

Secretary General's Report

In this my first forward to our Newsletter, I would like to say how honoured I was to be asked by the Executive Council to become your new Secretary General in May this year. I had to hit the deck running to be prepared for my first Annual General Assembly 2 weeks after joining and I must thank Paul Owen for his excellent briefing and handover having kept a steady hand on the tiller after my predecessor stood down last year. I would also like to thank the Turkish Ocean Going Ship Masters Association for hosting this year's Assembly which was an unequivocal success and their President, Captain Mehmet Birol Bayrakdar, and his Team really set a very high benchmark for other Associations to follow.

Prior to joining, I was able to spend a day with the Executive Council to discuss their vision for the future and the development of a new Strategic Plan that will be the focus of our attention over the next few years. The President presented what the Council sees as the most important issues to the Annual General Assembly. These issues generated some very useful debate and were agreed by all present and as such, I draw your attention to the report of the proceedings posted on the Website. You will also have seen the Questionnaire that was recently sent to you all seeking your views on our Federation and I would urge you to complete this important piece of work for the Secretariat to evaluate and to help inform the new Strategic Plan.

Since joining, I have been struck by the important role that IFSMA has on the World Stage with its seat as a Non-Governmental Organisation at the International Maritime Organization where IFSMA is held in very high regard. This was reinforced to me at a recent meeting I had with the Secretary General, Mr Kitack Lim, who is looking to IFSMA to build a coalition of like-minded organisations to identify and focus on some key seafaring issues where change is desperately needed. Examples of which are criminalisation, bureaucracy, fatigue and stress, manning levels and training/experience. To this end I want to see our Member Associations and Individual Members being much more involved in these proceedings and over the coming months I will be contacting you to seek your views and ask for your assistance in driving this forward. IFSMA represents nearly 12,000 serving Shipmasters who are faced daily with the difficulties of Command at sea where often Ship-owners focus more on short term profit for themselves and their shareholders rather than prioritising on improving the on-board working conditions of their crews. The voice of the Shipmaster needs to be heard so that we are able to confront and bring change in the desperate need to improve

seafarers' human rights and respect issues.

One area of immediate concern for the Executive Council and me is how IFSMA Headquarters communicates with its Associations and Individual Members and how those Members communicate with IFSMA Headquarters. To this end a new Communications Strategy will be published as part of our new Strategic Plan. IFSMA Assistant Secretary General, Captain Paul Owen, spends a lot of time populating the IFSMA Website with important information relevant to you which he gleans from a plethora of information across the maritime media and information spectrum worldwide and well as proceedings from the IMO. Additionally, he produces this very informative Newsletter highlighting key issues that we feel important to communicate to you for your information and was posted bi-monthly on the IFSMA Website. Investigation has revealed that this Newsletter is not as widely read as previously thought, so in addition to its being posted on the Website I have decided that we will also email it to you for wider distribution to the individual members of each of the Associations to try and reach a larger number of our 11,000 individual Shipmasters and get you more involved in IFSMA business. You will also find that he has inserted hyperlinks on key issues where more detail can be found on the IFSMA Website. I hope you will find this helpful and I would very much appreciate you feedback.

Finally, the President, Executive Council and I were delighted that the Council of American Master Mariners has offered to host the 2017 IFSMA Annual General Assembly and we hope to be able to inform you of more detail on this in the very near future. I very much look forward to meeting many of you there.

Commodore Jim Scorer, Secretary General

How many EU Shipmasters?

Did you ever wonder how many officers by the various ranks are registered in the EU. This EMSA document will tell you <http://tinyurl.com/hkaxj3e>. The answer to the question in the title is 40,613.

Seafarers' Statistics in the EU

Statistical review (2014 data STCW-IS)

EMSA.2016.001412
Date: 08.07.2016

World Maritime Day theme for 2017: Connecting Ships, Ports and People

In a briefing of 7 July IMO indicated that the topic of Connecting Ships, Ports and People has been selected as the World Maritime Day theme for 2017 following a proposal by Secretary-General Kitack Lim to the IMO Council.

Addressing the IMO Council, meeting for its 116th session at IMO HQ in London, Mr Lim said the theme would provide an opportunity to work with developed and developing countries, shipping and public and private sector ports with a view to identifying and promoting best practices and building bridges between the many diverse organisations involved in these areas.

Key objectives will include improving cooperation between ports and ships, and developing a closer partnership between the two sectors; raising global standards and setting norms for the safety, security and efficiency of ports, and for port and coastal State authorities; and standardizing port procedures through identifying and developing best practice guidance and training materials.

Secretary General Lim commented: 'The maritime sector, which includes shipping, ports and the people that operate them, can and should play a significant role helping Member States to create conditions for increased employment, prosperity and stability ashore through promoting trade by sea; enhancing the port and maritime sector as wealth creators both on land and, through developing a sustainable blue economy, at sea.'

He added: 'The aim is to build on the World Maritime Day theme for 2016, 'Shipping: indispensable to the world', by focussing on helping Member States to develop and implement maritime strategies to invest in a joined-up, interagency approach that addresses the whole range of issues, including the facilitation of maritime transport, and increasing efficiency, navigational safety, protection of the marine environment, and maritime security.'

In this way, IMO will be contributing to achieving the United Nations' Sustainable Development Goals (SDGs) which are a broad response to the challenges facing the world today – increasing world population; climate change; threats to the environment; unsustainable exploitation of natural resources; threats to food security; societal threats posed by organized criminals and violent extremists; and instability leading to mixed migration

In conclusion Secretary General Lim reflected: 'Ultimately, more efficient shipping, working in partnership with a port sector supported by governments, will be

a major driver towards global stability and sustainable development for the good of all people.' World Maritime Day theme for 2017:

Connecting Ships, Ports and People



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Indian tanker master to receive 2016 IMO Award for Exceptional Bravery at Sea

Captain Radhika Menon, Master of the oil products tanker *Sampurna Swarajya*, is to receive the 2016 IMO Award for Exceptional Bravery at Sea for her role in the dramatic rescue of seven fishermen from a sinking fishing boat in tumultuous seas. This was announced by IMO in week ending 8 July.

The IMO Council, meeting for its 116th session in London from 4-8 July, endorsed the decision of a Panel of Judges that Captain Menon displayed great determination and courage in leading the difficult rescue operation in the Bay of Bengal in June 2015.

Captain Menon was nominated by the Government of India, for the rescue of all seven fishermen from the fishing boat *Durgamma*, which was adrift following engine failure and loss of anchor in severe weather. Food and water had been washed away and they were surviving on ice from the cold storage.

Through wave heights of more than 25 feet, winds of more than 60 knots and heavy rain, on 22 June 2016, the Second Officer of *Sampurna Swarajya* spotted the boat 2.5 kilometres away, off the coast of Gopalpur, Orissa, on the Bay of Bengal.

Captain Menon immediately ordered a rescue operation making use of the pilot ladder and with lifejackets and lifebuoys available. It took three arduous attempts in the lashing wind and rain and heavy swell before all seven weak and starving fishermen, aged from 15 to 50 years of age, were brought safely on board *Sampurna Swarajya*. Their families had already considered them to be lost at sea, but

thanks to the rescue, led by Captain Menon, they were reunited with their loved ones a few days later.

Captain Menon is the first female shipmaster in the Indian Merchant Navy and will be the first female to receive the IMO Award for Exceptional Bravery at Sea.

Ceremony for the 2015 IMO Award for Exceptional Bravery at Sea

The Awards ceremony is expected to take place at IMO Headquarters, on 21 November this year, at the end of the first day of the Maritime Safety Committee (MSC).



Picture caption

Captain Radhika Menon, Master of the oil products tanker Sampurna Swarajya.

Photo provided by kind courtesy of IMO©.

THE SWEDISH CLUB PUTS ROOT CAUSE OF INCIDENTS INTO FOCUS

The Swedish Club has launched its latest publication, *Claims at a Glance*, which provides an insight into the full range of claims the Club has handled over the last five years, and is intended as a tool to reduce the frequency of incidents for both P&I and H&M claims.

With prevention at its heart, it covers the key lessons learned across a range of real life situations, and provides a useful update of data contained in its most recent loss prevention titles: *P&I Claims Analysis*; *Main Engine Damage*; *Navigational Claims*; *Ice - Advice for Trading in the Polar Regions*; *Heavy Weather*; and *Wet Damage to Cargo*.

Claims at a Glance investigates the causes of a wide range of incidents and makes practical recommendations on how to prevent them. It makes full use of Interactive Root Cause Analysis (IRCA) to analyse the root cause of a variety of claims, demonstrating that despite the seeming differences between incidents, the root causes are often very similar.

Lars A. Malm, Director, Strategic Business Development & Client Relations, explained: *'The Swedish Club uses the*

IRCA process widely in our organisation to help us see behind a problem, and identify key learnings that we can apply in our loss prevention activities. Like all insurers we handle a great many claims and have identified that many of the causes of these claims are recurring.

'The importance of establishing a good loss prevention culture in an organisation cannot be underestimated – we acknowledge that this is a time consuming process requiring great commitment. However when you consider that the average cost for a P&I claim is USD 80,000 and for H&M it is over USD 500,000, then the benefits of preventing even a single casualty can be considerable.'

Claims at a Glance provides a broad insight into the claims landscape, using case studies to reveal the stories behind the statistics. It considers the most common and expensive claims across all vessel sectors, in addition to the profile of injury and illness claims, and provides practical advice on how to minimise exposure to risk across a wide range of operating conditions.

Malm continued: *'Prevention is all about evaluating one's own organisation, knowing how people act and understanding what is needed to assist all personnel to perform safely in a safe environment. The main focus should be on training personnel both at sea and ashore in understanding and recognising when a vessel or person is exposed to an unacceptable risk.'*

Claims at a Glance is available to view at

<http://tinyurl.com/jmuy4ng>



ALLISION, PORT OF SINGAPORE - CAPRI, BRIGHTOIL LEGEND

See also: *Safety investigation into the allision involving the Maltese-registered bulk carrier Capri in the Eastern Special Purpose 'A' Anchorage, Singapore on 09 July 2015*

This document is to be found at:

<http://tinyurl.com/ztdbkvp>

On 9 July 2015, the Maltese registered dry-bulk cargo vessel *Capri* was involved in an allision with *Brightoil Legend* within the port limits of Singapore. At the time, *Brightoil Legend*, was at anchor in the Eastern Special Purposes Anchorage. *Capri* was under pilotage and underway.

The allision occurred shortly after *Capri* had anchored and the vessel took an uncontrollable starboard sheer towards *Brightoil Legend*. Immediate action to hold the vessel by running engines astern only worsened the starboard swing. A second anchor was dropped before *Capri* struck *Brightoil Legend*. Both vessels suffered structural damage but there were no injuries and no pollution.

The Republic of Malta's Marine Safety Investigation Unit (MSIU) determined that there was ineffective team work between the crew members on the bridge and the pilot.

Two recommendations have been made to TMS Bulkers Ltd., the Managing Company of *Capri* and aimed at improving bridge-pilot interaction and exchange of information. These are to be found in Section 4 on page 23 of the Safety Investigation report indicated above.

MV *Capri* is Maltese-registered, an 87,390 gt, Suezmax-size dry-bulk carrier, owned by Norwalk Star Owners Inc., and managed by TMS Bulkers Ltd. of Greece. The vessel was built by NKK Corp-TSU Works, Japan in 2001, and is classed by Bureau Veritas. She has a length overall of 289.8 metres and a breadth of 45.0 metres. The vessel has a summer deadweight of 172,579 tonnes. Propulsion is provided by a 6-cylinder Mitsui-MAN B&W 6S70MC, two stroke, single acting slow speed diesel engine, producing 14,711 kW at 80 rpm. This drives a fixed pitch propeller to give a service speed of about 15.0 knots.

MT *Brightoil Legend* is a Hong Kong-registered motor tanker of 60,379 gt, an Aframax size crude oil tanker, owned by Brightoil Petroleum Holdings and managed by Brightoil Shipping of Singapore. She was built by Tsuneishi Shipbuilding Co. Ltd. in Hiroshima, Japan, in 2009 and is classed with Lloyd's Register of Shipping. She has a length overall of 243.8 metres, and a beam of 42.0 metres. The vessel has a summer deadweight of 107,518 tonnes. Propulsion is provided by a 6-cylinder MAN B&W 6S60MC-C, two-stroke, single acting slow speed engine, producing 13,560 kW at 105 rpm. This drives a fixed pitch propeller to give a service speed of about 15.40 knots.

MSIU, in its report, gratefully acknowledges the assistance and cooperation of the Marine Accident Investigation Sec-

tion, Marine Department, Hong Kong China and the Ship Investigation Department of the Maritime and Port Authority of Singapore, during the safety investigation of this accident.



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ORKNEY emergency towing vessel (ETV) to remain

IFSMA member Nautilus International has welcomed a UK government decision to reappoint the last remaining emergency towing vessel (ETV), based in Orkney, north of Scotland. The announcement regarding the ETV was made by the UK Government on 13 July.

Nautilus International described the decision to provide a further five years' funding for the vessel as '*a long-overdue victory for common sense*' and urged the government to reconsider the provision of other ETVs around the UK coast.

The four ETVs stationed around the UK were introduced after the *Braer* and *Sea Empress* tanker disasters, but three were withdrawn following the 2010 public spending review. The contract for the final vessel, covering northern Scotland, was due to expire at the end of March this year but was extended by the government in the face of warnings about the threat to safety.

Shipping Minister Robert Goodwill said the government had determined that there is a strong case to support the vital service provided by the ETV. A Maritime & Coastguard Agency review had concluded that the commercial towage market cannot currently reliably meet the need for a dedicated service to cover the seas around Scotland.

Nautilus General Secretary Mark Dickinson commented: '*This is a victory for common sense and a victory for safety at sea. It is wrong that short-term cost-cutting was given priority over the need to safeguard lives at sea and protect our coastlines from pollution. The logic used to ensure the future provision of the Orkney ETV ought to be extended to the reinstatement of the other vessels in other high-risk areas around the UK. There is no room for complacency*

over maritime safety and we should not ignore the ever-present risk of collisions, groundings, fires and other accidents in our waters.'

Heraldry of the Oceans - Book Review

By Alastair Arnott

ISBN: 9780752493411

120 pages

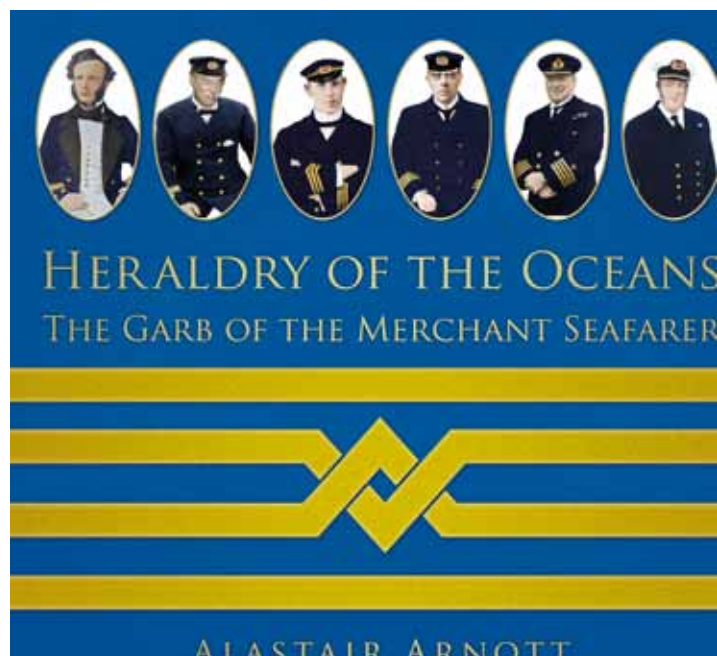
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Throughout history, Britain's merchant seafarers (and that includes those of the Dominions, the Empire and Commonwealth) have formed a mighty force, expanding throughout the 19th century and reaching its peak in the 1960s.

Though seemingly one body, it comprised many individual companies, each with its own traditions and identity. However, the rapid diminution of the British-flagged fleet in recent years has all but extinguished this structure, and those who had intimate experience of it are now ageing and their memories fading.



Heraldry of the Oceans is a celebration of the British and Commonwealth merchant seafarer and chronicles the characteristics that give the industry both corporate identity and an element of individuality.

There are, as expected, numerous entries regarding the British India Steam Navigation Company and the Peninsula & Oriental Steam Navigation Company (the P&O). Featuring original colour artwork depicting uniforms, medals and badges, and enhanced by a detailed history and compendium of shipping companies, Alastair Arnott seeks to redress the balance of this largely unrecorded aspect of maritime history. This is a valuable document being part of the social history of our seafarers.

One welcome chapter deals with the non-European crews in British ships and provides a valuable service informing the reader of the native ranks in the deck, engine room and catering departments: *lascar, serang, tindal, seacunny, mistree, paniwallah, cassab, khalassi, agwala, topas*, and the *bhandary* thus ensuring that they shall not be forgotten.

BREXIT, A SHIPPING VIEW

On 23 June this year the people of the United Kingdom of Great Britain and Northern Ireland (the UK) voted on whether the nation should remain in the European Union (EU) or leave. The act of departure became known as 'Brexit.'

Early the following day the count showed that 51% of those who voted wished to leave the EU with 49% preferring to remain. So the leavers had it.

Since then every branch of commerce has been preparing for the departure and shipping is no exception. It is understood that departure could be **at least** two years away with much negotiation needed before Article 50 of the Treaty of Lisbon can be invoked and therefore prepare the UK to trade alone outside the huge EU bloc.

Less than a month later, on 19 July, the All-Party Parliamentary Maritime and Ports Group (an interest group covering both Upper and Lower Houses [Lords and Commons] of the Westminster Parliament) was addressed by Guy Platten, CEO of the UK Chamber of Shipping (CoS).

Platten gave an upbeat view of the future from the membership of the Chamber, while expressing a number of regulatory demands – such as unfettered access to people from across the globe – from the eventual settlement with the EU in the event of Brexit.

He stated that Brexit is broadly viewed as an opportunity and that policy focus should not be merely about protecting the industry, it should also be about what will allow it to grow. To that end, the Chamber will publish a manifesto of ideas and an analysis of opportunities in the months ahead.

There is a UK shipping industry proposal to seek to increase investment in British seafarers through greater Government financial support for maritime training in exchange for a commitment by shipping companies to train more people and guarantee them employment for at least one year. This is known as SMarT+.

To set the context, the UK Chamber of Shipping represents over 170 companies, comprising shipowners, ship managers, maritime business services companies and beyond.

As a whole the maritime services sector, which includes ports, provides 250,000 jobs, contributes £10 billion to the economy and pays £2.5 billion in tax. With inclusion of indirect figures, employment rises to nearly 500,000 jobs, adding £22.5 billion to GDP and £9 billion to tax receipts.

Ships move 95% of the UK's international trade and London is the clear home of the global industry's business service needs. London is of course famous for its financial services, but in the maritime world, it is a leader in everything from maritime law to insurance and broking services too.

The Chamber has made an open and comprehensive offer to every relevant government department, including the new departments of Leaving the European Union and International Trade, that the UK Chamber's ideas, expertise and experience is at their disposal at a moment's notice. He extended that offer to Parliamentarians.

What was clear from his conversations with the membership was that the shipping industry needs to do what it always has done – to keep calm and carry on. Certainly, there is a feeling of optimism and the industry will make Brexit work particularly for the economy it serves.

Currently the Chamber still complies with every EU directive, and regardless of what the future brings it will continue to play a global role together with its international counterparts.

Platten stressed the point that shipping is an international, global industry for every successful economy in the world engages in the import and export of goods. Trade is the vehicle that lifts countries out of extreme poverty and is the basis for diplomatic, as well as economic relationships.

In Platten's view the UK is the shipping industry's natural home. Its maritime experience and expertise has been forged not just over years, but over centuries.

This expertise is aided by time zone, the English language and common law. But it is also aided by an international workforce.

Many of the best shipping lawyers, financiers, insurers, brokers, managers and seafarers are British, but what makes the country's shipping industry world-class is that many of them hail from overseas too. They complement, not detract from British homegrown talent.

Brexit can be made to work, with a good trade deal with the EU and the ability to trade more easily with emerging markets, it can be a success. From a shipping point of view, the power to push for strong environmental and safety measures through the global regulator, IMO, not merely regional European regulation, could speed up the industry's already vastly improved record.

However, no thought has been given to the immense bureaucracy that will be needed to administer it: the vast expense, training, processes and procedures to be created. It is known from experience of the costly delays in being able to recruit non-EU citizens. Extension to cover EU citizens will be greater.

Without doubt the issue of immigration is a hot topic, and while on rare occasions it can result in deeply unpleasant

and hostile attitudes from a small minority, concerns over the volume of immigration can be legitimate.

In the months ahead there will be a need for a progressive immigration regime to ensure industry, and the economy can thrive. The Chamber's message is clear – success depends on the workforce.

Platten's view is that policy focus should not be merely on protecting the industry from Brexit. It should be to allow it to grow and he has had several encouraging conversations with major shipowners who have indicated a willingness to move their business to the Red Ensign and this has to be made easy them to do so.

Investment is needed in British seafarers. With additional Government support, shipping companies will not only train more people but will guarantee them employment for at least one year – giving them vital experience on which to build a long term career.

Business services sector relies heavily on passporting rights (free movement of labour) to operate in the EU. This must be maintained.

To close Guy Platten signed off with: *'We were a great maritime nation before the vote. We are a great maritime nation now. And we will continue to be so long into the future.'*

'We have to get a lot of decisions right in the years ahead. But it is far from impossible.'

'We can make Brexit work if Parliament, Government, industry, social partners and the country at large make it work.'

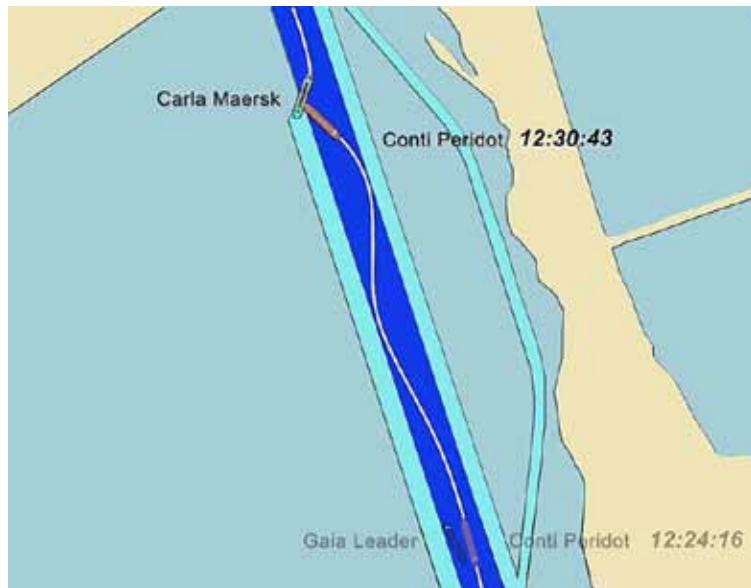
Lack of communication led to 2015 Houston Ship Channel accident

On 7 June the (US) National Transportation Safety Board (NTSB) issued a statement following a public meeting regarding the above. The probable cause of the 2015 collision of the *Conti Peridot* and the *Carla Maersk* in the Houston Ship Channel was the inability of the pilot on the *Conti Peridot* to respond appropriately to hydrodynamic forces after meeting another vessel during restricted visibility, and his lack of communication with other vessels about this handling difficulty controlling his vessel.

Contributing to the circumstances that resulted in the collision was the inadequate bridge resource management between the master and the pilot on the *Conti Peridot*. The collision of the 623-foot long, bulk cargo carrier *Conti Peridot*, with the 600-foot long tanker *Carla Maersk*, resulted in the release of approximately 88,200 gallons of methyl tert-butyl ether (MTBE) into the waters of the Houston Ship Channel on 9 March 2015.

Said NTSB Chairman Christopher Hart: *'No ships sank and no lives were lost in this collision, but the release of more than 88,000 gallons of MTBE into the waterway,*

which resulted in the surrounding communities sheltering



Animation image of the Conti Peridot's oscillating track-line after the bulk carrier passed the Gaia Leader and as it approached the meeting with the Carla Maersk. Image compiled using AIS and VDR data.

Illustration reproduced by kind courtesy of NTSB

in place immediately following the release of the hazardous materials, underscores the severity of this accident. The Houston Ship Channel also supports one of our nation's busiest seaports, hosting more than 60 ship and 350 barge movements each day. Accidents that disrupt navigation of this vital waterway can have significant impacts, not only to our environment, but also to our economy. Effective bridge resource management can make the difference between a near-miss and a tragic accident, and this is particularly true in the narrow and congested Houston Ship Channel.'

The NTSB identified three safety issues in the accident including insufficient pilot communications, inadequate bridge resource management, and the lack of predetermined ship movement strategies during restricted visibility in the Houston Ship Channel.

Recommendations

Furthermore, the NTSB issued three new safety recommendations to:

Bremer Bereederungs-gesellschaft mbH & Co., (the operating company of the Conti Peridot), to the Houston Pilots' Association and to the Lone Star Harbor Safety Committee.

Bremer Bereederungs-gesellschaft mbH & Co., was recommended to inform personnel about the circumstances of this accident, and require training and audit procedures to ensure that bridge resource management is practised during all operations.

The Houston Pilots' Association was recommended to

inform its members about this accident and the need for effective bridge resource management and timely communication between pilots when circumstances could impact the safety of vessel operations.

The Lone Star Harbor Safety Committee was recommended to develop predetermined ship movement strategies (considering options such as increased vessel separation, one-way traffic, and/or anchoring) to be implemented before or at the onset of hazardous weather conditions to enhance safety for vessels under way in the Houston Ship Channel.

To view the findings and recommendations readers are invited to take a look at: http://www.nts.gov/news/events/Documents/2016_hsc_BMG_Abstract.pdf

Report No MAR 1601 of 6/20/2016

Hapag-Lloyd and UASC sign Business Combination Agreement

Hapag-Lloyd AG (Hapag-Lloyd) and United Arab Shipping Company S.A.G. (UASC) announced on 18 July that they have signed a Business Combination Agreement (BCA) to merge both companies, subject to the necessary regulatory and contractual approvals.

Following the integration, the new Hapag-Lloyd will rank among the five largest container shipping lines in the world, with 237 vessels and a total transport capacity of around 1.6 million TEU, an annual transport volume of 10 million TEU and a combined turnover of approximately \$12 billion. The combined company will remain a registered and stock listed company in Germany with its head office in Hamburg.

CSAV, HGV (City of Hamburg) and Kühne Maritime will remain controlling shareholders of Hapag-Lloyd. The majority shareholders of UASC, Qatar Holding LLC (QH) and The Public Investment Fund of the Kingdom of Saudi Arabia (PIF), will become new key shareholders of Hapag-Lloyd holding 14% (QH) and 10% (PIF) respectively.

The combined company will have a global, diversified trade portfolio, with leading product offerings in the major East-West and North-South trades. In addition, it will leverage on UASC's solid presence in Middle Eastern markets and trades, with a commitment to further strengthening this presence by establishing a fifth Hapag-Lloyd Regional Centre in Dubai.

The fleet of the combined company will consist of 237 ships. This will include UASC's six recently received 18,800 TEU ships, known for their superior eco-efficiency credentials, as well as eleven newly built 15,000 TEU ships, the last of which will be delivered soon. With an average age of 6.6 years and average size of 6,600 TEU the combined company will have one of the most modern and efficient fleets in the industry.

Furthermore, the company will be the key player in the

new THE Alliance – consisting of Hanjin, Hapag-Lloyd, K-Line, Mitsui O.S.K Lines, Nippon Yusen Kaisha and Yang Ming. THE Alliance is scheduled to begin operation in April 2017 and will cover all East-West trade lanes including Asia-Middle East/Arabian Gulf and Red Sea.

It is understood that following regulatory and contractual approvals, the merger is expected to be completed by the end of 2016. Until then, UASC and Hapag-Lloyd will continue to operate as stand-alone companies. Each company will also operate in its own alliance as currently structured until the end of March 2017, after which THE Alliance will commence operations.



2015 International Maritime Prize

The prestigious International Maritime Prize for 2015 is to be awarded to Dr. Frank Lawrence Wiswall Junior, former Chair of the IMO Legal Committee and Vice-President (Honoris Causa) Comité Maritime International (CMI), for his contribution to the work of IMO over many years.

The IMO Council has decided to award the Prize, noting Dr. Wiswall's personal contribution to the work of IMO, leading IMO's Legal Committee as it developed a number of key international treaties and holding important roles at various international IMO legal and diplomatic conferences.

As a lecturer at the International Maritime Law Institute (IMLI) in Malta and as a Member of its Governing Board from 1992 to the present, Dr. Wiswall has also made a significant contribution to the training of lawyers from around the world.

In nominating his candidature for the International Maritime Prize, the CMI said Dr. Wiswall had contributed greatly to the establishment of the uniformity of maritime law during his long and distinguished career as a practising maritime lawyer, academic and Vice-President of the CMI.

International Maritime Prize

The International Maritime Prize is awarded annually by IMO to the individual or organization judged to have made the most significant contribution to the work and objectives of the Organization. It consists of a sculpture in the form of

a dolphin and includes a financial award, upon submission of an academic paper written on a subject relevant to IMO.



The Prize will be presented to Dr. Wiswall at a special ceremony, on a date to be arranged.

UK MAIB Investigation into the sinking of cement carrier CEMFJORD

This investigation findings are available in a video on YouTube at: <http://tinyurl.com/z52z7gh> The report has a playing time of 5m 36s.

This is a new way of presenting investigation reports and you may find it easier than reading the full report.

Digital Ship Certificates

It had to come sooner or later. Denmark has, as of 24 June 2016, put an end to the 100 years old tradition of certifying ships by means of old-fashioned certificates on paper. Until now, the certification has been carried out by printing, stamping and signing paper certificates and subsequently sending them around the world to be kept on board ships.

Digital certification – or electronic certification which is the term used internationally – will put an end to these cumbersome procedures, reduce administrative workloads and pave the way for further maritime digitalization.

From the Office

We have added various information to the IFSMA Website in recent weeks:

IMO Reports: for MEPC 69, MSC 96, LEG 103, Council 116 and III 3

AGA: Report of AGA - Minutes, Annexes and Appendix - IFSMA Annual Review.

AGA: AGA 42 Photo gallery in three sections - Bosphorus Evening Boat Trip - Annual General Assembly - Annual Dinner.

IFSMA Log: Information about our new Secretary General - IFSMA Survey information and web link.

Dont forget to follow us on Facebook and Twitter, details at bottom of front page.