
Secretary General's Report

The start of the year has been a particularly busy time in the office. The Annual Subscription payments have started arriving, IMO meetings have been coming along at full steam ahead, and preparations for the Annual General Assembly are gaining momentum.

So far this year we have attended the IMO Sub-Committees on: Ship Design and Construction (SSD); Human Element, Training and Watchkeeping (HTW); Pollution Prevention and Response (PPR); Navigation, Communications and Search and Rescue (NCSR); and Ship Systems and Equipment (SSE). All the above meetings are reported upon on the IFSMA Website. The full IMO reports, with accompanying input papers, from these Sub-Committee meetings may be found on the IMO Documents Website for access requires you to login. If you need a username and password, please contact the Secretariat, this facility is available for IFSMA Members. A photograph of the five persons attending SSE Sub-Committee is planned for inclusion in our report for that meeting.

At present a briefing paper for each IMO meeting is produced for those attending, it is planned to produce this much earlier for circulation to members so that you can have an input into these important meetings, even if you are unable to attend.

The Executive Council is at present reviewing the future Strategy Plan for IFSMA and it is expected to introduce the revised plan to you during the Annual General Assembly.

Coming soon to IMO are the parent Committees to the above mentioned Sub-Committees, these include: Facilitation Committee (FAL); Marine Environment Protection Committee (MEPC); Maritime Safety Committee (MSC); and Legal Committee. These will all be reported upon on our website after the meetings.

Plans for the Annual General Assembly (AGA) are proceeding well. The Registration Form and Hotel booking details are available on our website, there is still time to book your place. Also, on our AGA webpage, is a list of papers so far accepted by the Executive Council for presentation at the AGA.

The new Secretary General has been chosen and, subject to contract, will soon be introduced to you. You will be able to meet him at the AGA where he will be attending.

We will not be producing a Newsletter during May, when the next edition would otherwise be due, instead the Annual

Review will be prepared for distribution at the AGA and also made available on our website, the minutes for the AGA will also be posted to the website after the AGA. We no longer have a postal franking machine, as this method of disseminating information is just about obsolete. So, to achieve the efficient distribution of information to all members, it is essential that we have your up to date e-mail address and that you check our website regularly to keep yourself up to date on the latest IFSMA news.

Captain Paul Owen, Acting Secretary General

Asbestos

Asbestos continues to be a major issue on board ships.

Guidance on the prohibition on the use of asbestos in workplaces in the Seacare jurisdiction.

On 31 December 2003 regulations to prohibit the use of asbestos in Australian maritime industry workplaces, made under the Occupational Health and Safety (Maritime Industry) Act 1993 (OHS(MI) Act), commenced. These regulations are incorporated as Part 2 Hazardous substances in the Occupational Health and Safety (Maritime Industry) (National Standards) Regulations 2003.

The Seacare Authority has produced guidance to assist operators meet their obligations under the regulations.

A link to the relevant web page may be found here, <http://tinyurl.com/gltfuwm>

USCG Warns of Fire Hazards from Laundry

Safety Alert 11-15

Owners and operators of vessels employing large laundry operations and extra-large-capacity drying machines are warned of the potential fire hazards this equipment poses. They are also encouraged to be aware of and familiar with the equipment and all associated safety systems and to ensure these systems are properly maintained and operational.

Recently a small fire developed in a dryer onboard a cruise ship. The fire was quickly extinguished by the vessel's crew and caused no significant damage. Subsequently, it was discovered that a built-in fire suppression system, a component of the dryers designed to spray water into

the drums in case of fire, had been disabled on all six of the vessel's installed dryers. Initial investigation of the associated processes and procedures related to these suppression systems indicated they were not included in the vessel's maintenance systems such as "Infoship."

Regular inspections and evaluations of this fire suppression equipment did not occur, despite other excellent laundry room risk reduction actions routinely undertaken by the crew. Another area of concern involved the shared responsibility for inspection and maintenance of the laundry equipment by two sub- departments: Galley Service Technicians and the Electrical Department. Their specific responsibilities for this equipment were unclear.

The exact cause of the fire is unknown. Highly worn cleaning cloths were being dried and the crew reported that none of their routine cleaning fluids were considered flammable. Investigators suspect that a minor spark occurred due to a loose or disconnected wire, igniting lint in the spaces under the dryer and then the rags in the dryer drum. Thermostats, thermistors, and other electrical components were destroyed, preventing a complete analysis of causal factors.

Laundry systems and the normal production of dryer lint create significant fire hazards due to the flammability of the lint. Nearly two decades ago, a fire occurred on a cruise ship due to a welding spark igniting lint. As a result, operators have developed dryer fire prevention procedures that describe the exact process for securing the equipment and cleaning the machine's internal and external areas.

Naval publications indicate that the majority of dryer fires are caused by spontaneous combustion of residual soils, paint, edible oils, etc. Furthermore, they are also caused by human errors or negligence such as leaving dried materials unattended in the dryer; not properly washing, rinsing and extracting clothes; not cooling down dryer loads for ten minutes at ambient temperatures; improper cleaning lint traps; and damaged lint traps. Other important concerns are the need for properly operating automatic temperature controls, timing devices, cool down cycles and the absence of fire sensing and smothering devices. The involved dryer in this case was equipped with all of these components.

Although the impact of this incident was relatively small, if not for the response of the vessel's crewmembers and firefighters, the outcome could have been much worse. As a result, the Coast Guard **recommends** that owners and operators having similar industrial sized drying equipment:

- Re-evaluate the risks associated with the equipment;
- Identify and maintain all associated safety equipment and extinguishing systems;
- Establish clear lines of responsibility for equipment inspections, maintenance, and repair;
- Prohibit all personnel from overriding safety components; and

- Consider the necessity of additional signage and instructions in proper languages.

Naval Signage Example:

WARNING

SPONTANEOUS COMBUSTION CAN OCCUR IN FRESHLY LAUNDERED ITEMS WITHIN 1 TO 4 HOURS AFTER COMPLETION OF DRYING CYCLE. THIS MAY BE DUE TO A COMBINATION OF HIGH TEMPERATURES AND SOIL RESIDUE.

TO PREVENT FIRES:

1. ACCOMPLISH ALL LAUNDRY CYCLES.
2. ENSURE THAT ALL DRYER LOADS RECEIVE A FINAL 10 MINUTE TUMBLING WITH DAMPERS SET TO DELIVER AIR AT AMBIENT ROOM TEMPERATURE. (*Cool down period.*)
3. REMOVE ALL LAUNDERED ITEMS FROM DRYER WHEN THE DRYER CYCLE IS COMPLETED.
4. OVERHAUL ALL DRYER LOADS TO PREVENT RESIDUAL HEAT BUILDUP. DO NOT LEAVE LAUNDRY UNMANNED UNTIL THIS HAS BEEN

Places of Refuge – Operational Guidelines (EU)

Responsibilities of The Master

The master has the command of the vessel and remains in command of the vessel even when a salvage operation is underway, until such time that the master has relinquished his command and it comes under the responsibility of the salvor.

The master shall:

- inform the competent authorities (of the nearest coastal State(s)) of the incident as soon as possible issuing an incident report with at least the following details: (1) the ship's identity, (2) the ship's position, (3) the port of departure, (4) the port of destination, (5) Information about the on-board cargo, (6) the address from which additional information may be obtained on any oil and dangerous cargo on board (i.e. copy of cargo manifest) to the extent known, (7) quantity, location and type of bunkers on board, (8) the number of persons on board, and (9) details of the incident;
- inform the shipowner or the operator of the ship, in accordance with the ISM Code, of the incident;
- cooperate fully with the CAs;
- communicate all requested or pertinent information to CAs ; and

The master should (with the assistance of the company and/or the salvor where necessary):

- assess the situation and identify the reasons why the ship needs assistance;
- carry out an appraisal of the threats (e.g. from fire, explosion, grounding etc.); and then
- estimate the consequences of the potential casualty, if the ship were to:
 - * remain in the same position; * continue on its voyage;
 - * reach a place of refuge; or * be taken out to sea.

The master (and/or the salvor) should (See further Chapter 4 on Requesting a Place of Refuge):

- identify the assistance required from the coastal State in order to overcome the inherent danger of the situation;
- make contact with the coastal State (through the coastal State's MAS/MRCC) in order to transmit:
 - * the master's appraisal of the situation (to the best of the masters's ability or knowledge at the time of the situation)
 - * the hazards and risks identified
 - * the assistance required
 - * the particulars required under the international conventions in force
 - * if there is an emergency response services (ERS) onboard;
- undertake any relevant response actions to minimize the consequences of the casualty.

Link to complete document <http://tinyurl.com/za6bwgo>

Potential Dangers of New Technology on Ships

North P&I Club has warned its members that despite the enormous benefits of digital technology on and around ships, there may also be some downsides. In addition to its recent warning on cyber threats, the club highlights some less obvious risks from the digital age in the latest issue of its loss prevention newsletter Signals – including video calls, emails, mobile devices and even 3D printing.

Loss prevention director Tony Baker says, 'While many ships now offer technology such as satellite video calling to keep crews in touch with loved ones back home, care should be taken to ensure this does not make matters worse. For some seafarers, having easy access to friends, family and their ongoing domestic problems could lead to increased anxiety compared to the traditional clean break of departure.'

Baker says digital technology may also be compounding the isolation problems at sea by reducing social interaction on board. 'Rather than chat, play games or even watch videos with other crew members, it is now all too easy for seafarers to retreat to their cabins with their mobile devices.'

'It is in the general interests of the ship operator, vessel and crew to ensure a decent level of social interaction on board. Occasionally getting out the dart board, playing cards or board games will forge relationships and help the crew to be happy. A happy crew works more effectively, more efficiently and is more likely to be able to help individuals deal with any issues of isolation or anxiety.'

In a separate development, North warns shipowners to be aware of potential criminal use of 3D scanners and printers. These are apparently now being used to clone and replace the security seals on shipping containers after break-ins. 'The seals can be made within 10 minutes and include all the relevant identification marks, so thefts may remain undetected until containers reach their final destinations,' says deputy loss prevention director Colin Gillespie.

Another article in Signals alerts North's members to the growing problem of email fraud, resulting in fraudulent misdirection of payments due under charterparties and other shipping contracts. 'Good, common-sense IT security is the key defence to protecting the financial interests of everybody involved in shipping transactions,' says Gillespie. In the previous issue of Signals North also warned its members of the importance of securing all electronic systems both to protect the safety of the vessel and to ensure compliance with an imminent raft of national and international cyber-security regulations.

Gillespie concludes, 'The digital age has brought extraordinary benefits to the shipping industry and to crews, particularly in terms of improved safety, efficiency and communications. However, it is important for shipowners and seafarers not to let digital technology completely replace vital shipboard activities such as social interaction, team-building and a hands-on, common-sense approach to safety and security.'

SafeSeaNet – A Reminder

SafeSeaNet is a vessel traffic monitoring and information system, established in order to enhance:

- Maritime safety
- Port and maritime security
- Marine environment protection
- Efficiency of maritime traffic and maritime transport

SafeSeaNet supports:

Safer seas and better protection of seafarers through:

- early identification of high-risk vessels
- earlier precautionary actions and risk mitigation
- improved emergency response to incidents or pollution.

More efficient operations by:

- standardising access to data
- helping users to respect their legal obligations
- increasing the efficiency of port logistics (e.g. providing more accurate estimated times of arrival, details of waste handling, etc.)

High quality EU level monitoring by providing:

- accurate, up-to-date information on the location of ships and their cargoes
- reliable statistics for EU Member State and EFTA bodies.

Georgia's Ministry of Economy announced that Georgia will join the SafeSeaNet, European Union's Maritime Security Network.

Starting from April 2016, Georgia's Transport Agency will activate its Vessel Traffic Monitoring and Information Systems in Georgia's territorial sea and ports.

Georgian ports will be equipped with modern technologies and equipment, and vessel traffic service operators will be trained to a high level that meets international standards

The Guidelines on Cyber Security Onboard Ships

The following is an extract from the Introduction to the "Guidelines on Cyber Security Onboard Ships". It was produced by BIMCO, ICS, INTERTANKO, INTERCARGO and CLIA.

Introduction

As technology continues to develop, information technology (IT) and operational technology (OT) onboard ships are increasingly being networked together – and more frequently connected to the worldwide web.

This brings the greater risk of unauthorised access or malicious attacks to ships' systems and networks. Risks may also occur from personnel having access to the systems onboard, for example by introducing malware via removable media.

Relevant personnel should have training in identifying the typical modus operandi of cyber attacks.

The safety, environmental and commercial consequences of not being prepared for a cyber incident may be significant. Responding to the increased cyber threat, a group of international shipping organisations, with support from a wide range of stakeholders, have developed these guidelines, which are designed to assist companies develop resilient

approaches to cyber security onboard ships.

Approaches to cyber security will be company- and ship-specific, but should be guided by appropriate standards and the requirements of relevant national regulations. The Guidelines provide a risk-based approach to identifying and responding to cyber threats.

The Cyber Security Guidelines for Ships is available free to download, search in the internet for a download link.

The IFSMA 42nd Annual General Assembly

The 42nd Annual General Assembly (AGA) will be held in Istanbul, Turkey, at the Double Tree by Hilton - Moda, hotel. Dates, Wednesday 25th and Thursday 26th May 2016.

Our hosts, the Turkish Ocean-Going Shipmasters' Association are arranging for a boat trip on the Bosphorus during the evening of Tuesday 24th and the Annual Dinner will be held in the evening of Wednesday 25th.

Have you Registered yet? Don't miss out on our annual event and have your say on how the Federation should be run and listen to topical presentations on issues that are of importance to Shipmasters.

Details and the Registration Form available to download on the IFSMA Website. Click on AGA and scroll up to see the links.

The Rolls Royce view of the Unmanned Future of Shipping

Watch the linked video to see how Rolls Royce see the ship of the future being manned and controlled. It is very futuristic, there is no doubt it is coming, the only questions is how far into the future will this be?

Link to YouTube video <http://tinyurl.com/juaa9gf>

We will have a presentation scheduled for the AGA titled Smartships.

CHIRP and Maritime Feedback

The Confidential Hazardous Incident Report Programme (CHIRP) has changed the way they release their incident reports. They are now available as Videos or as Podcasts.

The first video edition can be found here: <http://tinyurl.com/glvgafox>

And an audio podcast can be found here: <http://tinyurl.com/jz2ax7l>

The CHIRP website can be found at: <http://www.chirp.co.uk>

Let us know what you think of these new features.