
Secretary General's Report

Since the last Newsletter in November we have attended IMO Council and Assembly.

The Council is effectively the Management Committee that controls how IMO operates between the Assemblies which are held every two years. For comparison purposes, this is similar to the IFSMA Executive Council and Annual General Assemblies.

At the meeting of the IMO Council (28th Extraordinary Session) which was held between 19th and 20th November, we attended by invitation as non-Council members. Amongst other matters the Council considered the 2016/2021 Strategic Plan, High Level Action Plan, Human Resource matters, and financial contributions by IMO Members. In some cases, waivers were agreed for members who were not up to date with their financial contributions to enable them to continue with their membership of IMO. Also, the IMO Results Based Budget for 2015//2016 was considered and approved. There was a report on the World Maritime Day 2015 events and Council extended its appreciation to all those involved in the preparation and arrangements made for its celebration. Parallel events were held in Tokyo and Yokohama. Deep appreciation was given to South Africa and the Islamic Republic of Iran for offering to host the 2020 and 2021 parallel events respectively.

In connection with the IMO Award for Exceptional Bravery at Sea, Council agreed to approve the draft resolution on *Special recognition for merchant vessels and their crew involved in the rescue of mixed migrants at sea*. Over 1,350 merchant vessels diverted from their intended voyage, and over 57,000 mixed migrants were rescued at sea.

The following week the IMO Assembly commenced. It took place between 23rd November and 3rd December. The Assembly was particularly well attended with the IMO Plenary hall being almost full, NGOs being relegated to the seats at the very back of the hall. Attendance from IMO Members included many diplomats at Ambassador level to reflect the importance placed upon the IMO Assembly, not least due to the voting held for IMO Council membership for the following two years. Much lobbying for votes was noted, IFSMA not being a full IMO Member was not able to actively participate in the voting.

IFSMA fielded three delegates at Council and four at the Assembly, including our Deputy President.

Three reports from the Assembly meeting may be found on our website, Membership->IMO Reports. These includes the new IMO Council Members and details on the IMO Award

for Exceptional Bravery at Sea.

Full reports from the IMO Council and Assembly meetings may be found on the IMO Documents Website for which you have to login. If you need a username and password, please contact the Secretariat, this facility is available for IFSMA Members.

AGA

As reported in the November Newsletter – the dates for the IFSMA Annual General Assembly have been agreed for Wednesday 25th and Thursday 26th May in Istanbul, Turkey. A Reception and the Annual Dinner will be held on the Wednesday evening. Additionally, on the evening of Tuesday 24th May, a welcome boat trip on the Bosphorus is planned, so if you are booking your flights early, ensure you arrive in sufficient time to join us on the Tuesday evening.

Annual Invoices

This year (2016) we plan to send out as many membership Subscription invoices by email as we can to reduce costs as much as possible. If you have recently acquired an email account of have changed you email address, please be sure to inform the office. Paper invoices will continue to be available upon request.

Contents

We have an interesting article on the challenges of handling containers in India from Individual Member Sudhir Subhedar and a Press Release from our French Member Association formerly known as ACOMM.

Captain Paul Owen, Acting Secretary General

Is there a Future for Seafarer Centres?

Roger Harris, Director of ISWAN

Seafarer centres have been around for a long time. There are now approximately 430 seafarer centres around the world, run mainly by the Christian seafarer missions and a small number are run by trade unions, governments, and NGOs. There is a view that the future of centres is limited because of increasing access to the Internet at sea, short turnaround times, restricted shore leave, lack of funding, and doubts about who will staff them in the future. It is timely, therefore, to look at whether there is future for centres, and to think about the welfare services being provided to seafarers in different ways.

Follow this link to read the full article:

<http://tinyurl.com/jxzswr9>

Is your ship ECDIS ready?

Source UKHO

Over half of ships trading internationally have ECDIS, according to the latest figures published by the United Kingdom Hydrographic Office (UKHO).

Of an estimated 41,500 internationally trading ships around the world, 24,300 or 58% are now using an ENC service on ECDIS, which is being introduced on a rolling timetable for different ship types and sizes. Moreover, when those that do not trade internationally are included, 45% of all ships that are subject to the SOLAS regulations are ECDIS ready.

On the basis of this positive trajectory for ECDIS adoption, the UKHO believes that the shipping industry is broadly on course to comply with the SOLAS-mandated timetable for ECDIS carriage across the global fleet by the end of this decade.

Positive progress towards ECDIS adoption is also being made by different categories of ship types and sizes. The proportion of tankers over 3,000 GT that are ECDIS ready has risen from 54% in April 2015 to 69% in October 2015, following the ECDIS carriage regulations entering into force from 1 July 2015 for tankers.

The SOLAS regulations on ECDIS carriage will be extended to all existing cargo ships over 50,000 GT from 1 July 2016. At present, 62% of the 3,500 large cargo ships that will be subject to these regulations are already ECDIS ready. This is significantly higher than the equivalent figure for the tanker fleet from 12 months ago, indicating that the large cargo ship fleet is relatively more advanced in terms of its preparations for the ECDIS deadline.

There are some variances in ECDIS readiness between different categories of cargo ship. At present, 57% of bulkers are fitted with ECDIS, compared to 65% of RoRo's and 71% of container ships. However, there is near-parity in ECDIS readiness between the Asian and European large cargo ship fleets. 63% of large cargo ships in Asia are ECDIS ready, compared to 62% in Europe.

Think Climate

New International Coalition of Navigation Infrastructure Associations urge Think Climate

On Sunday 6th December, Transport Day at the Paris COP21, PIANC's Think Climate coalition will formally launch its 2015-2020 Action Plan, entitled Navigating a Changing Climate.

The international associations that are partners in the PIANC(3) Think Climate coalition have prepared this Action Plan jointly, as an initiative under the Transport Focus of the Lima-Paris Action Agenda coordinated by the Paris Process on Mobility and Climate. The Navigating a Changing Climate initiative forms part of the COP21 We Are Transport campaign, which seeks to deliver urgent action: decarbonising

the transport sector, improving the resilience of transport infrastructure, and adapting transport infrastructure to the effects of the changing climate.

The principle of stronger together underpins the work of the Think Climate coalition: broadening effort, scaling-up activity, and reaching out to an extended audience around the world. The Action Plan sets out the measures required to realise the coalition's vision of ensuring the owners, operators and users of navigation infrastructure, globally:

- are aware of the issues associated with the changing climate, and of the need to act now
- have access to existing and new, sector-specific technical and institutional resources aimed at facilitating climate change mitigation and adaptation
- have developed the capacity to make timely and effective mitigation and adaptation decisions, and
- collaborate with others within and beyond the sector to identify and deliver integrated, resilient and sustainable solutions, with an emphasis on Working with Nature.

By providing a one-stop-shop for information and support, inter alia through the preparation of technical good practice guidance and the organisation of conferences, workshops and webinars, the Think Climate coalition will encourage the navigation infrastructure sector:

- to take measures to reduce or offset greenhouse gas emissions; to take decisions that avoid locking into fossil fuel futures; and to move to low carbon infrastructure
- to act to prepare for climate change, to strengthen resilience, and to adapt inland and maritime waterborne transport infrastructure to sea level rise, more frequent floods or droughts, more extreme wave, wind or flow conditions and other effects, and
- to seek integrated and sustainable solutions by Working with Nature and by engaging with others, both within and beyond the navigation sector.

Geoffroy Caude, President of PIANC, said "This is a vitally important initiative. Waterborne transport infrastructure has always been designed and operated taking into account extreme water levels, storms, waves and droughts but climate change is exacerbating these conditions and we are already seeing conditions rarely if ever seen before – for example the 120 consecutive days of low water experienced this year on the River Rhine, Europe's busiest waterway, or the severe water shortages in lake Gatun (the source of fresh water to the Panama canal locks) associated with the strongest El Nino event recorded since the opening of this canal in 1914. Events of such significance require a commensurate response. PIANC's new Think Climate coalition therefore brings together all the major international associations with interests in navigation infrastructure, with the objective of hastening mitigation action to reduce emissions from waterborne transport infrastructure; improving prepar-

edness; and promoting the adaptation of infrastructure to the effects of the changing climate.

*A copy of the Navigating a Changing Climate Action Plan can be found here: <http://www.pianc.org/thinkclimate.php>

*In addition to PIANC, the partners in the Think Climate coalition are:

- International Association of Ports and Harbors (IAPH)
- International Harbour Masters' Association (IHMA)
- International Maritime Pilots' Association (IMPA)
- International Bulk Terminals Association (IBTA)
- Smart Freight Centre (SFC)
- European Dredging Association (EuDA)

Enhanced Loran Trials Discontinued

Trinity House, the General Lighthouse Authority for England, Wales and the Channel Islands, have given notice that from 1100 UTC on 31 December 2015, it will discontinue the Initial Operational Capability (IOC) prototype/trials of Enhanced LORAN (eLORAN) in the waters of the United Kingdom and Ireland.

The eLORAN IOC prototype service has been provided by the General Lighthouse Authorities of these islands since 31 October 2014. It has used transmissions from Anthorn, (Cumbria), north west UK, operated in cooperation with eight other transmitters in north west Europe and augmented by coastal reference receiving stations sited near major ports on the east coast of Scotland and England.

It is understood that signals from eLORAN transmitters in France and Norway will go off-air on 31 December 2015. Without these signals, eLORAN in the UK and Ireland will not provide maritime positioning or navigation capability.

Mariners have been advised that from 1100 UTC on 31 December 2015 all currently equipped eLORAN and LORAN-C receivers in northwest Europe will cease to function correctly and such receivers should be switched off until further notice.

A similar Notice to Mariners has been issued by the Northern Lighthouse Board in Edinburgh, Scotland.

Information provided by The Corporation of Trinity House.

Crew Connectivity

The results of a comprehensive survey by FutureNautics Research, produced in association with Crewtoo, PTC, InterManager, BIMCO and ISWAN have been published.

The survey was conducted between April and August 2015, with an excess of 3,057 seafarers from 30 different countries responding to questions about crew connectivity and communications. 59% of respondents were officers, and 41% ratings. This ratio reflects the greater level of Internet access enjoyed by officers, enabling them to participate in the survey, although officers were 20% more likely to rate themselves as knowledgeable about IT, hinting at a widening gap between officers and ratings.

If the main message of 2014's survey was that access to crew communications was "an improving picture but far from good enough" (K D Adamson), then 2015's survey message is that ship owners are increasingly aware of the benefits of crew connectivity. "The industry is realising that connecting crew to their families is only the beginning." There is a push towards understanding the need for crew connectivity, in order to maintain a happy workforce.

When asked to rate their computer skills, 57% of respondents said they felt comfortable using IT and 33% felt very knowledgeable, totalling 90% of respondents who rate themselves as having strong computer skills. These figures demonstrate that seafarers are a highly IT literate workforce.

This is reflected in the money spent on communications services. FutureNautics estimates that the value of combined shore and sea-based crew communications is worth in excess of \$3.3bn per annum, with the average respondent's Internet-related expenditure ashore alone reaching approximately \$70 per month.

Interestingly, there was an increase in 10% from last year of seafarers stating that cost was a primary factor limiting their use of communication methods. When asked about what services they would like to see in the future, most wanted to see free WiFi in ports. The respondents showed more interest in cost effective communications than in new or innovative means of contact. However, WhatsApp (which did not feature on last year's survey at all) is a fast increasing method of contact.

Methods of Communication

In terms of method of contact, respondents preferred to access the Internet via smartphone, with 77% of crews taking a smartphone device on board, up by 20% from 2014. This is an interesting departure from last year's survey, where laptops were cited as the most popular device.

Telephones were still the most common form of communications access on board, with 79% of respondents having access to telephone calling. Internet access came second, demonstrating that ship operators have responded to crew demands for this service. Of the 40% of those with access to Internet on board (an increase of 6% from last year), half had it for free. However, the figures showing the general level of access to Internet are distorted by the Passenger sector, where 85% of respondents had Internet access. Text only email was the most popular non-Internet based communications solution, and was the most commonly free service, compared to satellite phone where only 4% of ship operators allow usage for free.

Frequency of Access

There is a significant shift since last year's survey in the frequency of access. 2014's survey demonstrated that the majority accessed services no more than once a week, whereas this year it had changed to a daily basis, with 60% of those with Internet facilities using them daily.

58% of those with communications access had it always, or most of the time, an increase of 20% from last year. The most encouraging figures were to be found in the Car Carrier sector with 0% never having access. However, 7% overall still stated they never had access, and 38% had access only sometimes.

The worst offenders were the General Cargo and Bulk sectors with 14% and 12% never having access respectively. The report underlines that, while some of these seafarers with no access may not fall under the MLC mandate, a significant proportion must.

MLC

Respondents were asked if there had been an improvement in provisions since the introduction of the MLC in 2006. 22% said there had been improvement, 38% said a little improvement, demonstrating that, while progress is slow, the general picture is improving.

Welfare services

The survey shows that only 28% of the respondent base use welfare facilities whilst in port. Of this 28%, 34% use the WiFi services provided by seafarer centres, and 6% use the telephone services, including the ability to purchase local SIM cards.

When asked what additional facilities port-based welfare services could provide, 54% of respondents cited Internet or WiFi access, notably the majority of those requesting these services said they would be prepared to pay.

72% of the respondents noted that they are either never, or rarely able to go ashore on port calls, explaining why only 28% use the welfare services available in port. The ability to access communications methods while on board is therefore increasingly important in a life where seafarers spend very little time ashore.

Looking to the Future

The survey warns that communications are becoming an increasingly important factor for seafarers when choosing which shipping company to work for, with 73% stating that crew connectivity influenced their decision.

This momentum cannot be ignored by shipping companies, who are becoming increasingly aware of the benefits of providing the crew with good connectivity.

Roger Harris of ISWAN said "This year's survey findings show once again how vital communication is to seafarers. The significant impact that cost has on their access to communication at sea, as well as the large number of respondents unable to go ashore during port visits, gives welfare organisations and others in the maritime industry, a lot to consider."

The full report may be downloaded here:

<http://tinyurl.com/o5hmq4>

Ballast Water Convention

Entry into force still unconfirmed - Source IMO

Ratification of the Ballast Water Management (BWM) Convention by Morocco, Indonesia and Ghana during November 2015 has brought the convention ever closer to meeting the requirements for entry into force.

Forty-seven countries have now ratified the convention, substantially more than the 30 required, but whether the requirement for Parties to hold 35% of the world's tonnage has been met is still being calculated. The Convention will enter into force twelve months after the tonnage requirement has been met.

Tonnage figures are derived from data supplied to the IMO Secretariat by IHS Maritime & Trade. The data are normally provided to IMO twice each year, as at 31 December for treaty purposes, and as at 30 June for determining IMO Member States' financial assessments. Those assessments are based, in part, on fleet tonnage figures supplied to IHS Maritime & Trade by IMO Member States, who have until October 31st each year to confirm their tonnage. Because of stringent IMO deadlines for determining financial assessments, those tonnage figures sometimes cannot be verified prior to submission to IMO.

The compiled 2015 assessment tonnages, released to IMO's Member States on 16 December 2015, contained some unverified data, but also revealed that the conditions for entry into force of the BWM Convention might have been met, by a very small margin. IMO was also aware that between June and November 2015, some Parties gained tonnage and others lost tonnage. In light of this, IMO Secretary-General Koji Sekimizu requested a complete verification of tonnage data as at the time of the deposits by Morocco, Indonesia and Ghana prior to determining whether or not the BWM Convention had indeed met the entry-into-force requirements.

IHS Maritime & Trade has worked diligently to verify the tonnage figures since that request. The verification process has not yet concluded. The precise figures will be announced after the verification process is complete, which is likely to be early in 2016. If the ratifications by Morocco, Indonesia and Ghana add sufficient tonnage, the BWM Convention would enter into force on 24 November 2016.

Secretary-General Sekimizu again urges countries, particularly countries with large merchant fleets that have not done so, to ratify the BWM Convention so that it is widely accepted upon entry into force. He also urges the Marine Environment Protection Committee (MEPC), in spring 2016, to prepare a set of amendments to the BWM Convention to reflect all the agreements forged at both the IMO Assembly and MEPC during the past three years, so that such amendments can be adopted as soon as possible and implemented when the BWM Convention enters into force. Further, he calls on the shipping industry to take action to install necessary equipment and establish operational procedures in accordance with IMO regulations and standards, so that the BWM Convention can be effectively implemented upon entry into force.

CMA CGM Secures NOL Acquisition

French liner CMA CGM, the third largest carrier in the world, has officially announced that a transaction for the American President Lines (APL) subsidiary Neptune Orient Lines (NOL) has been unanimously approved by the NOL board, but is still subject to approval by various antitrust authorities which is expected by mid 2016.

CMA CGM is to purchase NOL for around US\$2.4 billion; strategic acquisition is resulting in a combined turnover of \$22 billion with a fleet size of 563 vessels.

CMA CGM is to establish its regional head office in Singapore.

Smartphone Apps for Seafarers

Check out this list of 10 Free Smartphone Apps for seafarers to see if they will be useful to you. List compiled by Marine Insight:

<http://tinyurl.com/zux8hee>

CONTAINERS – the game changer in India

By Sudhir V. Subhedar, Individual Member

Economies of scale, consolidation, quick turnaround of freight carrying unit/s has been recognized for well over a century. But the advent of the standard 'box' in 1970 created a stir in global trade which is mainly carried by water and continuously driving the change given growth in India's GDP compared to the OECD countries. The reason for this is improved infrastructure; government policies since last June and doubled emphasis on domestic shipping. Unfortunately, this became a neglected sector and more generally unitization of cargo continued – pellets, lash barges, containers, river transport, RoRo – making India one of the costliest in terms of logistics cost (double that of rich economy like Germany). Another factor where we lost out was due to the abundance of conventional labour not readily accepting containerization against break bulk movement of cargo. This adds to cost, inefficiency, loss of time, damage to cargo, etc.

In terms of exposure to containers, India ranks rather low down in analytical table of – EXIM, IWT, Coastal, CFS, dry port, manufacturing, leasing, repairs and servicing the box. Indian customs, unlike in EU, Far East, Pan America, has been late in embracing Risk Management Systems, IT and enabled laws to take advantage of all the benefits the 'box' offers. However, there are signs of change. Customs committee constituted by the MoS late last year has identified 30 recommendations that will make freight forwarding better sooner, rather than later. Seven of these are to be fast tracked with notification soon.

Security reasons and mismanagement leading to transfer of waste and terrorism touching box trade saw the require-

ment of scanning containers increasing costs and hassles to operators. USA unilaterally demanding 100% scanning and advance approval of cargo manifest, I believe is not being trade friendly.

And now we have an impending regulation prompted by the World Shipping Council having an NGO seat in IMO for obtaining, from 1 July 2016 via SOLAS 'container weight verification' certificate prior to shipment. I believe, this too is a tall order and stacked against non OECD countries. One cannot see from below scenario how Indian ports, major and non major, can implement this in the given time.

The said SOLAS regulation should have been a little more pragmatic. A container spends less than one third of its journey on the ship. Although an overweight container is a safety hazard, it has not caused too many related incidents. Its two thirds journey by road/rail almost goes unnoticed in India where there is a culture of overloading the system for maximising profits in the wake of all other inefficiencies. Similar things happen elsewhere and therefore ICHCA, another NGO with seat at IMO, has cautioned the world community of chaos on 1 July 2016.

The strange thing is that IMO is in discussion from 2011 and almost all forgot about, it did not get highlighted anywhere or in any forum. The MSC Circular was issued last year, even the UK, just few months ago, put together MGN 543 rather hurriedly because it is not answering any questions. Shippers' lobby in USA is thinking that USCG is out of sink with the supply chain mechanisms. ICHA, WSC, and TT clubs have determined FAQ to help administrations. Fittingly, new IMO Secretary General is a key note speaker on 29 February in Barcelona at ICHA conference, hopefully some light will be thrown on way forward.

Although RoRo services on short international voyages are to be exempted from SOLAS Ch. Vi/2 requirements, many administrations, like in India, may not do so adding to Indian shipping woes. In any case, my interaction with CONCOR, railways, road carriers, finds that they are not even aware of this requirement just six months away. Typically, IMO regulations of wide ranging significance always include guidance for uniform interpretation but one can see that this is not always the case – ISM Code, MARPOL, Water Ballast Management, IMDG Code, etc. In non OECD countries interpreting IMDG code requirements correctly is less than 40% !

The responsibility for this requirement has been placed on the shipper. Should this then not be the main responsibility of Ministry of Commerce / Trade / Industry? As a minimum the requirement ought to have had official nod from these ministries and their representatives included in members' delegation. I am not aware of such delegation from India going to the Sub-Committee on Carriage of Cargoes and Containers.

Two methods have been mentioned in the guidelines for obtaining weight – by calibrated weigh bridge or consoli-

dating calibrated machine weight of each cargo parcel in container. One can see how far fetched this is especially for containers coming into India going out of India in case of scrap / marine produce. The weighing system is itself subject approval by administration or its RO. Then elaborate documentation follows when in India we are struggling with IT enabled / EDI / EDP simple shipping documents. There is a distinct possibility that port, terminal, shipping agent, and customs, will not be able to clear the ship in time on several occasions due to this new SOLAS rule. Contract of affreightment is between shipper and shipping company not port or terminal so the responsibility is quietly passed on to the shipping company already under pressure on box rates!

Then again how will all this work on the sections of inter modal transportation to which SOLAS does not apply? IMO guidelines do not answer this as clearly as desirable, and understandably so.

Movement of empties which is 25-30% of all container movement will, as a minimum, require some means of stating that it is empty!

As is so often the case, 'the devil is in the detail' of implementation and with the history in India of over regulating shipping, more than international minimum, Indian shipping trade is bound to suffer to the extent that there will be new alliances, new lanes and new adjustments. Adding a level of complication one sees is that there is no precise time by which the information needs to be given to the ship; indeed, it is impossible to do due to the plethora of agencies and practices. It is likely to be too simplistic to just amend the booking process in an environment of overloading, ST / Excise red tape and such other things. Nobody knows who will pay for the required infrastructure. Weigh machine makers, like AVERY, will not be able to cope with demand, just like Water Ballast Management equipment providers should that Convention come into force as well next year. Shipping companies in India are looking at dark corners and red lines while only some might benefit from this rule. SOLAS furthermore calls for accuracy, calibration, yet there has to be level of 'tolerance' while weighing. What is this? Nobody knows. Let us hope P&I clubs and others friendly to shipping companies will, in the next few weeks, come to the rescue.

Administrations in mandating this requirement will need to be very clear on who the shipper is, who is responsible for weighing and documentation, acceptance of uniform practice of calibration and tolerance; exemptions to domestic freight, empties, white goods containers, some other identified unitized cargoes trade, e.g. chillie bags, boxes of fruit, frozen prawns cartons, and most importantly terminals handling equipment to have over load alarms and SoP so that not all cost is passed on to the trade. The State itself has to fulfil its obligations.

I personally believe roll back of implementation date is inevitable.

News From French Member Association

During an Extraordinary General Meeting which was held on Saturday, October 10th, 2015 in Le Havre brand new Maritime High School (ENSM), the Merchant Navy Captains' and Officers' and Maritime School Alumni's Association (ACOMM-AENSM), and the Merchant Navy High Schools Cadets' and Alumni's Association (HYDRO-SUP'MARINE) decided to merge and give birth to a single maritime association which has been called ACOMM-AENSM-HSM (Merchant Navy Captains' and Officers', and Maritime High School Cadets' and Alumni's Association).

This new association is gathering all available resources, from Cadets up to Masters, Chief Engineers and Superintendents, regardless the background and certificates (Deck, Engine, Dual Certification, Radio), Naval Engineers, and including any positions (navigating, working in the office, and retired).

This new association aims at taking into consideration seamen's concerns and providing experience and knowledge regarding various matters to future Merchant Navy Officers and Naval Engineers upon graduating from National Maritime High School – ENSM. This will meet ENSM wish to create a single structure liaising with the four Cadets' associations based in the four ENSM sites, so called "burals", which contribute to all various extra-curricular activities.

It is also the link between all active and retired officers, by establishing and monitoring all essential relays for a thousand members who compose it.

Its objectives are:

- The valuation of sea transportation (Shipping) made by professionals, whose training and experience guarantee competency for safest working conditions.
- To take care of certificates prerogatives harmonization and equivalence of diplomas, at national as well as European levels.
- To assist ENSM naval engineers in their career, by providing them with the network they will need.
- To monitor actions to ensure the best possible respect of all active and former seafarers.

Our quarterly and monthly publications, as well as our e-communication means ease connection between all members, and are available worldwide.

We join several national and international organizations and associations (IFSMA, CESMA, French Maritime Cluster, IFM, UNAN). We will maintain these links, according to our members' needs.

Our Board of Directors, composed of thirty members representing each and any French region, gives the opportunity to any Board member to be closer to the members.

Our five standing committees - Maritime Security, Maritime Education, Yachting, Social Affairs, and Media Communications - work on various projects which are dispatched by the Board.

We appeal all those who wish to join this big "Hydro" (from now on ENSM) cadets and alumni association, to enjoy these valuable bonds of friendship and solidarity.

Your place is with us to support our young successors, to share with them our knowledge and to offer them our voluntary actions. Join us, the more numerous we will be, the more young people will want to pursue the preservation of this precious tool that is the existence of a strong and effective maritime association.

The President of the ACOMM-AENSM-HSM
Captain Yannick LAURI