



IFSMA

Annual Review 2011 – 2012





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IFSMA, supported by its National Member Associations and Individual Members, is the Serving Shipmasters' International Voice with Consultative Status at both, the International Maritime Organisation (IMO) and the International Labour Organisation (ILO).

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An Introduction to IF SMA

IF SMA SECRETARIAT

IF SMA, the International Federation of Shipmasters' Associations, was formed in 1974 when eight Associations of Shipmasters decided to unite their members from across the world in a single professional co-ordinated body. This non-profit apolitical organisation dedicates itself solely to the interests of the serving shipmaster, more than 16,000 of whom make up this federation. They come from about 65 countries either through their National Associations or as individual members.

IF SMA exists to uphold international standards of professional competence for seafarers. The federation's policy is to ensure safe operational practices, to prevent human injury, protect the marine environment and safety of life and property at sea.

Its headquarters is in London, close to IMO, the International Maritime Organisation.

IF SMA gained Consultative Status as a non-governmental organisation at IMO in 1975, which enables it to represent the unfiltered views of its members and protect their interests in an unfettered way. A Secretary General and a team of active or former shipmasters represent IF SMA at IMO and help the federation to function effectively there. These agents of IF SMA attend the four main IMO committees, namely the Maritime Safety Committee, Maritime Environmental Protection Committee, the Legal Committee and the Facilitation Committee. This team is also active in the nine sub-committees of IMO, the organisation's working and drafting groups, council meetings and assemblies. ■



Velkommen til København Danmark

OPENING ADDRESS BY CAPTAIN CHRISTER LINDVALL, IFSMA PRESIDENT,
TO THE 38TH ANNUAL GENERAL ASSEMBLY

On behalf of IFSMA, I want to welcome you all to Copenhagen, especially to our new Secretary General Captain John Dickie and others who are attending an IFSMA AGA for the first time. In this connection I will also say that we are very grateful to Søfartens Ledare, the Danish Maritime Officers for inviting us to Copenhagen and their home country Denmark.

At the same time I will also send a "thank you" to our last year's host in Halifax, the Company of Master Mariners of Canada (CMMC) for their hospitality.

We also send our deepest condolences to Norway after the terrible bombing in Oslo and individual killings of young people on the island of Utöya last summer.

As I usually do - I will give you a brief presentation of Copenhagen

Copenhagen or in Danish: *København* is the capital of Denmark and its most populous city, with a population of 1,931,467 (as of 1 January 2012). With the completion of the transnational Øresund Bridge in 2000, Copenhagen has become the centre of the increasingly integrating Øresund, "The Sound" Region. Within this region, Copenhagen and the Swedish city of Malmö are growing into a combined metropolitan area. Copenhagen is situated on the islands of Zealand and Amager.

First documented in the 11th century,. Copenhagen became the capital of Denmark in the beginning of the 15th century. During the 17th century, under the reign of Christian IV, it became a significant regional centre. Denmark is still a monarchy with the reign of Queen Margarethe.

Copenhagen is a major regional centre of culture, business, media, and science, as indicated by several international surveys and rankings. Life science, information technology and shipping are important sectors, and research & development plays a major role in the city's economy. Its strategic location and excellent

infrastructure, with the largest airport in Scandinavia, Kastrup, have made it a regional hub and a popular location for regional headquarters and conventions.

Copenhagen has repeatedly been recognized as one of the cities with the best quality of life. It is also considered one of the world's most environmentally friendly cities. The water in the inner harbour is clean and safe for swimming. 36% of all citizens commute to work by bicycle. Every day, they cycle a combined 1.2 million km.

Since the turn of the millennium, Copenhagen has seen a strong urban and cultural development. This is partly due to massive investments in cultural facilities as well as infrastructure and a new wave of successful designers, chefs and architects.

The Danish Maritime Officers' history and roots goes back to 1874 when the Association of Shipmasters in Denmark was founded. To be a member you were obliged at that time to have a Shipmaster's certificate.

Once again we can look back to a very hectic and successful year. We are getting involved in more and more areas. Our present Secretary General Captain Rodger MacDonald will, as his last task, give us a more detailed report before he retires. I will come back to this after his report.

I often get asked the question WHY should we as an organization deal with safety matters in a wider context? Why can't we leave it all to the administrations? It is because:

1. our health, working environment, safety and security is important for us as well as for our passengers
2. to improve the competitiveness for us as officers and for the serious ship-owners
3. to improve our image as ship officers in the eyes of the general public ►

The four major cornerstones of international requirements for shipping are included in SOLAS, MARPOL, STCW and MLC 2006. The latest is not ratified yet, only 26 states have ratified it out of the necessary 30. All four are based on the requirements in UNCLOS. We - as IFSMA - therefore have to participate and to have an impact wherever the decisions are taken. i.e. at UN, IMO, ILO, EU. When it later comes down to a national level it is already too late to have any influence or say in the matter.

On January 1 IMO appointed a new Secretary General, Mr. Koji Sekimizu, to relieve IMO Secretary-General Admiral Efthimios E. Mitropoulos. Later in our agenda the Executive Council will propose that the AGA elect Mr Sekimizu as an Honorary Member of IFSMA.



Source: www.imo.org

The World Maritime Day theme for 2012 is **“IMO: One hundred years after the Titanic”**, which will focus on the Organization’s roots in respect of Safety of Life at Sea.

One of the consequences of the sinking, in 1912, of the Titanic, in which more than 1,500 people lost their lives, was the adoption, two years later, of the first International Convention for the Safety of Life at Sea (the SOLAS Convention).

(The 1914 version of the Convention was gradually superseded, respectively, by SOLAS 1929, SOLAS 1948, SOLAS 1960 (the first adopted under the auspices of IMO, then known as IMCO) and SOLAS 1974. SOLAS 1974 is still in force today, amended and updated many times.)

This year’s World Maritime Day theme will provide an opportunity to take stock of the developments in maritime safety since that disaster and to examine which areas of ship safety should be given priority in the years to come.

The British inquiry, “Lord Mersey’s report”, after the Titanic disaster in April 100 years ago contains in total 24 recommendations which were presented in July 1912.

There are two recommendations, in my opinion, which are valid even today after we have seen a lot of large passenger vessels which also have had the hull ripped open after a grounding, including Costa Concordia, and also in line with the IFSMA statement after the accident.

1. That the newly appointed Bulkhead Committee should enquire and report, among other matters, on the desirability and practicability of providing ships with (a) a double skin carried up above the water line; or , as an alternative, with (b) a longitudinal, vertical, watertight bulkhead on each side of the ship, extending as far forward and aft as convenient; or, (c) with a combination of (a) and (b). Any one of the three (a), (b), and (c) to be in addition to watertight transverse bulkheads.

3. That the Committee should consider and report generally on the practicability of protection given by sub-division; the object being to ensure that the ship shall remain afloat with the greatest practicable proportion of her length in free communication with the sea.

Source: www.anesi.com/mersey1.htm

If Costa Concordia with about 4300 passengers and crew has not been grounded in shallow waters we would have seen a disaster with far many more deaths than was the outcome – with some 30 lives lost.

“IFSMA believes that the massive media speculation – much of it highly ill-informed – will serve to direct attention away from the long-standing concerns over aspects of the design, construction and operation of large passenger ships.”

Moreover, evacuation systems should be studied for practicality of removing as many as 8000 people from newer vessels during an emergency, and a critical look at the concept of the ship being its own lifeboat should be included.

STCW

The Manila amendments to the STCW Convention entered into force on January 1 and I want to remind you about the Annual Day of the Seafarer on the 25th June which is now approved by the IMO Council.

IFSMA held the 5th Workshop in connection with the Education and Manning Conference in Manila in No- ▶

vember last year. The theme was: „**Train Safer Seafarers - enhancing professional standards with Effective Maritime Resource Management**“. Presentations were given by Martin Hernqvist from the Swedish Club Academy MRM and Rod Short and Tim Wilson representing GlobalMET. I and John Dickie conducted the Workshop.

Fatigue and Manning

A new Resolution 1047 (27) on Principles of Safe Manning was adopted by the IMO General Assembly. Unfortunately SOLAS Chapter V on Navigation Regulation 14 were not changed as was decided earlier - that the safe manning certificates should be issued **in accordance** with the new Resolution. Instead it was changed to “take into account” at the last MSC before the Assembly, which of course takes the effectiveness of the Resolution away.

Piracy

Since we last met we have participated in the UN Contact Group concerning Somalia pirates in Working Groups 1 -3, where we have discussed armed guards, the guidelines for coastal states and port states etc.

The European Commission (DG-MOVE,) in cooperation with the Danish Presidency of the Council of the EU, organized a seminar in Brussels on 28 and 29 March 2012, Piracy and Armed Robbery at Sea entitled, ‘**Piracy, the curse of Maritime Transport**’. IFSMA chaired one session. Participants from IFSMA were Captain Fritz Ganzhorn and me. Captain Rune Mortensen and Captain van Wijnen were present.

We were also informed that the EU is taking steps to raid the pirates on the beaches of Somalia.

We can also see that the Djibouti agreement regarding capacity building together with the compliance with the BMP are having an effect, with less hijackings and more pirates being arrested and sentenced. Still we cannot be certain that all attacks are reported.



Source: www.maritimeaccident.org

Captain Willi Wittig will, on behalf of IFSMA, participate in a Security Meeting in Ottobrunn, Germany at the end of this month.

Support organisations

There are some new welfare organizations which have been established in connection with the increased criminalization of seafarers and if they are attacked or been held hostage by pirates. For example, organisations such as Save our Seafarers, Maritime Piracy Humanitarian Response, Seafarers’ Rights International.

ISPS-Code

This year we have been living under the rule of the ISPS – Code for 10 years, which has in most cases been a burden to the seafarers especially when it comes to the possibilities to go ashore while in port. This will be the theme for this year’s Manila Conference as well as at a Conference in London later this year.

Criminalisation

We see an increasing number of Shipmasters being arrested on doubtful grounds and whole crews are sometimes being detained.

Here as a Federation we have a very important task to assist our members and even those who are not members, because in the future the same thing could happen to our members and become accepted practice. Last year we introduced our MasterMarinerProtect Program, however only members can be covered by the Protect Program.

Code of Conduct

We are working on a Code of Conduct for Shipmasters together with the Centre of Maritime Studies, Hochschule Bremen (Germany). Whether it should be introduced and supported by IFSMA or not is not yet decided until we see the final product and the liabilities IFSMA takes onboard.

Finally

Other areas which are prioritized: fatigue and manning, LSA, navigation in Arctic waters, asbestos in ships’ construction, enclosed spaces, ECDIS, e-navigation, STCW Model courses and changes in the guidelines to the ISM – Code etc.

It is with these words that I open the Annual General Assembly, and once again thank our Danish colleagues for their invitation. I hope it will be a fruitful AGA and will move IFSMA’s standing forward. ■

RECOMMENDATIONS

The following Recommendations are made. They refer to foreign-going Passenger and Emigrant Steamships.

Water-tight Sub-division

1. That the newly appointed Bulkhead Committee should enquire and report, among other matters, on the desirability and practicability of providing ships with (a) a double skin carried up above the water line; or, as an alternative, with (b) a longitudinal, vertical, watertight bulkhead on each side of the ship, extending as far forward and aft as convenient; or, (c) with a combination of (a) and (b). Any one of the three (a), (b), and (c) to be in addition to watertight transverse bulkheads.
2. That the Committee should also enquire and report as to the desirability and practicability of fitting ships with (a) a deck or decks at a convenient distance or distances above the waterline which shall be watertight throughout a part or all of the ship's breadth; and should, in this connection, report upon suitable means by which the necessary openings to such deck or decks should be made watertight, whether by watertight doors, or watertight trunks, or by any other and what means.
3. That the Committee should consider and report generally on the practicability of protection given by sub-division; the object being to ensure that the ship shall remain afloat with the greatest practicable proportion of her length in free communication with the sea.
4. That when the Committee has reported on the matters before mentioned, the Board of Trade should take the report into their consideration and to the extent to which they approve of it should seek Statutory powers to enforce it in all newly built ships, but with a direction to relax the requirements in special cases where it may seem right to them to do so.
5. That the Board of Trade should be empowered by the Legislature to require the production of the designs and specifications of all ships in their early stages of construction, and to direct such amendments of the same as may be thought necessary and practicable for the safety of life at sea in ships. (This should apply to all passenger carrying ships.)

Lifeboats and Rafts

6. That the provision of the lifeboat and raft accommodation on board such ships should be based on the number of persons intended to be carried in the ship and not upon tonnage.
7. That the question of such accommodation should be treated independently of the question of the sub-division of the ship into watertight compartments. (This involves the abolition of Rule 12 of the Life Saving Appliance Rules of 1902.)
8. That the accommodation should be sufficient for all persons on board, with, however, the qualification that in special cases where, in the opinion of the Board of Trade, such provision is impracticable, the requirements may be modified as the Board may think right. (In order to give effect to this recommendation changes may be necessary in the sizes and types of boats to be carried and in the method of stowing and floating them. It may also be necessary to set apart one or more of the boat decks exclusively for carrying boats and drilling the crew, and to consider the distribution of decks in relation to the passengers' quarters. These, however, are matters of detail to be settled with reference to the particular circumstance affecting the ship.)
9. That all boats should be fitted with a protective, continuous fender, to lessen the risk of damage when being lowered in a seaway.
10. That the Board of Trade should be empowered to direct that one or more of the boats be fitted with some form of mechanical propulsion.
11. That there should be a Board of Trade regulation requiring all boat equipment (under Sections 5 and 6, page 15 of the Rules dated February, 1902, made by the Board of Trade under section 427 Merchant Shipping Act, 1894) to be in the boats as soon as the ship leaves harbour. The sections quoted above should be amended so as to provide also that all boats and rafts should carry lamps and pyrotechnic lights for purposes of signalling. All boats should be provided with compasses and provisions, and should be very distinctly marked in such a way as to indicate plainly the number of adult persons each boat can carry when being lowered.
12. That the Board of Trade inspection of boats and life-saving appliances should be of a more searching character than hitherto.

Manning the Boats and Boat Drills

13. That in cases where the deck hands are not sufficient to man the boats enough other members of the crew should be men trained in boat work to make up the deficiency. These men should be required to pass a test in boat work.
14. That in view of the necessity of having on board men trained in boat work, steps should be taken to encourage the training of boys for the Merchant Service.
15. The operation of Section 115 and Section 134 (a) of the Merchant Shipping Act, 1894, should be examined, with a view to amending the same so as to secure greater continuity of service than hitherto.
16. That the men who are to man the boats should have more frequent drills than hitherto. That in all ships a boat drill, a fire-drill, and a watertight door drill should be held as soon as possible after leaving the original port of departure and at convenient intervals of not less than once a week during the voyage. Such drills to be recorded in the official log.
17. That the Board of Trade should be satisfied in each case before the ship leaves port that a scheme has been devised and communicated to each officer of the ship for securing an efficient working of the boats.

General

18. That every man taking a look-out in such ships should undergo a sight test at reasonable intervals.
19. That in all such ships a police system should be organised so as to secure obedience to orders, and proper control and guidance of all on board in times of emergency.
20. That in all such ships there should be an installation of wireless telegraphy, and that such installation should be worked with a sufficient number of trained operators to secure a continuous service by night and day. In this connection regard should be had to the resolutions of the International Conference on Wireless Telegraphy recently held under the presidency of Sir H. Babington Smith. That where practicable a silent chamber for "receiving" messages should form part of the installation.
21. That instructions should be given in all Steamship Companies' Regulations that when ice is reported in or near the track the ship should proceed in the dark hours at a moderate speed or alter her course so as to go well clear of the danger zone.
22. That the attention of Masters of vessels should be drawn by the Board of Trade to the effect that under the Maritime Conventions Act, 1911, it is a misdemeanour not to go to the relief of a vessel in distress when possible to do so.
23. That the same protection as to the safety of life in the event of casualty which is afforded to emigrant ships by means of supervision and inspection should be extended to all foreign-going passenger ships.
24. That (unless already done) steps should be taken to call an International Conference to consider and as far as possible to agree upon a common line of conduct in respect of (a) the sub-division of ships; (b) the provision and working of life-saving appliances; (c) the installation of wireless telegraphy and the method of working the same; (d) the reduction of speed or the alteration of course in the vicinity of ice, and (e) the use of searchlights. MERSEY, Wreck Commissioner. 30th July 1912

Secretary General's Report 2011 - 2012

BY CAPTAIN RODGER M. MACDONALD,
IFSMA SECRETARY GENERAL

Criminalization of Shipmasters and seafarers.

Criminalization still remains a major issue for IFSMA and this was emphasised at the Halifax 37th AGA when it was highlighted as Resolution 1/201.

This Resolution prompted the IFSMA Secretariat to establish a working relationship with Seafarers' Rights International (SRI) to aid our efforts to deal with this problem. IFSMA has passed on to SRI all the relative file notes we have on criminalization issues and from the several positive meetings held we have shared information to help support seafarers in criminalization incidents. SRI were able to help us gain more reliable information on the current incidents in Spain and Panama that were discussed in Halifax.

We have since sought help from SRI on two cases namely the Rak Carrier and Rena. SRI have been in contact with both crews and are monitoring the legal proceedings. IFSMA was given a small feature about criminalization in the January/February 2012 edition of the SRI Newsletter.

We had a long discussion on how the shipmaster is being held accountable for every incident and is seen to be responsible for all the mishaps involved in shipping yet at the same is losing both authority and respect in the role played whilst in command.

Piracy

IMO World Maritime theme 2011 "Piracy: IMO Orchestrating the Response"



Source: coastguard.dodlive.mil

A 27/Res.1044 - PIRACY AND ARMED ROBBERY AGAINST SHIPS IN WATERS OFF THE COAST OF SOMALIA

Piracy continues to be a major concern for IFSMA and three Resolutions relating to Piracy were adopted at the IFSMA 37th AGA held in Halifax. These Resolutions have been acted on throughout the year. In addition to the support given to IMO, IFSMA is involved in a number of other groups that are specifically concerned with Piracy. IFSMA are supporters of the Maritime Piracy Humanitarian Response Programme. MPHRP is a pan-industry alliance working together with one aim, namely: "to assist seafarers and their families with the humanitarian aspects of a traumatic incident caused by a piracy attack, armed robbery or being taken hostage".

IFSMA is also an active member of the IMO Working Group 3 (WG3) of the Contact Group on Piracy off the Coast of Somalia (CGPCS) which held its fifth session at the U.S. Department of State on 28 February 2012 and was attended by the IFSMA President.

The International Maritime Bureau (IMB), have published their latest report on pirate attacks which were 102 incidents in the first quarter 2012 and is down from 142 in the same period last year. Somali pirates accounted for nearly half of these attacks. It seems the reduction in overall attacks is primarily attributed to the disruptive actions and pre-emptive strikes by the navies in the region and this emphasizes the importance of the navies in deterring and combating Somali piracy. Furthermore the IMB said the deployment of private armed security guards and greater use of pirate deterrents such as razor wire, heightened monitoring watches when entering danger areas by crews on board vessels had also helped curb Somali attacks.

However, Somali attacks have spread and been reported as far as Mozambique and the Seychelles as ►

well as off Kenya, Tanzania, the Arabian Sea, off Oman and the west coast of India and the western Maldives.

IMB also believes that moves by the European Union to expand its anti-piracy mission to target pirate weaponry ashore was a welcome move that could further threaten the Somali piracy model.

Sadly West Africa also remains a piracy hotspot and attacks in the Gulf of Guinea have increased in recent months, as the area, spanning a dozen countries, is a growing source of oil, cocoa and metals being shipped to the world's markets. Nigerian piracy is increasing in incidence and although the number of reported incidents in Nigeria is still less than Somalia, the level of violence against seafarers is dangerously high.

Elsewhere, the IMB said there had been a noticeable increase in the number of armed robbery attacks in the Indonesian archipelago, rising to 18 incidents in the first quarter, from five in the same period last year.

At the IMO Assembly the following Resolution was adopted: A 27/Res.1044 - Piracy and Armed Robbery Against Ships in Waters off the Coast of Somalia

The 2011 Tsunami Disaster in Japan

The final Resolution adopted in Halifax was Resolution 5/2011 Nuclear Disaster in Japan. IFSMA continues to monitor this situation and Captain Koichi Akatsuka will present an update at the Copenhagen AGA in June 2012.



Source: rotarygleneira.blogspot.com

Key Issues arising from other IMO Meetings

The Navigation sub-committee (NAV), 57th Session

■ ECDIS and e-navigation.

The IFSMA Secretariat attended all meetings of the Industry Training Group which is focused on ECDIS Training. This group produced an Industry ECDIS Guidance, but work is still continuing and will also focus on e-navigation.

Detailed discussions concerning the development of E-Navigation was discussed at the IMO Navigation Sub-committee (NAV 57) held June 2011. It was recognised that it is very much in its infancy and that there is a considerable amount of work yet to be undertaken. However, it was recognised that technology is rapidly advancing ahead of regulations. Some progress was made in the development of the e-navigation strategy implementation plan, which aims to integrate existing and new navigational tools.

■ SOLAS Regulation V/22

Also at NAV 57 Sub-Committee regarding the issue of vague expressions in SOLAS Regulation V/22 on Navigation and Bridge Visibility IFSMA intervened, stressing the importance of regulations so as to ensure adequate visibility to afford safe navigation. The IFSMA intervention was sighted by delegations when discussing the report of the Sub-Committee and the intervention was recorded. The Sub-Committee agreed draft proposed amendments to SOLAS regulation V/22 on Navigation bridge visibility.

■ Voyage Data Recorders

Detailed and intense discussions took place concerning the performance standards for Voyage Data Recorders (VDRs). IFSMA intervened, stressing the importance of the confidential nature of the recorded information whose prime purpose is post-accident investigation. The intervention was intended to protect shipmasters from unwarranted scrutiny by regulatory authorities and employers/charterers.

■ Support for IMPA

IFSMA was able to undertake a considerable amount of lobbying in support of the International Marine Pilots' Association (IMPA) with respect to an unwarranted and selective critic by the delegation of the Bahamas. IFSMA argued that the exchange of information between pilot and master was essential and should be continuous giving rise to an essential 'mental connection'. ►



Source: www.impahq.org

Marine Environment Protection Committee (MEPC), 63rd Session

■ MARPOL amendments: MARPOL on regional port reception arrangements adopted

The MEPC adopted amendments to MARPOL Annexes I, II, IV, V and VI which are aimed at enabling small island developing States to comply with requirements for port States to provide reception facilities for ship waste through regional arrangements. Parties participating in a regional arrangement must develop a Regional Reception Facilities Plan and provide particulars of the identified Regional Ships Waste Reception Centres; and particulars of those ports with only limited facilities. The amendments are expected to enter into force on 1 August 2013.

The MEPC adopted the 2012 Guidelines for the Implementation of MARPOL Annex V and 2012 Guidelines for the Development of Garbage Management Plans. The guidelines are intended to assist in the implementation of the revised MARPOL Annex V Regulations for the prevention of pollution by garbage from ships, which was adopted at MEPC 62 in July 2011 and is expected to enter into force on 1 January 2013.

The MEPC designated the Strait of Bonifacio as a Particularly Sensitive Sea Area (PSSA).

In other matters, the MEPC approved a number of ballast water management systems and adopted guidelines related to the implementation of both the ballast water management and ship recycling Conventions.

■ Other Annex VI issues

The MEPC adopted Guidelines for reception facilities under MARPOL Annex VI and Guidelines addressing additional aspects to the NOx Technical Code 2008 with regard to particular requirements related to marine diesel engines fitted with selective catalytic reduction (SCR) systems.

Guidelines for implementation of energy efficiency measures adopted.

The MEPC adopted four sets of guidelines intended to assist in the implementation of the mandatory Regulations on Energy Efficiency for Ships in MARPOL Annex VI, which are expected to enter into force on 1 January 2013:

2012 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships;

2012 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP);

2012 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI); and

Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI).

The guidelines adopted will support Member States in their uniform implementation of the amendments to MARPOL Annex VI Regulations for the prevention of air pollution from ships, adopted in July 2011, which add a new chapter 4 to Annex VI on Regulations on energy efficiency for ships to make mandatory the Energy Efficiency Design Index (EEDI), for new ships, and the Ship Energy Efficiency Management Plan (SEEMP) for all ships.

Sub-Committee on Fire Protection (FP), 55th Session

Draft SOLAS amendments on breathing apparatus and communication agreed.

The Sub-Committee also agreed the following draft amendments to SOLAS regulations II-2/10 and 15 for approval at MSC 90 and subsequent adoption:

Regulation 10 Fire fighting to add a new paragraph to 10.4 Fire-fighter's communication to require a minimum of two two-way portable radiotelephone apparatus for fire fighter's communication to be carried. Portable radios on tankers and those intended to be used in hazardous areas shall be of an explosion-proof type;

Regulation 15 Instructions, on-board training and drills, to add a new paragraph 2.2.6 to require an onboard means of recharging breathing apparatus cylinders used during drills to be provided, or a suitable number of spare cylinders to be carried to replace those used.

Facilitation Committee (FAL), 36th Session

Shore leave circular approved.

The Committee approved a circular on Facilitating shore leave and access to ships, removing unnecessary restrictions imposed by divergences in the implementation of the ISPS Code noting that the circular was written in recognition of the importance of the human element, without prejudice to the immigration procedures of Member States.

The circular notes that port States, while giving effect to the special measures envisaged to prevent security incidents affecting ships or port facilities and to exercise control over access to their territories, have to recognize that shore leave for seafarers constitutes their right – not a privilege.

The circular states that States should endeavour to establish standard practices regarding requirements related to the identity documents which provide public authorities with information about the individual member of the crew seeking access to the shore based facilities. ►

Administrations should render particular attention to ensuring unbiased and non-discriminatory practice in exercising control and allowing access to shore irrespective of vessels' flags and nationalities of individual crew members.

Revised stowaway guidelines agreed.

The Committee approved a draft FAL resolution on Revised Guidelines on the allocation of responsibilities to seek the successful resolution of stowaway cases, and agreed to submit it to the MSC for consideration.

The guidelines update and revise those adopted in 1997 (Resolution A.871(20)) and take into account the amendments to the FAL Convention to incorporate standards and recommended practices on dealing with stowaways, which were adopted in January 2002 and entered into force in 2003, and other developments such as the adoption of the International Ship and Port Facilities (ISPS) Code.

Sub-Committee on Dangerous Goods, Solid cargoes and Containers (DSC)

The MSC instructed DSC to consider proposals concerning measures for the safe transportation of solid bulk cargoes by ships. There is immediate concern in this respect following the serious loss of life (44 in total) that was reported in 2010 involving three bulk carriers that sank while engaged in the transport of nickel ore, allegedly due to cargo liquefaction affecting the ship's stability.

Similar safety concerns were also expressed with respect to iron ore cargoes. Since the dangers of cargo liquefaction have long been known to the shipping industry, the question of why the phenomenon is resurfacing now would be a legitimate one. There must be provided some satisfactory answers before more accidents of the same nature occur.

Sub-Committee on Stability and Load Lines and on Fishing Vessels' Safety (SLF), 54th Session

The 'Costa Concordia' incident on January 13, 2012 had just occurred when this Sub-committee met in January.. Of course little can be formally discussed until the factual report from the Italian Administration has been submitted, but the delegates could not avoid the images of the tragedy involving a capsized large cruise ship with still suspended lifeboats and liferafts portrayed in all the newspapers and on all the television channels. This media criticism lasted all week and the shipping industry now has the task to restore the faith in shipping of the public at large.

Sub-Committee on Ship Design and Equipment (DE)

There was agreement on a new draft SOLAS requirements for the recovery of persons from the water on all ships. The draft new SOLAS regulation III/17-1, to be submitted to the Maritime Safety Committee (MSC) in May for approval, would require all ships to be provided with plans and procedures to recover persons from the water, taking into account the Guidelines.

There was also agreement on the draft revised Code on noise levels on board ships. This Code sets out mandatory noise level limits for machinery spaces, control rooms, workshops, accommodation and other spaces on board ships and revises the previous version published in 1973 (resolution A.468(XII)).

Work also continued on the development of a mandatory Code for ships operating in polar waters (Polar Code), which is intended to cover the full range of shipping-related matters relevant to navigation in waters surrounding the two poles – ship design, construction and equipment; operational and training concerns; search and rescue; and, equally important, the protection of the unique environment and eco-systems of the polar regions.

Legal Committee (LEG), 99th Session

Guidelines on dealing with crimes at sea to be developed

The Committee overwhelmingly agreed to develop guidelines on the collation and preservation of evidence following an allegation of a serious crime having taken place on board a ship or following a report of a missing person from a ship; and guidelines on the pastoral and medical care of victims.

These guidelines should cover all types of ships, not only passenger ships and importantly no liability should be attributed by the guidelines to the master, officers or crew should it be found that any evidence be lacking or contaminated through inexperience in collecting evidence.

The issue should also be brought to the attention of the Maritime Safety Committee (MSC), given possible implications for training.

Liability issues from offshore oil exploration further discussed.

The Committee revisited the issue of liability and compensation connected with transboundary pollution damage from offshore oil exploration and exploitation activities. It recognized that bilateral and regional arrangements are the most appropriate way to address the matter and agreed that there was no compelling need to develop an international regime on the subject. ►

The debate on the issue follows the much publicized Deepwater Horizon incident in 2010 as well as the 2009 incident on the Montara offshore oil platform, located in the Australian Exclusive Economic Zone, in which a well blew out, leading to a significant oil spill.

The LLMC Convention sets specified limits of liability for claims against shipowners claims for loss of life or personal injury, and property claims (such as damage to other ships, property or harbour works).

Taking into account the experience of incidents, as well as inflation rates, the limits set in the 1996 Protocol have, in recent years, been seen to be inadequate to cover the costs of claims, especially those arising from incidents involving bunker fuel spills. The new limits are expected to enter into force 36 months from the date of adoption, on 19 April 2015, under the tacit acceptance procedure.

The Convention provides for a virtually unbreakable system of limiting liability. Shipowners and salvors may limit their liability except if "it is proved that the loss resulted from his personal act or omission, committed with the intent to cause such a loss, or recklessly and with knowledge that such loss would probably result".

■ Appointment of the IMO Secretary-General

The IMO Assembly endorsed the decision of the IMO Council in June to elect Mr. Koji Sekimizu (Japan) as IMO Secretary-General, to start a four-year term on 1 January 2012. The outgoing Secretary-General, Mr. Efthimios E. Mitropoulos (Greece) ends his second four-year term on 31 December 2011.

The Assembly also adopted a Resolution expressing deep appreciation for the work of Mr. Mitropoulos as Secretary-General and designating him Secretary-General Emeritus of IMO, with effect from 1 January 2012.

■ Day of the Seafarer

The IMO Assembly adopted a Resolution on the Day of the Seafarer, establishing 25 June of each year as the "Day of the Seafarer", recognizing the invaluable contribution seafarers make to international trade and the world economy, often at great personal cost to themselves and their families. The Resolution invites Governments, shipping organizations, companies, shipowners and all other parties concerned to promote and celebrate the Day in an appropriate and meaningful manner.

The Day of the Seafarer has now been included in the annual list of United Nations Observances.

Other meetings attended by the Secretariat

The Secretary General represented IFSMA at the IMO reception for World Maritime Day held at IMO London on 29th September 2011.

The Assistant Secretary General represented IFSMA in the Paris IALA meeting, during the week 19th to the 23rd September 2011.

Workshop in Manila

In November IFSMA held another of its successful annual workshops in Manila. The workshop focused on the question - Training Safer Seafarers, Enhancing Professional Standards with Effective Maritime Resource Management. The course was presented by the IFSMA President and the Secretary General designate, John Dickie.

Lastly, I would like to take this opportunity of thanking all of you for your much appreciated support during my tenure as Secretary General of IFSMA. I am now retiring, and 'swallowing the anchor'! But I am leaving you in the very capable hands of my successor, Captain John Dickie. ■



Captain Roger M. MacDonald, IFSMA Secretary General

English as a Working Language during Manoeuvring

BY CAPTAIN MATTHIAS MEYER,
PPC PORT & PILOT CONSULTING, BREMERHAVEN, GERMANY

Present Situation in Germany

Currently, there are nine pilot associations in Germany. Members of the German associations are serving as sea pilots or as harbour pilots.

Supervisory authority for the federal government is the Waterways and Shipping Authority. The Directorate Northwest of the Waterways and Shipping Authority, located in Aurich, is responsible for the pilot associations operating at the river Ems and the river Weser while the Directorate North, located in Kiel, is responsible for the association in the river Elbe, the two associations at the Kiel Canal and the pilot association serving the ports of Wismar, Rostock and Stralsund.

Only in the Port of Hamburg and the Port of Bremerhaven harbour pilot associations with pilots specialised in manoeuvring ships with or without tugboats exist. These two associations belong to the State of Hamburg or Bremen respectively. Supervisory authority is the respective Senate (government) of the city state.

In all German ports the communication language between the tugboat master and the pilot is German. The German command vocabulary differs from port to port. E.g. in the Port of Bremerhaven, there is no mandatory command vocabulary for manoeuvring and it can be assumed this applies also to other German ports.

If the master of any vessel calling into a German port is a non-native German speaker, the communication between pilot and the masters of tugboats is simply impossible for him to understand. Particularly with regard to the safety of the vessel the present diversity of spoken dialects and non-standardised phrases are not helpful.

Notwithstanding the communication problems, the master remains responsible for the vessel at all times.

In 2004, a large number of Hamburg harbour pilots founded a company for professional pilot training. This company provides successful courses for all other German pilots. In the description of one of their courses, "manoeuvring with tugs", Capt. Kurt Steuer emphasizes English as a working language for manoeuvring with tugs as a contribution to transparency and safety.

Tug Masters

The job of a tug master in Germany has changed a lot during the past years since the tugs are not only used as port-tugs anymore, but also at sea, e.g. in operating and assisting in offshore constructions. The working language in the offshore business is generally English and all crew members have to communicate in English during operations. Tug masters and crew members of leading German companies are in a continuous training process to use the English language as working language.

Some of the tug masters and their crews are working on different tugs in different German ports. Consequently, the master of a tug has to understand all commands in all German ports including the language varieties of the pilot's commands in the different ports. For this reason, the tug master's point of view is that an integration of commands in the SMCP is highly welcomed.

In addition, the performance of a tug has changed from a one propeller assisting vessel of 20 to bp to large 3 propulsion power packets with 100 to bp and some thousand hp making it even more important to have a ►

common understanding of language to avoid accidents and to protect the environment.

Vessel Masters

As already mentioned, the master of a vessel calling into a German (as well as an international) port often is not able to understand the communication between the involved parties, but he remains responsible for the manoeuvring of the vessel with or without tugs.

Due to these facts and in respect to transparency and safety of the vessel and the environment the working language has to be standardised as a part of the IMO SMCP Phrases.

Pilots



Pilot during Manoeuvring

Pilots conduct their duties with the utmost diligence. Nevertheless it must be the target of a pilot as a nautical expert and advisor of the vessel master to perform his duty in a manner that the foreign master can understand and agree any of the advices and decisions. It is a part of the pilot's obligation to translate his orders (before giving any orders on behalf of the master to an involved third party) into the international working language that is English.

During the manoeuvre without tug assistance the pilot has time to explain his intentions to the master and the master can decide whether he agrees to the decision of the pilot. In practice the master will follow the advice and the pilot will act as usual.

The communication base in English enables the master during the whole manoeuvre to understand the intention of the pilot and he can, if necessary, overrule the decision of the pilot as he will remain always responsible.

During the manoeuvre with tug there is usually no time to discuss and agree to a decision. One command is following the next and it is impossible to intervene or to stop the action and bring the speed down to point zero if the situation might require it. Not only for this reason a working language understandable for all shipmasters is essential. A working language as a part of IMO Standard Marine Communication Phrases (SMCP) has to be developed and educated to all involved parties, improving the quality of the manoeuvres and consequently the safety of the vessel, the port and the environment.

Conclusions

Due to the IMO STCW professional standards the requirements for all above-mentioned parties are the same. All involved masters commanding the vessel, commanding the tug or serving as pilot are holding the same licence. Due to this standard the communication skills should be on B1 level in accordance with CEFR (Common European Framework of Reference for Languages). To improve the safety of the vessel and the traffic on the waterways, to provide a better legal protection for the master and last but not least to protect the environment, a standard vocabulary has to be developed and added to the IMO Standard Marine Communication Phrases Part A 4. ■

Further reading

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IMO - STCW Code

IMO - SMCP

The Captain under Pressure

BY CAPTAIN MICHEL BOUGEARD,
ASSOCIATION FRANCAISE DES CAPITAINES DE NAVIRES (AFCAN), FRANCE

Recently there have a number of high profile incidents in the European Maritime World. Examples of these are the TK Bremen grounding and the Costa Concordia grounding. These incidents made AFCAN to question the reasons behind what took place and how they could come about in this time of nautical innovations.



Source: www.shipwrecklog.com

It must be made clear that the purpose of this paper is not to forgive the nautical and/or behavioural errors of the captains involved. Every person will hold their own point of view on these incidents, but every captain should ask themselves a simple question. "How would I have reacted in either of these incidents?"

This raises further questions that must be answered and these include "Why did the captains react as they did to the situation?"; "How often do these situations occur?"; "Are there regulations in place or rules which can support and assist the captain when they are faced with making decisions under such circumstances?"

The position and demands made on the captain is changing. Advances in communication technology and technology itself are perhaps not relieving the pressure that the captain feels but instead is increasing it. This in turn is blurring the lines of what is right or wrong in terms of navigation and safety.

There are several kinds of pressure that the captain can experience. These can include, but not limited to: from the owner; from the managers (technical, crew, quality); from the charterer (this includes, agents, receivers, passengers in respect of cruise ships), and finally from himself.

External Pressures

These come in many forms but one in particular that can increase the pressure is when he receives orders by phone. In the past, before communications systems caught up with shipping, the captain worked alone at sea for weeks or even months. The communications systems can be viewed two ways; one is that it advances the captain's work and performance and two it also creates more pressure on the captain.

If we look at some cases in question -

The captain sails from a port in bad weather while knowing that the ship will not be safe in such conditions. The reason for sailing is that he may miss the tide at the next port which in turn could have the cargo loaded by a rival company. Although he knows it is better to miss ►

the tide due to bad weather at sea (a check on the charter party) he cannot remain at the berth.

How many captains receive a phone call to say that they were in competition with other ships and at the next port the first ship to present itself would be first on the berth and load the cargo?

How many captains have received a phone call from an “influential” person ashore who requires him to do his best to be first at the port even if it means using the engine above the usual and nominal settings, or by cutting corners in the passage plan by going close to the coast to save distance and time?

How many captains face the possibility of a reprimand for slow steaming, a delay, a draft considered too safe, or hearing that a colleague did not have a commercial attitude to running the ship?

A ship should be maintained. If it is not then it will not sail indefinitely. Yet in today's shipping industry it is impossible to stop the ship at sea to carry out maintenance work. Yet the ship is forbidden to carry out maintenance while it is alongside conducting cargo operations. If a captain stops the ship at sea it will almost invariably result in a phone call either to or from the technical manager asking what happened? Is there a problem? Why did you not ask for permission? Why did you not call before?

Why is this taking place? Well, the office is following a live feed from the ship which gives position, heading and speed. This might have been okay if it was just the technical manager, but most charterers can also follow such information and will have the same questions.

Last port of call in the Far East, some captains will ask all on board to be ready for an early sailing to ensure that they will transit the Suez North bound convoy in 10 days time. If they do not then it will mean a 24 hour delay which will have a knock-on effect on the port rotation in Europe. ►



Source: *aninews.in*



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To take this to the next level we will now talk about the Costa Concordia incident. It now appears evident that this ship, as per some other cruise ships including those of the same company, had adopted the habit of coming very close to defined coastlines.

The deviation from the passage plan will never show that there was an official demand from the company, this "Inchino" cannot be shown or in a procedure issued from the Safety Management System of the company. But this is a habit, it is known and if one keeps the eyes shut then it is perpetuated. Yes it is very nice; yes it is free publicity and gives passengers the opportunity to see the coast at close hand. It is a good souvenir to have and you can relate the experience to friends who may be future customers of the company.

The question that must be asked is this "without this deviation would the captain of the Costa Concordia considered it for himself?"

It is hoped that this pressure to execute such a manoeuvre is not the source of the incident occurring. It is another factor of the workload being placed on the shoulders of the captain. It may well be that it reflects the management strategy used by the company over the phone without objective evidence to back it up of saying "I will let you solve this problem on board".

Perhaps this is why there are a minimum number of near miss reports being sent to the quality manager. In some companies they are presenting a ranking to each vessel in the fleet based on the number of "Quality Results and Performances".

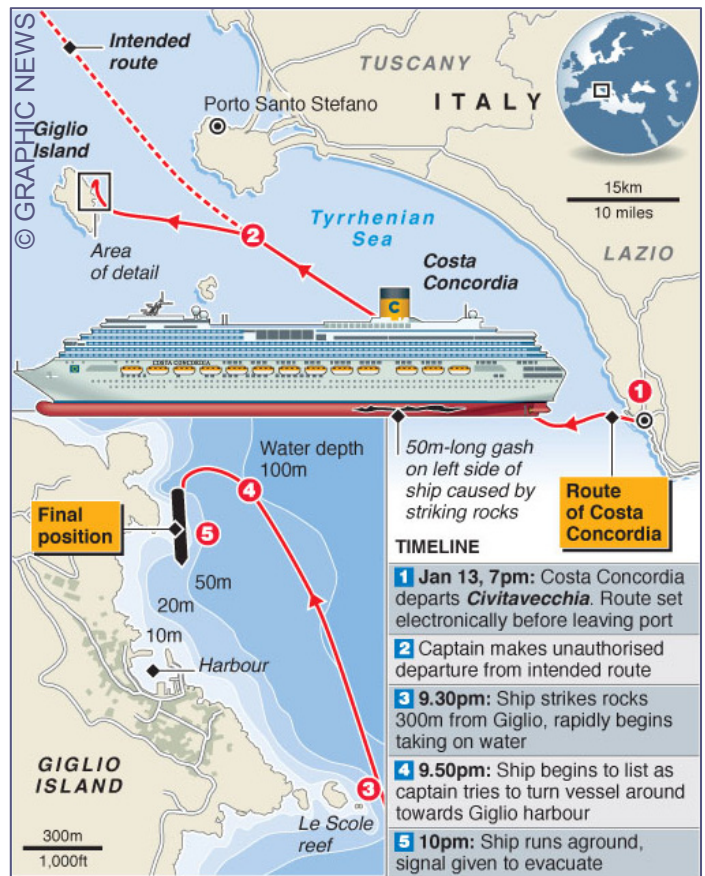
This cannot be good because it places additional stress / pressure on the captain to have his ship reach the top of the rankings. Why? Because the perception will be that he is not a good captain if his ship is further down the league table.

The result can be that the captain is looking for minor incidents or near misses, even to creating some during his contract on board for the sake of having something to report to a computer. The result will be to enhance the ship's performance. Or has it?

Own Pressure

This is when the captain puts pressure on himself. The captain has been awarded the responsibility by the owner of taking good care of any ship under his command. This confidence in his abilities imposes pressure on the captain to repay this confidence by never making an error. In addition the captain feels, rightly or wrongly, that he must ensure that whatever demands are made of him by the owner or manager that he will discharge these

demands even if it means bending the rules to meet these expectations.



Source: engtechmag.wordpress.com

In this respect in the cases of the TK Bremen and the Costa Concordia one of the central concerns can be said was, what pressures had the captains of these two vessels placed on them.

In the case of the TK Bremen the captain sailed from the port in adverse weather to show the manager that the old and tired ship could still do the business.

In the case of the Costa Concordia the captain sailed close to the shore "as scheduled" making an announcement to the passengers so that it would boost the image of the company and increase passenger numbers. The result would be that the captain is seen to be a good and loyal servant, always thinking of the company.

It would appear that to both these captains that looking good to the company was more important than good seamanship with a strong dose of common sense.

Therefore this added pressure placed captains by their own willingness to do whatever was needed to look good in the eyes of the company. Is this perception right or wrong? Only time will tell. But this self-imposed lack of ▶

control stops captains from being what they should be. The question to be answered is "Why do it?" There is enough pressure doing the job without adding to it.



Source: www.imo.org

Yet on the 15th November 1979, while not exactly last week, the IMO released Resolution A.443 (XI)

Section a) from this resolution is also included in SOLAS 74, as amended, Chapter V, regulation 34-1.

Regrettably section b) is not.

This is probably the reason why captains are still dismissed under superficial excuses such as: "I do not have any confidence in your abilities"; "you are sick"; "you cannot be captain, you are making too many requisitions".

Finally, with all of the amazing revelations which are coming to light in the wake of the Costa Concordia incident, is that of controlling the ship from the shore, this includes controlling the captain.

But a new question that is arising is: "when such a controlled ship has an accident, who will be held responsible?" When it happens it will still be the captain who is held responsible, not the person ashore.

Therefore, captains should be vigilant and a captain's free will remains one of the most important skills in his abilities. Remove the pressure and let the captain use his common and seaman sense to do the job to the best of his abilities. ■

RESOLUTION A.443 (XI)

Adopted on 15 November 1979

Agenda item 10(b)

DECISIONS OF THE SHIPMASTER WITH REGARD TO MARITIME SAFETY AND MARINE ENVIRONMENT PROTECTION

THE ASSEMBLY,

RECALLING Article 16(h) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly,

DESIRING to ensure that ships comply at all times with maritime safety and marine environmental protection standards and procedures prescribed by conventions in force,

NOTING the numerous reports of contraventions of the provisions of conventions,

*CONSIDERING that maritime safety and the protection of the marine environment must be the shipmaster's prime concern in all situations which arise and that **economic and other pressures on the shipmaster should not at any time interfere with the decisions he must take in that regard,***

*CONSIDERING FURTHER that **the decisions on maritime safety and marine environment protection by the shipmaster should not be unduly influenced by instructions given by shipowners, charterers or others concerned,***

*INVITES Governments to take necessary steps to safeguard the shipmaster in the proper discharge of his responsibilities in regard to maritime safety and the protection of the marine environment by **ensuring that:***

(a) The shipmaster is not constrained by the shipowner, charterer or any person from taking in this respect any decision which, in the professional judgement of the shipmaster, is necessary;

(b) The shipmaster is protected by appropriate provisions, including the right of appeal, contained in, inter alia, national legislation, collective agreements or contracts of employment, from unjustifiable dismissal or other unjustifiable action by the shipowner, charterer or any other person as a consequence of the proper exercise of his professional judgement.

Social Communication Network for Seafarers

BY JULIAN POHL,
VERBAND DEUTSCHER KAPITÄNE UND SCHIFFSOFFIZIERE (VDKS), GERMANY

Nowadays, people ashore are very well connected by different social networks and communication methods. Unfortunately these options are very limited on board. Limitations range from satellite/mobile phones with high fees to limitations on email communication. Most likely every seafarer has experienced some problems related to email communication, such as restricted number of mails per day, only one registered sender ashore, one account for the complete crew, etc.

This lack of communication between the seafarer and his family and friends ashore results in high social isolation. Especially for seafarers who stay on board for a long time, like crew members from developing countries, this situation is very frustrating.

To reduce this social isolation and to simplify the communication between the seafarer and his family and friends ashore, a nautical student from Bremen University of Applied Sciences, Centre of Maritime Studies (Germany) has developed a social communication network in cooperation with the International Federation of Shipmasters' Associations (IFSMA.)

This network works much like classical social networks (e.g. Facebook) with one difference: messages from the network are collected and delivered to the on board email account. Additionally, a blog can be set up where the seafarer can use emails to automatically publish blog entries. Family and friends can easily follow the seafarer's blog entries and comment on them or send private messages. These comments and private messages are merged into one single email and sent to the seafarer by email at a selectable interval (immediately, 2 times per day, daily ...). Additionally, the subject of mails can be selected to highlight mails in a crew email account or to fulfil specific email requirements from the email providers.

To sum up, this social communication network offers a much more comfortable and easy way to stay in contact. It

can tear down some of the barriers which lead to social isolation by increasing the communication between the seafarer and his family and friends ashore. The positive benefits can be recognized on both sides:

- Family and friends don't have to handle different email addresses and requirements to contact the seafarer. They can always send him a message over the network, no matter if he is ashore or on board.
- The seafarer has the advantage that all mails are sent from one email address. The subject and the sending interval are freely selectable and everyone can stay in contact with him quite easily. By using the optional blog feature, the seafarer can reach all his contacts ashore at once.

After registering online for the social communication network, no more direct online access is required. The only thing necessary is access to sending and receiving emails on board. The amount of data in this process is small because only text messages with the content of the private messages and blog comments are sent. Thus the existing email infrastructure can be used for this social network.

Friends and family can use the online functions of the network to follow the seafarer's blog entries and to send him private messages. The network also offers a forum for nautical topics that can take place in groups and forums from which a nautical database can be built up. At the moment the interface is available in English and German but more languages will be available soon.

To profit from the benefits of this new means of social communication visit the website at: ■

<http://seamansweb.net>

MARPOL ANNEX VI

Defeating Lean Shipping Initiatives

BY CAPTAIN S. V. SUBHEDAR,
INDIVIDUAL MEMBER, INDIA

Emission from shipping – Globalization, mobility demand, climate change, and escalating energy costs are a strategic nightmare for shipping everywhere. The common element is fossil fuel. Shipping at about 500 mKW installed capacity accounts for little under 10% of world's electricity generating capacity. With that comes waste – heat, emission. This is our only Planet.

Fortunately, shipping is the first industry which agreed to regulate itself by way of the International Convention MARPOL in 1978 to prevent marine pollution after the Torrey Canyon broke into two in the English Channel causing huge oil pollution.

MARPOL Annex VI on air pollution is a proactive way to reduce the carbon foot print given the urgency of using technology and modern practices to reduce waste. But, because it is a global economics problem a solution has to be equitable. Market based yes. E.g. slow speed steaming, change from oil to gas or bio fuels and/or MARPOL controls that kick in a phased manner by 2015 (SOX, NOX) and agreed to by all parties to the freight movement.

There is no place for reactive policy making in shipping because it is a lifeline of world trade and economics.

What is required is a global approach to piracy prevention, and emission control. Blue berets and green berets. Unilateral targets or regional targets are not acceptable. This will harm global shipping and world trade significantly and has to be carefully thought through.

IMO Secretary General is seized with these two items uppermost in his mind on taking office recently. Yet, the CHG debate is only on improving EEDI, planning

therefore. Nothing more while members and global marine community determines which MBM is best.

I believe there is no consensus as yet on any one of them. The right position has to be half way between Consolidated but differential responsibility a principle dear to India and others and non-restrictive principle preferred by IMO and others. There is no single answer.

Marine administrations are rather going too fast on MARPOL Annex VI provisions. A sort of back door entry to what is not agreed at Climate change forums – Durban, Copenhagen. Shipping is more environment friendly than any other mode of transport. Except large fast ships, ship emission is 1/6th of road, 1/3 of equivalent road rail transport. Shipping is the only industry that has a formal pollution prevention Convention going right up to port reception facility mandated. The Convention has done well so far in keeping the seas clean. But, proposals for preventing air pollution by emissions, Sox Nox, H2S; bunkers fueling etc. are premature at least for Indian shipping, any domestic fleet slated for quantum growth between 2012-17. Regional regulations, as for example the EU Sulphur Directive, should be aligned with the provisions laid down in Annex VI. The Indian economy needs a larger fleet to carry its trade, reduce its dependence on foreign freight of about US 60m. Costs of Piracy and MARPOL Annex VI could be a dampener / spoil sport. We must challenge the present status quo and financial support that piracy is getting from the insurance market and legal firms. In case of Piracy only the poor seafarer is suffering.

The transportation sector aided by coastal shipping has the highest potential to limit carbon emissions, if ►

Growth scenarios	2007 emissions	2020 with 8% GDP growth		2020 with 9% GDP growth	
		Determined Effort	Aggressive Effort	Determined Effort	Aggressive Effort
Higher and lower ends of the range					
GDP (1999 -00 prices) (Rs. Billion)	30619	83273	83273	93873	93873
GHG Emissions (MT CO ₂ -eq)#	1570	3537	3071	4016	3521
a. Power	598	1428	1263	1620	1452
Plus Building Code		1368	1141	1560	1330
b. Transport	142	435	413	504	477
c. Industry	478	1167	1009	1330	1183
Emissions at 2007 levels	1570	4270	4270	4813	4813
Emission Intensity (grams CO ₂ -eq/Rs GDP)	51.28	42.47	36.87	42.79	37.510

determined and aggressive efforts are made – the Copenhagen declaration. The table above illustrates this point lucidly.

Formula for efficiency

EEDI mainly consists of 3 elements. CO₂ generation, secondary impact, CO₂ saving by designing. The resulting CO₂ figure is indexed as a benefit to society. For designers of ships, technologies, processes to bite into. E.g. hydrodynamic or aerodynamic considerations or Sox free engine by R&D investment.

In the final analysis as was declared in Copenhagen, moving more cargo by water – River sea vessel – (sea truck) has the best chance of reducing target of emission by 20% at 2005 level. MARPOL measures in Annex VI should therefore do nothing like forcing shipping to adopt one or more market based measures. Time needs to be given to provisions of energy saving plans (SEEMP), EEDI etc. Similarly, requirement to comply with ship recycling Convention, Water ballast management Convention in this decade is almost nil. The experience of many other countries would be the same. One wonders when a ship is an environment friendly mode of transport why is it getting burdened but not getting recognized by those in power. This is not a function of a developed or developing country. Perception is common to all and a wrong universal feeling. Shipping, in spite of being a life line and hence the core of world trade and economy, there is little to speak of a maritime constituency.

The stand that needs to be taken to reduce air pollution is CBDR – consolidated but differential

responsibility. None of the market based measures on the table strictly comply with the agreed 10 principles in IMO, nor is there overwhelming support for any one of them. Indeed, there is a view that market based measures to prevent air pollution from ships are beyond the present scope of simple MARPOL - technical amendments. Naturally, OECD countries prefer one set and developing countries prefer another set. In any case it is a cost to shipping. Therefore, the answer lies in a green fund, an equitable approach to the global problem, technology transfer to soften the impact on shipping generally. Trading of carbon credits is a good idea but it is fraught with dangers akin to stock exchanges. Carbon credit companies have seen their fortunes drop from USD 10 per unit to USD 3 per unit and some carbon trading companies have gone bust or are diversifying their portfolio into selling solar energy, fuel cell technology etc. More studies are required to ensure the carbon trading scheme is stabilized and helpful especially to invest in coastal shipping / short sea trades and therefore to enable reducing emissions already low compared to road rail before 2020.

COP 17 in Durban concluded extension time of Kyoto Protocol and establishment of Green Fund. Not agreeing to any legally binding document. However, the work of IMO was acknowledged especially with regard to the success of EEDI for new ships and major conversion of existing ships. Update on the continuing work will be parented at the next Climate change Conference in Qatar later. Measures such as taken by shipping to introduce / install efficient ship design, engines, slow steaming etc. which gives a reduction in fossil fuel consumption and ►

reduce bunker costs is the best way forward. By 2030 some 300 m tonnes of CO₂ will be reduced due to IMO measures agreed as of now. That is less fuel used by 20% equivalent to USD 50 billion. This is better than other industries can match, and includes a switch to low sulphur fuel worldwide.

SEEMP focuses on operational efficiency, STCW makes environment training at all levels mandatory so making it possible for all in shipping to be more mature and usher in cultural change. This is welcome. And, uniform in its application with no additional burden on shipping. Market led measures are unlikely to be adding very much more benefit without creating two classes of ships. Green ship and non-Green ship. How does one trade goods globally to service global economy. Agreed MBM if at all will need to be seen to generate funds for projects to mitigate climate change in developing countries, least developed countries, island communities. Towing tank studies amongst others can simulate required conditions and determine both design and operation efficiency features. IMO's draft model course on EEDI is also measured in the direction of its contribution to climate change initiatives. One hears less of such initiatives in other transport sectors, indeed in other industries from say, India. India has pro-actively also given guidelines for uniform interpretation to phased implementation of EEDI which is permissible by Regulation 19.5 of the Annex.

MEPC 63 early this year agreed to set up a steering committee to look at the impact assessment of MBM. The main agenda item for the steering committee is socio-economic impact. One hopes members will be experts and take in views of professional bodies such as IFSMA noting that MBM should take into account trading patterns, and small ship owners.

We should support regulations which provide incentives for owners to invest in low-carbon technology. Shipping should not be a "cash cow" in the context of generating funds to counter climate change; we firmly believe that any financial contribution should be no more than shipping's share of the total GHG emissions (2.7%). Roads contribute 18% !

What is to be done?

- Contribute meaningfully to climate change programmes that are consistent with global decisions; various speeds, fuel combinations, invest in R&D for scrubbing, NOX free engines, sulphur free distillates, finding renewable sources,
- Enable ships to be run profitably, efficiently, and safely; and
- Pave the way for leadership in lean supply chain management by investing in people for sustainable development / grass root movement. ■



Source: www.greenpoort.com

Safety of Large Passenger Vessels

BY MARCEL VAN DEN BROEK,
NAUTILUS NL, THE NETHERLANDS

Executive summary

The international cruise shipping industry is spectacularly successful. For the past two and half decades it has notched up successive annual increases in the number of passengers and total revenues. Despite the global economic downturn that began in 2008, it continues to expand today.

For an industry in the public spotlight, and with ships now frequently carrying more than 4,000 passengers at a time, safety should be paramount. However, in recent times there have been disturbing and consistent signs that cruise shipping's long record of relative safety is coming under pressure.

In this document, Nautilus International seeks to update the Nautilus Federation's document of 2007, which was submitted to the International Federation of Shipmasters' Associations' Annual General Assembly. This document further details the concerns expressed by many of our members and other maritime professionals. It explains the reasons why the industry and regulators need to do much more to respond in a proactive and positive way to the potential dangers arising from such factors as inherent design problems, 'human factors', complex new technology and the ever-increasing size of these vessels.

Introduction

Of all the many types of merchant ships, those with the greatest potential for the loss of life are large passenger vessels. Masters of large passenger vessels have considerable responsibility, and deserve to be provided with a ship and crew that is 'fit for purpose' – one that is able to proceed from point of departure to point of destination safely and without damage to the marine environment. The vessel should be adequately manned and provided with the necessary fire-fighting and life-saving appli-

ances to safely respond to all foreseeable emergency situations.

The safety standards for such ships are set by the International Maritime Organisation, a specialist United Nations agency that has its origins in the international convention on safety of life at sea which was developed in response to the Titanic disaster in 1912. Since its creation, the IMO has been engaged in a constant process of producing new regulations to reflect the changes in the shipping industry, and often in response to the lessons learned from major accidents. The IMO determines standards on the basis of votes by its 170 member states. Inevitably, this process can involve significant compromise in the spirit of consensus.

The size of the world cruise fleet has increased dramatically in recent decades, with huge growth of the market in many parts of the world. North America accounts for more than three-quarters of the global cruise market, with Europe, in second place. In 2010, the cruise industry continued to experience growth and its contribution to the US economy in direct purchases by the cruise lines and their passengers totalled \$18.0bn, which resulted in \$37.9bn in goods and services.

The Cruise Lines International Association (CLIA) represents 26 leading cruise lines – 97% of the cruise capacity marketed in North America – and has 16,000 travel agencies and agent members in North America, and approximately 100 Executive Partners, important strategic industry suppliers and ports. It has non-governmental consultative status at the IMO.

The European cruise industry continues to increase its share of the global cruise market with 25.2m passengers visiting a European port in 2010 and 5.2m passengers joining a cruise in Europe. In 2010 the industry in Europe generated €35.2bn. The European Cruise Council (ECC) represents the leading cruise companies operating ►

in Europe and has 30 cruise members and 34 associate members. The ECC 'promotes' the interests of the industry within Europe by liaising closely with the EU institutions: the Commission, the Parliament, the Council of Ministers and their Permanent Representatives, as well as the European Maritime Safety Agency (EMSA).

Taken together, the CLIA and the ECC expend a considerable amount of resources in lobbying at the international, regional and national levels to protect the passenger shipping industry's interests, in both the regulatory and the fiscal context.

The changing industry

In response to this market growth and in order to maximise the benefits of economy of scale, the largest vessels have in recent years tripled in size from 80,000gt to over 225,000gt. Passenger vessel design has also changed significantly to reflect the requirements and expectations of customers and the necessity to maximise revenue-earning capacity, with an increase in the number of decks and outer cabins, enhanced onboard recreational facilities and retail outlets.

The vast majority of passenger vessels built in the past decade have had berth capacity of 2,000 or more and the largest ships presently in service have passenger capacities in excess of 6,000. Together with crew, this can amount to more than 8,500 souls. There are now designs for vessels capable of carrying even greater numbers.

The increase in size of large passenger vessels has resulted in considerable concern being expressed about their structural and watertight integrity. In an address to a conference on the safety of large passenger ships in 2000, the then Secretary General of the IMO, William O'Neil, cited 12 passenger ship accidents in the previous six years and noted 'in retrospect we can see that it was to some extent a matter of luck – good weather, calm seas, and other ships in the vicinity, for example – that very few lives were lost'. That luck appears to be running out.

In addition, concern has been expressed about the adequacy of fire-fighting systems and life-saving appliances on such ships. The quality and quantity of crews, together with their training and experience in operating these vessels and dealing with emergency situations - including evacuation - continues to be questioned.

Experience with other ship types – including bulk carriers, containerships and tankers – has shown, almost without exception, that as their size has increased, significant design and construction-related failures have occurred. This is a consequence of the extrapolation of

the rules of construction that have been based upon experience and research, resulting in deterministic or prescriptive requirements.

Large passenger vessels have increasingly been built to prescriptive requirements based on the extrapolation of the rules of construction determined from smaller vessels. This, together with economic considerations, has resulted in larger compartments and reduced open deck space.

In fairness to the industry, it recognises that many large passenger ships are not fit for ocean crossings or operation in adverse weather conditions - let alone to withstand an 'abnormal' wave. However, in response to market pressures these vessels do operate in areas of adverse weather and increasingly in remote areas, such as Polar waters or in the vicinity of remote tropical islands.

The IMO's Safety of Life at Sea (SOLAS) Convention 'survivability' requirements are based on the premise that all survival craft must be capable of being launched with the full complement of persons and equipment within 30 minutes of the abandon ship alarm being given. In turn, the regulations governing evacuation and lifeboats are based on the premise that rescue ships will arrive at the scene of the emergency within a 'reasonable' time. However, the marked trend towards operations in inherently remote and hazardous areas, often several days' sailing from major shipping routes or large ports, raises serious issues concerning the adequacy of Search and Rescue (SAR) cover and the availability of local emergency resources to deal with a major incident potentially involving several thousand people. Such operations in remote areas also place a significant additional burden of responsibility upon ship masters.

The new 'probabilistic' or a 'goal-setting' approach to ship construction has the potential for earlier adoption of new technology. However, it also has the potential to reduce existing requirements -- so lowering current levels of safety. The two approaches are not necessarily incompatible - however the latter permits greater flexibility.

The issues

Over recent years, a number of potentially serious incidents have served as a warning to the industry. These include large angles of heel, collision, fire, grounding and loss of power.

Some large passenger vessels have been built with a relatively shallow draft in order to access ports and avoid the use of tenders. Similarly, the number of decks has been increased, with additional leisure facilities in order to increase revenue-earning capacity. Additional swimming pools, coupled with a number of slack tanks when in ►

operational service, further reduce stability, yet this appears not to be reflected in trials.

Attempts at reducing top weight and ensuring sufficient GM/GZ have resulted in the use of combustible materials and additional precautions to constantly monitor vessel stability. The Royal Institute of Naval Architects has raised the issue of 'maximum angle of heel in a turn' and the inconsistencies in the formulae used at the IMO. It is recognised that cruiseships are more powerful and have increased turning ability but this should not be at the potential hazard to the vessel and its passengers. A number of incidents of cruiseships taking large angles of heel have been reported.

CROWN PRINCESS: In July 2006 the cruise ship heeled 24 degrees, causing injuries to passengers. This was attributed to 'human error' in relation to the auto pilot given the vessel was going at high speed in shallow water – NTSB, January 2008.

There have been significant pressures within the industry to reduce manning levels on the bridge and in the engineroom. With new technologies being introduced on a regular basis, such pressures are ever-present. However, the multiplicity of tasks arising from onboard management and safe navigation and engine operations require adequate staffing. Manning on some vessels has been reduced, resulting in some instances of a single watch-keeping officer on the bridge. This places additional burdens on masters where vessels have intensive cruise programmes - particularly in areas of high traffic density.

NORWEGIAN DREAM: In August 1999 collision with the container ship EVER DECENT caused extensive bow damage. This was attributed to the officer being 'distracted' by the pressure to complete paperwork - Bahamas Marine Authority 2000.

Fire remains a constant hazard, especially where extensive use of aluminium is used in accommodation in order to reduce weight.

STAR PRINCESS: In March 2006 Passenger accommodation balcony fire spread over three longitudinal sections and five decks. In addition to aluminium burning there was an absence of regulations preventing use of combustible materials on the outside of vessel. MAIB October 2006.

Incidents concerning loss of power involving high voltage systems through electrical surges and troughs caused by 'harmonic interference' and subsequent fire are increasing.

Queen Mary 2: In September 2010 while approaching Barcelona capacitor failure and subsequent fire caused a loss of power. Fire extinguishing systems were not

appropriate of such spaces being designed for accommodation. Subsequent incidents have occurred. MAIB December 2011.

Navigational issues involving bridge management, training and experience, and the use of Electronic Chart Display and Information Systems (ECDIS) are causing concern throughout the industry.

Costa Concordia: In January 2012 raking damage to this large passenger vessel subsequently brought about its foundering. Human Element issues are clearly involved yet its demise raised serious issues over stability and watertight integrity. Report Awaited.

Action by industry

The passenger shipping industry, represented internationally by CLIA and the International Chamber of Shipping (ICS), robustly defends the status quo in frequently seeking to prevent the introduction of new safety measures or changes in construction and design of these vessels. Proposals likely to incur additional costs and reduce revenue are vigorously opposed.

Historically, the professional organisations and the maritime unions have argued for improved quality of ship construction so as to ensure enhanced levels of safety for their members and passengers. Governments and regulators, while expressing concern, are rarely proactive in this area unless fulfilling the recommendations of a post-incident inquiry into a maritime accident or, more recently, as a consequence of intense pressure by environmental groups.

Other interested parties, including shippers of cargo and insurers, have an interest in safety. Indeed, many insurers have expressed concerns over trends within the passenger shipping sector. However, there is a general unwillingness by these parties to take on the 'burden' of additional costs associated with improved ship construction, particularly improved watertight integrity. While there are some notable, albeit rare exceptions, ship-builders generally seek to meet competitive tenders by reducing the cost of build - so lowering standards - or choosing not to enhance existing standards for fear of being uncompetitive. They are supported by classification societies who adhere to existing regulations in a competitive environment.

Whilst some of the key safety issues associated with large passenger vessels are recognised - including the potential problems of mass evacuation and search and rescue - no substantive action has been taken. Privately, many in the industry acknowledge that dangers do exist, but that these are considered to be too difficult or too expensive to resolve. ►

Action by the IMO

The IMO completed a five-year initiative in 2007, instigated by the former Secretary General, William O'Neil, to address the concern over the vulnerability of such vessels and the potential loss of thousands of lives. This process resulted in a considerable amount of discussion within the committees and sub-committees of the IMO, but with no measurable improvement in the safety of these vessels.

The whole basis for the review by the IMO was that passengerships should safely return to port in the event of an incident. This could be considered a re-branding of the 'unsinkable ship' concept. Some parties were even referring to the word 'unsinkable', whereas in reality extrapolation of the rules of construction and the revision of existing standards has resulted in some vessels being less safe.

The return to port concept is, and has always been, questionable - as is remaining afloat for a sufficient time to ensure an orderly abandonment of several thousand people.

As part of the review of SOLAS Chapter II at the IMO, ship stability came into focus and in particular, that of large passenger vessels. This has involved the harmonisation of much regulation, adopting a probabilistic approach to ships' stability. These concerns came to the fore at the 49th session of the Sub-Committee on Stability and Loadlines and on Fishing Vessels (SLF 49), in July 2006. The report of the Working Group on Sub-division and Damage Stability (SDS) received close scrutiny as the principal Working Group of the Sub-Committee.

The outcomes of the Group's deliberations identified in paper SLF 49/4/7, Section 12 was: "The s=1 standard is broadly similar to the SOLAS 90 transverse stability requirement, however, it permits emersion beyond the margin line and permits partial flooding of the bulkhead deck". Thus we have a stability standard which is similar to the existing standard, but applied to a damage extent which is arguably considerably less than that defined by SOLAS 90.

The United Kingdom (UK), and Germany, spoke against this effective lowering of standards and requested that this be reflected in the report of the SLF 49; other flag states remained silent. The new provisions were discussed further at the 82nd Session of the Maritime Safety Committee of the IMO (MSC 82), November/December 2006.

Following the adoption of SOLAS 2009 the issue of stability continues to be subject of discussion and this controversial issue has rumbled on. At SLF 54 in January 2012 the European Union presented funded research that demonstrated the potential inadequacies in the SOLAS

1990+ Stockholm Agreement and SOLAS 2009 with respect to certain ro-ro passenger vessels with, SOLAS 1990+ Stockholm, being the higher level in some instances. Evidence suggests that the ro-ro passenger industry currently accepts a loss of greater than 1,000 passengers at an interval of 20 years, compared with a 1:100 year event for a major incident in the offshore energy sector.

Whether or not to abandon a ship is a momentous decision. In order to decide not to abandon a damaged ship, the master must have every faith in the ability of a ship not to sink in a seaway. The stability criteria represented by s=1 would not offer sufficient confidence to a ship's master to have passengers and crew remain onboard. Evidence from research at the universities of Glasgow and Strathclyde, Scotland, suggests that in 33 instances investigated 16 would capsize with two hours and some within minutes.

The Standards of Training, Certification and Watchkeeping (STCW) Diplomatic Conference in Manila in June 2010 reluctantly accepted requirements for 'refresher training' as an amendment to the STCW Convention/Code. This will amount in some instance to little more than one or two days every five years for some personnel serving on passenger vessels. In comparison with the airline industry this is derisory.

Key issues

The over-arching philosophy of the IMO's passenger ship safety initiative was that the vessel would be regarded as its own best lifeboat. This in itself is not wrong – simply incomplete. A stability standard that gives the master insufficient confidence in the ship's ability to resist capsize and not to sink gracefully is not acceptable. In such cases abandonment would be the only course of action. The 'return to port' concept is thus discredited and was used throughout the review process as a means of resisting improvements to large passenger ship ships in construction and operation.

The key issues associated with large passenger vessels are: large angles of heel, collision prevention and grounding, stability and watertight integrity; fire protection, loss of power, life-saving appliances, including abandonment and crew training.

1. Prevention of collision and grounding – The quality of training, including team management training, and the adequacy of manning, both on the bridge and in the engineroom, need to be examined. Large passenger vessels are in essence small towns and as such need sufficient operational crew not only to meet routine operational requirements but also to be able to ►

meet the demands associated with intensive operations. This requires adequate manning levels, not only to prevent fatigue but also to deal with routine and non-routine operation of the vessel, by responding to emergency situations.

2. **Stability and watertight integrity** – The extrapolation of the rules of construction with respect to large passenger vessels has raised significant questions over their safety. There is particular concern over cases where vessels have been constructed with a shallow draft in order to improve port access and increased number of decks to increase revenue and provide leisure facilities such as swimming pools, so reducing the GM/GZ. The effects of such design and construction features need to be addressed, in both adverse weather conditions and when a vessel is in a turn. Particular attention needs to be paid to circumstances in which the ship's hull is breached and to include the provision of increased sub-division.
3. **Fire protection** – The increased size of compartments, including shopping malls and atriums, increases the potential for the spread of fire. While effective automated systems may reduce the risk of spread of fire, there is a need for consideration of compartmental size, adequacy of current fire-fighting arrangements throughout and the use of new fire-resistant materials in construction.
4. **Loss of power** – Incidents with potentially dangerous consequences for loss of power need to be examined, including redundancy and the retention of essential systems.
5. **Life-saving appliances and abandonment** - Lifeboats have increased in size and mass evacuation systems have been developed to meet the increasing number of passengers carried. While regulatory requirements have been met, the adequacy of such systems has increasingly been questioned. While occasional reference has been made to innovative systems, such as escape modules, the lifeboat and life raft have remained unchanged as the main means of evacuation and survival.
6. **Crew training (the human element)** - The structural change in the employment of crews on passenger vessels, largely from agencies resulting in casualisation of labour, raises serious questions over the ability to fight fire and ensure an orderly evacuation of passengers. While a core crew in both deck and engine, including the officers, are usually trained to a high level, the bulk of the catering department receive minimal training despite their roles and responsibilities in an emergency. Safety training is a fraction of the safety training received by aircraft cabin crew.



The International Federation of Shipmasters' Associations should:

1. **Prevention of collision and grounding** - Campaign for adequate manning of bridge and engine room, including at least two officers on duty both on the bridge and engine room at all times while the vessel is at sea. Additionally, campaign for increased team resource management training and the adoption of a 'Just Culture' and the 'Fair Treatment' principles by all countries.
2. **Stability and watertight integrity** - Campaign for the existing standards of the stability and watertight integrity to be improved including increased longitudinal subdivision and cross flooding so as to reduce risk of capsize and as far as possible to ensure vessel sinks on an even keel.
3. **Fire protection** - Campaign for more stringent use of non-combustible materials and improved regulatory measures.
4. **Loss of power** – Encourage research into existing and new power and propulsion systems so as to ensure that no single failure results in loss of power.
5. **Life-saving appliances and abandonment** - Campaign for increased capacity in Life Saving Appliances including a lifeboat seat for all onboard. Additionally encourage research into innovative systems for abandonment and the adequacy of existing evacuation systems and the compatibility of life-saving appliances and equipment.
6. **Crew training** - Seek additional training and refresher training for all personnel on large passenger vessels. ■

Developing Maritime Leadership through Cross Mentoring

BY MARIO STADELMANN,
CROSS-MENTORING DEUTSCHLAND, BREMEN, GERMANY

Demographic change and skills shortage are among the main issues which need to find fresh answers in today's striving enterprises. Human resources departments have long sought a way to keep and develop potential employees for the corporate good. In regard to the maritime industry, the situation appears even more critical. Young executives, under pressure to perform an increasing load of duties, can no longer count on continuous support from their senior executives who themselves are under pressure to adapt to a changing business world. Therefore, any knowledge transfer tends to take place without the essential factor of the human interface.

Cross mentoring reaches out to the individual requirements and aspirations of young executives and potential leaders by offering them this human interface.

What is cross mentoring?

Cross mentoring is a dialogue within the corporate context between two executives, managers or employees, each from a different field of activity. Of these two persons, one, called the mentor, has wide professional experience, and the other, called the protégé, is either facing or confronting new challenges. Individual matching of mentor and protégé takes place on a voluntary basis, valid for both mentor and protégé, and follows a series of specific steps; from knowledge and needs analysis, carried out in close collaboration with the corporate employer of the protégé, to a first meeting chaired by the cross mentoring supervisor, and reaching completion through a series of monthly meetings between mentor and protégé for a period of at least one year. The inter-

disciplinary play between the participants, the building of mutual trust and the accompanying role of the supervisor, through workshops for mentors as well as for protégés, promotes a far more intense learning experience for both parties involved than is available in terms of classic coaching or seminars addressing similar human resources issues. As a natural result, the value-added content and effectiveness generated from meeting to meeting have an immediate and lasting impact, firstly, on the protégé who feels supported and motivated both to make and accept changes, but, secondly, on the mentor who also gains new experience through the transfer of ideas between the two. ►



Cross mentoring has been the basis for a successful personal development programme for CEOs, Executives, Managers and Employees in the Free Hanseatic City of Bremen since 2006, under the supervision of the project leader Mario Stadelmann. A number of international and global companies, for example, General Electric, Arcelor Mittal, EADS, Airbus, BLG, Bremen Ports, Röhlig and Lürssen Werft, to name but a few, have chosen this programme as part of their human resources personal development strategy. A total of over 250 protégés have worked within this individual leadership programme which is tuned to support corporations in their respective employment development and retainment strategies.

On the 14th June 2012, the cross mentoring project leader, Mario Stadelmann, will be giving a talk under the

title “Developing Maritime Leadership through Cross Mentoring” in Copenhagen at the 38th Annual IFSMA Congress. On this occasion, Mario Stadelmann will give a detailed description of all the processes involved in the cross mentoring programme, examples of results obtained, and also an overview of potential scenarios for cross mentoring in the context of the maritime industry. He will conclude with an open session for questions and answers and discussion.

There is no doubt that cross mentoring presents an essential tool which can be put to good service in the maritime industry, once it has been suitably adapted to the industry's particular requirements and demands, and which can help forge progress through corporate-led enhancement of the human element. ■



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Human Face of Piracy - Seafarer's Perspective

BY CAPTAIN RAFFAT ZAHEER,
INDIVIDUAL MEMBER, PAKISTAN

Introduction

Maritime transport is the dominant means of moving cargo across the oceans. Approximately 98% of world trade is transported by sea. Therefore, the safety of vessels and seafarers are of considerable importance to all maritime nations. Seafarers of all nationalities become victims of maritime piracy while earning a fair income at sea. Their ships are attacked by armed pirates while at sea, vessels are hijacked and the seamen are kept captive for many weeks.

Piracy and armed robbery are two of the foremost threats facing the international maritime community today, be it off Somalia, in the Western Indian Ocean, the Gulf of Guinea and the South China Sea or elsewhere.

Despite numerous diplomatic, military and other initiatives by many governments and governmental agencies (particularly in the Indian Ocean) and the other actions adopted by ship-owners, ship managers and their representatives, ships are regularly attacked and seafarers put at risk as they go about their legitimate business in international waters.

Piracy on the world's seas has risen to record levels. According to statistics compiled by ICC International Maritime Bureau (IMB) for the year 2011, the total number of attacks reported was 439 and total number of hijackings reported was 45. Somali pirates were behind 54% of these attacks and 62% of these hijackings. A total of 470 seafarers were taken hostage and 15 seafarers killed during 2011.

The most recent statistics from IMB for 2012, indicate that as of 29th February 2012 the total number of attacks reported worldwide are 62 and total number of hijackings reported worldwide are 6. Somali pirates were behind 42% of these attacks and 67% of these hijackings. At present there are 12 vessels and a total of 177 seafarers are being held by Somali pirates.

Pirates are often heavily armed, most of the attacks involve the use of weapons such as automatic weapons and rocket propelled grenades, which is a cause for great concern to the merchant marine fleet as it poses a serious threat, not only to injury and death of seafarers but also to the ship, cargo and environment.

Somali pirates continue to aggressively attack vessels in the northern, eastern and southern coast of Somalia. The attacks have spread and taken place in very far reaching areas including the Gulf of Aden, southern Red Sea, off Yemen, off Oman, Arabian Sea, off Kenya, off Tanzania, off Seychelles, off Madagascar, off Mozambique, Indian Ocean, off the Indian west coast and off the Maldives west coast. Somali pirates are dangerous and are prepared to fire their automatic weapons and RPG at vessels in order to stop them. Pirates are believed to be using "mother vessels" to launch attacks at very far distances from the coast. Recently, Somali pirates are using hijacked ocean going fishing vessels and hijacked vessels to conduct piracy operations. The "mother vessel" is able to proceed very far out to sea to launch smaller boats or skiffs to attack and hijack unsuspecting passing vessels. Many attacks have taken place more than 1,000 NM from the Somali coast (towards Indian west and south coast in the Indian Ocean). Recent attacks showed that pirates are also attacking vessels close to the coast of Tanzania, Kenya, Yemen and Oman.

On 20 August 2011, Somali pirates successfully hijacked a chemical tanker anchored at Salalah, Oman. This recent hijacking incident is of particular interest and concern because the tanker was waiting at the designated anchorage in the port of Salalah for berthing instructions when it was attacked. It marks a precedent for Somali pirates, the first time that they have hijacked an anchored vessel from a non-Somali port. It serves to illustrate that Somali pirates are becoming increasingly bold and constantly rethinking their armament, strategies, attack tactics etc. ►

Recent events such as the Danish warship “The Absalon” confronting a pirate mother ship (a previously hijacked Irani vessel) off the coast of Somalia which resulted in the deaths of one Irani seafarer and one Pakistani seafarer clearly highlights that brute force on the high seas is not an effective way to control piracy attacks.

Acts of Piracy will never disappear completely just as bank robberies will never cease. There is big money to be made. Piracy off Somalia must be stopped on land with stability and security on shore, not by international navies patrolling over larger stretches of the sea. The issue of Piracy is based on land and has to be resolved on land.

Importance of Seafarers’ Welfare

The human cost of piracy to seafarers and their families is enormous. Much more needs to be done to support seafarers and their families.

Seafarers expect to sail on a safe ship and safe seas. However at present seafarers are putting their well-being and even their lives at risk. In recent years nearly 5000 seafarers have been hijacked and detained for months often in appalling conditions, while thousands of others have been victims of a pirate attack. Every day of the year more than 100,000 seafarers experience anxiety while sailing in, or towards, piracy infested waters. Their families share these worries, often with a feeling of helplessness. Seafarers obviously play a pivotal role in any piracy incident and the appropriate preparations are integral to their well-being, as well as ultimately to that of their families and to the overall outcome of the incident.

About a quarter of seafarers taken hostage by pirates, report abusive treatment. Seafarers who are taken hostage by pirates are subject to deprivation, starvation, thirst, squalor, captivity, restraint, isolation from family and friends and torture. Torture methods include genital torture, prolonged incarceration, and beatings. Under these conditions, seafarers face loss of hope, faith and psychological damage.

Released seafarers are often physically and emotionally damaged, traumatized and broken in mind and spirit. Although younger seafarers often have a chance to recover and resume their lives, older hostages rarely return to sea. They and their families pay for the misfortune of being captured with a lifetime of hardship, poverty, illness and depression.

There have been some notable cases recently indicating that pirates have used extreme brutality and threat of death against seafarers and their relatives. It is important to fully understand what triggered such unacceptable behavior by the pirates so that lessons can be learned and used in preparing crew to cope with such

circumstances. There have been numerous instances where pirates have threatened to kill hostages or forced them to plead for their lives while on the telephone to their families. Such tactics are aimed at applying pressure to speed up ransom negotiations.

There can be no justification for such abuse of seafarers. Mistreatment of crew, even at the basic level of loss of personal space, or freedom of movement, bullying, denial of acceptable levels of food, water should not be tolerated. Seafarers do not go to sea to be placed in these conditions. The world should strongly condemn the actions and the pirates responsible should be punished.

What Steps Should be Taken to Ensure Seafarers’ Welfare?

Pre-incident preparation

This is must for all seafarers. Proper preparation will provide seafarers with the necessary skills to pro-actively react, survive and recover from potential piracy attacks and hostage situations. This preparation should include psychological & physical aspects as well as specific technical techniques to counter against possible attacks. The training should emphasize:-

- Technical:
 - Knowledge of company compliance with Best Management Practices
 - Knowledge of pre-planned use of convoys with associated security resources and familiarity with protective measures adopted by ship
 - Knowledge of pre-planned methods of communication with company or nearby security sources in case of attack

- Psychological & Physical:
 - Seafarers’ hostage/under attack experiences have greatly varied due to variation in pirates’ behaviours as well as seafarers’ reactions & psychological conflicts in these circumstances. Although each situation differs, there appear to be some common themes. Time and effort should be devoted to educating seafarers on the following areas which will assist them to better cope with any potential situations that they might have to face:
 - Knowledge of company planned methods of communication with family and commitment to providing family support.
 - Knowledge of commitment from company that wages/remittances will continue to be paid as per seafarer’s contract. ►

- Knowledge of personal resistance measures such as spirituality, optimism and the ability to remain calm and emotional self-control.

Emphasis on enhanced leadership skills

Companies should appoint Family Liaison Representatives who should maintain contact with seafarers' families in the event of an attack. These representatives should guide family members through various stages of a piracy hostage situation, act as a focal point for information/dissemination and answering concerns as well as providing emotional support to seafarers' families. Seafarers should have prior knowledge of the role the Family Liaison Representatives will play.

Seafarers should be educated on the importance of compliant behaviour as a survival technique and support each other, and be aware that when separated it is harder to maintain this.

Seafarers should be educated on the various types of conditions they may face while being held captive. Such as: may be held hostage on own vessels, or other vessels, or onshore; general lack of usual hygiene practices if captivity is prolonged; crew may be kept together in small confined areas of the ship for long periods; may be separated to avoid communication and supportive bond; may suffer illnesses due to lack of medication, food deprivation and dehydration.

Seafarers should be educated on the various tactics that pirates' tactics may employ to manipulate them during captivity. Such as: withholding or manipulating level of basic needs; dividing & separating crew in order to destroy peer support; use of communications between hostages and families used to manipulate negotiations; use of physical violence and in extreme cases torture; manipulating of seafarers' psychological well-being such as leading seafarers to believe the company considers their release unimportant or false reports of negotiations progress.

Post-piracy incident support

In case of an attempted or actual piracy attack, shipping companies and managing agents should ensure that:

When a successful defence of a ship from piracy attack occurs, a review of what happened should be conducted by the Master and seafarers should be encouraged to discuss their experiences at an appropriate event/activity organized by the company.

Practical and emotional support to hostages upon release. Attention to seafarers' physical well-being should

be swift such as medical examination by doctors with necessary medical treatment; providing fresh food & water supplies for nourishment; providing appropriate clothing & personal hygiene products. Emotional well being should be addressed by arranging regular communication with families; arranging timely repatriation to home countries; briefing on company actions and support post-release; company update on payments.

Once released seafarers are home, psychological debriefing/defusing techniques should be offered. Access to additional counselling support services should be provided on an on-going basis.

Follow-up medical treatment should be provided.

Practical support resources should be provided to assist seafarers in completing important legal paperwork relating to compensation and other benefits.

Company should facilitate the maintenance of peer support network amongst released hostage seafarers.

Greater protection and support must be provided for seafarers

Some excellent initiatives have been launched in the recent past aimed at mitigating some of the effects of piracy crimes and they deserve the support of all in the industry:

Launch of Maritime Piracy Humanitarian Response Programme (MPHRP)

Maritime Piracy - Humanitarian Response Programme (MPHRP) objectives are to implement a model for assisting and responding to seafarers and their families with regards to the humanitarian aspects of a traumatic incident caused by piracy, armed robbery or being taken hostage. The MPHRP has published good practice guidelines for Shipping Companies and Manning Agents for the Humanitarian Support of Seafarers and their Families involved in Piracy incidents.

"Save Our Seafarers" Campaign

Established in March 2011 by maritime industry grouping, comprising thirty organizations that have joined together to raise awareness of the human and economic cost of piracy. The campaign's main aims are to see piracy deterred, defeated and eradicated; to stop seafarers being tortured and murdered. Some of the key actions it asks governments to tackle are:

- Authorise naval forces to hold pirates and deliver them for prosecution and punishment. ►



Source: www.saveourseafarers.com

- Fully criminalise all acts of piracy and intent to commit piracy under national laws.
- Authorise naval forces to take action against pirates and their equipment ashore.
- Providing greater protection and support for seafarers
- Tracing and criminalising the organisers and financiers behind the criminal networks

International Seafarers Assistance Network (ISAN) has launched new 24 hours hotline for crew and families affected by stress and traumas of piracy.

These initiatives have primarily be promoted & publicized in USA, Europe and some other parts of the Western Hemisphere. Many international seafarers and shipping companies have little or no awareness of these initiatives and what support is available to them. Therefore these initiatives must be promoted more widely internationally and must ensure that these facilities/services are available to all seafarers worldwide.

Restricting Ransoms

The payment of ransoms to pirates in order to release seafarer hostages is closely tied to the overall issue of protecting seafarers' welfare and it is a very controversial issue at present. There is intense debate on whether or not ransoms should be paid under these circumstances.

Some important facts relating to ransom payments made in cases of maritime piracy:

Average ransom per ship in 2005 was USD \$150,000, by 2010 it had jumped to average of USD \$5.4 Million per ship.

In year 2011, 2 ransoms over USD \$10 Million have been paid.

Approx USD \$240 million was paid to Somalia Pirates in 2011 to free ships and crew and as of July 2011.

US Govt prohibits ransom transactions by US citizens, permanent residence or entities organized under US Law.

Pros of restricting ransoms

Somali Pirates hijacking occurs due to opportunity and incentive.

Studies estimate the cost to global economy of Somali piracy is about \$7 -\$12 Billion a year. Somali pirates hijacking has mushroomed into a multi-million dollar international industry. The only way to decrease incidents of piracy is to cut off the incentive for them by obstructing payment of ransoms.

International efforts to curb piracy such as naval patrols are not effective, need to address the issue of continued payment of ransoms by major shipping companies.

Successful release of Somalia bound oil tanker off the coast of Oman. Vessel was released without payment of ransom as a result of negotiations by clan leaders and the business community from both Somalia and Puntland. This proves that there are alternative methods available to securing safe release of hostages, as opposed to relying on the payment of ransoms.

Cons of restricting ransoms

Ransoms are seen as the only safe way to free seafarers.

Ransom payments are a necessary evil, simply too late to stop them, lives of hundreds of hostages at risk.

Ship-owners believe private armed guards are much more effective nowadays and already reducing number of hijackings. Thus hostage for ransom cases should decrease without having to take such drastic action such as prohibiting ransom payments.

International Conference on Somalia Held in London

On 23rd February 2012, British Prime Minister Mr. David Cameron hosted an International Conference on Somalia in London, U.K. This conference was attended by 55 delegations from Somalia and the international community. The conference objective was to co-ordinate the international community's approach towards bringing peace to Somalia by focusing on seven key issues including tackling piracy, terrorism and humanitarian assistance.

The British Prime Minister urged the delegates to "keep up the pressure on pirates". However it was disappointing that the conference only referred to "hostages in Somalia" and did not specifically acknowledge sea- ►

farers and the hardships (e.g. physically and psychologically suffering while being held prisoner for ransoms) that seafarers face in order to keep world trade moving through these pirate infested waters.

During the conference, both US Secretary of State Ms. Hilary Clinton and British Prime Minister Mr. David Cameron made statements about “creating an international task force to discourage the payment of ransoms to pirates & other groups, to eliminate the profit motive”.

One way of tackling this and making it difficult for pirate organizations to receive ransom payments would be to change UK laws, to make remittance of ransom payments illegal and prohibit UK-based Banks and Law Firms from facilitating the remittance of ransom payments.

These statements made by Mr. Cameron and Ms. Clinton at the International Conference on Somalia may be considered alarming by shipping companies and seafarers because the payment of ransoms for release of seafarers & ships is currently viewed as the only way for ship-owners to ensure the ultimate safety of hijacked seafarers.

Conclusion

The reality is that the criminalization of ransom payments alone will not solve the problem. We can learn from the experience of on-shore hostage for ransom cases in countries like Columbia. Although ransom payments are illegal in this country, there continues to be a large number of kidnappings (even though numbers are declining versus previous years). The result is a greater risk of harm to hostage victims. Like the on-shore criminals, Somali pirates are unlikely to be subdued by this tactic alone.

There needs to be a comprehensive approach to eradicating piracy including improved safety measures and protection for seafarers & vessels; improved judicial capacity to detain & prosecute pirates; changes to various



countries' laws to curb ransom payments and illegal financial flows; and humanitarian programs to improve overall economic and social conditions in Somalia .

If the international community fails to appropriately address the threats of maritime piracy and armed robbery and make it a top priority, there is significant risk that in the future a large number of seafarers will refuse to sail on ships passing through piracy infested waters. This will result in increased costs of sea transportation and cause disruption of the smooth & efficient movement of world trade, as ship-owners will struggle to find enough seafarers to properly man their vessels for voyages to certain parts of the world and will have to pay significant premiums to hire crews. ■



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