maritime Technology Cooperation Centre (MTCC) for the Latin America region. MTCC-Latin America joins MTCCs in Africa, Asia and the Caribbean under the Global MTTC Network (GMN) project, funded by the European Union and implemented by IMO.
Photo: www.imo.org ©.

Aims of the GMN project

Greenhouse gas emissions from shipping are expected to increase but developing countries, which play a significant role in international shipping, often lack the means to improve energy efficiency in their shipping sectors. This project, formally entitled Capacity Building for Climate Change Mitigation in the Maritime Shipping Industry will enable developing countries, especially Least Developed Countries and Small Island Developing States, in the target regions, to effectively implement energy-efficiency measures through technical assistance, capacity building and promoting technical cooperation.

The project will be implemented through the network of MTCCs which, once operational, will act as focal point for:

- Improving capability in the region – by working with maritime administrations, port authorities, other relevant government departments and related shipping stakeholders to facilitate compliance with international regulations on energy efficiency for ships.
- Promoting the uptake of low-carbon technologies and operations in the maritime sector through pilot projects.
- Raising awareness about policies, strategies and measures for the reduction of greenhouse gases and other emissions from the maritime transport sector

- Demonstrating a pilot-scale system for collecting data and reporting on ships' fuel consumption to improve shipowners' and maritime administrations' understanding in this regard, and
- Developing and implementing strategies to sustain the impact of MTCC results and activities beyond the project timeline.

International Maritime University of Panama (UMIP)

UMIP is a public university funded by the Panamanian Government and, by law, is the official higher education institution specializing in maritime education and training in the Republic of Panama. The university's scope involves all areas related to the maritime sector, including all aspects of shipping, maritime infrastructure and services, coastal, marine, and environmental protection.

UMIP has developed specialized training programmes for the maritime industry, including short courses, bachelor degrees, graduate studies and master's degrees. The institute has also been involved in research together with national and international organizations, such as the Panama Canal Authority, the Japan International Co-operation Agency and the Central American Superior Council of Universities.

MTCC-Latin America will be located at UMIP. It will use the office space, equipment, IT infrastructure and staff of the University, which is strategically located close to the port of the city of Panama.

Stena Imagination named in Dubai

On 18 April the MR* tanker *Stena Imagination* was named in Port Rashid Terminal, Dubai. Some 100 guests attended the solemn ceremony and godmother Lourdes Torgersen who, as tradition dictates, wished the vessel, her captain and his crew fortune and prosperity on the seven seas. Guests were given the opportunity, led by Captain Alexander Vasko, to inspect the vessel from her engine room to the bridge. The vessel was due to leave on 23 June for East Africa with a cargo of diesel oil.

In the words of Erik Hånell, President & CEO of Stena Bulk and CEO of Stena Weco: *'Naming the Stena Imagination in Dubai is very much a strategic choice. Stena Bulk recently opened an office here together with Stena Weco and Golden Stena Weco. We already had a presence in the market in the region but wanted to get even closer to our customers. The naming ceremony gives us the opportunity to further reinforce our image and forge more contacts with customers, partners and suppliers in the region'*.

Dubai is an important centre for the oil industry in the Middle East. Stena's tanker business already has a presence in the area with contacts in the neighbouring region. For Stena Bulk and Stena Weco which, with their IMOIIIMAX fleet, are focusing increasingly on trade in chemicals, Dubai is a valuable hub. Here, the oil industry is building several refineries closer to the oil wells in the region.

Stena Weco is now wholly owned by Stena Bulk while

Golden Stena Weco is a joint venture between Stena Weco and Golden Agri Resources (GAR). With its new office in Dubai, Stena Bulk now does business in six countries. In addition to Dubai, it has offices in Houston, Copenhagen, Singapore and Shanghai while its head office is located in Gothenburg.

Stena Imagination was built at the Chinese shipyard GSI (Guangzhou Shipbuilding International) as with all thirteen IMOIIIMAX tankers ordered by Stena Bulk. The new vessel is jointly owned on a 50-50 basis by Stena Bulk and Indonesian Golden Agri Resources (GAR).

Stena Imagination is operated by Stena Weco and sails in the company's global logistics system, which currently employs more than 60 vessels.



Photo: Stena Bulk AB ©.

Deliveries of IMOIIIMAX tankers

2015: *Stena Impression, Stena Image, Stena Imperial* and *Stena Important*

2016: *Stena Imperative, Stenaweco Impulse, Stena Imagination, Stena Immortal, Stena Immaculate* and *Stena Impeccable*. The remaining three vessels will be delivered by 2018.

The IMOIIIMAX concept

Stena Imagination, a chemical and product tanker, is of 183 metres loa, with a beam of 32 metres and is of 50,000 dwt. IMOIIIMAX is a further development of an already well-established concept and the innovative technical design was developed by Stena Teknik together with the Chinese shipyard GSI. It offers several advantages such as extra-large cargo flexibility, a high level of safety and economical fuel consumption of the order of 10-20% lower than that of equivalent vessels when sailing at service speed, it is understood.

* Medium Range. The vessels are all equipped with 12 cargo tanks of max 4,500 m³ capacity and can carry crude oil, products and chemicals.

Making Denmark a global maritime stronghold

On 21 April the Danish Government received recommendations from the Maritime Strategy Team on how to maintain the Danish stronghold as a maritime nation towards 2025.

That day the Maritime Strategy Team, headed by Chairman Jesper Lok, presented its recommendations to the Danish Government. These recommendations represent the maritime industry's input on maintaining and strengthening the industry's international competitiveness and making Denmark a global maritime power hub.

Maritime business – known as Blue Denmark – represents 25% of Danish exports, making it the largest Danish exporting industry. The industry, however, faces tough global competition. Therefore, a Maritime Strategy Team has studied possible solutions to specific challenges as well as general framework. This has resulted in a thorough list of recommendations – ranging from the designation of test areas for new areas of blue business to the enforcement of global maritime rules and digitized public services.

Said Minister for Industry, Business and Financial Affairs, Brian Mikkelsen: *'On behalf of the Danish Government I would like to thank the Maritime Strategy Team for their thorough and specific recommendations. They present some very useful input on how to further growth and strengthen the Blue Denmark.'*

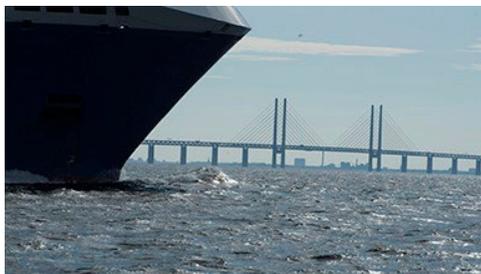


Photo: www.dma.dk ©.

Chairman of the Maritime Strategy Team, Jesper Lok, was reported satisfied with the recommendations delivered to the Danish Government. He commented: *'Denmark is one of the world's leading maritime nations, and with activities all over the world, the maritime sector plays a vital role in securing the economic growth and employment in this country. It is our vision that Denmark becomes a global maritime power hub.'*

He continued by saying: *'If we are to keep our leading position, it is vital that we maintain and adjust the framework conditions that apply to the maritime industry. But the Danish maritime industry also needs to embrace change and be one step ahead when it comes to digital and technological developments that will change the entire global maritime sector.'*

The Danish Government will now devise a strategy for Blue Denmark, in order to further strengthen the interna-

tional competitiveness of the Danish maritime sector.

In conclusion Minister Mikkelsen stated: *The recommendations from the Maritime Strategy Team is a great starting point for our work with a new maritime growth plan – a plan that will help to maintain and develop the international competitiveness of maritime industry. This is important for the creation of jobs and economic growth in Denmark.'*

The Maritime Strategy Team was appointed by the Danish Government in May 2016 tasked to provide specific recommendations on strengthening the international competitiveness of the Danish maritime industry towards 2025. During their work the Team consulted and received input from a number of stakeholders within the maritime community.

For the Maritime Strategy Team recommendations readers are invited to take a look at: <http://www.dma.dk/documents/publikationer/uk-faktaark%20-%20vækstteamet%20for%20det%20blå%20danmarks%20anbefalinger.pdf> or shortened version <http://tinyurl.com/yblqneyv>

Liverpool and Maritime Training

A new portfolio of STCW and bespoke training courses has been launched by Liverpool John Moores University's (LJMU) Maritime Centre. This was reported in late April.

The portfolio is part of LJMU's expanded professional training delivered through the Maritime Knowledge Hub, which is operated in partnership with Mersey Maritime, the representative body for the maritime sector in the North West of England. Here there are a variety of courses for all ranks and departments of commercial ships, super yachts and workboats utilising the Centre's existing and new bridge, engine and communication simulators.



An example of a simulator at Liverpool John Moores University Maritime Centre. Photo: LJMU©.

LJMU is one of only six UK universities with a dedicated maritime focus and offers one of the most advanced Maritime Bridge and Engine Simulator training facilities in Europe. Its new training simulator facility was opened by UK Shipping Minister John Hayes in October 2016. This facility now consists of eight bridge simulators and one engine

room simulator. In addition, there is a desktop simulator suite consisting of ten ships' bridges, and separate units for GMDSS and ECDIS training.

Abdul Khalique, Head of the Maritime Centre, commented: *'LJMU's investment in simulation technology has created a world-class platform for maritime education, knowledge transfer and industry engagement, and supports regional strategic initiatives around the Port of Liverpool expansion and the Atlantic Gateway developments. We see further expansion opportunities for training in the offshore wind, oil and gas, and nuclear sectors.'*



An example of a simulator at Liverpool John Moores University Maritime Centre. Photo: LJMU©.

To continue with its training portfolio expansion, the university will be announcing collaboration agreements with a number of well-known national training providers to offer bespoke training for senior officers in the Merchant Navy. Courses such as Ballast Water Management, Engine and Bridge Resource Management and other bespoke courses are likely to be included in the portfolio, it is understood.

Course details are provided at www.ljmu.ac.uk/lmc

Propulsion failure Norwegian Star

Bass Strait, Victoria, 10 February 2017
ATSB preliminary report issued

On 9 February 2017, the 10,039dwt passenger cruise ship *Norwegian Star* (295m loa; Classed DNV GL; built 2001 by Meyer Werft, Germany) departed Melbourne, Australia, on a scheduled cruise to Dunedin, New Zealand. There were 2,113 passengers and 1,017 crew on board. On departure, the starboard propulsion unit Azipod* was operational and the port Azipod was under repair.

At about 0134 on 10 February, the vessel was about 18 nautical miles south-west of Cape Liptrap, Victoria, when the starboard Azipod failed. Propulsion power could not be restored and two tugs were deployed from Melbourne to tow *Norwegian Star* back to Melbourne. The vessel arrived back without further incident at about midnight on 11 February 2017.

Based on the preliminary information, the Australian Transport Safety Bureau (ATSB) found that the Bahamas-

registered *Norwegian Star* experienced three separate propulsion unit failures over a period of about nine weeks. In each case, the field exciter unit for the main propulsion motor failed. The first two failures (the starboard unit in December and the port unit in January) involved a breakdown of electrical insulation and the third failure (on 10 February 2017) related to a modification made to the starboard Azipod exciter unit during its earlier repair.



Photo: www.ncl.com©.

The ATSB preliminary report is available here: https://www.atsb.gov.au/media/5772657/mo-2017-003_prelim.pdf

The ATSB investigation continues and will focus on:

- Failures of the propulsion units
- Vessel operation with one propulsion unit
- Modifications to the propulsion systems.

*The registered trademark of ABB Oy (Finland).

Learning from accidents

EMSA Summary overview of Marine Casualties and Incidents

The European Marine Casualty Information Platform (EMCIP) is a database and a data distribution system operated by the European Maritime Safety Agency (EMSA).

EMCIP aims to deliver a range of potential benefits at national, European and global level, by:

- Improving safety investigations;
- Widening and deepening the analysis of the results of casualty investigations;
- Providing at-a-glance information, enabling general risk identification and profiling;

Member States notification of marine casualties and incidents, and reporting of data resulting from safety investigations in EMCIP, has been mandatory since 17 June 2011. This has allowed the Agency to assist the Commission and Member States with initial analysis of such data, the development of trend monitoring mechanisms, proposals for safety recommendations, the improvement of existing European legislation and promotion of new technical requirements.

EMCIP provides the means to store data and information related to marine casualties involving all types of ship and occupational accidents. It also enables the production of statistics and analysis of the technical, human, environmental and organisational factors involved in accidents at sea. Furthermore, it allows Member States to report investigation findings to the IMO-GISIS* system directly and without any duplication of effort.



From the EMSA Digest of Marine Casualties and Incidents 2016: Collision, Alexandria I and Ever Smart, 11 February 2015. Photo: EMSA©.

The database's classification has been developed by EMSA in consultation with the Member States, on the basis of European research and international recommended practice and procedures.

EMSA summary

In April the European Maritime Safety Agency (EMSA) published the first *Summary Overview of Marine Casualties and Incidents*. This Overview presents key accident and incident data for the years 2011-2015, as reported to the European Marine Casualty Information Platform (EMCIP).

This new handy format highlights, in an easily interpreted presentation, the figures that are of most widespread interest. Based on over 12,000 individual reports, the Overview demonstrates the power of the central data base and its potential as a decision support tool for policy makers.

Executive Director Markku Mylly commented: *'Learning from accidents is an essential part of any safety regime, but the value of looking across such a large fund of information, on a European scale, adds a context that can be used as a basis for sound decision-making.'*

The Overview is available for download here:

<http://emsa.europa.eu/accident-investigation-publications/annual-overview.html>

*Global Integrated Shipping Information System.

Less Cash Onboard Reduces Costs

Speaking at CrewConnect Europe held in May in Copenhagen global maritime financial services company ShipMoney advised maritime leaders that reducing the amount of cash onboard can help in the industry's drive towards sustainability.

Addressing delegates in Copenhagen, ShipMoney President Stuart Ostrow said: *'As the industry continues to look for sustainable initiatives, why are seafarers incurring extra costs just from receiving their wages in cash? Sending money back home and exchanging money at port all add up to unnecessary costs for seafarers, in an age when wire-transfers and card payments are as regular as clock-work.'*

'By adopting a digital payment strategy and reducing the amount of cash onboard, Masters and seafarers can build a sustainable initiative, which will save time and money. For seafarers, absorbing exchange rates and the cost of sending money can make a huge difference in their monthly pay packet. Using an online porthole and reducing these costs, will give seafarers more power over how much money they send home, and how they spend it. This does not mean to say that vessels should be cashless, rather just have less cash.'

Ostrow's comments follow earlier warnings he gave ship managers and owners about the escalating costs of transporting cash to vessels at which time he said: *'For an average fleet of 50 vessels and 20 crew onboard each ship, the costs of transporting cash can be in excess of \$580,000 per annum.'*



Stuart Ostrow, President, ShipMoney.

According to www.shipmoneycorp.com ShipMoney has partnered with AFEX to provide a cost-effective crew wire payment solution to bank accounts worldwide in over 150 currencies. Crew members access the wire service directly from their ShipMoney cardholder login, saving them time and money compared

with visiting money transfer agents in port. Companies can also access the wire service via the ShipMoney Client Portal.

ShipMoney has also partnered with Western Union to provide money transfer service to over 500,000 agent locations worldwide at very competitive prices compared to retail locations. Crew members access this service directly from their ShipMoney cardholder login, eliminating the need to visit Western Union agent locations while in port.

Upgrade to ISF Watchkeeper simplifies work hour records

The International Chamber of Shipping (ICS) and IT Energy have announced the launch of the latest release of their acclaimed ISF Watchkeeper software – ISF Watchkeeper 3.5 – developed for maintaining records of individual seafarers' work hour records, as required by IMO and ILO regulations, and to help prevent crew fatigue and to avoid issues with Port State Control.

This major upgrade, which is available free of charge to existing ISF Watchkeeper users on over 8,000 ships worldwide, has been designed to reflect the evolving needs of those at sea and managers ashore.

ISF Watchkeeper 3.5 offers a new working schedule planning tool; a unique means of taking account of international dateline crossings; non-conformance activity capture; multi-language key reports and STCW 2010 'Manila Exceptions' calculation improvements.

In the words of Simon Bennett, Director, Policy and External Relations, at ICS: *'ISF Watchkeeper was originally developed almost 20 years ago using the special knowledge ICS gained from representing the industry during the development by IMO and ILO of what are very complex seafarers' work hour regulations. In collaboration with the expertise of IT Energy, ICS is committed to the continuous improvement of a product that remains the original and the best.'*

Michael Papageorge, Managing Director, at IT Energy added: *'ISF Watchkeeper 3.5 has been designed to create an enhanced user experience. It is now more*

effective than ever at taking care of the full range of on board requirements for demonstrating compliance with crew work and rest hour regulations.'

As part of the update, substantial improvements have also been made to Watchkeeper Online, the sister product designed to support shore-based personnel. It is understood that reports now run many times faster, analysis capabilities are continually being added and the new working schedule report from ISF Watchkeeper 3.5 can be rapidly uploaded to Watchkeeper Online.

Data integration has been improved and overtime timesheet record reports can now be created.

About the ISF and IT Energy

The International Shipping Federation (ISF) is the identity used by the International Chamber of Shipping (ICS) when acting as the international employers' organisation for ship operators.

IT Energy is a software development company with particular expertise in data management and data security, working extensively with security sensitive organisations in the oil and shipping industries.

Promoting digital certificates

On 24 April Andreas Nordseth, Director General of the Danish Maritime Authority, signed a Memorandum of Understanding (MoU) with Singapore and Norway regarding cooperation with digital certificates. This agreement is intended to make more countries migrate from paper certificates to digital documents. It was signed during Singapore Maritime Week and establishes the basis for the three countries' efforts to spread the use of digital certificates.

The Danish Maritime Authority made world news when it announced on 24 June last year (2016) that from that date Danish vessels would no longer be set to sea with a mass of paper certificates. Today, the Danish Maritime Authority only issues digital certificates, which are very efficient and save time and money for both shipowners and authorities.

In the words of Nordseth: *'It is an important step that Norway, Singapore and Denmark – three major shipping nations – join forces to spread digital certificates. Cooperation makes it easier for us to promote the use of digital certificates and make more countries enter upon the digital course.'*

Further reduction of burdens ahead

Digital certificates have the potential to deliver much more than faster postal delivery: *'E-certificates are merely the tip of the iceberg. The certificates as such are only the beginning. The next step will be for the authorities to exchange and inspect certificates via the databases of one another rather than to do so on board the ships,'* explained Nordseth.

As will be seen it is becoming possible to drastically reduce the time spent by Port State Control officers checking documents on board ships in ports all over the world.

WMU and DNV GL Maritime Academy

Partnership on New Postgraduate Diploma in Maritime Safety and Security

On 9 March, the World Maritime University (WMU) and DNV GL Maritime Academy launched a new Postgraduate Diploma in Maritime Safety and Security (MSS) to help people involved in shipping operations, as well as the associated regulatory framework, develop the vital understanding of all aspects of safety and security required in today's complex maritime industry.

Said Dr. Cleopatra Doumbia-Henry, President of WMU: *'WMU is pleased to offer this invaluable new programme in Maritime Safety and Security with our partners at the DNV GL Maritime Academy. The MSS programme directly supports the University's mission that includes promoting safe, secure and efficient shipping on clean oceans. Offered by distance learning, it further supports the University's commitment to UN Sustainable Development Goal 4 that aims to ensure inclusive and equitable quality education and lifelong learning opportunities for all. The MSS diploma is designed for experienced maritime experts who are planning a move from onboard to onshore as well as*

for people who are already supervising operations. It goes beyond complying with regulations. This programme offers a deeper insight and understanding of the development of regulations, their implementation and application in the day to day business operations'.



Knut Ørbeck-Nilssen, CEO DNV GL – Maritime added: 'To offer the industry a holistic programme that covers the most pressing safety issues in shipping, DNV GL has worked very closely with the World Maritime University to develop the new Postgraduate Diploma in Maritime Safety and Security. This collaboration was a natural fit for us, and we are confident that the course combines the best of both organizations – the WMU's high academic standards and DNV GL's longstanding technical expertise. At the same time, it supports the maritime safety goals set by the IMO.'

For any organization dealing with activities at sea, ensuring safety and security is an essential element of maintaining a solid reputation and retaining profitability.

It is understood that the MSS diploma covers topics of critical importance regarding the quality, safety and security of shipping operations, as well as their environmental impact.

The programme examines: the contemporary maritime transport system, the fundamentals of shipping operations; the environmental aspects and related liabilities of shipping security. Furthermore, it explains the IMO's approach towards the human element, and elaborates on the main legal conventions and codes, including the Maritime Labour Convention, 2006.



The five MSS modules cover:

- 1) Maritime Transport and Shipping Operations.
- 2) Safety and Environmental Protection Issues.
- 3) Maritime Safety: Requirements and Implementation.
- 4) Legal and Operational Aspects of Maritime Security.
- 5) Leadership and Best Practices in Port Management.

The eleven-month programme is offered by distance learning utilizing a state-of-the-art e-learning platform.

Participants who successfully complete the programme are eligible to attend the annual WMU Graduation Ceremony in Malmö, Sweden to have their diploma conferred by the Chancellor of WMU, the Secretary-General of the International Maritime Organization (IMO).

Registration is now open and will close in August.

Courses begin on 11 September 2017.

For more information readers are invited to visit the MSS diploma website:

www.maritime-safetyandsecurity-diploma.com

or to contact: MSS.pgd@dnvgl.com

Reserved Space

This space is reserved for your articles - up to two pages.

Why not send us your thoughts on any subject of general interest to Masters. We can check the English as necessary before publication. Photo's welcome (300dpi).

43rd Annual General Assembly

Have you seen the Report of the AGA? It is now available on the IFSMA website.

Besides the written report, photographs and videos are also available through our website as are papers presented and presentations which we could not fit into the main report.

44th Annual General Assembly

As agreed by Members at the Baltimore General Assembly, the 44th AGA will be held in Buenos Aires, Argentina, at the invitation of Centro de Capitanes de Ultramar y Oficiales de la Marina Mercante in celebration of their 100th Anniversary. A copy of their presentation in support of their proposal can be found on our Website in the documents reporting on the 43rd AGA. Dates to be advised.

IMO Meetings

Don't forget to read our reports from IMO Meetings we attended. They are available on our website.

If you want to know what subjects will be discussed in the future, ask us for a login for the IMO Documents Website.