

INTERNATIONAL FEDERATION OF SHIPMASTERS' ASSOCIATIONS



38TH ANNUAL GENERAL ASSEMBLY

COPENHAGEN, DENMARK, 14-15 JUNE 2012

MINUTES AND ANNEXES

Annex 1	38th AGA Resolutions
Annex 2	Guidelines on the Use of Private Armed Guards
Annex 3	Theory or Practice - Which is More Valuable at Sea?
Annex 4	Give All Ships the Means to Assist in Major Accidents at Sea

38th AGA Proceedings PART B

With the Compliments of
The Secretary General

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MINUTES OF THE 38th ANNUAL GENERAL ASSEMBLY

Copenhagen, Denmark

The 38th Annual General Assembly was held in the Admiral Hotel, Copenhagen, Denmark, on Thursday 14th and Friday 15th June 2012.

LIST OF DELEGATES

EXECUTIVE COUNCIL

Christer Lindvall (Sweden)	President
Koichi Akatsuka (Japan)	Deputy President
Jerome Benyo (USA)	Vice President
Marcel van den Broek (Netherlands)	Vice President
Bjorn Haave (Norway)	Vice President
Hans Sande (Norway)	Vice President
Willi Wittig (Germany)	Vice President

FROM MEMBERS OF ASSOCIATIONS

Harris, Steve	CMMA	Australia
Cuyt, Jef	KBZ	Belgium
Meulder, Francois De	KBZ	Belgium
Soares, Jones	SINDMAR	Brazil
Dimitrov, Dimitar	BSMA	Bulgaria
McCann, John	CMMC	Canada
Gamper, Juan	Nautilus (Chile)	Chile
Frederiksen, Fritz Troels	DMO	Denmark
Ganzhorn, Fritz	DMO	Denmark
Naldal, Jens	DMO President	Denmark
Wandel, Jakob	DMO	Denmark
Wester-Andersen, Janni	DMO	Denmark
Djurhuus, Eydstein	FSN	Faroe Islands
Gøthe, Jakup	FSN	Faroe Islands
Højgaard, Andrias	FSN	Faroe Islands
Partanen, Pekka	FSOU	Finland
Bougeard, Michel	AFCAN	France
Wittig, Willi	VDKS / ExCo	Germany
Subheddar, Sudhir	CMMI	India
Gray, Dermot	IIMM	Ireland
Akatsuka, Koichi	JCA / ExCo	Japan
Kojima, Shigeru	JCA	Japan
Ozlos, Artiz	LSMA	Latvia
Spridzans, Jazep	LSMA	Latvia
Broek, Marcel van den	Nautilus NL / ExCo	Netherlands
Wijnen, Fredrik J. van	NVKK	Netherlands

Sande, Hans	NMOA / ExCo	Norway
Iqbal, Nusrat	MMSP	Pakistan
Zaheer, Raffat	MMSP	Pakistan
Whitehead, Rob	SMMSA	South Africa
Lindvall, Christer	MOA / ExCo / President	Sweden
Lorén, Jörgen	MOA	Sweden
Benyo, Jerome	CAMM / ExCo	USA

INDIVIDUAL MEMBERS

Meulder, Francois de	Belgium (Ind Mem & KBZ)
Soares, Jones	Brazil (Ind Mem)
Fage-Pedersen, Jens	Denmark (Ind Mem)
Rasmussen, Peter	Denmark (Ind Mem)
Peer, G. Reinhard	Germany (Ind Mem)
Subhedar, Sudhir	India (Ind Mem & CMMI)
Parvar, Mehrshad Taher	Iran (Ind Mem)
Akatsuka, Koichi	Japan (Ind Mem & JCA & ExCo)
Fossum, Tore	Norway (Ind Mem)
Haave, Bjorn	Norway (Ind Mem & ExCo)
Khan, Khalil U	Pakistan (Ind Mem)
Zaheer, Raffat	Pakistan (Ind Mem & MMSP)
Dickie, John	UK (Ind Mem & Secretariat)
MacDonald, Rodger	UK (Ind Mem & Secretariat)
Owen, Paul	UK (Ind Mem & Secretariat)
Spencer, Timothy A.	UK (Ind Mem)
Benyo, Jerome	USA (Ind Mem & CAMM & ExCo)

GUEST SPEAKERS

Andersen, Daniel	Citadel Solutions	Denmark
Meyer, Matthias	Bremen Pilots	Germany
Stadelmann, Mario	Cross Mentoring Deutschland	Germany
Cutmore, Nick	International Maritime Pilots Association	UK
Fitzpatrick, Deirdre	Seafarers' Rights International	UK

SECRETARIAT

Captain Rodger MacDonald	Secretary General
Captain John Dickie	Secretary General Designate
Captain Paul Owen	Assistant Secretary General
Ms. Roberta Howlett	Administration Officer

A list of apologies received is held at the IFSMA Office.

AGENDA ITEM 1 – Welcome

Captain Jens Naldal, President of Danish Maritime Officers, welcomed all IFSMA Members and gave the following address:

Honoured colleagues, members of IFSMA, Welcome to Copenhagen.

On behalf of Danish Maritime Officers it is a great honour for us to have the delegates of the IFSMA 38th AGA as our guests.

Denmark has since the beginning of time, been a nation of seafarers, and thus also a nation of shipmasters. The first shipping routes were created in the 8th century by the Vikings going out of the city of Ribe in the south western part of Jutland. They traded south on the North Sea to cities in nowadays Germany, Holland and Belgium and from over to England.

Another route went from the Zuider Lake in Holland to the north of Skagen (the top of Denmark) and south into the Sound of the city of Copenhagen, where we are placed today, and to the cities Helsingborg and Malmö on the Swedish side of the Sound, which at that time was a part of the kingdom of Denmark.

From the trading place Skanor, Southwest of Malmö, a total of 300,000 barrels a year of fish were shipped out as export on board 2,000 ship loads in the 12th century.

Also today we speak of the Oresund region – the Danish and the Swedish side of the Sound – as a cluster for growth, integration and common culture.

From the 12th century shipping grew into an ever expanding sector. There were many shipping cities in Denmark, with many ships registered. Copenhagen was indeed one with its strategic position connecting the North Sea with the Baltic Sea.

The IFSMA AGA is being held in the Admiral Hotel – a converted 18th century warehouse. At the time Danish merchant ships and warships were trading and patrolling all over the world. The export was agricultural products and the import of goods was especially building material. From 1769 to 1801 the population of Copenhagen grew from 70,500 to more than 100,000 citizens.

Today Denmark is still a shipping nation with seafarers and captains. Our fleet is trading all over the world and has increased in number and deadweight over the last ten years.

Danish Maritime Officers was established in 1992 in a merger between the Masters Association and the Mates Union. We have about 4,700 members all told with approximately 3,100 active members, the rest being senior members and students.

I hope that the next two days will bring us some good discussions and results to present to the industry, the maritime authorities, to our own National Associations and not least to the ship masters of the world, thereby showing that IFSMA is concerned with the broad interest of our profession and the safety at sea in general – and that IFSMA is both able and capable of setting the agenda.

With these words I welcome you all, the IFSMA President, the Secretary General and staff of IFSMA to Copenhagen.

Thank you.

Captain Lindvall, President of IFSMA, thanked Captain Naldal for his warm welcome and gave his opening address (see page 3 in the IFSMA Annual Review) and then declared the 38th Annual General Assembly formally open.

AGENDA ITEM 2 – Adoption of Agenda

The President announced a few housekeeping matters. There will be a tour for accompanying ladies commencing at 10:00. Lunch will be served at 13:00. All attendees were requested to attend for a group photograph outside just before lunch. In the evening for the Annual Dinner all should meet at 19:15 to board a ferry for the trip to the Annual Dinner Venue.

Under Agenda Item 25 a DVD will be shown by the Australian delegate, there will be a statement by CAMM (United States) on their various agreed policy ‘positions’, and NVKK will raise three subjects 1. Information about IFSMA, 2. The Horizon Project, and 3. Support from IFSMA for Shipmasters in trouble.

Agenda Item 6 will be moved to come after Agenda Item 7. For Agenda Item 9 the title should be “Experience of Armed Guards Onboard”. Finally for Agenda item 16, the word “Large” in the title should be deleted because there is no definition of the term Large Passenger Ships.

The Agenda was adopted with these changes and additions.

AGENDA ITEM 3 – Adoption of the Minutes to the 37th AGA and Matters Arising.

The Minutes of the 37th Annual General Assembly held in Halifax, Nova Scotia, Canada on 9-10 June 2011, were adopted without amendment. There were no matters arising at this time.

AGENDA ITEM 4 – Establish Drafting Group.

The Drafting Group was established and comprised: Willi Wittig, Fritz Ganzhorn and Raffat Zaheer.

At this point in the proceedings the President invited all those present to introduce themselves to the General Assembly.

AGENDA ITEM 5 – Secretary General’s Report and Hon Auditor’s Report

SECRETARY GENERAL’S REPORT

Rodger MacDonald started by mentioning the sad news that during the year we had lost Captain Anatoliy Cherepanov, President of Murmansk Shipmasters’ Association; Captain Anatoliy Kernev, President of Azov Shipmasters’ Association; Captain J. Garay, President of Assoc Viz de Caps de la Marina Mercante, Bilbao; Captain Norman Lemley, Individual Member, a good friend to IFSMA; and Captain Fred Doll, Individual Member, who often helped at IMO meetings. In addition we have been informed of the poor health of Captain Anatoliy Lapin, President of Odessa Shipmasters’ Association.

The Secretary General then gave his report, which is reproduced in the IFSMA Annual Review 2011-2012, starting on page 7. *He supplemented his written report with further updates and reports on various subjects, the text of which is reproduced here.*

Since I wrote my report for the review the IMO has held its Maritime Safety Committee 90th session, 16 to 25 May 2012 in London.

As usual this was a very busy session and was well attended by five members of IFSMA. The key points from IFSMA's perspective were as follows.

Piracy and armed robbery against ships

The MSC agreed Interim Guidance to private maritime security companies (PMSC) providing privately contracted armed security personnel (PCASP) aboard vessels transiting the high-risk area off the east coast of Africa.

There was considerable discussion during the first day and a half of this MSC session on how the international community should deal with issues related to the deployment of privately contracted armed security personnel (PCASP) on board ships and the carriage of arms on board. Finally the MSC agreed Interim Guidance to private maritime security companies (PMSC) providing contracted armed security personnel on board ships in the High Risk Area.

The guidance covers:

- PMSC Professional Certification, including the recommendation that PMSC should seek certification with relevant national and international private maritime security service standards when these are established;
- PMSC Company requirements, including the recommendation that PMSC should establish procedures to provide maritime security services to ship owners and ship operators and comply with all relevant legal requirements;
- Management, including recommendations on selection, vetting and training of personnel for a PCASP team;
- Deployment considerations, addressing the specific aspects of PCASP deployment and the role of the PMSC in ensuring efficient and successful deployments, including communications with the ship owner or operator, and including recommendations relating to management of firearms and ammunition from embarkation to disembarkation and use of force. (The PMSC should recognize that laws governing the use of force may differ over time and according to location. The applicable national law, including any criminal laws, for an incident on a ship from which PCASP will be operating will be principally that of the flag State. It may also include the laws and regulations of coastal, port and other States.)

The MSC agreed that the International Organization for Standardization (ISO) would be best placed to develop international standards for PMSCs.

Passenger ship safety

The MSC agreed that a number of operational measures should be implemented immediately, on a voluntary basis, prior to the adoption of any measures following the analysis of the official marine investigation report into the loss of the Costa Concordia.

The MSC adopted a resolution, which invites Member States to recommend that passenger ship companies conduct a review of operational safety measures, to ships flying their flag, on

a voluntary basis and with all possible urgency and efficiency, taking into consideration the recommended interim operational measures listed in an MSC circular.

The recommended interim measures include:

- carrying additional lifejackets, to be readily accessible in public spaces, at the muster/assembly stations, on deck or in lifeboats, so that in the event of an emergency passengers need not return to their cabins to retrieve the lifejacket stored there;
- reviewing the adequacy of the dissemination and communication of the emergency instructions on board ships;
- carrying out the muster for embarking passengers prior to departure from every port of embarkation, if the duration is 24 hours or more;
- limiting access to the bridge to those with operational or operationally related functions, during any period of restricted manoeuvring, or while manoeuvring in conditions that the master or company bridge procedures/policy deems to require increased vigilance (e.g. arrival/departure from port, heavy traffic, poor visibility); and
- ensuring that the ship's voyage plan has taken into account IMO's Guidelines for voyage planning, and, if appropriate, Guidelines on voyage planning for passenger ships operating in remote areas.

The adoption of the resolution followed consideration of information provided by the Government of Italy on the investigation into the Costa Concordia incident, as well as preliminary proposals on enhancing the safety of passenger ships brought to the Committee's attention by the Government of Italy and other Member States, as well as by the Cruise Industry Operational Safety Review.

The resolution encourages "Member States and the passenger ship industry to take the necessary actions to ensure that their current safety standards, procedures and best management practices are fully and effectively implemented".

The MSC also agreed, in principle, to an action plan on long-term work for passenger ship safety, pending the review of the report of investigation into the loss of the Costa Concordia.

The MSC also approved, for adoption at MSC 91, new draft SOLAS requirements (new regulation III/17-1) to require ships to have plans and procedures to recover persons from the water, as well as related Guidelines for development of plans and procedures for recovery of persons from the water. The MSC also approved a draft MSC resolution on Implementation of SOLAS regulation III/17-1 to ships other than those engaged in international voyages.

Adoption of SOLAS amendments

The MSC adopted the following amendments, with expected entry into force on 1 January 2014:

- SOLAS regulation II-1/8-1, to introduce a mandatory requirement for new passenger ships for either onboard stability computers or shore-based support, for the purpose of providing operational information to the Master for safe return to port after a flooding casualty;
- SOLAS regulation III/20.11.2 regarding the testing of free-fall lifeboats, to require that the operational testing of free-fall lifeboat release systems shall be performed either by

- free-fall launch with only the operating crew on board or by a simulated launching. A related circular encouraging early implementation of the amendment was also approved;
- SOLAS regulation V/14 on ships' manning, to require Administrations, for every ship, to establish appropriate minimum safe manning levels following a transparent procedure, taking into account the guidance adopted by IMO (Assembly resolution A.1047(27) on Principles of minimum safe manning); and issue an appropriate minimum safe manning document or equivalent as evidence of the minimum safe manning considered necessary;
 - SOLAS chapter VI to add a new SOLAS regulation VI/5-2, to prohibit the blending of bulk liquid cargoes during the sea voyage and to prohibit production processes on board ships;
 - SOLAS chapter VII to replace regulation 4 on documents, covering transport information relating to the carriage of dangerous goods in packaged form and the container/vehicle packing certificate; and
 - SOLAS chapter XI-1 regulation XI-1/2 on enhanced surveys, to make mandatory the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code, resolution A.1049(27)).

Adoption of Load Lines amendments

The MSC adopted amendments to regulation 47 of the International Convention on Load Lines (LL), 1966 and the 1988 LL Protocol, to shift the Winter Seasonal Zone off the southern tip of Africa further southward by 50 miles.

Adoption of amendments to Codes mandatory under the SOLAS Convention

The MSC adopted amendments to the following Codes, with expected entry into force on 1 January 2014:

International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code), relating to radiocommunication, on testing of satellite EPIRBs.

International Code for Fire Safety Systems (FSS Code), relating to fixed foam fire extinguishing systems; and automatic sprinkler, fire detection and fire alarm systems.

International Maritime Dangerous Goods (IMDG) Code and supplements (amendment 36-12), including harmonization of the Code with the amendments to the UN Recommendations on the transport of dangerous goods, seventeenth revised edition. Amendment 36-12 will enter into force on 1 January 2014, but Contracting Governments may apply the aforementioned amendments in whole or in part on a voluntary basis from 1 January 2013.

LRIT status updated

The MSC was updated on developments in relation to the establishment and testing of LRIT Data Centres (DCs) and the operation of the LRIT system since its last session. The MSC was informed that the International LRIT Data Exchange (IDE) had been fully operational at the European Maritime Safety Agency (EMSA) premises, in Lisbon (Portugal), since 18 October 2011. The offer of the European Union States for the continued hosting, maintenance and operation of the IDE by EMSA, beyond 2013, at no cost either to the SOLAS Contracting Governments or to the Organization, was welcomed by the Committee.

An overview of the IDE operations (status as at November 2011) showed that 66 LRIT Data Centres were connected to the IDE; 275,000 messages were processed per week by the IDE (30 messages/minute); 111 SOLAS Contracting Governments and overseas territories to which the 1974 SOLAS Convention has been extended and 325 Search and Rescue services were users of the IDE; and the average processing time per message was less than one second.

The MSC also welcomed the offer of the United States to continue hosting, maintaining and operating the disaster recovery site of the IDE, beyond 2013, subject to their national procurement regulations, at no cost either to the SOLAS Contracting Governments or to the Organization, with the understanding that they reserved the right to revisit their decision should the circumstances associated with the configuration and operation of the permanent IDE change in the future.

The Committee adopted updated and amended performance standards for LRIT and approved a number of updated and amended circulars relating to LRIT operations.

Other issues

In connection with other issues arising from the reports of IMO Sub-Committees and other bodies, the MSC also:

- Adopted revised performance standards for voyage data recorders (VDRs) to update the current performance standards and provide for VDRs to continuously maintain sequential records of preselected data items relating to the status and output of the ship's equipment, and command and control of the ship in a fixed recording medium; a float-free recording medium; and a long-term recording medium.
- Approved, for adoption at MSC 91, the draft revised Code on noise levels on board ships, which sets out mandatory noise level limits for machinery spaces, control rooms, workshops, accommodation and other spaces on board ships, updates and revises the previous version published in 1973.
- Approved Unified Interpretations of the Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended (COLREG), relating to navigation-light arrangements.
- Approved an MSC circular on Pilot transfer arrangements, which includes a revised graphic depiction of required boarding arrangements for pilots.
- Adopted an MSC resolution on amendments to performance standards for speed and distance measuring equipment, to add a new paragraph referring to the need for two separate devices, if ships are required to carry speed logs measuring speed through the water and speed over the ground.
- Approved MSC circulars on Revised Guidelines for the design and approval of fixed water-based fire-fighting systems for ro-ro spaces and special category spaces; Guidelines for the approval of helicopter facility foam fire-fighting appliances; and Revised Guidelines for the maintenance and inspection of fire-protection systems and appliances.
- Adopted amendments to the Guidelines for the design and construction of offshore supply vessels concerning damage stability standards.
- Approved, for future adoption, draft amendments to SOLAS regulation II-2/10 on fire fighting to require a minimum of duplicate two-way portable radiotelephone apparatus for fire fighters' communication to be carried; and draft amendments to regulation II-2/15 Instructions, on-board training and drills, to require an onboard means of recharging breathing apparatus cylinders used during drills, or a suitable number of spare cylinders.

- Approved amendments to the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual for inclusion in the 2013 edition of the IAMSAR Manual and decided that the amendments should become applicable on 1 June 2013. The amendments include revised paragraphs relating to common language (English serves as the default SAR operational language in all cross-boundary operations where there is no other common language) and references to 406 MHz Distress Beacons.
- In recognition of recent incidents associated with the liquefaction of cargoes, approved an MSC circular on Interim measures for early implementation of the draft amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code, recommending the early voluntary implementation of proposed draft amendments to the IMSBC Code, set to be adopted in 2013, relating to the carriage of a concentrate or other cargo which may liquefy.

Other Activities: Astro Navigation.

On 2nd May 2012 both the Secretary General and the Secretary General Designate were invited by the UK Hydrographic office to attend a meeting in London on Astro-Navigation Solutions for the Future. This meeting was very informative and highlighted the risks of a total reliance on GNSS. What was interesting is both the UK and USA navies are re-focusing on training Astro Navigation in case of GNSS denial.

ECDIS Training

The ECDIS training working group was held at the ICS office on 15th May 2012 and was attended by both the Secretary General and the Secretary General Designate. The key issues discussed were related to the implementation of training. IFSMA held the line that the assessment must be carried out by a qualified and competent Navigator (STCW). Furthermore IFSMA stressed that the current guidelines were not robust enough.

Finally

As this is my last AGA report prior to my retirement I would like to thank you all for your support and allowing me eleven years to serve the Shipmasters in the role of Secretary General. I am delighted that a younger and experienced colleague has accepted the position and during my handover period I have found Captain John Dickie to be an excellent replacement who is entirely committed to IFSMA. He is fully aware of the challenging years ahead and has expressed some great ideas to move us forward.

I must also thank the members, both past and present, of the Executive Council for the help and support since I took office.

I must also give my warmest thanks to Paul and Roberta who have given me so much help over the last eleven years and continue to give IFSMA their total commitment.

Best wishes to you all and thank you.

HONORARY TREASURER'S REPORT

Rodger MacDonald (acting as Honorary Treasurer) reported on the figures presented in the Profit & Loss Statement and the Balance Sheet for the end of 2011 (included AGA Part A document) and in particular mentioned that there was a loss for the year of £4,771, with income £9,902 below budget which was in part balanced by expenditure being £4,911 below

budget; he explained that the increase in subscriptions agreed at last year's Annual General Assembly did not come into effect until 2012 and so had no effect on the figures presented. The Accounts had been audited by Individual Member and Executive Council Member Bjorn Haave, his report is also contained in the Part A document.

Rodger MacDonald then mentioned the idea of introducing Life Membership for Individual Members, he stated that this would need to be approved by the General Assembly and would be investigated during the coming year for possible presentation to and agreement by the General Assembly in 2013. He added that this would also, if approved, have the effect of reducing the workload in the office.

The President mentioned that the arrangement for the present Honorary Auditor, who was also an Executive Council Member was not ideal and that the Executive Council wished to recommend the appointment of a new Honorary Auditor. Rodger MacDonald was proposed as the new Honorary Auditor and approved.

The Secretary General's Report and Hon Treasurer's Report were both approved.

Christer Lindvall, on behalf of the Executive Council and all members thanked Rodger for his devotion shown to members, and our colleagues at sea, during his tenure as Secretary General and presented him with an inscribed IFSMA Plaque. He concluded by saying "Today IFSMA is more recognised all over the world in no small part due to Rodger."

AGENDA ITEM 6 – IFSMA Honorary Membership

Christer Lindvall, on behalf of the Executive Council, nominated Rodger MacDonald as Honorary Member of IFSMA, this was supported by acclamation.

Christer Lindvall then announced the Executive Council propose that the new Secretary General of IMO, Mr. Koji Sekimizu, be made an Honorary Member of IFSMA, and this proposal was supported by acclamation.

AGENDA ITEM 7 – Handover to new Secretary General

Christer Lindvall then formerly introduced Captain John Dickie, the new Secretary General.

AGENDA ITEM 8 – Presentation by new Secretary General – Captain John Dickie

John Dickie gave a presentation titled "My Vision for the future of IFSMA"; the presentation is available to view on the IFSMA website.

AGENDA ITEM 9 – Experience of Armed Guards Onboard

Presented by Hans Sande, Norwegian Maritime Officers' Association (NMOA)

Following the presentation he referred to <http://www.warrisk.no> which contains useful information including a guide to the use of armed guards on board Norwegian ships.

Q&A - Jerry Benyo asked how many attacks had occurred. **Hans** replied that the pirates are now aware of the presence of armed guards and when warning shots are fired they turn around. No one has been hijacked so far. **Delegate** asked what types of weapons are used. **Hans** replied that they use long range rifles, not military, which must be approved by the

police. He added that the survey undertaken by NMOA was the door opener to political discussions. In reply to another question he answered that a vessel with armed guards can defend three or four vessels, with coordination. **Willi Wittig** thanked Hans for his presentation, commenting that last year's Resolution (3/2011) opened the door for armed guards under certain circumstances. The figures for hijacks were impressively decreasing all the time. But asked can we be sure this is due to the presence of armed guards, adding that if 100% of ships have armed guards the pirates will say 'we quit the job'? **Hans** replied that the drop in numbers could not be attributed to the presence of armed guards, but it helps as does the BMP (Best Management Practices). On trying to block the pirates on the coast of Somalia, he suggested there is no genuine link between piracy and terrorism and that when the US finds a link they would invade. **Jef Cuyt** reported that the Belgian Government will pass a law by the end of the month on armed guards. **Fredrik van Wijnen** Asked why 20% of the Shipmasters in the survey did not follow the BMP. **Hans** replied that the survey did not ask them for reasons. **Fredrik van Wijnen** asked if Shipmasters would pass through pirate infested waters now there are armed guards on board. **Hans** replied that they had no experience of Shipmasters being asked to go closer to pirate areas with armed guards onboard. **Bjorn Haave** Queried if there is any damage or injuries onboard caused by the armed guards will the Shipmaster be blamed? He was afraid if such cases get to court there would be a bad outcome for the Shipmaster. **Hans** responded that the security guards are responsible for their own actions, if a Shipmaster tells a guard to shoot and there is an injury to a crew member, then both are liable in Norwegian law.

AGENDA ITEM 10 – Armed Guards Approach in Denmark & Coping with Capture

Presented by Fritz Ganzhorn (DMO) and Daniel Andersen (Citadel Solutions)

This was a last minute addition to the Agenda. Fritz commenced by stating how important he felt it was to share the different approaches to armed guards by shipmasters and different countries. In Denmark the need for private armed guards exists, military armed guards are not available in sufficient numbers to meet the needs of Danish vessels; they also have problems delivering arms around the world. *The paper "Guidelines on the use of private armed guards" is available at Annex 2.*

Following an introduction from Fritz Ganzhorn, Daniel Andersen was invited to introduce the new publication from DMO: "Coping with Capture – Hostage Handbook on Somali Pirates". The authors of the book were: Marie Lynge: Hostage survival and piracy specialist. Abdi Rashid: Somali culture and piracy specialist. Daniel Andersen: Advisor on hostage survival and piracy. Sophie Holte: Advisor on hostage survival. Thomas Biehl: Advisor on first aid and basic survival. Henrik Vestergaard: Advisor on basic survival. Solvej Moesgaard: Counselling crisis psychologist.

The book covers many areas including: the Somali pirates, pirate attacks, boarding, citadels and safe rooms, capture, transit to the anchorage, pirate holding team, weapon handling, initial period of captivity, looting and stealing, life as a hostage onboard, life as a hostage ashore, surviving mentally and physically, interacting with the captors, cultural awareness, the pirates' religion and superstitions, naval forces, the negotiations, torture, ransom and release, the family, pirate weapons, and vocabulary.

Q&A - Bjorn Haave – Commented that the publication looks very useful, adding that there were several issues to be discussed such as female hostages. He added that between 3% and 4% of seafarer hostages were killed. He felt that distribution of the book should be given

some priority ideally to every seafarer who signs on a ship. Families are mentioned, must be patient – greatest stress on families, even more than on hostages. There is a lot of focus on equipment and armed guards and arms but this book takes human element into account. Really concerned about hostages and families. He suggested that a copy be given to every delegate at the IMO STW Sub-committee. **Jerry Benyo** asked what is the maximum captivity time? **Sudhir Subhedar** offered the answer of 20 months. **Jerry Benyo** asked if all research is based on interviews. **Daniel** replied that the tools used are based on hostage interviews as well as on general principles and knowledge of Somali customs. **Marcel van den Broek** asked if the advice in the book has been compared to the advice in BMP. **Daniel** answered that it was important that the advice given in the book was aligned with BMP. Regarding a question on the price – the cost is US\$35. **Willi Wittig** noted that distribution is via shipowners who are willing to buy the books to distribute to their crews and asked if it was envisaged that after so many copies sold whether further distribution could be free of charge. **Daniel** agreed that distribution was important and noted that 2 chapters and various audio files are free to download from www.copingwithcapture.com .

AGENDA ITEM 11 – MARPOL

Presented by Sudhir Subhedar, Individual Member

The paper may be found on page 19 of the IFSMA Annual Review and a copy of the presentation is available on the IFSMA Website.

Rodger MacDonald Noted that nuclear power plants to drive ships are the ultimate solution.

AGENDA ITEM 12 – The Human Face of Piracy – The Seafarer’s Perspective

Presented by Raffat Zaheer, MMSP and Individual Member

The paper may be found on page 29 of the IFSMA Annual Review and a copy of the presentation is available on the IFSMA website.

Q&A – Christer Lindvall stated that this subject is very important and invited questions. **One Delegate** Asked what was the maximum ransom paid so far. **Raffat** replied that he believed it to be in excess of US\$10m, however, it was difficult to know because there is little evidence available. **Bjorn Haave** Noted that for one case the shipowner and seafarer’s families became the focus of attention, he felt this was repulsive and not good enough and more emphasis should be placed on the seafarers being held hostage. **Raffat** for one case the wives and families had opened a bank account and raised funds for the ransom. **Christer Lindvall** Commented that there are two subjects, one when the crews are released and the other when they are attacked. He gave the example of the ICEBERG, noting that the Philippine Government looked after their returned seafarers. Criminalisation of ransom payments alone will not solve the problem. **Hans Sande** The Norwegian Government is deciding whether to make ransom payments illegal, paying ransoms is not always straight forward, as in retaliation sometimes pirates hold back some of the crew. Shipowner was persuaded to pay families for one year while crew in captivity.

AGENDA ITEM 13 – Developing Maritime Leadership through Cross Mentoring

Presented by Mario Stadelmann, Project Manager Cross Mentoring North Germany

The paper may be found on page 27 of the IFSMA Annual Review and a copy of the presentation is available on the IFSMA website.

Q&A – John Dickie Asked how do you decide who is mentor? More and more Shipmasters are being asked to be mentors, training officers onboard. **Willi Wittig** responded that the speaker is prepared and available to help IFSMA rethink cross mentoring. To come up with a proposal of how cross mentoring can be applied to our industry. **Mario** With a lot of networking groups he believed it is possible. **Willi Wittig** Our protégé would be the person who travels around the world. **Mario** It is important to be face to face. **Marcel van den Broek** Likes the idea but has doubts on application to seafarers. Bring people together from different companies. We have just one industry. Our certificates of competency are internationally identical. **Mario** It is the same argument with other companies. A mentor is not a recruiter, e.g. he might be a quality manager, not interested in recruiting and should not use an HR manager. **Rodger MacDonald** the Honourable Company of Master Mariners (UK) has the same concept of mentoring. He had mentored an apprentice up to Master. He suggested perhaps Member Associations could provide mentors. **John Dickie** Said that we need to discuss and explore how best to introduce, and make acceptable, this concept before going out to the membership.

AGENDA ITEM 14 – English as a Working Language

Presented by Matthias Meyer, Bremen Pilot & Port & Pilot Consulting

The paper may be found on page 21 of the IFSMA Annual Review and further information is available on the IFSMA website.

Q&A – Marcel van den Broek Summarised that the presentation was a plea for standardised language for ships entering and leaving port. A lot has been done already there are a lot of initiatives going on, however, theory is one part and practice is another. He noted that even if you are fluent in English there may be problems understanding e.g. Irish or Scottish accents. **Matthias** There are nine different Pilots Associations in Germany and they all use a different language. We are promoting the IMO SMCP as the standard to be used and have found that there are 25 commands required for safe manoeuvre (not docking). **Jef Cuyt** Had doubts that to ask a pilot to use a language other than their own native language would work, also, their knowledge of another language may not be good. **Matthias** The benefit is for the Shipmaster not the pilot. **Tim Spencer** Suggested that we are concentrating too much on Europe. **Matthias** responded that the IMO SMCP had been in force since 1977. **Delegate** In the Panama Canal there was a misunderstanding; a Chinese ship dropped anchor passing through the lock gates. Only thing we can do is to have a Standard Marine Vocabulary (SMCV) between the Master and Pilot. **Dimitar Dimitrov** Supported the previous speaker and agreed that Shipmasters are placed in difficult situations. We should start to implement now, an SMCV it may take 15 years. He noted that in Varna there are no tug masters who speak English. **Steve Harris** noted that although we have native English speakers from USA, Canada, England, Scotland, Ireland in this room we do not all speak the same English. **Marcel van den Broek** Agreed with the speaker that if you cannot learn 25 short phrases for your work then you are not fit for work. **Willi Wittig** Was involved in the ideas for the proposal, Shipmasters after an accident will often complain that they could not understand what the pilot was saying as he was talking in his own language and that we should urge IMO to develop SMCP or abandon SMCP. **Fredrik van Wijnen** If the STCW Convention does not work then examinations are false or don't work. These days we have Pilot Exemption certificates so you just have the Shipmaster and the Tug masters who must understand each

other. **Hans Sande** There is a need to verify the pilot's actions, IFSMA should sow a seed today that we can harvest in the future. **Christer Lindvall** Concluded the discussion by reminding that we will have the opportunity tomorrow to raise this subject with IMPA. A common vocabulary should be our aim and our objective.

Day 2 - Friday 15th June

At the start of the day **Christer Lindvall** introduced **Nick Cutmore, Secretary General of the International Maritime Pilots' Association**. He reported that he had briefed Nick on the debate the previous day on English as a Working Language and the proposal to have a Standard Marine Communications Vocabulary for Pilot Shipmaster communication comprising of some 25 standard phrases. He then invited Nick to make any comments.

Nick remarked that it is the Pilot's duty to keep the bridge team informed of all that is happening. He was not sure if the problem was a failure to do this or if there was another problem. There was debate in IMO when IMO Resolution A960 was being discussed, between 1995 and 2003. He recalled a Japanese pilot saying that if he has a tanker with five tugs, he cannot possibly either speak to them in English or give them a verbatim explanation of all that is happening. **Matthias Meyer** Noted that the Tug Masters' Association has said that some of their members wished to use a language that all can understand. **Delegate** Key issue is – how can the Shipmaster have any responsibility if he does not know what is happening. **Jef Cuyt** Some countries in Europe are not very keen to have their conversations in English, he agreed that the Shipmaster must understand. **Bjorn Haave** When talking about the Bridge Team, English is the only possible language. **Koichi Akatsuka** Intervention by Japanese delegation at IMO in 2003, handling a VLCC with several tug boats, it is not possible to order tug boats in English. Pilot must use common language of the port. Pilot's role comprehensively revised, 3 years experience on board, but now we can take junior officers out of school with third mate's certificate, as a trainee pilot. **Willi Wittig** Clarified that the paper only concerning situations where the pilot has to give instructions to the tugs. **Jerry Benyo** stated that he had never had any problems understanding what is happening, adding that the Shipmaster can see what is happening and can intervene at any time. **Jef Cuyt** reminded that harbour tugs and crews are not subject to STCW. **Fredrik van Wijnen** Stated that English is the maritime language of the world and we should support this proposal. **Delegate** China, Japan, Middle East, they do not understand English. Hapag Lloyd are big ships, not possible for these tugs to talk English. You have to ask the pilot what is happening. This is a problem, he supported tugs speaking English. **Steve Harris** Remarked that this situation would not be acceptable to Air Traffic Control and asked why we should accept it. **Matthias Meyer** Added that the International Tug Masters' Association has stated that an easy to understand standard will be developed. Nick Cutmore said that he did not believe this was such a big issue for Pilots; it is more for tug masters. Pilots say it is better to speak in native tongue. If you could deliver a small vocabulary it could work.

AGENDA ITEM 15 – Protecting and Advancing Seafarers' Rights

Presented by **Deirdre Fitzpatrick, Director, Seafarers' Rights International**

See IFSMA website for a copy of the presentation.

Q&A - Delegate In Europe Philippine crew cannot sign on or off. Another thing we need to do is tell Americans if there is any interest, make them afraid, it has to be done in a silent way. Insurance policy – we are not allowed to mention that the ship might be insured against

piracy. **Deirdre** – The ICEBERG had a mixed crew, outcome would be different if different mix of crew. Welcomes feedback on our activities, subjects or thoughts or research for their newsletter. **Marcel van den Broek** We had a meeting organised by the UK to discuss ransom payments, my organisation is very concerned that many shipowners may not be allowed to make ransom payments. **Deirdre** ITF is doing a lot of work to ensure ransoms are not made unlawful. This would be devastating for seafarers. We must keep campaigning against this, as it would be a death sentence for seafarers. **Delegate (DMO)** We need to use our brains in another way to see how to solve the problem. **Deirdre** How do you help the crew ashore, send in the troops? As soon as you announce something relatives contact us and often the ransom goes up. **Hans Sande** When it comes to the vessel and managers ITF could take a greater role, they could collect \$1 per seafarer per month, it could help to free the seafarers. **Deirdre** They would be one of the first doors I would be knocking on. **Dimitar Dimitrov** His intention was that the drafting group includes some statement, should have some uniform clause in the manning contract that the shipowner should ensure that there is legal protection for the crew. **Deirdre** Thank you that is what I had been thinking, we need to create a safety net for seafarers so that the companies will not just walk away. **John Dickie** requested that if you hear about a Shipmaster in trouble please let us know, with details, as soon as possible. **Willi Wittig** Reminded that the Executive Council has set up a group to take action for such cases, this group comprises Hans Sande, Marcel van den Broek and Willi, however they must to be informed of cases before they can act. **Christer Lindvall** thanked Deirdre and mentioned IFSMA has regular contact with Deirdre and that IFSMA is in the SRI stakeholder network. He asked that if there are any, suggestions, proposals or thoughts to contact IFSMA or SRI.

AGENDA ITEM 16 – Safety of Passenger Ships

Presented by Marcel van den Broek, Nautilus International (NL)

The paper may be found on page 22 of the IFSMA Annual Review and a copy of the presentation is available on the IFSMA Website.

Q&A – Rob Whitehead Remarked that during the last 15 years the company he worked for had built more than 60 supply vessels of various sizes and they all have double skins since they lost two single skin vessels in 1982. He asked what is being done to address double skins for passenger ships. **Marcel** Replied that there had been discussions on such proposals and agreed with a further suggestion that he could see no reason why passenger cabins could not be located inside a double skin area. **Fredrik van Wijnen** Asked how many Masters within IFSMA worked on large passenger ships and whether they might be asked for their opinion on these problems and if they felt these ships were still safe. **Marcel** Replied that the individual IFSMA organisations know their members best and were therefore best placed to collect this information and pass it back to IFSMA HQ. **Christer Lindvall** Added that many IFSMA Associations have members working on passenger ships.

See Annex 4 for paper by International Maritime Rescue Federation titled “Give all Ships the Means to Assist in Major Accidents at Sea” which IFSMA supports.

AGENDA ITEM 17 – Ballast Water Management Convention & Challenges for Masters

Presented by Peter Rasmussen, BIMCO, Individual Member

A copy of the presentation is available on the IFSMA Website.

Q&A – Steve Harris Suggested that this can be managed by Ballast Water Exchange in blue water which would have minimal effect on the environment. **Peter** Responded that a Marine Biologist had turned up at IMO and declared that this can be dangerous. **Marcel van den Broek** Noted that heavy lift vessels have their own problems and asked if the industry is capable of managing these vessels. **Peter** replied that the approval process is a paper tiger. The problems occur when you do not kill the organisms carried in the ballast water.

AGENDA ITEM 18 – Safety at Sea and in Ports in time of Radiation Crisis (Update)

Presented by Shigeru Kojima, Japan Captains’ Association.

A copy of the presentation is available on the IFSMA Website.

Christer Lindvall Thanked Captain Kojima for his update on the Japan Tsunami and Nuclear disaster.

AGENDA ITEM 19 – Theory or Practice – Which is More Valuable at Sea?

Presented by Dimitar Dimitrov, Bulgarian Shipmasters’ Association

The paper presented “*Theory or Practice – Which is More Valuable at Sea?*” is reproduced in Annex 3.

DMO Europeans with their medical certificates and the chance of abandoning into lifeboats in the North Sea, perhaps the medical fitness for Europeans should be better to enable a better chance of survival. **Koichi Akatsuka** Mentioned the Swedish study. **Christer Lindvall** confirmed that the report of a study would be circulated. He also mentioned that the study demonstrated how around 300 persons per hour could be hoisted aboard the rescue vessel. **Willi Wittig** Proposed an AGA resolution on visibility from the Navigating Bridge, this was supported.

AGENDA ITEM 20 – Captain Under Pressure

Presented by Michel Bougeard, AFCAN

The paper may be found on page 14 of the IFSMA Annual Review.

Q&A - Rodger Macdonald Remarked that sometimes the master has the perception that he is under pressure and gave the sinking of the “Wahine” inter-island ferry in New Zealand, which sank in the entrance to Wellington Harbour in 1968, as an example. **Delegate** Asked what have we learned over the years, in 1990 we had “Scandinavian Star”, in 1994 we have the “Estonia” proceeding at full speed in very bad weather. Both under commercial pressure, how do you safeguard the master to say no. Sometimes it would be safer to stay in port than to sail, but the company will want the master to sail. The Master can be relieved at any time.

Fredrik van Wijnen Added that he had been the Master of container ships for many years, you always have to keep to the schedule. The pressure came from the planning people in the terminals. **Michel Bougeard** Remarked that the “TK Bremen” (which grounded after sailing from port in bad weather) has now disappeared from the beach being broken up in six weeks. [See series of photographs at <http://tinyurl.com/7vb4e89>]. **Rodger MacDonald** Added that E-Nav ETAs will increase the pressure on the master from ashore with JIT (Just In Time) scheduling. **Fredrik van Wijnen** Recounted that between Japan and Hong Kong there is too much fog which once required reduced speed. When his ship arrived four hours late, the agents remarked that Evergreen ships always arrive on time.

AGENDA ITEM 21 – ECDIS/E-Nav from Pilots’ Perspective

Presented by Nick Cutmore, Secretary General, International Maritime Pilots’ Association

A copy of the presentation is available on the IFSMA Website.

Christer Lindvall Thanked Nick for his presentation which also extended the scope of our earlier discussions.

AGENDA ITEM 22 – Drafting Group Report

The Drafting Group reported back to the General Assembly with the Draft Resolutions. These were discussed at length by the General Assembly and adjustments made to the Draft Resolutions as required.

AGENDA ITEM 23 – Approval of Resolutions

The 12 Resolutions were approved – See Annex 1 or separate document on IFSMA Website.

Christer Lindvall, on behalf of all present, thanked the Drafting Group for their hard work and a very successful outcome for the drafting process.

AGENDA ITEM 24 – Confirmation of Melbourne, Australia as venue for 39th Annual General Assembly in 2013 and invitations for 2014

Steve Harris Confirmed the invitation to hold the 39th Annual General Assembly in Melbourne, Australia, the date coinciding with the 75th anniversary of the founding of the Company of Master Mariners of Australia (CMMA). Steve then gave a presentation titled “The Need for Change”, a copy may be found on the IFSMA Website. He then showed a video prepared by the Federal Master of CMMA, Alan Gray. He then proposed the following schedule for the Annual General Assembly:

Wednesday 10th April pm the AGM part of the Annual General Assembly

Thursday 11th and Friday 12th April the Conference part of the Annual General Assembly

Saturday 13th April am Confirmation of Resolutions and close of Annual General Assembly.

Looking ahead – There were two invitations for the 40th Annual General Assembly in 2014, one from the Master Mariners Society of Pakistan, the other from the Irish Institute of Master Mariners.

Looking further ahead – There was a further invitation from Nautilus (Chile) for the 41st Annual General Assembly to be held in Chile.

AGENDA ITEM 25 – Any Other Business

A. NVKK Raised 3 Subjects – presented by Fredrik van Wijnen:

1. Improvement in Feedback of IFSMA Activities

There is some discussion in NVKK about the value of membership of IFSMA. The number of members in NVKK is declining and it is logical that the present Board is very much looking at reducing expenses and that they are looking at “value for money”. Over the years activities of IFSMA have been evaluated and although it is known that IFSMA is doing its work properly, not enough of that is coming to the attention of the members of NVKK. The work of IFSMA as an NGO at IMO does not sufficiently convince them when they look at what is decided at the IMO. Better feedback of accomplishments by IFSMA which can be readily included in the magazine and website of NVKK during the year, might help in this respect.

John Dickie Responded that information will be provided.

2. Results of Project Horizon

We have seen the results and recommendations of the Horizon Project. We have seen that fatigue is staying a problem for a long time to come. Is the Horizon Project seen as a new initiative to start new activities to bring this issue, especially the effects of six on / six off duties to fatigue and the health of the people concerned to the attention of IMO and the general public?

A booklet on the results of **Project Horizon** was distributed to the Annual General Assembly.

3. IFSMA Policy for Assisting Shipmasters in Difficulty

Members of NVKK have expressed the opinion that one of the main reasons for joining international organisations is the assurance that they will be assisted if they encounter problems in ports in those countries covering those organisations. If they meet with problems, it is very convenient to have somebody standing by who is aware of the local circumstances and knows local people. It would be important if IFSMA is giving some more attention to this task and perhaps include it in an action programme or even in its Articles.

John Dickie asked if Fredrik van Wijnen was only referring to Shipmasters belonging to IFSMA or to all Shipmasters. He replied that the primary concern was for the members of his Association.

Evasion of Tropical Cyclones

Finally, Fredrik van Wijnen informed the General Assembly that last year NVKK initiated the publication of a newly rewritten copy of their booklet “Evasion of Tropical Cyclones” which was a bit outdated and sold out at the Nautical Institute. The revision was carried out by a teacher at the Nautical Academy in Rotterdam and extra attention was given to modernising the text and the charts. The book gives practical advice on the evasion of tropical cyclones and also includes some case studies, from the experiences of Shipmasters. It includes a DVD with all the relevant charts used. Cost is Euros €35.

B. CAMM Positions

Jerry Benyo informed the Annual General Assembly on the Council of American Master Mariners (CAMM) positions:

1. Criminalisation of Shipmasters – fully support the IFSMA position.
2. Ports of Refuge – allow use of ports of refuge instead of forcing ships out to sea.
3. Support IMO proposal to reduce the working hours limit
4. US Coast Guard to change its policy of 30/1/2011 regarding shore leave for crews of SOLAS Vessels
5. Support IFSMA regarding watch-standers (rather than technicians) on bridge equipment.
6. Support IFSMA position for lifeboat on-load release hooks and standardisation.
7. Support IFSMA position on celestial navigation competency as component of deck officer certification.

Rodger MacDonald took the opportunity to formally thank members for bestowing upon him Honorary Membership and for the presentation of an inscribed IFSMA Plaque.

Juan Gamper [Nautilus(Chile)] made a presentation of a book on Chile to DMO, this was accepted on behalf of DMO by Fritz Ganzhorn with thanks.

CLOSE OF GENERAL ASSEMBLY

The President remarked that coming to the end of this 38th Annual General Assembly he felt that we had had very interesting presentations and professional discussions. He apologised that sometimes it had been necessary to stop discussions due to time limits, he is considering that in future we may have to reduce the number of presentations to give more time for questions and discussions as he thought it was important to allow for this when delegates had travelled from all over the world to attend. He was also proud to announce that 22 IFSMA Associations were represented at this General Assembly and voiced his appreciation for this record turnout.

He thanked Rodger, John, Paul and Roberta for all their work and he also thanked the drafting group for all their efforts and also the speakers. Once again he thanked the Danish Maritime Officers for their organisation and hospitality which had been excellent. He presented an IFSMA plaque to show our appreciation to DMO, which was accepted on their behalf by Fritz Ganzhorn.

Finally he wished all those present a safe journey home and declared the meeting closed.

ANNEX 1

General Assembly Resolutions

IFSMA RES 1/2012 (AGA 38): Further Development of SMCP

The delegates of the 38th IFSMA Annual General Assembly held in Copenhagen on 14 and 15 June 2012

Noted with concern the present situation regarding the communication between the shipmaster, the tugmaster and the marine pilot in manoeuvring the ship under tug assistance;

Noted further that the resulting lack of shared information might endanger the success of the manoeuvre and hence the safety of the ship, persons onboard and the marine environment;

Request that IFSMA takes the initiative - together with IMPA, ITA and G.A.M.E. - to consider developing a set of related standard phrases and subsequently to forward the results to IMO for possible inclusion as Part A 4 into the existing IMO Standard Marine Communication Phrases (SMCP).

IFSMA RES 2/2012 (AGA 38): Safety of Passenger Vessels

The delegates of the 38th IFSMA Annual General Assembly held in Copenhagen on 14 and 15 June 2012

Noted with great concern recent maritime incidents involving passenger ships;

Noted further that there are a number of key issues associated with the safety of passenger ships;

Request that the IFSMA Executive Council ensures that the IFSMA policy appropriately reflects the following subject areas related to the safety of passenger ships:

- 1) Adequate manning of bridge and engine room, including at least two watchkeeping-officers on duty both on the bridge and in the engine room at all times while the ship is at sea;
- 2) Increased team resource management training and the adoption of a 'Just Culture' and the 'Fair Treatment' principles;
- 3) Existing standards of stability and watertight integrity to be improved including increased longitudinal subdivision and cross flooding so as to reduce risk of capsizing and as far as possible to ensure a ship settles on an even keel without any list until the evacuation is completed;
- 4) More stringent use of non-combustible materials and improved regulatory measures;
- 5) Encouragement of research into existing and new power and propulsion systems as to ensure that no single failure results in loss of power;

- 6) Increased capacity in Life Saving Appliances including a lifeboat seat for all onboard;
- 7) Encouragement of research into innovative systems for abandonment and the adequacy of existing evacuation systems and the compatibility of life-saving appliances and equipment;
- 8) Introduction of compulsory intact and damage stability calculators onboard ship;
- 9) Introduction of appropriate additional and refresher training requirements for the existing crisis management training for all personnel onboard passenger ships;
- 10) Passengers should be provided with emergency instructions prior to or immediately after departure.

IFSMA RES 3/2012 (AGA 38): Criminalization of Shipmasters

The delegates of the 38th IFSMA Annual General Assembly held in Copenhagen on 14 and 15 June 2012

Noted with the greatest concern that the tendency to criminalize shipmasters and other seafarers is still an ongoing issue;

Noted further the work conducted by Seafarers' Rights International (SRI) in its attempts to advance the legal protection of sea-farers;

Welcomed once again the initiative taken by IFSMA in providing *MasterMarinerProtect*, a Defence and Legal Cost Benefit Scheme, to the members, ensuring that Masters facing potential criminalisation have proper legal advice immediately at hand;

Request that the IFSMA Executive Council continues in the further development of the good relationship with Seafarers' Rights International (SRI) for the benefit of all seafarers but in particular for shipmasters who may face criminalization.

IFSMA RES 4/2012 (AGA 38): Cross Mentoring

The delegates of the 38th IFSMA Annual General Assembly held in Copenhagen on 14 and 15 June 2012

Noted with great interest the successful introduction of Cross Mentoring as a tool for developing the potential of young executives;

Discussed the possibilities how to import and implement this successful approach to the human resource development of young shipmasters;

Request that the IFSMA Executive Council with the assistance of subject matter experts explores the framework needed for a successful introduction of Cross Mentoring into the shipping industry.

IFSMA RES 5/2012 (AGA 38): Victims of Piracy

The delegates of the 38th IFSMA Annual General Assembly held in Copenhagen on 14 and 15 June 2012

Discussed in great depth the subject of piracy on the high seas and its effects on and consequences for the victims of piracy;

Concluded that piracy must also be fought effectively on shore and emphasis should not only be on fighting piracy at sea;

Request that the social partners in the international shipping industry should set up and launch a “Victims of Piracy Fund” contributed to by shipping companies and administered for assistance of seafarers and their families who have become victims of maritime piracy. The contribution formula to be discussed and decided. The Fund to be administered by a board of trustees having at least one representative from IFSMA.

IFSMA RES 6/2012 (AGA 38): Coping with Capture

The delegates of the 38th IFSMA Annual General Assembly held in Copenhagen on 14 and 15 June 2012

Noted with great interest the recent release of “Coping with Capture” a hostage handbook on Somali pirates by the Danish Maritime Officers in cooperation with Citadel Solutions;

Recognized the right for crews to be well prepared for possible attacks and capture by Somali pirates. Good preparation is a prerequisite for the seafarers to survive a hostage situation with as little physical and psychological damage as possible;

States that the hostage handbook “Coping with Capture”, is a good and very important tool in the preparation of seafarers before entering into pirate infested waters;

Encourages shipping companies to provide an adequate number of copies of the handbook on each ship.

IFSMA RES 7/2012 (AGA 38): Fatigue

The delegates of the 38th IFSMA Annual General Assembly held in Copenhagen on 14 and 15 June 2012

Noted with great concern the findings of the recently conducted European research project “Horizon”;

Noted further the recommendations made by the Horizon project;

Request that the Executive Council ensures that the IFSMA policy appropriately reflects the recommendations resulting from the findings of the European research project “Horizon” as stated in the research report of the project (Project Horizon – a wake-up call).

IFSMA RES 8/2012 (AGA 38): MLC 2006

The delegates of the 38th IFSMA Annual General Assembly held in Copenhagen on 14 and 15 June 2012

Noted that on 12 June 2012 the Government of Sweden has notified the International Labour Organization (ILO) that Sweden has ratified the Maritime Labour Convention (MLC 2006);

Noted also that Sweden was the 28th MLC Member State to ratify MLC 2006;

Urge all Flag States that have not yet ratified the MLC 2006 to take all necessary steps to ensure the prompt ratification of MLC 2006 without any further delay.

IFSMA RES 9/2012 (AGA 38): Navigation Bridge Visibility

The delegates of the 38th IFSMA Annual General Assembly held in Copenhagen on 14 and 15 June 2012

Noted with very great concern the recently proposed changes to Regulation 22 of Chapter V of the SOLAS Convention;

Noted further the dangerous consequences these proposed changes would have on the safe navigation of the ship;

Request that IFSMA becomes a co-sponsor of a proposal by Germany with the aim to stop this safety reducing exemption.

IFSMA RES 10/2012 (AGA 38): Green House Gas Programmes

The delegates of the 38th IFSMA Annual General Assembly held in Copenhagen on 14 and 15 June 2012

Noted with great interest the recent and ongoing “Lean Shipping Initiatives”;

Noted further that it is intended to set up at MEPC 64 a steering committee on an impact assessment of Green House Gas programmes;

Request that IFSMA actively takes part in the deliberations of the aforementioned steering committee.

IFSMA RES 11/2012 (AGA 38): Mass Rescue

The delegates of the 38th IFSMA Annual General Assembly held in Copenhagen on 14 and 15 June 2012

Noted the outcome of the 2nd World Conference on Mass Rescue organised by the International Maritime Rescue Federation (IMRF) held 3 to 5 June 2012 in Gothenburg, Sweden;

Noted also the statement released by IMRF at the end of the conference;

Endorsed the contents of the statement made by IMRF;

IFSMA RES 12/2012 (AGA 38): Lean Ship of the Future

The delegates of the 38th IFSMA Annual General Assembly held in Copenhagen on 14 and 15 June 2012

Noted the outcome of the Workshop on “Lean Ship of the Future” organised by the Danish Maritime Officers held in Copenhagen in conjunction with this Annual General Assembly;

Noted also the resume of the workshop;

Endorsed the contents of the workshop resume;

Request that the IFSMA Executive Council ensures that the IFSMA policy appropriately reflects the conclusions and recommendations outlined in the attached workshop resume.

Note: further information on the Lean Ship of the Future Workshop, including access to the presentations and conclusions, may be obtained from the DMO Website:

<http://tinyurl.com/bw7yhq3>

ANNEX 2

Guidelines on the Use of Private Armed Guards

Before a shipowner chooses to take private armed guards on board his vessel as protective measure against pirate attacks, a number of conditions should as a minimum be considered. This guide has been jointly prepared by the Danish Shipowners' Association, the Shipowners' Association of 2010, the Danish Maritime Officers, the Danish Engineers' Association, CO Sea, the United Federation of Danish Workers, and the Danish Trade Organisation for Safety and Security.

These guidelines must be read along with the most recent versions of the following documents (please find the latest versions in annex): The Danish Maritime Authority's Technical Regulation on measures for prevention of piracy and armed robbery against Danish ships of 23 November 2011, Best Management Practices Version 4 (BMP4), and IMO Circulars MSC.1/Circ.1334 of 23 June 2009, MSC.1/Circ.1390 of 9 December 2010 and MSC.1/Circ.1405/Rev.1 of 16 September 2011. This list will be updated, should other relevant internationally recognized guidelines be subsequently adopted.

1. When navigating in waters with identified risk of pirate attacks, the shipowner shall observe the Danish Maritime Authority's Technical Regulation on measures for prevention of piracy and armed robbery against Danish ships.
2. The shipowner shall have conducted a risk assessment, based, amongst others, on the BMP4 and MSC.1 /Circ. 1405/Rev.1.
3. The shipowner shall, on the basis of a risk assessment, ensure the appropriate implementation of relevant Ship Protection Measures, e.g. as those mentioned in BMP4. Should the shipowner, on the basis of the risk assessment, choose to use the protection of private armed guards, this shall constitute an integral part of other necessary Ship Protection Measures.
4. The shipowner must have analysed his own insurance as well as that of the security company and ensured their adequacy. It is also recommended to obtain the insurer's approval of any contract between the shipowner and the security company.
5. The shipowner shall ensure to be fully updated on the current situation and threat in the area, via, amongst others, the websites of the Maritime Security Center Horn of Africa (MSCHOA), NATO Shipping Centre, ReCAAP ISC, ICC International Maritime Bureau and NAVWARNS.
6. The shipowner shall ensure that in the event of a critical situation during the voyage (e.g. a pirate attack or a hijacking), plans and resources to handle such an event are available. MSC.1/Circ.1390 of 9 December 2010 can assist the shipowner in developing procedures that can help to prepare the crew in case of attack and/or hijacking.
7. Each shipowner should ensure that the security company employed is qualified to do the job at hand. The International Maritime Organization, IMO has developed a (interim) guidance including criteria to be considered. Please see MSC.1/Circ.1405/Rev.1 of 16 September 2011.
8. A qualified maritime security company should consider the following factors; and also taking into account MSC.1/Circ1405/Rev.1:

- a. The security company must have implemented a quality management system.
 - b. Training of the guards:
 - i. Basic safety training, (guards must have a training equivalent to the STCW Convention requirements for personnel not involved in the tasks related to the ship's safe navigation (maritime safety));
 - ii. Physical and mental readiness (compliance in accordance with the shipowners' own standards);
 - iii. Maritime security training (the practical part of the guards' work on a ship);
 - iv. Evidence of safe weapon handling and weapon training;
 - v. Up-to-date first aid certificate.
 - c. Documentation:
 - i. SOP (Standard Operation Procedure)
 - 1 . Risk assessment;
 - 2. Armament of the assignment with resources and equipment;
 - 3. Instruction of personnel as regards behaviour and obligations;
 - 4. Daily log of the assignment, including watch roster;
 - 5. Written debriefing after the completion of the mission.
 - ii. Evidence of regular control of the security company's owners and the clean criminal record of the guards hired.
 - d. The security company, including employed guards, must have approval in accordance with national legislation.
 - e. There must be a firearms register with the security company, which is available for the shipowner and the authorities.
 - f. The security company must have an end user certificate (as proof that it may lawfully possess and use weapons).
 - g. RUF (Rules for the Use of Force), including clear description of powers and the ship's hierarchy, where the master has the overriding authority in all conditions.
 - h. Insurance shall be documented and adequate for the task.
 - i. The security company must provide appropriate safety equipment for the guards.
 - j. The security company must have a 24-hour manned emergency telephone line.
9. The size of the security team must guarantee a sufficient amount of guards for effective and continuous watch-keeping and must be based on a risk assessment. There may be special

circumstances, such as ship size, which justify watch-keeping with fewer or more guards. (Until early 2012, the typical authorisation for weapon carriage has been for teams of 2-4 guards.)

10. The shipowner and master must ensure proper storage of the weapons that the shipowner or security company has taken on board for defence against pirate attacks. With regard to storage and access to weapons, it must be ensured that these are only taken out following approval by the master in waters where there is a pirate threat, and that they only be handed out in accordance with the contract signed with the security company. The shipowner must have procedures for registration of the weapons on board.

11. The master shall ensure that the crew receives a briefing from the security team. This crew briefing should include issues such as weapons handling and management, as well as attack situations.

12. The master shall ensure full implementation of the required and recommended protection measures against pirate attacks and comply with the agreed reporting obligations towards the shipowner and the authorities.

13. The guards may only use their weapons in self-defence or defence of others against an imminent threat to life, mobility or ship. Rules for the use of force must be prepared by the shipowner in dialogue with the master and if necessary with support from the security company. The use of force must be made within the framework of the flag state legislation- and where appropriate also the coastal state law, including any weapon permits.

14. If weapons are used to counter pirate attacks, adequate documentation of events must be guaranteed.

15. It shall be ensured that the use of guards and weapons is made in accordance with flag state rules, and that the transport and storage of weapons will take into account relevant coastal and port states' regulations.

16. The parties to these guidelines will in good faith monitor their application by shipowners, seafarers and security companies, and keep each other regularly informed. These guidelines will be continuously updated based on the experience gained and any additional relevant internationally recognised guidelines.

ANNEX 3

Theory or Practice – Which is More Valuable at Sea?

The maritime profession has changed enormously during the last decade. Regulations were coming daily, conventions, rules, restrictions, etc. People at sea are not better than before. STCW is stating the minimum standard and more and more countries are coming to this standard as the attractiveness of the profession has decreased. Not so long ago in Bulgaria there was a sub-law regulating the competency of maritime professionals (Ordinance 6 of the Ministry of Transport) which required 24 months sea going experience in deep sea navigation as third navigating officer to obtain permission to get an examination for second officer, another 24 months sea going experience as second officer after a successful exam to come to the examination board for chief officer's exam and another 24 months for the master's exam. There were the following grades:

1. Fifth grade navigating officer - for maritime college graduates, normally helmsmen and boatswains had to have such a certificate;
2. Fourth grade navigating officer- for Naval Academy graduates after completing their studies and joining the ship as fourth officer for a minimum six months;
3. Third grade navigating officer- after minimum six months as fourth officer;
4. Second grade navigating officer - minimum 24 months as third officer and examination before the Maritime Administration Examination Board, normally five days examinations - navigation - collision regulations test, astronomy, manoeuvre solving task, tidal calculation, maritime English - written and oral examination, cargo operations - stability and draft calculations and oral examination in theory, maritime law -written and oral examination;
5. First grade navigating officer minimum 24 months sea going experience as second officer and the same examination as for the second grade but more complicated;
6. Ship master - minimum 24 months sea going experience as chief officer and examination.

So, altogether 78 months sea going experience after graduation of the education has been necessary for a young officer to become a shipmaster. This was the story till early 2000. Continuously the requirements in Bulgarian law decrease to the present STCW requirements. The present sea going experience is less than twice less required than before and the practice shows people get higher positions on board with less experience, less examinations and are younger. The ships become more complicated, work at sea more intensive.

Normally in the years before it was quite normal for all the navigating officers on board to prepare loading plans for training, to write letters of protest and to perform duties of the higher officers for training under supervision. In the recent years that practice has been less and less applicable as the crews are minimized and working hours are usually 10 or more. If all is going well on board there is no problem. But the sea is not so well predictable and never mind the technology accidents happen even more frequently than before. In such situations the experience is of great value.

One of our colleagues took part in the salvage operation in Papua New Guinea and saved more than hundred people from the sunken ferry boat. He was coordinator of the surface search in the salvage operation. The operation was more than successful but are we prepared to do our duties. We all have some knowledge in IAMSAR. In busy shipping we have no time to train for these very important issues and in an emergency situation timely and precise action is very important.

What is the possible solution? It seems that the most effective way to fill this gap is more training before granting the certificates of officers on management positions, and again more regular

training either on simulator or in real situations. Especially when we speak about search and rescue, it is possible for seafarers to take part in search and rescue training of SAR facilities in their countries when they are on shore leave. In that way they could get real experience and they would be acquainted with the specialized facilities, regulations and software solutions.

Another hot topic is the reliance on electronics on board. The newcomers in the maritime profession are very well prepared in the use of electronic equipment on board, electronic charts, GPS systems, ARPAs, etc. Unfortunately they are not enough prepared to evaluate the information received. More or less the electronics are used as a game where one's own ship is one of the participants. And, of course that is not the case and human life and environment depend on decisions of the crew. Let's take the example of finding the manoeuvring elements of the ships in the vicinity. The modern ships have good radars, ARPAs to estimate manoeuvring elements of other ships in the vicinity, AIS equipment to see their parameters of movement, electronic charts, etc. Anyhow, to take the right decision one has to analyze the information and to evaluate data from all the screens. That means the navigating officer should know that CPA is the closest point of approach, how the ship's ARPA had calculated it, what relative motion is and how to use all the information to follow a safe route.

More and more test examination is applied to verify the knowledge and abilities of ship officers and masters. There are too many cases where the young applicants have perfect tests without any errors but when one asks them to explain some of the questions he finds out that the answers have been learnt by heart or by any logic without realizing the core nature of the answer and the meaning. For example, the common manoeuvre decision when we have a ship on our starboard with a bearing which is decreasing and distance is decreasing. If the officer just sees CPA enough he usually continues on the same heading and speed. But it is not just CPA but also the COLREG to be borne in mind and never mind CPA, the ship should change her course to starboard to express the intention of red-to-red cross-passing manoeuvre. There are many other examples but the outcome is very simple. More experience, more training, higher standards and the number of accidents will decrease. It should be enough time on board for training of young officers from masters and chief officers. Such training could be included as requirement for the officers to obtain their next certificate. The training must be counted as working time and it should be made available by the shipowners when setting the number of officers and crew on board and the working schedule. It should be counted when the flag state administrations determine minimum safe manning.

Going back to the education we notice an increased volume of material has to be learnt as more regulations, new and more complicated electronics come into force. With the same or less curriculum the details of each subject are studied in less time and the result is as in the old proverb that "the master is a man who knows less and less for more and more until finally he knows nothing for everything". The navigating officers twenty years before were prepared to repair their radar, to change some electronic elements in navigational systems or to do everything by the means of visual navigation. Unfortunately that is not the case nowadays as there are no means of visual navigation. One can find ships without the possibilities to take bearings or horizontal angles, etc. and to fix the ship's position. Something more, young officers are not eager to observe the ship's vicinity visually, they are watching most of the time the radar screens. That's why we should work on improving either the regulatory base or use the old experience to watch not only the radar and electronic chart screens but simply to watch out through the portholes to get more information and to assess the situation in a better way.

ANNEX 4

Give All Ships the Means to Assist in Major Accidents at Sea

On June 3 - 5, the International Maritime Rescue Federation (IMRF) arranged its second Mass Rescue World Conference in Gothenburg, Sweden. This gathered Sea Rescue Organizations and Governmental Authorities responsible for sea rescue services from all over the world to discuss and deliberate improvements in Mass Rescue Operations at Sea.

The undersigned strongly believe that more lives could be saved if some alterations and improvements in the international requirements regarding Life-Saving Appliances (LSA) were made. We want to add a set of provisions and requirements, which demand that passengers and crew are not only to be evacuated from ships in distress into lifeboats and life rafts, but also in the end are rescued to a place of safety, for example by ships in the vicinity.

The cruise ship industry is rapidly growing. Cruise ships get ever larger and can today carry more than 8000 passengers and crew. In the developed world, passenger shipping is a very safe mode of transportation. However, when an accident actually does occur, it can have devastating consequences with hundreds or thousands of people in need of help. Since these accidents happen so rarely and since there is no way to know where they will happen, it is not realistic to build up Search and Rescue (SAR) capacities that can be relied upon to rescue a large number of persons in the limited time before an accident turns into a disaster.

Today, the chances of getting off a ship in distress are relatively good, but being evacuated to a lifeboat or a life raft does not mean that you are rescued. There is currently a lack of equipment, harmonized systems as well as guidance or regulations concerning how to rescue a large number of survivors out of the water, from lifeboats or in life rafts.

When the IMRF arranges its second Mass Rescue World Conference, the discussions will revolve around how the entire mass rescue operation-chain can become more effective - including how the evacuees shall actually be rescued to a place of safety.

There are more or less established routes on the high seas. This means that there are almost always other ships in the vicinity. When a ship is in distress, other ships will often be at the scene of the accident long before dedicated rescue units arrive. Unfortunately, for different reasons, they often have limited abilities to assist more than just a few persons.

In 1994, the worst civilian ship disaster in modern European history occurred. Although there were 22 ships in the close vicinity when the M/S Estonia sank, only 137 persons survived out of the approximately 1,000 persons on board. Ships that arrived at that scene were forced to improvise. They had neither the equipment nor the routines to participate effectively in such a rescue operation. Instead, in spite of all their efforts, they mostly became witnesses to the tragedy.

After SS Titanic sank 100 years ago, a discussion concerning stricter maritime safety provisions and requirements evolved and led to the first international convention of its kind: SOLAS (International Convention on Safety of Life at Sea). The version now in force is from 1974 with some additional amendments. Chapter III - Life-saving appliances and arrangements, includes requirements for lifeboats, rescue boats and life jackets according to type of ship. One of the Regulations refers to means of rescue for survivors, but it is only applicable to Ro-Ro passenger ships. However, this is not enough for most ships to be able to get large numbers of survivors from the water, from lifeboats or life rafts to a place of safety.

A few years later, the International Convention on Maritime Search and Rescue was adopted. The SAR-Convention ensures that regardless of where an accident happens there shall always be an organization in a region that can co-ordinate Search and Rescue operations.

The present international regulatory framework for ships focuses primarily on preventing accidents from happening. Secondly, when accidents do occur, regulations aim at ensuring a safe return to port, under the concept “the ship as its own lifeboat”. Ultimately, if everything else fails, orderly evacuation is regulated. But there is still a lack of regulations, and as a consequence, equipment and routines to enable the last step of a rescue operation – to actually get large numbers of people, hundreds or thousands, to a place of safety.

There is an obligation for ships to assist other ships in distress, enshrined both in tradition and in the international “Law of the Sea”. But as soon as more than a few persons are in need of rescue, this obligation is usually difficult or impossible to fulfil. Ships on the High Seas have a unique, yet not usable capacity to be of assistance in mass rescue operations.

We want to see improvements and new requirements in the international regulations so that the equipment that can be used for evacuation can also be used to rescue people to a place of safety. By equipping ships with hoistable life rafts, a crane for life raft recovery and close range rescue boats to connect the rafts, it would be possible to comply with the proposed requirements. At the same time, ships would be given the ability to fulfil their obligation to assist each other.

Although passenger shipping is a very safe mode of transportation, there is a global lack of ability to handle the rare, large scale accidents at sea.

We need smarter, more functional and goal based solutions and international requirements. But why should the shipping industry wait until another incident occurs and regulators, due to public pressure, have to propose even stricter rules. We must be proactive. A lot can be done before a new disaster happens.

- Ship owners and companies: Install better equipment and introduce better procedures – even if the regulations do not require it. Share knowledge about Mass Rescue Operations with government authorities and non-governmental maritime organizations. Point out the regulatory obstacles and needs.
- Flag States, Port States, Coast States and Government authorities with responsibility for sea rescue services: Lobby for improvements at IMO and adopt proactive international and national requirements and exceptions.

Together within the shipping community and by international co-operation, we can improve the safety for passengers and crews.

Captain Rolf Westerström, IMRF’s Vice Chairman of Trustees, CEO of The Swedish Sea Rescue Society

Captain Christer Lindvall FNI, President of the International Federation of Shipmasters’ Associations (IFSMA)

Captain Jörgen Lorén, Chairman of the Swedish Maritime Officers’ Association, Master of ROPAX Ferry Stena Jutlandica

CONTD...

Facts:

The International Maritime Rescue Federation (IMRF) is an international organization with consultative status to the UN's International Maritime Organization (IMO). IMRF represents about 70 of the world's search and rescue organizations.

For the second time, the Swedish Sea Rescue Society (SSRS) is hosting the IMRF's World Conference in Mass Rescue. The conference takes place in Gothenburg between the 3rd -5th of June.

Together with Chalmers University of Technology and Stena Line, the Swedish Sea Rescue Society has developed FIRST, a system for improved mass rescue. The basic idea of the system is that any ship that happens to be first on the scene in a mass rescue situation should be able to recover life rafts filled with people by lifting them directly to the safety onboard, without the need to transfer people one by one.

www.international-maritime-rescue.org

www.ssrs.se

www.first-rescue.org

massrescue.tumblr.com

Twitter: @firstrsq