

Secretary General's Report

INTRODUCTION

Welcome to all members and associations of the IFSMA family. This is the first of a new format for Newsletters to be circulated to the membership every 2 months to keep them up to date of what IFSMA is doing and for members to make comment.

The annual cycle for the editions will be August; October; December; February; April; June. It is hoped that each edition will be released during the first week of the month quoted. But this will depend on other commitments.

Future editions of the Newsletter will also contain articles submitted by the membership on topical issues. Depending on the volume of articles received will make it necessary to choose which articles that will appear.

Captain Paul Owen the Assistant Secretary General is controlling the formatting and editing of the materials to ensure that whenever possible this Newsletter will remain within a 4 page spread.

Captain John Dickie the Secretary General will contribute the majority of the core materials for the Newsletter based on the work that IFSMA is doing at the time.

At the IMO

The following shows the committees or sub-committees attended. The format will show who attended and the interventions made. A full list of the documents used for the each of these meetings can be found by going to www.imo.org and then go to IMODOCS following the instructions given to see all of the documents for each meeting. This can vary from about 65 to 200 depending on the agenda and interest in any given topic.

NCSR 1 – 30 June – 4 July

Attended by

Secretariat	x 1
Nautilus International	x 2
NMOA	x 3 (note: 1 as an intern)

Interventions

1 Agenda Item 1/24/2

“Thank you Chair. IFSMA representing shipmasters

thanks IACS for their detailed submission and

IMPA for their thoughtful Paper. This is a safety critical issue for which the Master has responsibility. It is not acceptable to push the safety envelope further. IFSMA therefore

unreservedly supports the position of IMPA.

Thank you Chair.”

III 1 – 14 July – 18 July

Attended by:

Secretariat	x 1
Nautilus International	x 2
SRI	x 2 (This was requested by SRI under ITF)

Interventions

(1) Agenda Item 5 – Casualty Analysis & Statistics

“Thank you Chair. IFSMA, representing ship masters thanks the UK for submitting Paper 1/5 on behalf of the Correspondence Group. IFSMA notes that attention is drawn in Section 15 to the ‘Danny FII’ where the Master, an IFSMA Member, went down with his ship. In particular, the analysis noted the lack of internationally accepted Rules, Standards and Guidelines that address design issues specific to the safety of livestock carrier operations. Since it is not within the gift of an NGO to progress this issue, IFSMA asks what action Flag States intend to take to correct this serious situation?”

The Annex to the Paper contains information on lessons learnt for ‘Presentation to Seafarers’ but is absent in lessons learnt for ‘Presentations to other Parties’. The focus of attention on ‘proximate cause’ while necessary, fails to address deep seated issues beyond the control of the Master. IFSMA requests that this intervention be recorded in the Report of this Sub-Committee.

Thank you Chair.”

(2) Agenda Item 5 – Casualty Analysis and Statistics

“Thank you Chair. IFSMA, representing ship masters thanks the Secretariat for submitting Paper 1/5/2. IFSMA wish to express grave concern over access to documents posted on the Global Integrated Shipping

Information System (GISIS) where Flag States posting such Reports prevent access by Flag States and NGOs so potentially endangering the safety of all seafarers. IFSMA requests that this intervention be recorded in the Report of this Sub-Committee.

Thank you Chair.”

(3) Agenda Item 6 – Harmonization of port State control activities

“Thank you Chair. IFSMA, representing ship masters thanks those who submitted these Papers. Referring to Paper 1/INF9 the Preliminary Results of the 2013 Paris MOU Harmonised Verification Programme (HAVEP) on passenger ships; this indicates the greatest number of deficiencies relates to abandon ship and fire drills. This is a disturbing human factors finding. Masters have to make the best of crews and equipment supplied by owners and approved by Flag States. IFSMA believes that these issues need to be addressed.

Thank you Chair.”

(4) Agenda Item 8 – Development of guidelines on port State control under the 2004 BWM Convention

“Thank you Chair. IFSMA, representing ship masters thanks those who submitted these Papers. Despite this Convention being adopted in 2004, it would appear the industry and Flag States are not ready. IFSMA believes it is essential that there are appropriate guidelines in place for ‘sampling’ so as to ensure there is no unwarranted criminalisation of Masters and Officers.

Thank you Chair.”

(5) Agenda Item 6 – Harmonization of port State control activities

Thank you Chair,

We entirely agree with your summation of the situation we are in. We do not disagree with any of the interventions made and in particular commend the interventions made by the Netherlands and China.

As far as we see it, we have two options here. Option A – we discuss in the working group, Option B we discuss in plenary. To do nothing is not an option at all.

IFSMA are particularly interested in the subject information regarding abandon ship and fire drills which are hidden away in these papers.

Thank you Chair

(6) III 1/WP.3 Casualty Analysis and Statistics - Report of Working Group:

“IFSMA agrees with the intervention by the distinguished delegate of Australia (acknowledge 54.6 note the group’s opinion and comments on the analysis of

the marine safety investigation report of the Danny FII (paragraphs 16 and 18 to 20); and to consider the suggestion that the issues identified be brought to the attention of the MSC; paragraphs 16 and 18 to 21) that this should go to the MSC for consideration.”

While the interventions signify the recorded position of IFSMA to these matters there are also other matters raised such as the attacks on the crew of ships who have rescued boat people in the eastern Mediterranean Sea. The assaults are by the people rescued.

These and other matters raised will be included in the Newsletter in future editions.

Office Refurbishment

Many of you will have heard of the HQ refurbishment and the costs involved. This was required due to a new lease agreement by the landlord (Marine Society) which doubled the rental of the office space. A decision was reached where the only viable option was to share the office with another NGO. But to do this it was necessary to refurbish the office space. This was successful and Comite International Radio-Maritime (CIRM) have now joined the office. Apart from paying half the lease they also paid over 50% of the refurbishment costs which saved IFSMA a lot of money.

NGO Group Meeting

The meeting was well attended by the following member organizations: IFSMA; IMAREST; ILAMA; Mission to Seafarers; IALA; IMPA; IHMA; SRI; ISWAN; IMRF; HCMM

Items discussed:

Ports (Places) of Refuge

Problems and current discussions at IMO.

Refugees (Boat People)

Means of recovery from water.

Large numbers on board ISWAN

Expansion of services.

Use of Facebook as a contact and dissemination media.

Mission to Seafarers

Seaman Guard Ohio Incident – crew still in prison in terrible conditions.

SRI Criminalization

Increasing number of cases.

This group was set up by IFSMA to bring together a number of NGO and other organizations to discuss matters in respect of Human Element issues affecting persons working in the maritime industry. There are no set office bearers or agenda. IFSMA acts in the role of coordinating the group and hosting the two meetings per year.

Ports/Places of Refuge

This is moving ahead with Intertanko and IFSMA

leading. At this time there are discussions with the following NGOs who are willing to give support to this matter. The NGOs in question are: IMPA; OCIMF; BIMCO; ICS; Intercargo; IUMI; Intermanager; IPTA; IMCA.

Although there is little support from the Flag States, it may well be that the UK will support this due the work being carried out by the UK SOSREP who is working hard on this matter.

It also shows support for the resolution raised at the 40th AGA at Norway this year.

MARTHA Project

This is progressing well and information is being received from ships and being analysed. In the near future statistics should be available to review. IFSMA has been invite to continue its position as a stakeholder to this work. The MARTHA Project is the follow on work from the Project Horizon and is the toll used to identify fatigue in seafarers. It is hoped that funding will be found in the near future for phase II of the Project Horizon. IFSMA will be invited to be a stakeholder in this work if it comes to fruition.

AGA 41 – Chile 2015

Nautilus Chile is hosting AGA 41 and have been presenting the concept of a 5 day cruise to Cape Horn during which the AGA will take place. Unless they can fill the cruise ship 100% capacity this cannot take place and the alternative will be for the AGA to be held in a hotel at Vina del Mar. As time is becoming short, it requested that any members who would be interested in the cruise contact Head Office so that a final decision can be reached. The cost of the cruise is US\$1200 per person, all inclusive. Regrettably, for those travelling alone it is either share a cabin with another erson or pay US\$2400. More details can be forwarded to you on request.

UKRAINE

At this time our thoughts should be with our colleagues in the Ukraine who have had both of their offices which were burnt to the ground during the troubles in this country. It is hoped that when things settle down that they will be able to contact us and resume their active membership of IFSMA.

SEWOL Incident

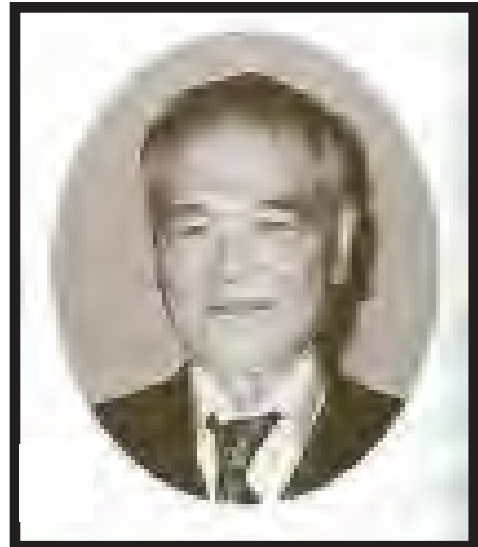
At the time of writing the trial of the Master, officers and crew who survived is taking place. This terrible tragedy has taken and affected so many lives. But will the prosecution of the ship's staff resolve the issues involved and are these people criminals? The case will be monitored and updates will be fed

Captain Genji Yoshinaga - An Obituary

July was indeed a sad month for IFSMA with the loss of two valuable Honorary Members. See also next page.

It is my sad duty to inform all of you that Captain Genji Yoshinaga, Honorary Member of IFSMA and Japan Captains' Association is no longer with us. Captaiin Yoshinaga passed away quietly in Japan on the 6 July 2014 at the age of 94 years after brief spell in hospital.

Captain Yoshinaga graduated from Tokyo Senior Nautical College in 1942 and joined Nippon Yusen Kaisha as a navigating officer. He was promoted to Master Mariner in 1959, and was posted as a Port Captain in London in 1963. In 1971 he transferred to Japanese Shipowners' Association Europe District Office. He has since represented Japanese Shipping Industries at various International Organizations such as IMO, ICS/ISF to mention but two. When IFSMA was established, he worked as a liaison officer for Japan Captains' Association, in particular, when the late Captain H. Kawashima was elected as an IFSMA's President in 1994, he worked tirelessly to support President as well as IFSMA itself.



Captain Yoshinaga was preceded in death by his wife last year. We will miss him greatly and bid him farewell and know that he and his wife rest together peacefully in Heaven.

Capt K Akatsuka
Vice President of Japan Captains' Association
Vice President of IFSMA

Ebola Virus - Sources of Information

Most seafarers will have heard about the Ebola Virus which, at the time of writing, is rapidly spreading in West Africa. For details of this disease see this WHO webpage: <http://tinyurl.com/ctos5wf>

The ITF has also published guidance for seafarers here: <http://tinyurl.com/p2qbzh7>

The SKULD P&I Club has some very useful guidance for seafarers at their webpage here: <http://tinyurl.com/k3qebfh>

Make sure you are aware of the risks and know what precautions to take.

Capt. Schettino Gives Lecture

A Rome university professor is reported to be facing a disciplinary hearing after inviting the captain of the Costa Concordia to lecture students on emergency procedures. The dean of Rome's Sapienza University, Luigi Frati, voiced his anger yesterday at the professor's decision to invite Captain Francesco Schettino, to give a seminar, calling it an "inappropriate and unworthy choice".

The prosecutor in Tuscany who is arguing for Schettino's guilt expressed indignation also at reports that Schettino had been awarded a diploma. The Florence daily La Nazione reported that Schettino gave a nearly two-hour lecture to criminal science masters candidates last month, including reference to panic management.

Linked-in Groups

There are some useful Linked-in Groups which you may care to investigate. They can be a good source of information, although, as they contain mostly opinions care should be taken before acting on any advice given:

Friends of Stability and Trim for the Ships Officer

Master Mariner

Marine & Cargo Surveys

Master Mariner

Martime Group

Maritime Network

Maritime Education and Training

There are many others.

IFSMA Newsletter 001

Captain Roger Clipsham - Obituary

Many of you will remember the former IFSMA Secretary General, Roger Clipsham. It is our sad duty to report that Roger passed away in July this year.

Roger joined IFSMA in 1993 upon his retirement from the Civil Service. He was Secretary General from 1993-2001, Honorary Treasurer from 2000-2002, and was granted Honorary Membership on 1st June 2002.



Roger was born in Downham Market, Norfolk on 21st June 1928 to Clement Jack Clipsham, a Bank Cashier, and Dorothy Clipsham (nee Payne).

He was educated at King Henry VIII Grammar School in Coventry, becoming apprenticed to Counties Ship Management Co. Ltd in 1944.

Roger served all Ranks in the Merchant Navy, obtaining his Foreign-Going Master Mariners Certificate in 1952, and his Extra Master's certificate in 1954, upon which he was promoted to Command. He was brought ashore in 1957 after nearly 14 years at sea, to serve as Assistant Marine Superintendent. He was transferred to London & Overseas Freighters in 1961 as Marine Superintendent and was appointed Chief Marine Superintendent in 1970.

When LOF entered difficult times, Roger was made redundant in 1983, but quickly entered the Civil Service as a Nautical Surveyor in the Department of Transport Marine Directorate. In 1990, Roger transferred to the Training Certification and Manning branch as Principal Nautical Surveyor, and was later appointed Deputy Chief Examiner (Masters and Mates).

Roger also had a long association with the Honourable Company of Master Mariners, becoming a member in 1962, a Liveryman in 1971 and Warden in 1982. He was a Freeman of the City of London.

He is survived by his wife Felicity and children Caroline and Andrew.