

## Secretary General's Report

### INTRODUCTION

This is the last Newsletter to be written by me and it will be released after I have left IFSMA. My final day in office as Secretary General was Monday 31<sup>st</sup> August 2015. Captain Paul Owen, the Assistant Secretary General will assume the position of Interim Secretary General while the process of finding a new Secretary General is completed. I am sure all of you will give Paul the support needed at this time.

The Executive Council are working hard to find a replacement and looking at the strategy to take matters forward for IFSMA in the future.

### IMO

July saw the completion of Council 114 and sub-committee III 2 took place. August has no meetings for IFSMA to attend and nothing more will take place until September 14 when CCC 2 takes place. These meetings are recorded on the IFSMA website.

IFSMA has ensured that the voice of the Shipmaster is heard and that the protection of the Shipmaster is continued and fought for at every instance. Small victories by themselves do not mean much but every time a small victory is achieved it is appreciated by serving Shipmasters around the world.

IFSMA will always fight for the rights of the Shipmaster and the IMO is the most important forum on which to conduct such work.

### INFORMAL NGO GROUP MEETING

The next meeting has been set for Tuesday 24<sup>th</sup> November 2015 and will take place between 12:30 and 14:15 hours. The location will be the Marine Society building at 202 Lambeth Road, London. There has been a very positive reply from the members of this group to allow the meeting to take place.

### AGA 42

The next AGA 42 will be held at Istanbul, Turkey at the end of May 2016. The exact dates have to set and this will be promulgated to all members as soon as possible to allow travel arrangements to be made.

### IFSMA HEAD OFFICE

The ongoing process of the changes to the Marine Society and Sea Cadets building is ongoing and will be resolved in the future. The dates have still to be set and the Chief Executive Officer of this organization is keeping IFSMA apprised of each step that is being taken and this is being passed on to the membership so that they are aware of what is taking place.

### *New Secretary General*

This is progressing and the Executive Council are making sure that they are able to make the right choices taking into account all of the factors that are involved in this process. The Executive Council on the 8 – 10 September at London will finalize what is going to be done and how it will affect IFSMA.

### IFSMA FINANCES

The banking is in good order but would be even better if everyone paid their fees so that even more work can be done. There are only a handful of associations in arrears, but this impacts on the projections of what can be done.

Every year the proposed budget is worked on in advance and it is based on the fact that everyone will pay and preferably on time. This does not happen and then it is a matter of reviewing the planned work for the year on what is actually available.

It is important to note that the vast majority of associations and the majority of individual members do pay the fees on time and at this time they must be thanked for their continued support of IFSMA.

### CRIMINALISATION OF THE SHIPMASTER

This is going to be an increasing problem for the Shipmaster. With the increase in legislation and the exposure of the Shipmaster and crew to prosecution on a number of fronts it is taking the need for professional indemnity insurance to new levels.

IFSMA has been working towards introducing a new product that will be discussed at the Executive Council Meeting and hopefully this will lead to the final development of cover that will be for all officers and not just Shipmasters and the protection needed will be available.

The problem that exists now is that many cases are not

reported and only come out later on when the case has been progressed to a trial and conviction. This means that assistance is too late. While working with charities that assist in this field, it soon becomes apparent that the scale of legal costs is more than any one charity or organization can cope with. That is why proper insurance is needed and made available at a reasonable price.

## PIRACY

Piracy is shifting, and the models used are developing according to certain regional needs. This is becoming a global problem and not just regional. This raises the question of how do ships protect themselves. Will it require armed security guards being carried throughout the time a vessel is in certain regions of the world and the costs involved for such protection.

Over the last year or more there has been a reduction in the number of organizations offering armed security guards to ships. This has been brought about by the reduction in reported cases and the IMO implementation of an ISO standard for such organizations. This has cleared away many of the "cowboys" and left the professionals to get on with the work.

The future may see the changes where merchant ships carry an armoury and the crew are trained in weapons. This is controversial, as it would probably take a change in the legislation to allow ships to do so. Some argue that if the ships become armed then it will cause an escalation in the weapons that the pirates use. That remains to be seen.

In a perfect world it would be possible to have war ships patrolling and protecting the merchant ships but can this be sustained? The answer is probably not, and so it will become necessary for the maritime industry to take the initiative on what course of action is best to be taken.

With these possible changes being discussed there is one factor that will return no matter what is done and that is the position of the Shipmaster. Where does it leave him/her and what safeguards will be put in place to protect the Shipmaster under such circumstances.

What can be assured is that piracy has not gone away and those areas where it has abated, it is waiting to pounce again or if the safeguards are reduced or removed, such as in the Gulf of Aden, where both Somalia and Yemen are failed states.

## HUMAN TRAFFICKING

Human trafficking by sea is spreading and being reported in a number of areas in the world. This leaves the Shipmaster exposed and requires intelligence led reporting to ensure that any ship is aware of coming across migrant ships at sea. While the Mediterranean has been the focus of media attention there are other areas where this is spreading.

While everyone sympathizes with the plight of the people being trafficked it must be assured that there is no succour

from the traffickers. Each person is a number with a price tag and since they must pay before they board for the voyage, once the money is paid there is no need to ensure that the cargo reaches its destination.

Merchant ships are not built to cope with such situations and the number of people involved. It is only a matter of time before a ship is hijacked by the persons that it has rescued. This is not a planned act of piracy but an act of desperation by people who want to reach the safety and security of a haven compared to what they have left behind.

In saying this it will still leave the crew traumatised by the events.

The media is reporting that there is an influx of Al Qaeda and Islamic State terrorists in the mass of people. This mass migration is a perfect cover for them and of course it will be the resulting terrorist act that will be traced back to boat people that will change attitudes.

The answer is complex and does anyone really have a solution? The answer is no and as this situation escalates so does the exposure to Shipmasters and their crews who are not trained to deal with such events.

It is a prediction of doom and gloom for the future and this is not meant to depress anyone reading this document but more so to make them aware of the changes coming to the maritime industry that is not cargo and operational safety.

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## Carriage of Bulk Grain Cargoes

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Two articles have been published by the Skuld P&I Club on the carriage of grain cargoes in bulk – see this page <http://tinyurl.com/o8vbffp>.

The first article covers cargoes of 'bulk grain' which typically consist of bulk cereals, oilseed and value added products and by-products yielded from the processing of both cereals and oilseeds. Cereal grains frequently shipped in bulk or break bulk include rice, wheat, maize (corn), oats, barley, millet sorghum and rye.

The second article deals with organically labelled foods commonly sold in supermarkets across Europe and the United States. Foods that are certified organic have been grown and produced under strict guidelines which are set out by a country's individual organic certification body. The guidelines promote the use of farming practice that aims to reduce agrochemical inputs and prohibit the use of synthetic pesticides.

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## When GPS Fails – The Future

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Lost without your GPS? Accelerometers based on super-cooled atoms could keep track of your position with stunning precision.

If successful a system, known as quantum positioning, could be miniaturised for use in ships, aircraft, trains, cars and even cellphones. This would provide a backup navigation tool

where a loss of GPS signal can be dangerous.

“Today, if a submarine goes a day without a GPS fix we’ll have a navigation drift of the order of a kilometre when it surfaces,” says Neil Stansfield at the UK Defence Science and Technology Laboratory (DSTL) at Porton Down. “A quantum accelerometer will reduce that to just 1 metre.”

There are challenges – for example, the accelerometer can’t distinguish between tiny gravitational effects and accelerations caused by a vessel’s movement. If a submarine passes an underwater mountain whose gravity attracts it to the west, that feels exactly like an acceleration to the east. says Edward Hinds at the Centre for Cold Matter at Imperial College London, who is developing the accelerometer for the DSTL. “This means that very good gravity maps will be required to navigate correctly.”

Future generations of the technology are likely to make their way into everything from cars to our smartphones.

*Editor’s comment* – most ships do not need a 1 metre accuracy, but if your smartphone has this system included in the future, does it matter if the GPS fails? Navigation chart systems will need to improve their accuracy to match these new technologies.

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## Turn Your Smartphone into a Satphone

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Globalstar has recently launched its satellite Wi-Fi hot spot in Europe, Sat-Fi. The nifty little device turns a smartphone into a satellite phone allowing a crew to keep in touch when out of the range of mobile phone signal using their own devices.

Up to eight individuals at a time can get online with their own laptops, tablets or smartphones, using their existing phone numbers to keep in touch over Globalstar’s satellite network. Whether drilling on an oil rig in the North Sea or conducting maintenance on a refinery in North Africa, there’s now an easy way to communicate.

Members of a crew simply install an app on their preferred Wi-Fi enabled device to make calls, get online, use messaging apps like WhatsApp and Viber, use social media including Twitter and Facebook and send and receive email. SMS capability will be added shortly.

Sat-Fi provides the fastest, most affordable, mobile satellite data speeds - four times faster than the competition - and the clearest voice communications in the industry.

Sat-Fi features include:

- Data speeds four times faster than the competition
- Easy initial setup - Sat-Fi can be operational within minutes to make calls and send emails
- Affordable airtime plans
- Best voice quality in the industry
- Simple 10-digit dialling and access to contacts
- Connect up to eight users simultaneously

Globalstar is in satellite messaging and emergency notification technologies. It operates the world’s only complete second generation mobile satellite network which delivers crystal-clear voice quality combined with the industry’s lowest airtime prices starting at just €0.15 per minute for up to 2,000 minutes.

‘Although we live in a connected world, there are still many thousands of people in the oil industry who work in remote locations lacking reliable and affordable voice and data communications. With Sat-Fi, they now have the ability to use their own device to stay connected,’ said Gavan Murphy, Director of Marketing EMEA, at Globalstar. ‘This innovative product opens up new opportunities for commercial fishing crew to maintain reliable connectivity and peace of mind using their own devices even when out at sea.’

Sat-Fi is available now for €995 (excl. VAT). For more information about Sat-Fi, its coverage and a list of authorised dealers, visit <http://eu.globalstar.com/en/>

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## Tianjin costs expected to exceed Costa Concordia costs

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An explosion and fire that devastated the Chinese port of Tianjin in August could cost the insurance industry more than USD2 billion, its estimated bill from the Costa Concordia, according to ISA Surveys, with motor losses alone will top USD300 million.

Around 18,000 containers are said to have been completely destroyed in the explosion, while other cargo may have been heavily contaminated with toxic dust.

There is a possibility that rainfall could cause cyanide stored in the warehouse where the explosion occurred to create a cloud of highly toxic gas. Chinese authorities have restricted access to the affected area and evacuated surrounding homes and offices.

The lack of access to the explosion site is hampering efforts by loss adjusters and insurance underwriters in establishing the disaster’s likely cost.

The around 10,000 motor vehicles destroyed is likely to have a heavy impact on insurers in the specialist cargo market for the transport of motor vehicles, as only a handful of insurers and reinsurers cover such risks.

A London market underwriter said that the catastrophe could prove “market-changing” and that a cost in excess of USD2 billion is “certainly more than possible”.

Claim costs are likely to be a market-changing event due to the scale of this disaster and underwriters will certainly be looking at better managing their future risks.

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## Standard P&I Club Refugee Guide

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The following steps are a guide only and the master should always respond in a safe and sensible manner, considering the specific circumstances:

- Urgently contact the nearest or responsible maritime authority/coast guard and, if needed, nearby ships that may also be able to assist.
- Establish a clear plan for the safe rescue of the distressed persons prior to its commencement.
- Provide assistance and rescue the distressed persons.
- Note the number of distressed persons rescued. Specify name, gender, age and nationality.
- Identify whether any of the rescued persons have any special medical needs.
- Maintain open dialogue with the responsible maritime authority/coast guard at all times. Maintain good internal communication among the crew.
- Inform all the interested parties, including managers, charterers, as well as the club, of the situation as soon as possible. In particular, appointment of the club's local correspondent at the designated port of disembarkation can assist in minimising disruption and delay to the ship.
- Keep a very careful and detailed record of the entire event (the use of photographs, videos and written reports can assist)

More info here: <http://tinyurl.com/nvknj2b>

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## Lifeboat Accident

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### The Accident

1. A lifeboat accident happened when the crew on board a Hong Kong registered general cargo vessel was conducting a drill for the freefall lifeboat using the launch and retrieval davit.

2. The lifeboat was launched, without crew on board, into the water by davit and a lifting sling made up of four wire rope pennants each of them connected to the lifeboat. After that, four crewmembers embarked the lifeboat and manoeuvred her in the water for testing. After finish, they connected the wire rope pennants to the lifeboat and seated inside ready for recovery of the lifeboat. When the lifeboat was hoisted to the deck level, one of the wire rope pennants parted and consequently the other three parted almost immediately. As a result, the lifeboat fell into the water. One of the crewmembers sustained head injury after being thrown out of his seat as he had released his restrains prior to the accident.

3. Investigation into the accident revealed that the wire rope pennants parted under tensile overload because they were significantly weakened by severe corrosion. The corrosion was mainly caused by salt water penetrating and accumulating around the steel wire under a plastic sheathing. The sheathing prevented the crew and surveyors

to carry out inspection and maintenance of the wire rope lifting sling properly.

### Lessons learnt

4. It is important that all lifting slings or other steel wire ropes used on board ships should be properly inspected and maintained at all times. When such lifting slings or steel wire ropes are having protective sheathing, manufacturer's instructions on their inspections and maintenance must be strictly adhered to.

5. The attention of Shipowners, Ship Managers, Ship Operators, Classification Societies, Masters, Officers and Crew is drawn to the lessons learnt above.

MSIN 32/2015.

Hong Kong Marine Department, August 2015

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## Information Overload

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*From CHIRP Maritime Feedback No. 40, 03/2015*

**Report Text:** A recent incident occurred whilst docking a new large car-carrier vessel into a lock, with a professional bridge team management in place. Whilst the vessel was approaching the lock, the amount of verbal reports from the officers fore and aft and on the bridge became so detailed and relentless that the master became over-whelmed by the information he was receiving. This was in addition to him taking in visual observations during the manoeuvre and the instructions from the pilot.

The point at which this occurred was the most critical position during the manoeuvre. The bow thruster had to be stopped and reversed, also the helm put to amidships, in addition the tug had to be stopped and it's direction of pull changed in order to lift off if required. This is a relatively common manoeuvre when entering a large modern lock and is often done under strong wind and tidal conditions, which require a fast changing stream of clear and concise instructions from the pilot to the Master, bridge team and the tugs.

I was concerned that the master appeared to freeze at this point and seemed unable to act on my instructions to stop the thruster and order the helm amidships. Needless to say I repeated my orders forcefully, and the required actions occurred.

This situation seems to be becoming more common, especially on vessels where there is a more defined bridge team in place that have obviously undergone some formal training.

I feel that the pendulum has swung too far in requiring reporting distances, headings, engine settings, helm orders, as well as wind speed and direction and other spurious information, all to be relentlessly chanted out in what are already challenging conditions.

The vessel involved was less than one year old and was fitted with a docking display giving fore and aft speed, athwartship speed, wind speed and direction.

As the pilot on this sensitive vessel, I was also using a personal pilot unit (PPU) that gave me an indication of position, track vectors and speed and was assisted by a second pilot positioned on the starboard shoulder giving me distances off & approach tendency.

To improve this, I would recommend that officers tasked with giving distances off merely give the distance without any further commentary and should not expect this to be acknowledged over the radio.

In the case of the officer and helmsman repeating orders, this should be done positively and quietly without three repetitions of the same order.

Having spoken to my colleagues, this is an issue we all have to deal with. Usually it is only an unwelcome distraction that annoys, but it has the very real possibility of causing information overload to both the pilot and master with consequent damage.

**CHIRP Comment:** The quality of the leadership of the master is very important and should include a full briefing of the bridge team when the pilot arrives, prior to arrival and departure from a port and be followed up with a debrief on completion. See The Nautical Institute (NI) Publications: Bridge Team Management 2nd edition; 'Navigator' Issue 7, October 2014 – Bridge Resource Management.

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## **Maritime Labour Convention, 2006 (MLC, 2006) Frequently Asked Questions (FAQ)**

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During June 2015 the ILO issued a revised edition of their publication for frequently asked questions on the Maritime Labour Convention.

Questions answered include:

- Does the MLC, 2006 apply to cadets?
- Are ships that do not go on international voyages covered by the MLC, 2006?
- Does the MLC, 2006 apply to yachts?
- Can a seafarer under the age of 18 ever be expected to work at night?
- Must ships' cooks be trained?
- Etc.

It is a large document at 92 pages and may be viewed online or downloaded from here: <http://tinyurl.com/p44tnok>

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## **News from Maritime & Port Authority of Singapore**

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### **IBM & MPA**

IBM and the Maritime and Port Authority of Singapore (MPA) on 17<sup>th</sup> August announced their partnership to develop and test-bed new analytics-based technologies, aimed at improving maritime and port operations to cater to increasing growth in vessel traffic in Singapore. The Memorandum of Understanding was signed at the launch of the National Maritime Safety at Sea Council event, marking a joint investment between the two parties.

Singapore remains one of the busiest ports in the world and the region, with an estimated 1,000 vessels calling at the Port of Singapore at any one time. Every year, there are about 130,000 vessel calls at the Port of Singapore, which means there is a vessel arriving or leaving Singapore every two to three minutes. This research collaboration will serve to ease potential traffic congestion and elevate safety standards, securing Singapore's position as a global hub port and a leading international maritime centre.

As part of the two-year agreement, IBM will create a unified platform to integrate real time data and provide a consistent view of data points across MPA to empower port operators to make more informed decisions. For example, with vessel positional and weather data, the platform will report on any vessel path inferences to avoid accidents.

Using the IBM Traffic Prediction Tool, predictive analytics will be applied to forecast vessel arrival timings and potential traffic congestion. The partnership will also uncover new methods for sense-making and aid in event monitoring to detect unusual behaviour of vessels and prevent illegal bunkering through fusion analytics, anomaly detection and data mining, leveraging the IBM Incident Detection Module and IBM System G. These digital capabilities are intended to improve port security and safety.

"IBM has worked with over 800 cities around the world to address some of their most critical challenges and help them become smarter and more effective. Our history of smarter cities engagements have demonstrated how the right investments in infrastructure and adoption of analytics-based technologies can be effectively used to create synergy and provide seamlessness across an organisation. The capabilities that will be created in this initiative are aligned to Singapore's aspirations to be a smart nation, and we are honoured to be partnering MPA in our joint commitment to improve the long-term efficiencies of the maritime industry and enhance Singapore's position as a world-class international maritime centre," said Tim Greisinger, Managing Director, IBM Singapore.

"MPA is happy to partner IBM on this important MOU to leverage new technologies and harness data analytics that not only enhance current maritime operations, but support our smart port initiatives for the Tuas Next Generation Port. Our collaboration with IBM will see a good mix of our

research expertise, software technologies and maritime domain knowledge to create new capabilities for the maritime industry to support Singapore's vision towards a safe, smart and efficient port," said Mr. Andrew Tan, Chief Executive, MPA.

### Safety@Sea week

In the meantime, the MPA has launched the National Maritime Safety at Sea Council (NMSSC) in Singapore, spearheading a drive for maritime safety on a national level and to ensure the sustainability of those safety efforts.

"We all have a part to play in improving safety in our waters, and I am heartened by the strong collaborative effort between MPA, the private sector, and the maritime industry to inculcate a safety-first culture." said Lucien Wong, chairman of the MPA.

The NMSSC will be chaired by Richard Lim and comprise 14 other professionals from across the industry and the council. It will serve as an advisory body to the MPA on maritime safety. In the long run, the council plans to collaborate with other organisations and countries to promote a culture of maritime safety in the region.

These developments were announced during Safety@Sea week, an industry-wide effort to increase awareness of safety practices and inculcate a safety-first culture at sea.

The Safety@Sea programme was launched in November 2014 and in that year Singapore experienced one of its lowest ever incident rate: 0.005 incidents per 1,000 vessel traffic movements, compared with 0.008 in 2013.

It looks set to record an even lowest incident rate as for the first six month of 2015. The most recent figures suggest an incident rate of 0.003 incidents per 1,000 vessel traffic movements.

## LNG Powered Ships

*IHSmaritime.com*

Shanghai-based shipping company LNG Power on 7 August placed an order for 200 LNG-powered vessels at Honghua Offshore Oil & Gas, according to Chinese shipping news site Eworldship.com.

These 200 vessels include 100 750 dwt ships, 50 950 dwt ships, and 50 1,350 dwt ships, with a total investment of CNY650 million (USD105 million).

This is the second batch of LNG-powered ships LNG Power has ordered this year, according to Eworldship.com.

The company ordered the first batch of 200 vessels at Qinfeng Shipyard in March 2015.

LNG Power plans to build 600 LNG-powered ships within the next three years, according to LNG Power chairman Zhang Weiguo.

The company's fleet is mainly used for the shipment of construction waste, construction materials, steel and similar cargo in Shanghai.

## Paris MoU releases detailed MLC figures

In 2014, Paris MoU found 5.502 MLC deficiencies

In 2014, Paris MoU found 5.502 MLC deficiencies. The Maritime Labour Convention was enforced for the first time during a full calendar year. A new table has been added to the [Paris MoU Annual PSC Report](#) reflecting the 14 areas of the MLC.

### Top 5 of MLC deficiencies

Category of Deficiencies	Def.	% Deficiencies
Records of seafarers' daily hours of work or rest	626	0.27
Electrical	246	0.16
Shipboard working arrangements	212	0.13
Ropes and wires	202	0.04
Maximum hours of work or minimum hours of rest	200	0.09

### Top 5 of MLC detainable deficiencies

Deficiencies	Detainable Def.	% Def.
Wages	52	20.08
Manning specified by the minimum safe manning doc	24	9.27
Seafarers' Employment Agreement (SEA)	22	8.49
Records of seafarers' daily hours of work or rest	15	5.79
Sanitary facilities	14	5.41

The *highest areas* of non-compliance are "Hours of Work or Rest" (area 6) 21%, "Food and Catering" (area 10) 14%, and "Health and Safety and Accident Prevention" (area 11) 37%. Please click below to view detailed MLC figures of the Paris MoU PSC Inspections during last year:

### Detailed MLC Figures

[http://www.safety4sea.com/images/media/pdf/Paris\\_MoU\\_-\\_Addendum\\_detailed\\_MLC\\_figures\\_2014.pdf](http://www.safety4sea.com/images/media/pdf/Paris_MoU_-_Addendum_detailed_MLC_figures_2014.pdf)

## IFSMA Facebook Page

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Facebook: <http://www.facebook.com/ifsma>

Also we have a Twitter Account: @ifsma