

Secretary General's Report

My apologies for the late publication of this edition of the Newsletter. Sometimes it is just not possible to do everything, but this publication is important for you the membership to know what has been taking place within IFSMA.

There has been a lot of data transfer onto the IFSMA website and this is going to be accelerated so that items of interest and information on how IFSMA is performing is found in real time instead of later.

One such example of this was AGA 41, held at Viña Del Mar, Chile. This will be discussed at greater depth in this edition.

Criminalization of the Shipmaster continues to be an increasing risk for those who work at sea and in particular for the Shipmaster. If these trends continue or increase then it will have a detrimental effect on the recruitment of the next generation of seafarers.

IMO

March saw NCSR 2 and SSE 2 being held and these are reported on the IFSMA website. At this time there is an adjustment going on as these new sub-committees find the work that is needed and where some items may be transferred to other areas of the IMO.

An important point to note is the pending departure of the IMO Secretary General, Mr. Koji Sekimizu, who is standing down and not seeking re-election for a second term. There are 6 candidates who have placed themselves in contention for the post. It will be interesting to see which way the organization takes over this matter.

April saw LEG 103 being held. The dates for this clashed with AGA 41, but Mr. Charles Boyle, Director of Legal Services, Nautilus International UK sat on behalf of IFSMA. The main point from this meeting was that the paper that IFSMA co-sponsored / wrote was well received and supported. This was on the subject of Seafarers' Rights.

The issue of the Danny F II remains unresolved. As the master, who lost his life, was an IFSMA member it was hoped that the final report would be completed and released. The incident occurred in 2009.

AGA 41

This was held in Viña Del Mar, Chile and was hosted by Nautilus Chile. Once again the associations who take on these events went to extraordinary lengths in providing an excellent venue and hospitality to everyone. The attendance from the member associations was supported by a large attendance of Nautilus Chile members. The papers presented were of a high standard and the ensuing discussions on the content were professional.

There were resolutions from this AGA and these have now been disseminated to the membership.

ExCo Meeting at AGA 41

An ExCo Meeting was held before the AGA. Regrettably the IFSMA President, Captain Hans Sande, was unable to attend due to the sudden passing of Captain Tore Gjestrum, who has a long history of association with IFSMA. The meeting was chaired by the Deputy President, Captain Willi Wittig, who also presided over the AGA.

This meeting took place only a few weeks after the previous ExCo meeting in London and covered the progress made on the topics covered at that meeting and included a discussion with the Nautilus Chile and the hotel on the arrangements made for the AGA

IFSMA Head Office

The Head Office is rented from the Marine Society and IFSMA has a lease until 2018. There is now a possibility that the building will be sold and while negotiations are on-going the Marine Society will keep IFSMA informed of the progress being made. Even if this project should take place the time for moving will be in early 2017.

The head of the Marine Society is being very transparent and passing on all information when it becomes available.

During this time IFSMA carried out the transfer of all files of a member association onto electronic format and returned the originals and electronic files to the association. This was only possible due to the experience gained from doing this work for IFSMA. They were also very pleased and how low the cost was compared to other companies that they had been in contact with.

It should be noted that this assistance is available to all member associations and HQ can organize the full programme for visiting London and include a tour of the IMO.

IFSMA Finances

At this time the financial situation of IFSMA is strong, but it is not until June of each year that a full picture of where the finances are and the expectation of receiving the final outstanding amounts. For 2015 it is possible to say that at this time the majority of the associations have paid as per the statutes and byelaws of the association.

There are no major expenditures expected during this year and it is a time to consolidate the finances in light of the potential office move which may be required in 2017. The London property market is very hot and the deal with the Marine Society will not be met in the future.

Every effort will be made to ensure membership fees are paid by everyone and that expenditure is kept to a minimum.

Criminalization of the Ship Master

This continues to be a major problem for the industry. The numbers are increasing but also the number of cases involving other ranks is on the increase.

The Costa Concordia Case

Captain Schettino was sentenced to 16 years and 1 month. He is appealing the verdict. It does not matter what opinion is formed about this man, it is the fact that he was singled out for a harsh sentence which sets a precedent. When the sentences handed down to others who played a major part in this disaster, they were treated very leniently.

The SEWOL Case

Captain Lee Joon Seok was sentenced to 36 years for negligence but it must be noted that he accepted this sentence and did not appeal the sentence. Yet the prosecutors' revisited his case and even looked once more at bringing the death penalty to the table.

This is a barbaric position to be taken. The terrible loss of life in this tragic accident was heightened with so many young people losing their life. Those that lost their lives and the families affected by their passing must never be forgotten. What should have happened is that a level playing field of sentencing should have taken place instead of many involved being given lenient sentences and the master and crew being made the scapegoats.

Piracy

This is shifting to various parts of the world and the fact that piracy in the Horn of Africa has reduced. Other areas such as the Gulf of Guinea and South China Sea, including the Malacca Straits, have seen a rise with a different business model being used.

The lull in activity in certain areas does not mean that it has gone away. If a reduction in the military presence takes place then a rise in incidents will occur. With the Yemen devolving into a failed state then there will be opportunities for piracy to rise from both sides of the Gulf of Yemen. Only time will tell.

Beidou and Glonass Satellite System Compatibility

Sino-Russia signed a Joint Statement of the Compatibility and Interoperability Cooperation of Beidou and Glonass system.

(From Beidou Government Website) On May 8th, 2015, under the witness of China President Xi Jinping and Russian federation President Vladimir Putin, on behalf of two countries, the China Satellite Navigation System Committee Chairman Wang Li and Russian Federal Space Agency Chief Igor Komarov signed the "China's Beidou system and Russian Glonass system Compatibility and Interoperability Cooperation Joint Statement". It indicates that the navigation cooperation between China and Russia entered into a new phase. The two sides will continue to strengthen the compatibility and interoperability cooperation between Beidou and Glonass system, which promote the common development of two systems, so as to provide a better and more reliable satellite navigation service.

IFSMA Facebook Page

Have you visited the IFSMA Facebook page? Lots of news stories added, often daily - www.facebook.com/ifsma

We are also on Twitter - @ifsma

Vessel TRIAGE

Vessel TRIAGE is a multinational project, established by the Finnish Border Guard as the responsible maritime search and rescue authority, the Finnish Transport Safety Agency and the Finnish Transport Agency to develop a categorisation and risk identification system for vessels in ship accidents.

A uniform, international categorisation system describing the safety status of a vessel is necessary in order to assess the seriousness of the vessel's situation and to facilitate decision-making regarding search and rescue. Categorisation enables rapid identification of the key operational risks and a commensurable vessel status in order to guarantee appropriate SAR and further operations.

The goal of the system is to facilitate the maintenance of situational awareness between the authorities and the distressed vessel, and enhance the communications between them. Categorisation would make the cooperation between SAR services and various actors significantly more effective – both nationally and internationally.

As part of the categorisation system, the project will also create an electronic risk assessment tool. The tool's main purpose is to facilitate the situational awareness of the vessel and the MRCC concerning the vessel's status and prevailing risks. Actors participating in the events on shore,

for example in the preparation of place of refuge decisions and at evacuation centres, would also benefit from the categorisation system.

Multinational project

Development of the Vessel TRIAGE system began at the Finnish Border Guard in 2012 and the intention is for further multinational development of the system through the project. The project will be implemented between July 2014 and May 2015, funded by the Ministry for Foreign Affairs of Finland.

More information at this website:

<http://www.raja.fi/vesseltrriage>

A Guide to Technical Terms

All you ever wanted to know about technical terms for ships, and probably a lot you don't need. A useful document to refresh your knowledge.

Compiled by BMT. <http://tinyurl.com/6f47h2p>

Entertainment on the High Seas

INMARSAT launches Fleet Media service giving on-board entertainment

Seafarers will no longer have to wait until they reach dry land to catch-up on the latest films, sports and news as Inmarsat (LSE:ISAT.L), the leading provider of global mobile satellite communications services, has today launched its latest service, Fleet Media, which will bring the most recent viewing content to those at sea. A ground-breaking agreement with NT Digital Partners, a joint venture between global content agency Spafax and the world's largest non-theatrical distributor Swank Motion Pictures Inc., has enabled Inmarsat Maritime to bring Hollywood to the high seas with its innovative Fleet Media service.

A comprehensive catalogue of Hollywood and international blockbusters and television programming, along with sports and news content will be available to crew over the Inmarsat network for on-demand, offline viewing.

Fleet Media is currently available on XpressLink and will soon be available across the wider Inmarsat Maritime portfolio. Watching films, sports and news on tablets, laptops and smartphones brings much more than simple viewing pleasure. It helps keep seafarers connected to the outside world and their world at home, improving their quality of life while aboard a vessel.

The President of Inmarsat Maritime said: "This is a revolutionary service for Inmarsat and for the maritime sector. It has been uniquely designed to support the industry in attracting and retaining their skilled personnel, as it serves as a game-changing differentiating factor in recruitment. While life at sea has historically been socially isolated, this service bridges that gap allowing seafarers to be more integrated and connected with their lives ashore than ever before. Fleet Media brings life on land to those living at sea."

Maersk Garonne Grounding

From IHS Daily News

A communication breakdown between the pilot and the bridge crew was behind Maersk Garonne's grounding at the entrance of Fremantle harbour in February this year, a preliminary report by the Australian Transport Safety Bureau (ATSB) has found.

"It was apparent that the ship's bridge crew had not been directly and actively engaged with the pilotage," the ATSB reported, adding that crewmembers were broadly unaware of the pilotage plan.

The report also found that procedures had not been followed and actions had not been taken to ensure full bridge resources available to the pilot and master were utilised.

On 28 February, Danish liner vessel Maersk Garonne was under pilotage on approach to the port. At 04:41 h local time, the pilot ordered port helm to bring the ship around to enter the inner harbour channel. However, during the turning manoeuvre, the ATSB found attempts to delay the ship's arrival at the entrance beacons had led to the vessel passing south of the channel and grounding. It was refloated at 08:24 h local time and taken to anchor.

While the preliminary report cautions that new evidence may become available as the investigation progresses, it will focus on pilotage procedures in reducing the risk of future groundings. Ongoing investigations will also focus on the implementation and effectiveness of bridge resource and management training.

Crewman Crushed by Container

UK MAIB - Accident Investigation Report 19/2014.

Investigation report into marine accident including what happened and safety lessons:

Summary

This reports the MAIB's investigation of a fatal crushing injury to an able seaman on board the United Kingdom registered ro-ro cargo ship, Tyrusland in Tripoli, Libya on 15 May 2013. The able seaman was working with a fork-lift truck driver in the ship's main deck to remove containerised cargo. His role was to remove twistlocks from containers before they were loaded onto waiting trailers. This meant routinely working in the immediate proximity of moving vehicles transporting loaded containers. During the offloading operation, a container was being handled by a forklift truck. The able seaman was out of the field of view of the fork-lift truck driver who was manoeuvring his vehicle in preparation for loading the container onto a waiting trailer. During this manoeuvre, the container which was being moved by the fork-lift truck collided with a static container, fatally crushing the able seaman in between.

The key safety issues identified were:

- Tyrusland's crew and its embarked team of vehicle drivers did not have a safe system of work for the cargo handling operations which they were conducting.
- A risk assessment for deck operations existed but did not properly identify the hazards associated with the work being conducted. In particular, the danger of a crew member being unsighted by a fork-lift driver while in the path of a moving container had not been addressed.
- The absence of a safe system of work or a thorough risk assessment meant that a dangerous condition emerged where ship's crew were routinely operating in close proximity to moving vehicles without the necessary safeguards in force.
- Prior to the accident, weaknesses in the ship's organisation had been identified in an internal audit by the company and a UK flag state audit by the MCA. However, the investigation identified that the company had not given a sufficiently high priority to management actions to address the identified shortcomings. In addition, the MCA's follow-up action regarding non-conformities could have been more effective.

Navigating Bridge of the Future?

Checkout this YouTube video <http://tinyurl.com/nkrmnet> produced by Rolls Royce.

General Average Versus Particular Average Loss

General average and particular average losses are both marine insurance terms which are classified as partial losses. A partial loss under marine insurance is when only part of the insured property is lost or damaged and in which case the insured must be indemnified to the tune of the damaged part. A loss in a marine adventure can either be total or partial and as such any loss other than total loss would be classified as partial.

To continue reading on this subject go to this website <http://tinyurl.com/oyhgowc>

Refugees at Sea – what is covered by P&I what is not?

Information from The Swedish Club.

Full article available in the Triton, page 12, <http://tinyurl.com/npxot8h>

The obligation to assist another vessel in distress can have major consequences for the shipowners involved with the rescue of migrants at sea.

While many of the costs of diversion for the shipowner can be reimbursed it is important to note that no compensation

will be paid out under the P&I insurance for hire lost during the diversion. The Club is currently developing a cover, complementary to traditional P&I insurance, for such shortfall in revenue while the vessel is unable to trade.

Key Facts

In the first three-quarters of 2014, more than 3,000 people died attempting to cross the Mediterranean to Europe. They included more than 500 people who perished in a single incident in September when their boat was sunk by their human traffickers off the coast of Malta. As of mid-December 2014, over 207,000 refugees had arrived in Europe by sea. In comparison, a total of 60,000 people made the voyage in 2013.

Nautilus International Welcomes Progress On Seafarer Rights

Wednesday, June 17, 2015

Nautilus has welcomed news that the International Maritime Organisation (IMO) has agreed to provide expert help to boost the implementation of its 2006 guidelines on the fair treatment of seafarers after a maritime accident.

The IMO's legal committee agreed the expert help after considering the results of a survey conducted by Seafarers' Rights International charity (SRI) on member states' progress towards implementation. The committee concluded that the next step is for its technical cooperation committee to provide the expert help for those members who need it.

Nautilus head of legal services Charles Boyle said the progress on the guidelines was to be welcomed: 'It highlights the work being undertaken in this important area of seafarers' rights, the importance of which has been recognised by the IMO. It also recognises that there is much work to be done and that an important aspect of this will be the promotion of the fair treatment guidelines. Nautilus will be working with SRI in research in this area and on other seafarers' human rights issues.'

A paper co-sponsored by the International Transport Workers' Federation (ITF), the International Federation of Shipmasters' Associations, Comite Maritieme International and Intermanager was presented to the IMO — based on a survey of member states by SRI.

Of the 45 member states who responded to the survey, most thought their existing laws were adequate or had already incorporated the guidelines into national laws, but just over a third requested further help in understanding and implementing the fair treatment guidelines. The member states' survey was a follow up to previous SRI research conducted with 3,480 seafarers which found that human and other legal rights of seafarers contained in the guidelines are often subject to violation.

Members will recall that IFSMA played an important role in formulating these guidelines and getting them accepted.

Loss of RMS Lancastria

Worst loss of life (4,000?) on a British Ship, June 17th 1940.

Story here: <http://tinyurl.com/pfkgc9t>

Collision in Houston Ship Canal

Lack of Timely Communication and a Vessel Separation Policy in Precautionary Waterways Led to Houston Ship Channel Accident; NTSB Reiterates Recommendation for a Vessel Separation Policy.

WASHINGTON, June 10, 2015 – The National Transportation Safety Board determined that the Miss Susan, a shallow draft towing vessel with two barges, and the Summer Wind, a deep draft bulk carrier, collided on March 22, 2014, because the towing vessel crossed the Houston Ship Channel, impeding the passage of the bulk carrier that was transiting inbound, which could only transit within the channel.

The collision resulted in the release of 168,000 gallons of fuel into the Houston Ship Channel from the breach of the forward barge and the hospitalization of two crew members on the Miss Susan for inhalation-related injuries. As a result, the NTSB recommended that crews on vessels transporting hazardous materials receive appropriate training, personal protective gear, and access to direct-reading air monitoring equipment.

Prior to the accident, visibility in the Houston Ship Channel was restricted and nearby there was towing vessel traffic. Contributing to the accident was the failure of the Summer Wind's master and the Houston pilot on board the Summer Wind to set a safe speed or discuss the tow traffic in the waterway. Also, the captain on the Miss Susan and the Houston pilot failed to establish early radio communication as they transited through Bolivar Roads Precautionary Area, a high traffic area which includes several intersecting waterways and requires vessels to navigate with caution. At the time of the accident, the Summer Wind, which was travelling at full speed, 12 knots, had little room to manoeuvre. The margin of safety would have increased with a slower transit speed. However, according to navigation rules, the Miss Susan should not have crossed the main channel ahead of the Summer Wind.

Following its investigation, the NTSB reclassified a recommendation to the U.S. Coast Guard from "Open—Acceptable Response" to "Open—Unacceptable Response," and also reiterated the need to develop and implement a policy to ensure adequate separation of vessels in the precautionary areas in the Houston Ship Channel. The report also reiterates a recommendation to graphically delineate precautionary areas on appropriate Houston Ship Channel nautical charts so they are readily identifiable to mariners.

The report also notes that leading up to the accident, the U.S. Coast Guard Vessel Traffic Service staff was monitoring several radio channels simultaneously. The watch standers

missed the radio communications about the developing close quarter's situation.

"A safe transit through congested waterways requires a team effort," said NTSB Chairman Christopher A. Hart.

To view the full report including findings, the probable cause, and all recommendations, click on the following link: <http://tinyurl.com/pop7sb6>

USCG Issues Alert on Fixed Fire Extinguishing Systems Onboard

USCG has issued safety alert on fixed CO2 fire fighting systems due to recent safety concerns discovered on vessels.

It is critical that operators of vessels with fixed CO2 systems are familiar with the operation of the systems; conduct periodic inspections of the systems for readiness, and know the signs for detecting when a discharge has occurred. It is recommended that the appropriate crew members receive training on CO2 system operation and its basic components.

Recently, during the annual servicing of a KIDDE CO2 system onboard a passenger ferry, a technician and Coast Guard Marine Inspector discovered that an undetected discharge of the CO2 system within the emergency generator room had taken place. Although the time of the inadvertent discharge could not be determined, the cause was due to be a worn internal mechanism within the control head.

The crew was unaware of the discharge in the emergency generator room because the space did not require any indicators (e.g., alarm, smoke/heat detection) to alert the crew and nobody was present at the time of discharge. This circumstance presented three latent unsafe conditions: the failure could have occurred while someone was within the space, a person could have entered the space after the release and the space remained unprotected for an unknown period of time.

Identifying the status of a fixed CO2 system can be done visually. The control head of the valve has a slot that either aligns to the "SET" or the "RELEASED" position and the indicators are the same whether it is an electrically operated or pneumatically operated control head.

Due to the risks associated with an inadvertent discharge of a fixed CO2 system, the U.S. Coast Guard strongly recommends that owners and operators ensure that appropriate vessel personnel:

Receive adequate training to perform routine inspections of their vessel's fixed CO2 systems and fully understand their operation, particularly those protecting large spaces or multiple areas,

Frequently review and update operating manuals, checklists, and safety management systems associated with vessel extinguishing systems onboard, and post clear instructions for fixed CO2 system emergency operation.

See <http://www.uscg.mil/hq/cg5/cg545/alerts/0615.pdf> for copy of full Safety Alert.

Aft Emergency Towing Arrangement for Tankers

UK P&I Club, Loss Prevention Guidance

The aft emergency towing system fitted to tankers will typically consist of a wire towing pennant on a poop deck storage drum and a storage box containing the messenger and pick up gear. Frequently, the system is designed with the messenger line led from the storage box, through the fairlead and permanently attached to the wire pennant connection on deck to ensure that the equipment can be easily and quickly deployed in an emergency.

However, this means that the messenger, which may be of synthetic fibre or wire rope construction, will be exposed to the weather elements. A wire rope will quickly corrode with exposure to seawater and synthetic fibre ropes will perish if not protected from direct sunlight and funnel soot. These effects may significantly reduce the breaking load of the messenger line, possibly resulting in failure of the system in an emergency situation.

A protective sleeve fitted on to the exposed section of the messenger line will greatly reduce this risk. This sleeve may be of canvas or taken from a section of fire hose, for example, but it should still be capable of being removed to allow periodic inspection of the rope. Where wire rope messengers are fitted, the exposed section should be kept well lubricated and preferably covered with a water repellent tape.

A Better Welcome For Visiting Seafarers

A new website designed to encourage the formation of port welfare boards around the world to provide a welcome to visiting seafarers has been launched earlier this year by the UK based Merchant Navy Welfare Board (MNWB).

An important element in a project managed on behalf of the International Seafarers' Welfare Assistance Network (ISWAN), the website explains the role of welfare boards, which are an integral part of the Maritime Labour Convention 2006, now being implemented around the world.

Regulation 4.4 of MLC 2006, requires member states to ensure that seafarers working on board a ship have access to shore-based facilities and services to secure their health and well-being. It recommends that in order to fulfil this requirement, member states "shall encourage the establishment of welfare boards which shall regularly review welfare facilities and services to ensure that they are appropriate in the light of changes in the needs of seafarers resulting from technical, operational and other developments in the shipping industry."

Managed by the MNWB, the ISWAN project is designed to provide information, guidance and advice to assist in the establishment of welfare boards in parts of the world where they have not been previously seen. Additionally, the project will assess the operational effectiveness of existing

welfare boards around the world, while helping to establish minimum standards and promoting best practice. It is hoped that using this information, developed within a single point of contact, a "model" might be provided that will be the basis of welfare boards thus fulfilling the objectives of MLC 2006 and leading to a major, global project.

ISWAN Executive Director, Roger Harris stated "We are pleased to have the ITF Seafarers' Trust sponsoring and MNWB managing this important pilot project on our behalf." He added "We now have an international Project Executive Committee that boasts cross sector representation and are looking forward to working in partnership with MNWB who possess a wealth of experience operating welfare boards."

Peter Tomlin, Deputy Chief Executive of MNWB and Project Manager stated "Strong, effective Welfare Boards needn't be expensive or time consuming to organise or participate in. Every port is unique and we are mindful that there is no easy 'one size fits all' rule for establishing Welfare Boards; however, we look forward to sharing our expertise with partners in the international maritime community. Welfare boards are capable of really supporting and improving seafarers' welfare services in ports and this exciting pilot project captures the collaborative spirit of MLC, 2006"

Kimberly Karlshoej, Head of ITF Seafarers' Trust stated "The Trust is very proud to be the sponsor of the Port Welfare Partnership Pilot Project. The promotion and utilisation of port welfare boards is a critical step in improving services to seafarers during their all too short stays in the world's ports".

The project website emphasises that the successful welfare board is, like a well-functioning port welfare committee, a co-operative partnership within the maritime community. It will involve the participation of individuals and agencies such as harbourmasters, port agents, port health, seafaring unions, voluntary organisations and the welfare providers, along with local authorities. At both a national and local port level, it will also encourage financial support from the industry through port levies and donations, and seek other mechanisms for funding, where this might be required.

Designed to provide an introduction to the important topic of seafarers' welfare, and underlining the reasons why the obligations under MLC 2006 are important, the website also shows something of the life of the modern day seafarer and why ports need to provide this essential workforce with a warm welcome, all around the world.

To access the new project website visit:
<http://www.portwelfare.org>

Maersk Line Orders Eleven 20,000 TEU Boxships

Maersk Line has signed a shipbuilding contract with Korean shipbuilding giant Daewoo Shipbuilding & Marine Engineering (DSME) for 11 plus 6 optional second generation Triple-E container vessels with a capacity of 19,630 TEU each.

More information here: <http://tinyurl.com/oqmwg6w>