

Secretary General's Report

I hope that the last 2 months has allowed most of you to have some well-earned leave with your families although I suspect many of you will have been at sea plying your trade. Here at the Headquarters it has been reasonably quiet with the IMO closing down for 6 weeks but everything now starts to wind up and it will be a busy programme until mid December. In the last Newsletter, we reported that, at the very successful AGA in Istanbul, it was agreed to accept the invitation of the Council of American Master Mariners (CAMM) to host the 2017 AGA in Charleston, SC. CAMM were very keen to ensure that they had selected a venue that would make the AGA affordable for as many of you as possible to attend. They have therefore asked the IFSMA Executive Council to allow them to move the venue to the MITAGS facility near Baltimore, MD. We have been offered a very attractive proposal from them and we feel that this change of venue is in the best interests of all and that we can move forward there with confidence of having a successful gathering at MITAGS for both our organizations. CAMM are putting together a very attractive programme and we look forward to sharing this with you in the near future so that you can make arrangements to attend.

I hope you have noticed some of the changes we have made to this Newsletter and I would like to thank Paul Owen for the hard work he puts into providing you with interesting articles gleaned from around the world. We are always open to new ideas so please give us some feedback on how we are doing and any suggestions you might have.

Commodore Jim Scorer, Secretary General

PEME: Consider Diabetes

We read and hear more and more these days of the dangers of diabetes as a life-style medical condition affecting a broad swathe of society and seafarers are no exception.

In Cape Town Dr. Marcus Brauer, a General Practitioner from one of the UK P&I Club's Pre-Employment Medical Examination (PEME) approved clinics in South Africa, has provided valuable medical insight into one of the industry's most concerning medical issues: diabetes.

A recent study in 2015 by Till Seuring of the Norwich Medical School (University of East Anglia, England) stated:

"Diabetes affects 382 million people worldwide, and that number is expected to grow to 592 million by 2035. It is a chronic disease that has spread widely in recent decades – not only in high-income countries, but also in many populous low and middle-income countries such as India and China. The rising prevalence of diabetes in these countries has been fuelled by rapid urbanisation, changing eating habits, and increasingly sedentary lifestyles."

Diabetes is a progressive, non-communicable disease, which is caused primarily by a sedentary lifestyle and an increasing consumption of sugars and starches in our diets, which lead to obesity and an increasing difficulty in controlling blood sugar levels.

Once this control has been lost, blood sugar levels rise above normal levels, and this starts to have a progressively destructive effect on the body's blood vessels, particularly to the body's vital organs such as the kidney, heart and brain, with an increasing risk of the premature development of heart attacks, stroke and kidney failure.

Diabetes is one of the most significant underlying risk factors for developing premature cardiovascular complications, followed by smoking and hypertension.

The most common form of diabetes is Type II Diabetes, which usually presents with increasing age and weight.

The PEME examination is the perfect time to screen for the risk factors for diabetes as well as the presence of early signs of diabetes.

This allows for early recognition of seafarers at risk, and then careful monitoring and treatment. This treatment is aimed at correcting lifestyle measures by:

- Minimising the intake of sugar in sweetened foods (typically all packaged and processed foods, fruit juices, fizzy drinks and sauces).
- Minimising the intake of starches – the main culprits being bread, potatoes, pasta and rice.
- Exercising at least three times a week for 30 minutes, aiming to achieve an exercise heart rate of 75% of maximum. This can be easily calculated as

follows: $(220 - \text{age}) \times 0.75 =$ the recommended heart rate during exercise to derive cardiovascular benefit. For an average 45 year old, this would mean an exercise heart rate of 131 beats per minute.

- Monitoring the blood sugar levels with tests such as urine glucose tests, blood sugar tests and a diabetes control measuring test, an HBA1C, which provides a measure of diabetes control over the last six weeks. Seafarers must also keep a log book of their diabetes control to enable them to understand their health condition, and to take responsibility for its management.
- Using the medication prescribed by their doctor regularly, and notifying their doctor of any change in their diabetes control, so that appropriate adjustments to their treatment regime can be made.

The early detection and effective early management of diabetes is one of the most satisfying parts of the work of Dr. Brauer and his team as PEME doctors. In his words: ‘... we are able to not only preserve and maintain the health of the seafarer, but we are also able to assist them understand and manage their condition, allowing them to remain gainfully employed in the careers that they have often devoted their lives to.’

Credit: We acknowledge with thanks the kind assistance of the UK P&I Club (ukpandi.com) and of Dr. Marcus Brauer and Associates of Waterfront, Cape Town with the provision of material for this article.

Passenger Vessel MS Stockholm

Many of you will recall the two passenger vessels, SS Andrea Doria (Italian)/MS Stockholm (Swedish) which collided in 1956 in which the former vessel sank with the loss of 46 lives, with 1,660 lives saved. The Stockholm was able to continue her voyage to New York. The Stockholm, now sailing as the ‘Astoria’ under the Portuguese flag, was recently sighted off Tallinn, Estonia.



MS Astoria in June 2016

Recorder from cargo ship *El Faro* recovered

It was reported by the US National Transportation Safety Board (NTSB) from Washington on 9 August that the voyage data recorder from *El Faro*, a US flagged cargo ship that sank during Hurricane Joaquin in October 2015, was successfully recovered from the ocean floor late on the evening of 8 August.

The wreckage was in approximately 15,000 feet of water, about 41 miles (36 nautical miles) northeast of Crooked Islands, Bahamas.

Recovery of the capsule caps a ten-month long effort to retrieve the recorder, which was designed to record navigational data and communications between crew members on the ship’s bridge. Investigators hope the recorder will reveal information about the final hours of *El Faro*’s voyage and the circumstances leading up to the sinking.

NTSB Chairman, Christopher A Hart, commented: ‘*The recovery of the recorder has the potential to give our investigators greater insight into the incredible challenges that the El Faro crew faced, but it is just one component of a very complex investigation. There is still a great deal of work to be done in order to understand how the many factors converged that led to the sinking and the tragic loss of 33 lives.*

‘I want to thank the dedicated professionals in the many organizations — especially the US Navy, the Coast Guard, Woods Hole Oceanographic Institute, the National Science Foundation and the University of Rhode Island — who worked with NTSB investigators and support staff over three missions in ten months to make this successful recovery possible.’

Military Sealift Command’s fleet ocean tug USNS *Apache* departed Virginia Beach, Virginia, on 5 August with personnel from the NTSB, the US Coast Guard, the US Navy and Phoenix International aboard. After arriving at the accident location on the morning of 8 August, technicians manoeuvred *CURV-21*, a deep ocean remotely operated underwater vehicle, down about 15,000 feet to the sea floor where the wreckage of *El Faro* rests.

Specialised tools were used to extricate the VDR capsule from the mast structure to which it was attached. The capsule was recovered to the deck of the ocean tug at about 2230 on 8 August.

The voyage data recorder was then examined while at sea by NTSB investigators aboard the USNS *Apache*, to assess its condition and to ensure proper preservation for readout and further examination ashore at the NTSB laboratory in Washington.

Plans were set for an NTSB’s laboratory team of specialists to audition the recording. It is not yet known how long it may take to review the data and audio information that may be captured on *El Faro*’s VDR. While the minimum design

requirement for VDRs of this type is for twelve hours of recording, it may contain additional information – the review of which is a thorough and time consuming undertaking.

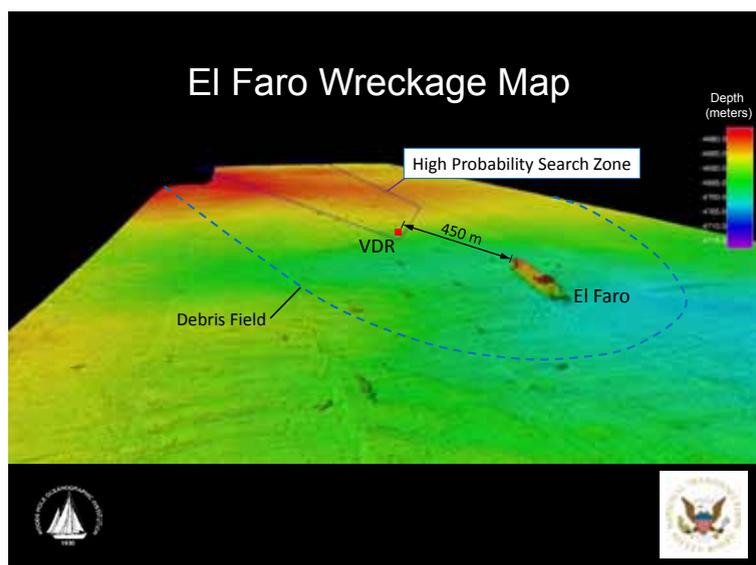
NTSB will provide updates as investigators learn more about the condition and contents of the *El Faro's* VDR.

While investigators examine the VDR, additional photo- and video-documentation of the *El Faro* wreckage and debris field were completed on 9 August concluding NTSB's activities at the site.

Furthermore, it is understood that no further missions to the accident site are planned unless warranted as the investigation continues.

It was announced on 24 August the NTSB had convened a voyage data recorder group two days before to develop a detailed transcript of the sounds and discernible words captured on the *El Faro's* bridge audio, following the audition of the ship's voyage data recorder (VDR).

It is understood that about 26 hours of information was recovered from the VDR, including bridge audio, weather data and navigational data.



El Faro's voyage data recorder in fresh water on the USNS Apache.



US NTSB 2015 Marine Accidents' Review

On 16 August the Washington DC-based National Transportation Safety Board (NTSB) released its annual compendium of marine accidents and the lessons learned from them.

Known as Safer Seas Digest 2015 the document is available in print and on the NTSB's website, to be found at: The report can be found online at <http://go.usa.gov/xDC7Y>

It examines 29 major marine casualty investigations the agency closed in 2015.

In the words of NTSB Chairman Christopher A Hart: '*Safer Seas Digest 2015 represents our continuing commitment to sharing the lessons that we learn through our investigations. Many marine accidents can be prevented when crews know of and respond to safety issues early and when crews work together effectively in the event of a crisis.*'

The 72-page report lists some of the lessons learned from the investigations, such as better voyage planning, the need for effective communications and recognizing the peril of crew fatigue.

Ships Starve Whale Population

As well as physical pollution and collisions being the main threats from global shipping to the whale population, noise disturbance is causing them to stop eating, sources have reported.

Humpback Whales and Orcas especially have seen their natural feeding grounds disturbed by low frequency sounds which prevent them from diving for food or locating prey.



Hannah Blair, Co-author of the study, said: "Overall, I was kind of surprised that we were able to detect any response statistically just because humpback whales are very adaptable, the next step is to determine whether this impacts their survival or whether they are able to adapt."

Earlier in 2016, studies had shown that Orcas were too busy avoiding vessels and the noise pollution that they were no longer engaging in key survival activities like breeding, foraging and hunting.

Full story with links here: <http://tinyurl.com/hxd4w9x>



Captain Siegfried Schmerer points to a model of Bonn Express. It was the first ship he commanded.

Photo: ©Hapag-Lloyd.

Siegfried Schmerer dreamed of becoming a captain as a young boy. Later, as a sailor in a coaster, he suffered from seasickness and in spite of thinking about coming ashore he stuck with it and eventually worked his way up to the bridge. After half a century at sea, Captain Schmerer will sail on his last voyage this September on board *Colombo Express*.

In Hapag-Lloyd's journal *Insights* (extracted here with kind permission), he takes a look back at his career, such as the long voyages to Australia in what was then the world's largest general cargo ship, or 20-metre high waves near the Azores.

Sometimes you need a little distance before you notice the big changes that have taken place in his decades as a sailor. Such as the development of Hong Kong, for example, which Siegfried Schmerer can see when he goes ashore and takes the funicular railway 500 metres to the top of Victoria Peak. He then enjoys the stillness high above the metropolis of seven million people. He first docked in the former Crown Colony back in the 1970s on board *Mosel Express*. Less than half the number of people lived here back then and there were only two gantry cranes the first time he docked in Hong Kong, and his 1,100-TEU ship was moored here for three days. Today, it is often just a matter of hours.

In September, Siegfried Schmerer will board a container ship as a master for the last time. He will then sail *Colombo Express* (8,750 TEU) across the Atlantic from New York to Hamburg, where he will leave the bridge forever. When that happens, his long career as a captain will end exactly where it had once started as a young sailor.

Globalisation, containerization, the rapid growth of Asia: the 65-year old experienced all of this first-hand on board his ships – during 49 years of seafaring that are now coming to an end. In a career spanning almost five decades – from small coasters to the container giants of today, from break-bulk cargo to steel containers, which are 60 years old this year – he overcame the challenges that confronted him. Stormy weather, serious engine damage on the open

sea, long voyages across vast oceans: in a decade and a half as captain, he always brought his ship, crew and cargo safely into port. He was helped here by his humility, a dry sense of humour and a seemingly unshakable calm.

Like many others, it was a fascination with the role of captain that drew Schmerer to seafaring. As a small boy, he had browsed through the German *Kehrwieder* (Recur Home) shipping magazine, which was available in his home town far away from the sea. In a little less than 25 years, he worked his way right up the bridge. Rope splicing, rowing, the meaning of flags and how the compass works – the 16-year old learned all of this at the nautical school in Hamburg-Blankenese.

To obtain his seaman's certificate, he made his first journey on board the coaster *Nanna*, of 399 grt. Eight men on board, back and forth across the North and Baltic Seas, for 20 months. And one of them was plagued by seasickness: Siegfried Schmerer: *'I wanted to give up, but my parents said to me: "You are going to see this through to the end."'*

Schmerer listened to his parents – and applied to Hapag in 1969. He continued to get seasick from time to time, but has not had any problems with it for 20 years. As an ordinary seaman, he travelled to Australia on board *Dresden*, the world's biggest bulk carrier at the time, with 32 derricks. He was the first in the family to visit his mother's cousin there. *Dresden* docked in Melbourne for two weeks.

In 2000, he commanded his first ship, *Bonn Express*, with 2,803 TEU – as was the case for many Hapag-Lloyd captains. He was given command of a further five vessels. *'I was always lucky with my crews,'* says Schmerer, looking back.

The captain always spent a long time on board 'his' ship – some six years on the *Shanghai Express* as she was called back then (now *Yantian Express*). He added: *'You get to know your way around, every ship is different. Anyone can travel in a straight line, but when it comes to manoeuvring, experience helps.'* This experience paid off, for example, when the captain brought his engine-damaged container ship from the Pacific, through the Panama Canal, across the Atlantic, and safely home to Bremerhaven.

The biggest change, says Schmerer, is today's weather navigation. *'We used to sail out with little idea of what to expect.'* He experienced 20-metre waves on board a 135-metre freighter in 1978 in the Azores, which lasted for a day and a half. *'You do not feel good in that situation, but there is no time to think about it. And you can even sleep.'* Today, he sails around storms like that. Thanks to technology, he knows days in advance where it is going to be stormy. *'I am punctual down to the last five minutes, as scheduled by the liner service – like a bus driver'*.

Of course, there is a certain sense of nostalgia for Schmerer when he remembers the days before there was air conditioning on board. At sea, the crew often hunkered down on deck until late into the night because it was simply too hot in the cabins. *'Once a week, we sang sea shanties.'* Or sat on the hatch and watched films. A bed sheet served

as a screen, while the ship sailed through the night across some southern sea. On one occasion in Casablanca, they were docked for so long that they saw the sugar which the ship had brought on sale in the bazaar.

And today? There are a few things that Schmerer knows he will not miss. Filling out forms, for example. Or the constant noises on board. For a seaman, especially one as experienced as the 65 year-old, it is only very rarely quiet on a ship. He hears every noise, and always asks himself: does that sound right, is everything running smoothly? Some sounds, says Schmerer: *'Stay with you in your pillow at night time and you cannot get rid of them'*.

When asked about his last voyage, about the last time he will serve as the captain of a huge containership, Schmerer says he prefers not to think about it too much. However, he will admit to being a bit afraid that his crew might just be planning something for his send-off. *'And I will probably have a big lump in my throat when I go down the gangway for the last time,'* he adds.

However, Captain Schmerer is certain of one thing: *'I will bring this journey to a safe and steady end – just like all the others before.'* And he might even go on a cruise some time, for the sake of his wife. Even if there are not many ports in the world that he has not sailed to.



In September, Captain Schmerer will sail Colombo Express (8,750 TEU) across the Atlantic from New York to Hamburg.

Photo: ©Hapag-Lloyd.

The IALA VTS Manual 2016

At the well-attended 13th International VTS symposium (VTS 2016) held in Kuala Lumpur, Malaysia from 8-12 August the theme was Sustainable Safe Navigation.

During the busy symposium programme the sixth edition of the *IALA VTS Manual*, was issued. This 134 page A4 full colour publication is acknowledged by the VTS community as being the most comprehensive guide to Vessel Traffic Services (VTS) as well as a point of reference for further detailed study.

It was a pleasure to note that the editorial efforts of Captain Paul Owen, Assistant Secretary General of IFSMA, in connection with the Manual have been acknowledged.

Content of the Manual is aimed at a wide readership to encompass all who are in any way involved with the policy for provision, operation and effectiveness of VTS, including those with management responsibility at national level and those who deliver services to the mariner. It also provides directions for the reader to the more detailed material that any VTS professional may seek.

This sixth edition of the *IALA VTS Manual* has been prepared by the IALA VTS Committee and updates the guidance and advice provided in previous editions issued since 1993 to assist authorities considering the implementation of new Vessel Traffic Services or the upgrading of an existing service.

After an introduction the Manual is divided into a further 18 chapters dealing with many aspects of this broad subject such as legal framework, activities at IMO including the SOLAS Convention. Sections outline the function of VTS, its provisions and types of service along with management principles, planning, staffing, training, and procedures all supported by annexes with further direction.

At IALA the VTS Committee, formed in 1981, has evolved in recent years. Its membership now represents most of the world's leading national maritime authorities whose delegates are widely experienced mariners and VTS professionals. This Committee is also supported through participation from relevant international sister organizations to IALA such as ourselves, those representing pilots (IMPA), harbourmasters (IHMA), mariners (NI) and ports and harbours (IAPH). Such representation ensures that the Committee is able to speak with international authority on VTS matters and, importantly, to develop new procedures to meet the emerging needs for modern traffic management and to enhance maritime safety.

The *World VTS Guide* is obtainable online at no charge from the IALA website at:

<http://tinyurl.com/jgzcnmt>

IALA welcomes feedback about its publications. Readers are invited to send comments or suggestions, which will be taken into account when considering the publication of the next edition.

Bridge lowered onto ship (Historical).

Bridge and funnel sliced off as bridge lowers too soon. Miraculously there were no injuries, the master, third mate, and helmsman escaping down a ladder just before impact.

This vide captures the accident happening and the immediate aftermath where the ship catches fire.

<http://www2.boatnerd.com/media/windock.wmv>

Global Maritime Energy Efficiency Partnerships (GloMEEP)

GloMEEP, a joint project of the Global Environment Facility (GEF), United Nations Development Programme (UNDP) and IMO, was formally launched by IMO Secretary-General Koji Sekimizu in September 2015 in Singapore, at the IMO-Singapore Future-Ready Shipping 2015 conference.

IMO's continuing efforts to promote environmentally sound shipping received a boost early in August this year with the launch of the website: <http://glomeep.imo.org/>

This new website provides important information and updates on the GloMEEP project – a GEF-UNDP-IMO initiative that supports the uptake and implementation of energy efficiency measures for shipping, thereby reducing the industry's greenhouse gas emissions.



A key feature of the site is an information portal on energy efficiency technologies – covering areas such as machinery, propulsion and hull improvements, and energy recovery.

The portal builds on the work undertaken by IMO's Marine Environment Protection Committee (MEPC) to promote technical cooperation and technology transfer relating to improving the energy efficiency of ships.

In addition to the 4 August website launch, the International Association of Ports and Harbors (IAPH) joined the GloMEEP project as its third strategic partner, joining the Maritime and Port Authority of Singapore (MPA) and the Institute of Marine Engineering, Science & Technology (IMarEST).

The overall goal of the GloMEEP project is to contribute to significant reduction of greenhouse gas (GHG) emissions from international shipping via supporting ten Lead Pilot Countries (LPCs) in taking a fast-track approach to pursuing relevant legal, policy and institutional reforms, driving national government action and industry innovation to support the effective implementation of IMO's energy efficiency requirements.

Georgia

Last December the first national workshop under the GloMEEP Project was held in Georgia, one of the ten Lead Pilot Countries* for the project, which aim to build understanding and knowledge of technical and operational energy-efficiency measures to lead maritime transport into a low-carbon future.

This workshop in Batumi focused on raising awareness of

Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL), in particular the energy-efficiency regulations in chapter 4.

These regulations include requirements for new ships to be built to be more energy efficient, using the Energy Efficiency Design Index (EEDI), and for all ships (new and existing) to develop a Ship Energy Efficiency Management Plan (SEEMP). Barriers to implementation were identified and discussed in order to draw up plans to tackle them.

Participants included officials from Georgia's Maritime Transport Agency, Ministry of Environment and Natural Resources Protection and Ministry of Economy and Sustainable Development, as well as representatives from several ports and academics from maritime training centres. The workshop was organized by the Maritime Transport Agency of Georgia with support from the Black Sea Commission and funded by IMO's Integrated Technical Cooperation Programme.

Following the workshop, Georgia's GloMEEP National Task Force held its first meeting and discussed its National Work Plan for 2016. This sets out the activities that Georgia will be undertaking under GloMEEP, including: legal, policy and institutional reforms, such as developing the country's energy policy for the maritime sector; capacity-building and awareness raising, through workshops; and the development of public-private partnerships to catalyse maritime sector energy-efficiency innovation, R&D and technology deployment, by engaging with private-sector companies in the country to run workshops or other activities.

* **The Lead Pilot Countries (LPCs) of the GloMEEP project are:**

Argentina, China, Georgia, India, Jamaica, Malaysia, Morocco, Panama, Philippines and South Africa.

VLCC Dream II collision with cargo ship MSC Alexandra in Singapore Strait

The link below leads to a YouTube video showing the recorded approach plot of the two vessels leading up to the Collision. The vessels involved were:

VLCC Dream II, The 319,999 DWT **DREAM II** (formerly named **Danesh**) is owned by Iran's National Iranian Tanker Company and was built in 2008.

MSC Alexandria The **MSC ALEXANDRA** is owned by Geneva, Switzerland-based Mediterranean Shipping Company and was built in 2010. The vessel has a TEU capacity of 13,998 and measures nearly 396 meters in length. AIS data shows the ship had just departed Singapore for Chiwan, China. Both vessels are Panama-flagged.

<http://tinyurl.com/gwuycnp>

WHO Yellow Fever alert

One of the largest emergency vaccination campaigns ever attempted in Africa was commenced in Angola and the Democratic Republic of Congo in mid-August as the World Health (WHO) and partners worked to curb a yellow fever outbreak that has killed more than 400 people and sickened thousands more.



Working with Ministries of Health in the two countries, WHO is coordinating 56 global partners to vaccinate more than 14 million people against yellow fever in more than 8000 locations. The yellow fever outbreak has found its way to dense, urban areas and hard-to-reach border regions, making planning for the vaccination campaign especially complex.

Emergency yellow fever vaccination campaigns have already reached more than 13 million people in Angola and more than 3 million in Democratic Republic of the Congo. These campaigns have been crucial to stopping the spread of the outbreak.

Areas at risk and transmission

The female *Aedes* mosquito transmits yellow fever found in Africa, Latin America, in urban, jungle, forest, semi-humid conditions, and around houses.

Mosquitoes infect monkeys and then go on to transmit the disease from monkeys to humans, and from human to human. It bites mostly during the day.

Symptoms

After three-six days symptoms include fever, muscle pains, backache, headache, shivers, loss of appetite, nausea or vomiting. Roughly 15% of patients enter a second, more toxic phase within 24 hours. Symptoms of this phase may include high fever, jaundice, and abdominal pain with vomiting. Bleeding can occur from the mouth, nose, eyes or stomach and blood appears in the vomit and faeces, and kidney function may deteriorate. Half of the patients who enter the toxic phase die within 10-14 days, the rest recover without significant organ damage.

Yellow fever can be difficult to diagnose and is confused with severe malaria, dengue, leptospirosis, viral hepatitis or other haemorrhagic fevers, such as West Nile virus and Zika, as well as poisoning.

Protect your health:

A single dose of yellow fever vaccine can provide sustained immunity and life-long protection against yellow fever disease. One fifth of a regular dose may be used in emergencies and is found to provide up to 12 months of protection.

Vector control including destruction of breeding sites and personal protection with repellents, clothing that covers exposed skin and the use of nets and window screens, is recommended.

WORLD SHIP SOCIETY

Founded in 1947, the World Ship Society has some 2,000 members worldwide who are interested in ships, past and present. Its monthly journal "Marine News" is a byword for accurate information. Delivered as a pdf by e-mail every month.

MARINE NEWS - provides the most comprehensive and convenient listings of merchant ship activity for enthusiasts – some 10,000 entries a year covering launches, name and ownership changes, details of casualties and demolitions, all available as a 64-page digital magazine delivered to members' computers around the first of each month and backed by an annual Index. In addition, there is topical warship coverage, feature articles, photographs and Society news.

MARINE NEWS SUPPLEMENT - The monthly digital supplement to 'Marine News' contains supplementary photographs Fleet Lists and long feature articles covering modern and historical subjects.

PUBLICATIONS – Fifty excellent WSS fleet lists and specialist history books are available to members at greatly discounted prices with up to three new titles each year. Recent titles include *Armed Merchant Cruisers 1878-1945*, a history of Shaw Savill & Albion and a history of the Soviet Merchant Fleet from 1917 to 1950.

PHOTOGRAPHS - The World Ship Society has over a million ship photographs – one of the largest and most wide-ranging collections in the world - including black & white and colour prints, negatives, colour slides and digital images. Prints are available at reasonable cost through regular members' offers published in "Marine News".

BRANCHES - The World Ship Society has over 50 local branches worldwide which hold monthly meetings involving slide shows, Powerpoint presentations and illustrated talks given by invited speakers and Branch members.

MEMBERSHIP - annual membership of the World Ship Society (includes 12 digital copies of "Marine News" and digital Supplements per annum) costs £24 (£20 outside UK and EU) Get a trial digital copy of 'Marine News' by emailing your name and address to: membershipsecretary@worldshipsociety.org or write to the Membership Secretary, World Ship Society, 17 Birchdale Road, Appleton, Warrington, Cheshire WA4 5AR (UK).

www.worldshipsociety.org

US Marine Safety & Security Council Journal Proceedings

In the United States are to be found the largest system of ports, waterways, and coastal seas in the world, with 95,000 miles of coastline and 26,000 miles of commercial waterways serving 361 ports, 4,700 marine terminals, and 25,000 miles of inland and coastal waterways.

Here 90% of all containerized cargo is shipped by water, the most economic means of transport with these rivers and ports serving as the historic and present

Marine Transportation System (MTS) – powering the economic engine for national and international commerce.

These pathways of commerce are linked to the global maritime environment and here the US Coast Guard is committed to ensuring safe, secure, and environmentally responsible maritime activity, a responsibility dating back 226 years to the original US Revenue Cutter Service.

Every three months the journal *Proceedings* is published in the interests of safety at sea under the auspices of the (US) Marine Safety & Security Council and the latest edition, Summer 2016: Vol 73, Number 2, highlights US Coast Guard activities with regard to waterway infrastructure in the ports of Virginia, Milwaukee, and New Orleans; the Houston Ship Channel; and the Mississippi River and Columbia Snake River systems. It also introduces the Mississippi River system, a strategic resource. Commerce and navigation safety in US Arctic and western Alaskan waters are also covered along with fuel distribution for Alaska and the need for an American-flagged commercial fleet.

Proceedings is available at no charge. Subscriptions are available at: www.uscg.mil/proceedings

The Shipmaster's Business Self-Examiner

(Tenth edition)

By Malcolm Maclachlan FNI, former Shipmaster and maritime college lecturer

Published by The Nautical Institute, London, price £60.00 with discount for NI Members

<http://www.nautinst.org/en/Publications/>

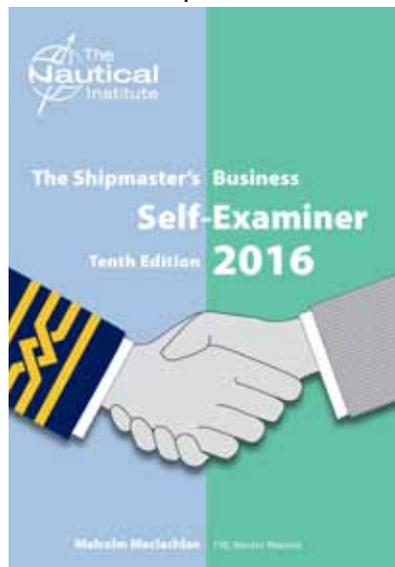
The latest edition of this popular guide has been completely revised and expanded to take account of the latest changes to maritime regulations and procedures. It is an invaluable reference for all who need to understand the fundamentals of business and law as they affect the day-to-day management of a commercial ship.

Designed primarily as a study aid for Master's Orals, the book is also used by Officer of the Watch and Chief Mate students and has drawn the praise of many successful oral exam candidates in the UK and overseas.

In his foreword the (UK's) Maritime & Coastguard Agency's former Chief Examiner, Claude Hamilton, wrote: 'You have to be well prepared and able to show the examiner that you are competent.'

Careful study of *The Shipmaster's Business Self-Examiner* will ensure that the candidate is indeed well prepared and can face the MCA examiner with confidence.

More than 4,200 questions and answers are set out in logically arranged sections, covering: (a) maritime treaty instruments; (b) the flag state and its law; (c) the shipowner, manager and operator; (d) the ship; (e) Master and crew; (f) the ship's employment; (g) Marine insurance and (h) circumstances at sea in port.



This is a valuable volume for ships' and nautical college libraries and for use within the classroom. It is also a handy reference for serving Shipmasters, shore superintendents, ship operators and all who need to keep up to date with the frequent and bewildering changes in merchant ship regulation and commercial practice.

UK Border Force needs

In early August the House of Commons (Lower House) Home Affairs Select Committee of the Westminster Parliament reported after a year-long inquiry into the migration crisis indicating that humanitarian and security issues require immediate action and resources

This Committee said EU action to address a crisis it should have foreseen has been 'too little, too late', with the EU-Turkey agreement a partial solution at best which raises serious humanitarian, human rights, logistical and legal concerns.

Furthermore, the Committee found that smaller ports are now being used by criminal gangs to move people between the Continent and the UK. Here the UK Border Force has been given a key role in implementing strengthened coastal security measures but it is clearly under-resourced, with the number of Border Force vessels in operation worryingly low. Royal Navy vessels should be made available to

Border Force to make up for shortfalls, where necessary.

It was found that of coastguard and other patrol vessels in European maritime countries the UK Border Force has three vessels to patrol 7,723 miles of coastline compared with Italy (Guardia di Finanza) which has 600 vessels patrolling 4,722 miles or The Netherlands Coast Guard operating 16 vessels along a coastline of 280 miles. These figures are confusing with the UK Border Force stating on its website that five vessels are available.

Commenting on the Home Affairs Select Committee report IFSMA member Nautilus's general secretary Mark Dickinson said: *'It is high time that the government realised the impact of years of under-resourcing of the Royal Navy (RN) which is already over-stretched. Likewise, the Royal Fleet Auxiliary (RFA), who would have been perfectly placed to provide this type of support. The RN and RFA are reeling from more than ten years of cutbacks, lack of investment and the consequences of austerity.'*

'Nautilus is calling on the government to look to the thousands of offshore workers who have been made redundant and the hundreds of supply boats which are without work because of the downturn in the oil price and the implications for investment and activity in the offshore sector. These vessels with their British seafarers could be immediately chartered by the government to strengthen our coastal security. Thereby boosting the Border Force in this time of need and giving valuable work to those who need it.'

This, of course, may mean more employment opportunities for ships' staff, and that of owners, in shipyards and in the wider maritime community.

The full report is available here: <http://tinyurl.com/hptvg29>

Next Gen SAR Satellite Tracking System Operational

The Australian Maritime Safety Authority's (AMSA) Medium-altitude Earth Orbit Search and Rescue (MEOSAR) system for emergency distress beacon detection is now operational and supporting search and rescue response in Australia.

The new technology is expected to improve search and rescue response times for distress beacon owners in emergency situations.

AMSA Chief Executive Officer Mick Kinley said during the validation phase, MEOSAR has proven to deliver a faster and more accurate detection of distress beacon signals.

"In one search and rescue incident alone, MEOSAR was able to confirm the location of a person in distress two hours before the existing system," Mr Kinley said.

"Australia is the biggest user of distress beacons in the world on a per capita basis, with more than 450,000 beacons currently registered.

"This vital improvement in the time it takes to detect an emergency beacon will be extremely beneficial, particularly in our country that has a search and rescue region equivalent to one tenth of the world's surface."

The satellite tracking ground station in Mingenew, Western Australia, detects beacon activations from Emergency Position Indicating Radio Beacons (EPIRBs), Personal Locator Beacons (PLBs) and Emergency Locator Transmitters (ELTs) from overhead satellites and forwards the information to the Mission Control Centre in Canberra, initiating search and rescue response.

Mr Kinley said Australia and New Zealand had collaborated to achieve overlapping coverage of the Australian and New Zealand search and rescue regions with satellite tracking ground stations in both countries.

"The MEOSAR system will operate in tandem with the existing Low-altitude Earth Orbit Search and Rescue (LEOSAR) system, which has provided Australia's distress beacon coverage since 1982," Mr Kinley said.

In time MEOSAR will replace the LEOSAR satellite system, which will be phased out in coming years under international arrangements.

Existing beacon owners should be aware that their beacons will continue to be detected and processed, without any change.

AMSA urges all beacon owners to ensure their beacon is registered. It's free, fast and simple when completed on the distress beacon website at www.amsa.gov.au/beacons or by phone on (02) 6279 5000.

A registered GPS beacon could mean all the difference in a life threatening situation.

Raytheon Anschütz launches Standard 30 MF Gyro Compass

16 August 2016

The German navigation system manufacturer Raytheon Anschütz announced the launch of a new gyro compass. The new gyro, Standard 30 MF, is the latest of the "Standard" series of Anschütz gyro compasses.

Standard 30 MF is the second generation of maintenance-free gyro compasses from Raytheon Anschütz. It provides highly accurate heading, rate-of-turn, roll and pitch information. Further, as part of a heading management system, Standard 30 MF provides the same advanced functions Anschütz gyros are known for.

The new gyro features an ultra-robust design and offers superior lifetime performance and effectiveness. Among its features, Standard 30 MF settles at rough-seas and provides heading output even if speed and latitude input fails. With Ethernet and CAN-bus interfaces, cabling efforts are minimized.

Like its predecessor Horizon MF the Standard 30 MF is based on hemispherical resonator gyro (HRGs) technology which has proven its reliability and accuracy in more than one hundred installations aboard a ship. HRGs are vibrating resonator gyros consisting of only few elementary pieces, assembled in a miniature hemisphere uncoupled from the outside.



Together with the simple design, this makes it extremely reliable with no wear and tear and no need for maintenance. Consequently, the mean time between failures (MTBF) of Standard 30 MF is more than 100,000 hours, which is significantly greater than the MTBF values of optical gyros.

Raytheon Anschütz, inventors of the mechanical gyro compass, is market leader for gyro compass technologies. With more than 18,000 installations, Standard 22 is the most popular gyro of all times. Standard 30 MF now completes the Raytheon Anschütz gyro compass portfolio.

CHIRP Maritime Broadcast No.3

The third in the series of Maritime Broadcasts by CHIRP (Confidential Hazardous Incident Reporting Programme) is now available online at <http://tinyurl.com/jurjq99>

This is a new way of reporting their incident information which you might find easier to receive, although a higher Internet bandwidth/speed will be required.

This broadcast covers the following incidents:

- a Superyacht with a fouled anchor;
- the power loss and poor communication on a Car Carrier as it approached a lock and
- the issue of a safe berth and mooring snapback zones.

The incident reports are also available as podcasts and newsletters:

Podcasts: <http://tinyurl.com/jebckr4>

Newsletters: <http://tinyurl.com/hvz95sv>

Abandonment of Seafarers – New Film Released

A new short film has been released by Seafarers Rights International. It is intended to raise awareness of the risk of seafarers being abandoned and how the Maritime Labour Convention 2006 deals with such situations as well as how to get access to support and advice.

<https://www.youtube.com/watch?v=sMA2zNV8uJM>

Ballast Water Management Convention

With the imminent ratification of this important IMO Convention by Finland, which has with 0.14 per cent of the world fleet tonnage, this could well push the tonnage needed for ratification above the total tonnage needed.

If this is the case then the IMO BWM Convention will come into force after 12 months.

Lessons Learnt from Marine Casualties

At the “Implementation of IMO Instruments” Sub-Committee recently held at IMO, a draft report on 5 casualties was issued.

The 5 casualties have the following headings:

- What happened?
- Why did it happen?
- What can we learn?
- Who may benefit?

The 7 page document may be downloaded using the following link.

<http://tinyurl.com/gt3sl37>

Annual General Assembly 2017

As advised by the Secretary General on the front page, the next AGA is likely to be held at MITAGS (Maritime Institute of Technology & Graduate Studies), during April 2017, address:

692 Maritime Boulevard,
Linthicum Heights,
MD 21090

While further details will be issued later in the year initial proposal for AGA Papers would be most welcome at any time.