

Secretary General's Report

As ever in our Maritime environment, nothing stays still for long and it is never predictable, but we certainly did not expect the headlines we saw at the beginning of September. The world witnessed “by far the largest container shipping bankruptcy in history”. Hanjin fell victim to a global trade slump and container overcapacity that have depressed freight rates and piled up debt at the company. It had been trying to reschedule debt under a voluntary creditor-led program since May but finally filed for bankruptcy on the 30th August after a number of its creditors, including government-backed Korea Development Bank, refused to provide a cash injection it needed to keep operations going. Because of its debt, \$5.5 billion, Hanjin ships were barred from entering ports and unloading their wares, leaving several thousand sailors and some \$14 billion worth of cargo stranded out at sea. Only once the company came under bankruptcy protection were the vessels (around 100 of them) eventually allowed to go into ports around the globe. This took a number of weeks and we can only imagine what it must have been like for these seafarers stranded at sea with no idea of their fate, leaving their families in shock and worried for the future – our hearts go out to them all. The Courts have now agreed the sale of some parts of the Group starting with the assets on the Asian – US shipping and container segment. How this will unfold in the weeks and months to come is anyone’s guess, but what we do know is that it has caused even more uncertainty in the shipping industry.

Those of you that have read the AGA Minutes will have noted that a key area for IFSMA to focus on in the coming years is the drive by Industry towards Autonomous Ships. At the AGA I urged you all to find out what is going on in your Regions and Countries. Here in the UK we have a vibrant and determined Maritime Autonomous Ships(MAS) Working Group which is working hard to develop a UK Code of Practice for Autonomous Ships and the progress is being watched closely by a number of Nations. I have become a member of this Group as your Council feels that we need to be realistic and that Autonomous Ships will happen in one way, shape or form and that we need to use our considerable experience and knowledge to help influence its introduction in the right way. We need to identify those areas of the maritime environment where these type of vessels have a real benefit for our Industry and can easily fit into our complex shipping tapestry. There will be different levels of Autonomy depending on the size and type of the vessels and the environment in which it is operating. This Group will be holding a Conference in Southampton in Mid-November and I have been asked to speak to put over

the Shipmaster’s view. My Presentation will be “A Mixed Maritime Operating Environment – Ships and USVs” and my theme is “MAS and Human Element [Autonomy v Mariners].” My view is that we should be positive about this technology because there is no doubt that in those specialised areas where it will thrive, there will be a lot of job opportunities for mariners and support staff and in particular the Shipmaster. I will put my speech in the next Newsletter and we will try and provide a briefing on the Conference itself.

Commodore Jim Scorer, Secretary General

Kelvin Hughes launches new radar

Designer and supplier of navigation and security surveillance systems, Kelvin Hughes, announced early in September the launch of a new range of radar systems for commercial shipping based on its innovative, solid-state SharpEye™ technology.

Its SharpEye™, with Doppler processing of the radar returns, has taken situational awareness to a new level with the ability to detect more targets, at longer ranges, than conventional, magnetron-based radar systems, it is understood. Kelvin Hughes reports that its SharpEye™ can detect targets with a low Radar Cross Section (RCS), typically 0.5m², without any picture degradation even in adverse weather.

The new radar range for commercial shipping includes SharpEye™ S-band radar technology that meets the challenges of safety of navigation and collision avoidance at sea through a clever combination of radar techniques designed to provide the best performance in all conditions.

Furthermore, it is understood that detection performance of SharpEye™, despite a low peak transmission power of less than 200W, is much improved over a 30kW magnetron radar. High reliability and low routine maintenance of the unit is promised.

Working with the transceivers as part of a fully redundant networked system, the radar display provides radar, chart radar and Electronic Chart System (ECS) information to support navigation, route planning and training. Type-approved (MSC192/79 / IEC 62388 ED2), it features dual PPI (Plan Position Indicator), collision warning, spy scope and Enhanced Target Detection (ETD) mode.

In addition to its SharpEye™ systems, the new Kelvin Hughes commercial shipping range also includes an X-Band Series 12kW Upmast Radar.

International Federation of Shipmasters' Associations

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Sharpeye Display

Spike Hughes, Kelvin Hughes' Sales and Marketing Director, commented: 'Kelvin Hughes has long been at the forefront of navigation radar for the world's commercial shipping fleet. We are confident that our new range of products – combining state-of-the-art technology with affordability – will keep us in that position in the years to come.'

Kelvin Hughes has been supplying IMO type-approved radar to merchant ships, fishing vessels and workboats since the 1940s, delivering reliability and low cost of ownership together with high superior detection capability.

A supplier of radar to more than 25 of the world's navies, Kelvin Hughes also has thousands of systems installed in cargo ships, cruise ships (including *Queen Mary 2*), fast ferries and offshore support vessels.

With HQ in Enfield, North London, UK, Kelvin Hughes operates a worldwide support network with offices in the UK, the US, Singapore, Denmark and The Netherlands) that meet customer' round-the-clock requirements.

Abu Dhabi Ports Announces Concession Agreement with COSCO SHIPPING Ports Limited

Abu Dhabi Ports announced on 28 September the signing of a container terminal concession agreement with COSCO SHIPPING Ports Limited – Abu Dhabi (CSPL SPV), a wholly-owned subsidiary of COSCO SHIPPING Ports Limited, one of the leading container terminal operators in the world and a subsidiary of China COSCO SHIPPING Corporation Limited. *(The event is illustrated here).*

COSCO SHIPPING Ports Limited will operate a container terminal with a draft depth of 18 metres, with 1200 metres of quay wall and adjacent land.

It is understood that the first 800 metres of the quay length (and the corresponding Concession Area) is expected to commence operations early in 2018 and the later 400 metres (and the corresponding Expanded Concession Area) are expected to commence operations in 2020. Once the expansion areas are occupied, the Concession Area will span an area of approximately 70 hectares with three

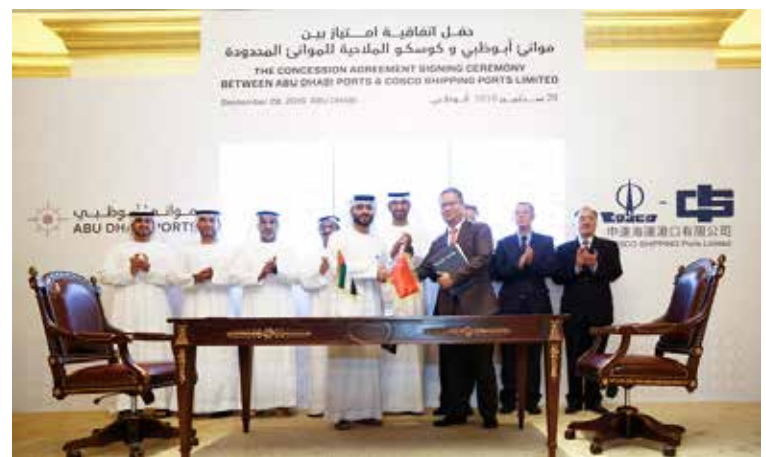
berths, which will add 2.4 million TEU a year to the port's existing capacity of 2.5 million TEU.

This agreement includes the option for a further 600 metre of quay length in the future to allow for anticipated volume growth, the nominal annual handling capacity will increase to 3.5 million TEU when all phases are complete, creating a new overall annual capacity of up to 6 million TEU.

COSCO SHIPPING Ports Limited is establishing a joint venture company in 2016 to operate the new Khalifa Port Container Terminal 2 in Khalifa Port, one of the world's fastest growing container ports and a leading hub for the Middle East, Africa and South Asia (MEASA) region. Under the agreement, the joint venture company will be entitled to concession rights of Khalifa Port Container Terminal 2 for a span of 35 years, with a renewable period of five additional years. CSPL SPV will have the controlling stake in the joint venture company.

Of the transaction HE Dr Sultan Ahmed Al Jaber, UAE Minister of State and Chairman of ADPorts commented: 'The signing of the concession agreement between Abu Dhabi Ports Company and COSCO Shipping Ports Limited will significantly expand trade between China, the UAE and the broader region. It will greatly enhance the UAE and Abu Dhabi's role as a key logistics and trading hub, between East and West and will also serve to further diversify the UAE's dynamic and growing economy.'

Besides Khalifa Port, COSCO SHIPPING Ports Limited operates a global network of 46 terminals and 169 berths across mainland China, Hong Kong, Taiwan, Korea, Singapore, Greece, Turkey, Egypt, Belgium and the United States.



Building on COSCO SHIPPING Ports' successful operations at Khalifa Port, the agreement aims to further boost economic ties and bilateral trade between the two countries. Khalifa Port Container Terminal 2 is located along the Silk Road Economic Belt and the 21st Century Maritime Silk Road and within the shipping hub of West Asia region. Khalifa Port, is the major container gateway port of Abu Dhabi and is strategically situated between Abu Dhabi and Dubai with excellent hinterland connections and geographic location.

Expansion of the quay wall is part of the broader develop-

ments at the Khalifa Port, which include an innovative new terminal booking, tracking and transaction system for sea and land based users, advanced RoRo facilities, new liner calls, the development of a regional liner hub and transshipment business to South Asia, as well as the addition of approximately 14.5 million square metres now leased in the adjacent Khalifa Industrial Zone (KIZAD).

Such developments and agreements continue to take Abu Dhabi Ports to the next level as a maritime trade gateway to the world's fastest growing economies.

Canadian Coast Guard Arctic Operations continue mid-season

The Canadian Coast Guard (CCG) announced early in September that it was nearing the midway point of its 2016 Arctic operations. Icebreaking operations to open up the Arctic shipping season were completed and all programme support with science partners and agencies was on schedule. At the time there were six CCG icebreakers and five helicopters working in the Arctic.

CCG operations are focused mainly on High Arctic areas, such as Eureka and the North Pole. In September, assistance to shipping shifted to Foxe Basin and the Central Arctic, including the Northwest Passage. CCG icebreakers are normally available to assist or escort commercial vessels that are then in their second phase of annual Arctic sealift operations to resupply northern communities.

CCG will continue to work with industry in the coming months to ensure scheduled vessel traffic can move into and out of Arctic waters and community harbours safely and efficiently. Furthermore, CCG vessels are also at the ready to respond to environmental incidents or other urgent or humanitarian emergencies in the Arctic.

By early September several icebreakers had been tasked to assist in search and rescue cases involving overdue or missing local residents. One incident involved the temporary grounding of a personal sailing vessel.

In the weeks to early September and beyond Canada's Marine Communications and Traffic Services Centre in Iqaluit provided support for approximately 100* vessels per day that in the Northern Canada Vessel Traffic Services Zone (NORDREG) waters. These vessels include cargo / fuel ships, fishing vessels, cruise ships and pleasure craft. Ice conditions throughout most of the Arctic have been favourable for shipping this year, it is understood, and that has facilitated access to communities by commercial vessels. On numerous occasions, Coast Guard vessels and crews have engaged in community visits or reached out to local search and rescue groups to initiate discussions or conduct small training exercises.

As part of its commitment to support Canada's northernmost communities, CCGS *Sir Wilfrid Laurier* recently delivered 38 bicycles to the hamlet of Taloyoak in the Central Arctic. Hundreds of residents gathered and took in the event organized by Polar Bike Project and the Canadian

Coast Guard. This volunteer-based initiative helps to bring needed bicycles to youth in Arctic communities while our vessels are in the Arctic.

Some scientific missions have concluded, such as the Galway project, while others were underway or just starting in September. CCGS *Louis S St-Laurent* reached the North Pole on 21 August along with the Swedish ship *Oden*, to support the UNCLOS project mapping the outer limits of Canada's continental shelf.

Canada's Coast Guard mission

In the words of The Hon Dominic LeBlanc, Minister of Fisheries, Oceans and the Canadian Coast Guard: *'The Canadian Coast Guard's continued presence in Arctic waters is vital to the long-term prosperity and wellbeing of our northernmost communities. From ice escorts to aids to navigation, from marine communications to scientific platforms, from search and rescue, environmental response and community resupply or engagement, our vessels and staff are at the ready to provide these valuable services to Canadians.'*

* This figure is in keeping with averages in previous years.



CCGS *Louis S St Laurent*, 11345 gt, heavy icebreaker, complement of 29, loa 119.6 metres, 23,000nm range, endurance of 205 days.

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Video of Port of Hamburg

The Modern Port - in German with English sub-titles.

The following link leads to a topical video on the Port of Hamburg with your guides Dorte and Pierre – 26 minutes in length, the video is available until Dec 21st.

<http://www.arte.tv/guide/en/063946-024-A/xenius-the-modern-port-5?country=GB>

Maximum Period of Shipboard Service for Seafarers

Under Maritime Labour Convention, 2006 (MLC, 2006) there is an entitlement which ensures that seafarers have adequate leave and that they shall be granted shore leave to benefit their health and well-being and with the operational requirements of their positions.

From the Australian Maritime Safety Authority in Canberra we learnt in September of the issue of Marine Notice 17/2016. This document advises vessel owners, operators and seafarers of the Authority's approach to implementing the requirements of the MLC, 2006 for the maximum continuous period that a seafarer can serve on board a vessel without taking leave.

The AMSA Notice goes on to outline how these requirements will be enforced by AMSA during more detailed inspections under MLC, 2006.

It is important to note that MLC, 2006 entered into force around the world on 20 August 2013. From that date AMSA has incorporated MLC, 2006 inspections as part of its Port State Control (PSC) inspection regime.

It is understood that AMSA inspectors have continued to identify occurrences of continuous seafarer service periods extending well beyond eleven months and complaints have been received in relation to these occurrences.

Furthermore, crew members are reported to have subsequently agreed to service extensions, an action which AMSA deplores even though such extensions to service have been reportedly by mutual agreement.

MLC 2006 states that subject to any collective agreement or laws or regulations providing for an appropriate method of calculation that takes account of the special needs of seafarers in this respect, the annual leave with pay entitlement shall be calculated on the basis of a minimum of 2.5 calendar days per month of employment. The manner in which the length of service is calculated shall be determined by the competent authority or through the appropriate machinery in each country.

Again from MLC 2006, justified absences from work shall not be considered as annual leave and any agreement to forgo the minimum annual leave with pay except in cases provided for by the competent authority, shall be prohibited.

MLC 2006 can be found at:
<http://www.ilo.org/global/standards/maritime-labour-convention/lang-en/index.htm> or <http://tinyurl.com/qghu34x>

while AMSA Marine Notice is downloadable at:
<https://apps.amsa.gov.au/MOREview/MarineNoticeExternal.html> or <http://tinyurl.com/nktwqku>

NATO Operation Active Endeavour in the Mediterranean

Operation ACTIVE ENDEAVOUR is part of NATO's multi-faceted response to current terrorist activities. Ships conduct maritime operations in the Mediterranean Sea to help deter, defend, disrupt and protect against terrorist activity in the region.

As part of NATO's counter-terrorism operation in the Mediterranean on 8 September the Canadian warship HMCS *Charlottetown* of Standing NATO Maritime Group 2 - Task Unit 02 (SNMG2 TU02) conducted a cooperative boarding on the Togolese-flag merchant vessel mv *Byblos* (illustrated).

Charlottetown (FFH 339) conducted cooperative boarding for cargo and documentation verification during operations in these international waters.

This operation received consent from the cargo vessel's flag-state and the master of *Byblos*. Both master and crew were very cooperative, NATO reported from its maritime HQ near London, facilitating the boarding manoeuvres. The boarding team received support from the warship's CH-124 Sea King helicopter. Their arrival on board *Byblos* was well received, with support and assistance from the crew. Once it was confirmed that cargo and documentation were in order, the merchant vessel continued to her next port of call.

In the words of Vice-Admiral Bruno Paulmier, Deputy Commander of the Allied Maritime Command: *'These actions demonstrate a team effort, involving the strategic, operational and tactical levels of the Alliance. They are the result of the ongoing planning and training carried out by NATO maritime forces. Our presence and this boarding are an important indicator of the Allied nations' and Partners' presence, and their excellent relationship with the commercial shipping community. This presence is part of the evolving contribution of the Alliance to guaranteeing maritime security in the Mediterranean Sea during these times of change.'*

During the NATO Summit in Warsaw in July this year, the Alliance agreed to launch a new maritime security operation in the Mediterranean Sea code named Operation SEA GUARDIAN. This operation will have a broader scope than the previous Operation ACTIVE ENDEAVOUR and will include situational awareness, counter-terrorism and capacity building as elements of its mission.



Photograph reproduced by kind courtesy of NATO©.

Protecting global maritime traffic

The world economy depends on safe, protected, secure and sustainable maritime traffic. IMO's Chris Trelawny outlined how sustainable maritime development, underpinned by good maritime security can support improved economic development, at the Offshore Patrol Vessels Middle East conference in Bahrain on 28 September.

Trelawny noted that while piracy and armed robbery is one threat, greater strategic threats include: illegal, unregulated and unreported fishing; drug smuggling; terrorism against oil and gas installations; and transport systems; and above all, the failure to develop the maritime sector. All these issues have similar solutions, namely, political will at the highest levels, adequate legal frameworks, maritime situational awareness, law enforcement capability ashore, interdiction capability at sea, adequate training and logistic support, and inter agency cooperation. IMO supports countries to develop capacity to address these issues, with welcome support from naval forces and coast guards.

Training inspectors to boost domestic ship safety in the Pacific

IMO and the Secretariat of the Pacific Community (SPC) supported enforcement of ship safety standards in the Pacific region with a two-week training exercise for flag State inspectors, in Suva, Fiji, held from 19-28 September. Fourteen technical officers were equipped with the skills to verify ship conditions and equipment, and to ensure compliance with the relevant international and regional ship safety standards. It is reported that there are around 2000 registered domestic vessels providing transport between the many islands in the region.

This training exercise built on IMO's 2015 Manila Conference on domestic ferry safety, which acknowledged the urgent need to enhance the safety of ships carrying passengers on non-international voyages and urged States to review and update national passenger ferry regulations and to apply the guidelines adopted at the Conference.

Although ships operating on non-international voyages fall outside IMO's remit, the Organization places great importance on the safety of passenger ships and urges countries to apply the highest safety standards possible.

Boosting maritime security in São Tomé and Príncipe

An IMO-led maritime security table top exercise took place in São Tomé and Príncipe on 27-28 September for participants from a range of government departments and national agencies, including the Maritime Authority. The exercise encouraged a multi-agency, whole of government approach to maritime security and maritime law enforcement issues. A range of evolving scenarios were used to stimulate discussions and demonstrate the need for cooperation amongst government departments and agencies.

This event was the 18th IMO-led table top exercise to be held in West Africa and the third table-top exercise to be held in Lusophone (Portuguese speaking) Africa. The event was conducted by a team of maritime security consultants and hosted by the São Tomé and Príncipe Maritime and Port Authority. IMO was represented by Gisela Vieira and a team of consultants.

Safe and sustainable Straits

Safety of navigation, e-navigation and marine environmental protection in what is one of the busiest waterways used by international shipping were on the agenda as representatives of littoral States (Indonesia, Malaysia and Singapore), user States and stakeholders of the Straits of Malacca and Singapore gathered from 26-30 September in Yogyakarta, Indonesia.



Delegates attended regular meetings under the Co-operative Mechanism on Safety of Navigation and Environmental Protection in the Straits of Malacca and Singapore. IMO's Hiro Yamada participated in the 9th Co-operation Forum of 26 September and also attended two further meetings under the Cooperative Mechanism, the Tripartite Technical Experts Group (TTEG-41) and the Project Coordination meeting to 30 September. Yamada encouraged donations to the IMO-administered IMO Malacca and Singapore Straits Trust Fund, set up to support capacity-building activities in the Straits.

The Cooperative Mechanism was established in 2007 to foster cooperation and communication between the littoral States, user States and stakeholders of the Straits of Malacca and Singapore under IMO's Protection of Vital Shipping Lanes initiative. The Cooperative Mechanism comprises three interconnected and complementary components. The Cooperation Forum serves as a platform for dialogue; the Project Coordination Committee coordinates the implementation of Straits Projects; and the Aids to Navigation Fund receives direct financial contributions for the provision and maintenance of critical aids to navigation in the Straits of Malacca and Singapore.

Supporting port security training in Tunisia

A train-the-trainer workshop on IMO maritime security measures took place in Tunis, Tunisia from 19-23 September. Tunisian officials were trained to provide the knowledge required for port facility security officers to carry out their duties in line with relevant IMO regulations and guidelines to protect shipping and ports. These regulations include the International Ship and Port Facility Security (ISPS), Chapter XI-2 of SOLAS 74 as amended and the IMO/ILO Code of Practice on Security in Ports.

Tunisia's General Director of Maritime Transport and Maritime Ports, Mr. Youssef Ben Romdhane, opened the workshop.

More plastic than fish in the ocean

It has been stated that by 2050 there could be more plastics in the oceans than fish, if human habits do not change. The India Clean Seas Conference took place in Goa, India from 22-24 September to discuss what is needed to keep oceans clean. IMO's Director of Marine Environment, Stefan Micalef delivered the opening address, highlighting daunting environmental challenges facing the oceans and how to develop sustainable solutions. Micalef pointed out how MARPOL has played a key role as a comprehensive, international treaty covering the prevention of both marine and atmospheric pollution by ships. To address the massive accumulation of plastics in the ocean, IMO pioneered the prohibition of plastics' disposal anywhere at sea, which took effect more than 25 years ago.

Looking at marine life around commercial ports

A training seminar looking at the practical aspects of risk assessment and inventories of marine life in and around commercial ports, a concept also known as port biological baseline surveys (PBBS), took place in Kingston, Jamaica on 21-22 September. Marine biologists, port state control officers and maritime authorities discussed the practical aspects of risk assessment and PBBS related to ballast water management (BWM) such as exemptions, ship targeting for compliance monitoring and enforcement (CME) or the development of decision support systems (DSS). This event was organized by IMO's GloBallast project and the Maritime Authority of Jamaica. Antoine Blonce represented IMO.

Illustrations kindly provided by IMO©.

August marks ongoing trend of global record-breaking heat

In the US the National Oceanographic and Atmospheric Administration (NOAA) is an agency with a mission of Science, Service and Stewardship. To achieve this it understands and predicts changes in climate, weather, oceans and coasts. It shares that knowledge and information with others; and conserves and manages coastal and marine ecosystems and resources.

August 2016 marked 16 consecutive months of record-breaking heat for the globe. June-August and January-August were also record warm spells.

August 2016 was 1.66° F above the 20th century average, breaking last year's record for the warmest August on record by 0.09° F, according to scientists from NOAA's National Centers for Environmental Information.

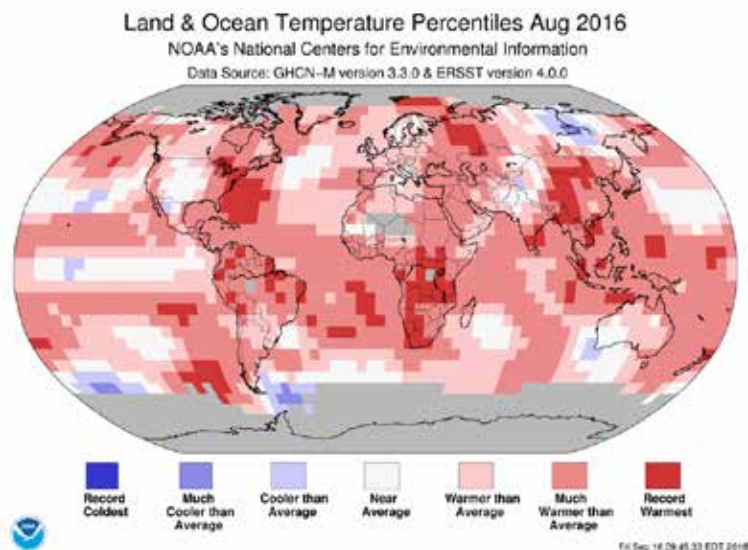
The June-August seasonal temperature was 1.6° F above average, surpassing the heat record for this period set in 2015 by 0.07°.

For the year to date, the average global temperature was 1.82° F above average, also breaking the heat record set

in 2015 by 0.29°.

More notable findings around the world include the fact that the global average sea surface temperature was the second warmest on record for August and warmest on record for both the season (June-August) and the year to date (January-August).

Furthermore, the record-warm continents, Africa and Asia, had their warmest August; South America had its second; North America its sixth; Europe its tenth and Oceania its nineteenth.



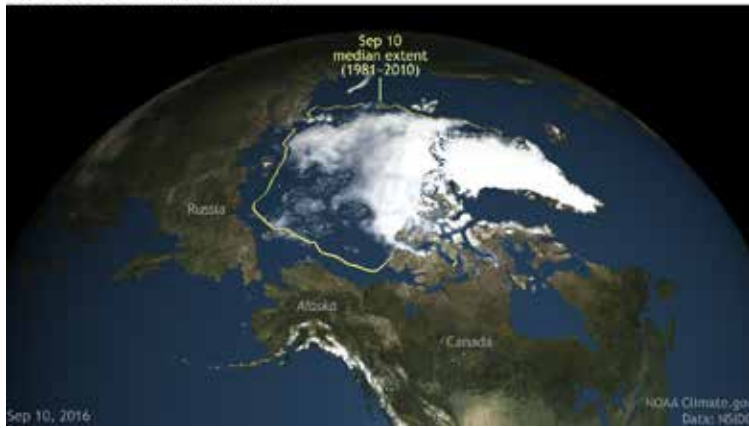
Sea ice extent shrinks

With regard to polar waters, the average Arctic sea ice extent for August was 23.1% below the 1981-2010 average. This was the fourth smallest August extent since records began in 1979. The average Antarctic sea ice extent for August was 0.2% above the 1981-2010 average, the nineteenth largest on record for the month.

It was reported early in September that the Arctic sea ice extent shrank to 4.14 million square kilometres (1.60 million square miles). The National Snow and Ice Data Center (NSIDC) announced that this summer low was statistically tied with the minimum of 2007 for second-lowest in the satellite record, both behind the 2012 record low.

Arctic sea ice generally grows from late September through to late February or early March, and melts from March through to September. Sea ice minimum and maximum extents do not coincide with the peak of summer and winter because the ocean is slower to warm up and cool down than the atmosphere.

On 24 March Arctic sea ice began the 2016 melt season with a record low maximum extent of 14.52 million square kilometres (5.607 million square miles). This value was statistically tied with the previous year's extent of 14.54 million square kilometres (5.612 million square miles). Arctic sea ice extent remained at record-low levels throughout May and early June, but then cooler conditions took hold in the Arctic. Despite unusually cool, cloudy conditions throughout most of the Arctic summer, sea ice neverthe-



less retreated to the second lowest in the satellite record.

NOAA's NSIDC reported further that sea ice retreat picked up in the first ten days of September, melting much faster than the average rate for that time of year from 1981 through 2010.

The late-summer retreat was especially pronounced in the northern Chukchi Sea, NSIDC reported. Although sea ice appeared to have bottomed out on 10 September NSIDC cautioned that sea ice might continue to shrink depending on Arctic wind patterns later in the month.

Polar Mariner: Beyond the Limits in Antarctica

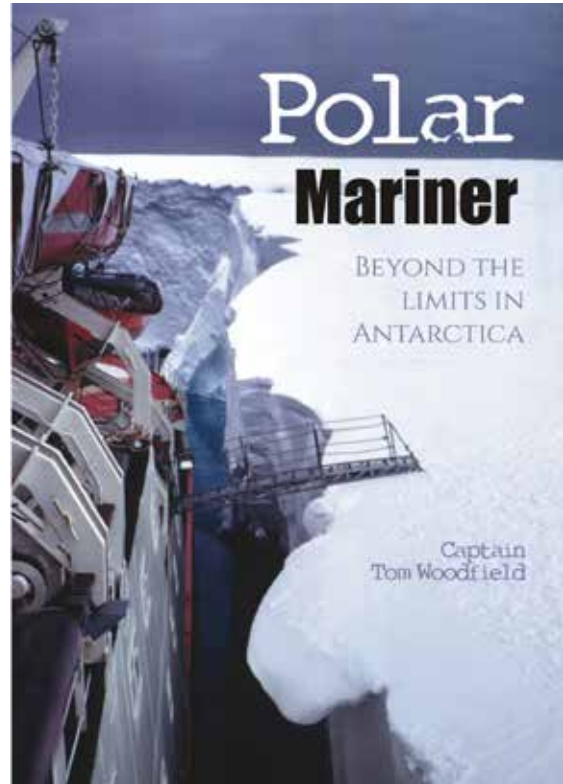
One of the most interesting books by a seafarer seen in recent years is *Polar Mariner: Beyond the Limits in Antarctica* by Captain Tom Woodfield, a Polar Medallist and Elder Brother of Trinity House.

Priced at £18.99 this 200 page softback book comes from Whittles Publishing of Dunbeath, Caithness, Scotland www.whittlespublishing.com; see ISBN 978 184995 166 1.

Here is a dramatic story of true endeavour and exploration in the footsteps of the early pioneers by an author who navigated the waters of the Falkland Islands, South Georgia and the Antarctic for 20 years supporting British scientific stations. He explored and surveyed the sometimes uncharted, ice-filled waters in often ferocious weather and with a mixture of monochrome and colour illustrations introduces the majestic scenery and wildlife as well as tales of exploration and seamanship.

Woodfield made 20 seasonal voyages to the Antarctic on three research ships between 1955 and 1974. Starting as a Junior Deck Officer he worked for The Falkland Islands Dependencies Survey which in 1964 became the British Antarctic Survey. He played a paramount role in the gradual change from using under-powered and poorly-equipped ships to the professionally-managed and sophisticated vessels of his last command. Exploration and survival during his early years in Antarctica are described as attempts were made to establish research stations, support science, and survey in totally uncharted, ice-filled waters

in often ferocious weather. Dramatic stories are featured such as the near loss of a ship in pack ice, the stranding of another in hurricane force winds and the collapse of an ice-cliff on to the vessel.



Polar navigation during the author's years was not without peril and the near loss in ice of his first ship, RRS *Shackleton*, the demise of her Master, and his ill-judged replacement and consequent dramas are told. Aged just 25, he transferred to RRS *John Biscoe* as Chief Officer under a fine seaman but difficult disciplinarian. The highs and lows of their relationship are told as are vivid descriptions of predicaments they overcame such as being blown ashore in hurricane force winds and beset and crushed in pack ice. The first ventures of *John Biscoe* into the Weddell Sea are recounted with information on the nature and movement of ice, its interrelationship with weather, and the methods of navigation in ice before the age of satellites.

Appointed to command RRS *Bransfield*, he recounts her extraordinary maiden voyage when it was feared she would split in two. The battle with a storm at the end of his last voyage is fully described together with his final sentimental return to the Falklands. The foreword is by HRH The Princess Royal and profits from the sale of the book will go to the Antarctic Heritage Trust.

International Human Rights Conference

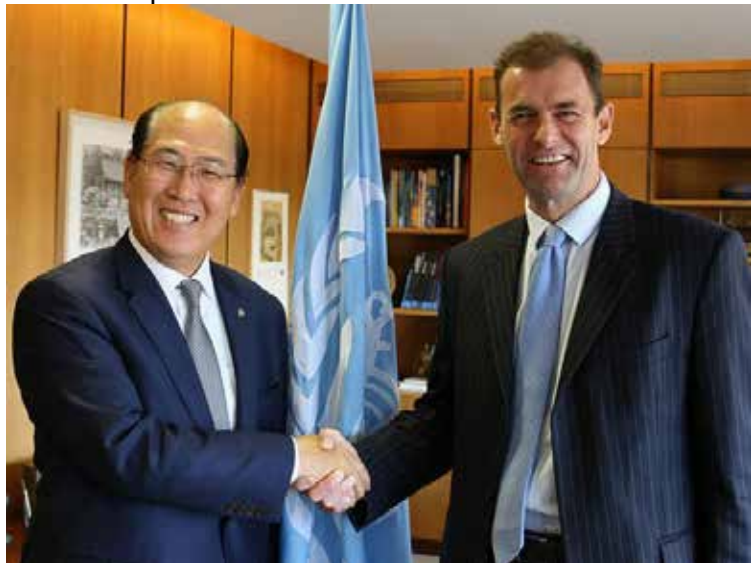
This conference was held in UK on 14th September. The speaker videos, (your Internet connecting speed permitting,) which you may find interesting, may be found here.

<https://www.humanrightsatsea.org/imhr-2016-speaker-videos/>

IMO warning on protective measures against piracy

Merchant shipping should continue to take protective measures against possible piracy attacks in the Gulf of Aden and the western Indian Ocean through diligent application of IMO guidance and Best Management Practices (BMPs).

This advice was provided by IMO early in October. Secretary-General Kitack Lim and Operation Commander Major-General Rob Magowan (*illustrated here*) of the EU Naval Force Operation Atalanta, which operates off the coast of Somalia, reiterated this key message when they met at IMO Headquarters in London on 6 October.



The two agreed that naval forces are still very much required in the West Indian Ocean to help prevent a possible resurgence of piracy and the Secretary General welcomed the extension of the Operation Atalanta counter-piracy mandate to the end of 2018.

They further agreed on the need to secure the release of the seafarers still remaining in captivity in Somalia.

In order to provide an overall view of the global threat posed by piracy and armed robbery against ships, since 1982 the IMO issues incident reports on such acts and attempted acts.

These reports are based on data and information submitted by IMO Member Governments as well as appropriate regional and international organizations. Reports, which include among other things, the names and a description of ships attacked, position and date/time of incidents, consequences to the crew, ship or cargo, and actions taken by the crew and coastal authorities, are circulated monthly, followed by a comprehensive annual report, published at the beginning of the second quarter of the subsequent year.

Additional information regarding acts and attempted acts of piracy and armed robbery against ships is publicly available (subject to registration) in IMO's Piracy and Armed Robbery module within the Organization's Global Integrat-

ed Shipping Information System (GISIS).

IMO piracy and armed robbery reports are to be found here: <http://www.imo.org/en/OurWork/Security/PiracyArmedRobbery/Reports/Pages/Default.aspx>

or <http://tinyurl.com/guxcfrn>

The UK Maritime Trade Operations (UKMTO) office in Dubai acts as the primary point of contact for merchant vessels and liaison with military forces in the region.

UKMTO has issued *Best Management Practices for Protection against Somalia Based Piracy* otherwise known as BMP 4 it carries the sub-title: *Suggested Planning and Operational Practices for Ship Operators and Masters of Ships Transiting the High Risk Area*.

This 85 page document is available at: http://eunafor.eu/wp-content/uploads/2013/01/bmp4-low-res_sept_5_20111.pdf or <http://tinyurl.com/jdbydoa>

Videotel Produces "Safe Passage in the Singapore Strait"

New Programme for Safe Navigation in one of the World's Busiest Shipping Lanes

A multi-national training initiative led by the maritime authorities of Indonesia, Malaysia, and Singapore

It was announced towards the end of September that the Maritime and Port Authority of Singapore (MPA) had released a training programme, produced by VideotelTM, a KVH company, to encourage safe navigation in the Singapore Strait.

Carrying an estimated one third of the world's traded goods, the Singapore Strait is one of the world's busiest shipping lanes. Recent projections show that maritime traffic is set to increase significantly along this narrow waterway, which, together with the Malacca Strait, stretches for more than 400 miles, connecting the Indian Ocean and the Pacific Ocean.

Commented Nigel Cleave, CEO of Videotel: '*Being chosen to produce this three-part training package was a great honour for us and reinforces the quality of our work and the ability to interpret a complex brief, turning it into an informative and interactive e-Learning training package*'.

Aimed at experienced ship masters and bridge teams, *Safe Passage in the Singapore Strait* is a three-part training package of two full-length videos and an interactive computer-based module. The programme is being distributed free to shipping companies by the MPA. In addition, subscribers to Videotel's award-winning Videotel On Demand (VOD) system will also have access to this training package.

Produced jointly by the maritime authorities of Indonesia, Malaysia, and Singapore, the multimedia project has been independently vetted and endorsed by the Baltic and In-

ternational Maritime Council (BIMCO), the International Chamber of Shipping (ICS), and the National Maritime Safety at Sea Council of Singapore.

Utilising the power of video and computer-based training technology, *Safe Passage in the Singapore Strait* follows a transit through the Traffic Separation Scheme (TSS) from east to west and west to east, highlighting the precautionary areas where crossing traffic is most often encountered, the many pilot boarding grounds, and the areas of shallow water where strong tidal forces can present a danger to navigation.

Combining animated charts, AIS recordings of actual voyages, and video footage shot onboard a variety of vessels transiting in both directions by day, by night, in fair and in stormy conditions, the multimedia package emphasises the need for detailed voyage planning, good seamanship, and close attention to advice from the Singapore Vessel Traffic Information Service (VTIS).

Videotel's training devices are in use on more than 12,000 vessels worldwide, and include 950 new and updated titles to meet current seafarer training needs. The Videotel programmes are available in a range of formats, including 500+ e-Learning courses, more than twice the number of computer-based training (CBT) programmes offered by competitors. Videotel's Basic Training Package of 20 essential maritime training programmes is available via KVH's IP-MobileCast™ content delivery service, which utilises multicasting technology to deliver news, entertainment, and operations content without using vessels' monthly airtime data allotments.

Videotel has been a leader in developing training material since 1973 when the Intergovernmental Maritime Consultative Organization (IMCO), the forerunner to the International Maritime Organization (IMO), wanted to improve the quality of training materials available to seafarers and called on the company's services. Videotel has recorded more than 11 million training events in recent years, and its training programmes have been recognized with nearly 100 awards.

A trailer of *Safe Passage in the Singapore Strait* can be seen on Videotel's YouTube channel here:
<https://www.youtube.com/watch?v=LAvWPagUo9A>

and more information about Videotel is available on the company's website at <http://videotel.com/>

WHO RELEASES NEW TREATMENT GUIDELINES FOR STIs

Growing antibiotic resistance forces updates to recommended treatment for sexually transmitted infections

New guidelines for the treatment of three common sexually transmitted infections (STIs) have been issued by WHO in response to the growing threat of antibiotic resistance. This was reported by the organization at the end of August.

Chlamydia, gonorrhoea and syphilis are all caused by bacteria and are generally curable with antibiotics. However, these STIs often go undiagnosed and are becoming more difficult to treat, with some antibiotics now failing as a result of misuse and overuse. It is estimated that, each year, 131 million people are infected with chlamydia, 78 million with gonorrhoea, and 5.6 million with syphilis.

Resistance of these STIs to the effect of antibiotics has increased rapidly in recent years and has reduced treatment options. Of the three STIs, gonorrhoea has developed the strongest resistance to antibiotics. Strains of multidrug-resistant gonorrhoea that do not respond to any available antibiotics have already been detected. Antibiotic resistance in chlamydia and syphilis, though less common, also exists, making prevention and prompt treatment critical.

When left undiagnosed and untreated, these STIs can result in serious complications and long-term health problems for women, such as pelvic inflammatory disease, ectopic pregnancy, and miscarriage, and untreated gonorrhoea and chlamydia can cause infertility in both men and women. Infection with chlamydia, gonorrhoea and syphilis can also increase a person's risk of being infected with HIV two- to three-fold. An untreated STI in a pregnant woman increases the chances of stillbirth and newborn death.



In a recent WMO statement Ian Askew, Director of Reproductive Health and Research commented: '*Chlamydia, gonorrhoea and syphilis are major public health problems worldwide, affecting millions of peoples' quality of life, causing serious illness and sometimes death. The new WHO guidelines reinforce the need to treat these STIs with the right antibiotic, at the right dose, and the right time to reduce their spread and improve sexual and reproductive health. To do that, national health services need to monitor the patterns of antibiotic resistance in these infections within their countries.*

The new recommendations are based on the latest available evidence on the most effective treatments for the three sexually transmitted infections: chlamydia, gonorrhoea and syphilis.

WHO is calling on countries to start using the updated guidelines immediately, as recommended in *Global Health Sector Strategy for Sexually Transmitted Infections (2016-2021)* endorsed by governments at the World Health Assembly in May 2016. The new guidelines are also in-line with the Global Action Plan on Antimicrobial Resistance, adopted by governments at the World Health Assembly in May 2015.

When used correctly and consistently, condoms are one of the most effective methods of protection against STIs.

SHIPPING: INDISPENSABLE TO THE WORLD

A message from IMO Secretary-General Kitack Lim on World Maritime Day, 29 September 2016.

In a world where the global population has topped 7 billion and is set to double in many developing countries by 2050, the challenges we face are almost unprecedented.

Threats of conflict, terrorism, mass mixed migration, food and water insecurity, climate change and the widening division between the 'haves' and the 'have-nots' loom large.

Governments and civil society are seeking ways in which social and economic development can continue to satisfy the needs of this burgeoning population, but in a way that is genuinely sustainable.

Last year saw two landmark achievements: the adoption of the 2030 Agenda for Sustainable Development and the Paris Agreement on climate change. As United Nations Secretary-General Ban Ki-moon said when he visited IMO in February this year, 'These are victories for the world's people, and triumphs for multilateralism.'

Shipping, and IMO, have a major role to play in translating the momentum generated by these agreements into tangible improvements in the lives of the people we serve.

In today's economy, people all over the world rely on ships to transport the commodities, fuel, foodstuffs, goods and products on which they depend.

Maritime transport is the backbone of international trade and global markets. Ships have never been so technically advanced, so sophisticated, never carried so much cargo, never been safer and never been so environment-friendly as they are today. It is thanks to this global fleet and global workforce of over one million seafarers that the import and export of goods on the scale necessary to sustain the modern world can take place.

But, if the benefits of globalization are to be evenly spread, all countries must be able to play a full and active part in shipping.

Sustainable economic growth, employment, prosperity and stability can all be enhanced through developing maritime trade, improving port infrastructure and efficiency, and promoting seafaring as a career – especially within the developing world. IMO's work makes a strong contribution in all of these areas.

Seaborne trade brings benefits to us all, through competitive freight costs. The transport cost element in the shelf price of consumer goods is negligible, for a product transported by sea. With its impressive environmental performance, shipping is also a driver of 'green growth'.

Sustainable development is dependent on the continuing

cost-efficiency of maritime transport. Economic and regulatory incentives will encourage the shipping industry to invest in green technologies, which are not only beneficial for the environment, but can also mean cost savings in the longer-term.

The availability of low-cost and efficient maritime transport has helped make possible the dramatic improvements in global living standards, especially in emerging economies, that have seen many people taken out of acute poverty in recent years.

As the World Maritime Day theme for 2016 so rightly acknowledges, shipping is indispensable to the world – and is set to remain central to world economic growth as we make the inevitable transition towards an era of clean and sustainable development.

This is a message that needs, and deserves, a wider audience. Almost everyone in the world today relies on shipping to some extent – but very few are aware of it. I will certainly be doing my best to amplify this message during the course of the year and I urge all those involved in this vital industry to join me in spreading the news that shipping is indispensable to the world.

Maritime Day Forum was held at IMO HQ

On the day the Secretary General delivered his message a Maritime Day Forum was held at IMO HQ in London and attended by representatives of Member States, IGOs and NGOs, invited guests and a cross-section of the maritime community based in or near London.

An opportunity was taken for an eminent panel to discuss global shipping's future challenges. The event was live-streamed to media and the wider public.

Billions of people all over the world rely on shipping for the essentials and the luxuries in life, shipping is indispensable, yet very few people realise it. Is shipping's relative anonymity a problem and, if so, why

?

There is no doubt that the World Maritime Day theme provided, as it does each year, an opportunity for the shipping community to tell its story: the story of an industry that, in terms of efficiency, safety, environmental impact and its contribution to global trade is unmatched by any other transport sector; the story of shipping – which is, truly, indispensable to the world.

Parallel Event 2016

The World Maritime Day Parallel Event will be held in Turkey in November 2016. Visit:

www.worldmaritimedayturkey.com for further details.

Let us not forget...

We are reminded that there are more than 50,000 merchant ships trading internationally, transporting every kind of cargo. The world fleet is registered in over 150 nations and manned by more than a million seafarers of virtually every nationality.

Over the past 50 years and more, IMO has developed and adopted a comprehensive framework of global regulations covering maritime safety, environmental protection, legal matters and other areas. Under this regulatory framework, shipping has become progressively safer, more efficient and more environment-



friendly.

Secretary-General Kitack Lim in his address emphasised that in today's economy, people all over the world rely on ships to transport the commodities, fuel, foodstuffs, goods and products on which they depend.

Picture reproduced by kind courtesy of IMO©.

The EU Autonomous Vessel Project

It was reported widely in the maritime press early in September that the Norwegian firm NAVTOR is to spend the next three years helping the EU chart a route towards autonomous vessels.

NAVTOR, a global leader in e-Navigation technology and services, has been selected to represent the maritime industry in the EU ENABLE project conceived to prove, verify and validate the safety of autonomous vehicles in Europe. It is understood NAVTOR has now received funding to investigate the concept of 'shore-based bridges', a crucial steppingstone on the path to autonomy of surface vessels.

ENABLE was originally proposed by the car industry, before the EU widened its scope to take in the full spectrum of transport, including ships. NAVTOR was chosen to represent the maritime sector's efforts due to its expertise and innovation in the field of navigation, planning and monitoring. The firm's technology currently connects vessels and shore-based facilities worldwide to optimise routes, safety, efficiency and overall fleet management.

Commented NAVTOR e-Navigation Project Manager Bjørn Åge Hjøllø: *'It is an honour to be selected as the sole representative for our industry. The opportunity to work alongside established leaders in analogous transport sectors – learning from them, sharing knowledge and collaborating for new technical solutions – really is 'once in a lifetime'.*

'The shared goal is important for Europe, while the expertise we accrue will obviously be of huge benefit to our customers – all of whom can take advantage of key elements of shore-based bridges.'

NAVTOR's role in ENABLE, which runs through to October 2019, will focus on testing the validity of the software element of a remote ship's bridge concept. This will be built upon continuous data sharing between vessels and land, with key navigation functions migrating from the crew to office-based teams. Shore-based bridges will not be central to the day-to-day operation of autonomous vessels, but will be a vital part of their support infrastructure, allowing those onshore to take charge of individual ships when necessary, it is understood.

Hjøllø concluded by saying: *'We believe autonomous vessels will be a reality within the next 10 to 15 years. Shore-based bridges will be a vital part of realising that vision.'*

'However, before that point there is work to be done. We can use our expertise with software, monitoring, planning, and the secure transfer of data between vessels as a platform to build upon. Together with actors from sectors such as research institutes and the car industry, which has already made huge leaps steps forward in autonomy, we can accelerate the development of safe, reliable and innovative solutions for maritime.'

'This is a long-term project with huge potential. We are delighted to be taking the maritime lead.'

NAVTOR, with a network of offices in Norway, Russia, Japan, Sweden and Singapore, launched the initiative with a pre-project meeting for 16 European experts, representing some of Europe's leading research and development institutions, in its hometown of Egersund in September. Other ENABLE participants include IBM, Philips Medical Systems, Renault, Tieto and Siemens.

Annual General Assembly 2017

At the invitation of CAMM the next Annual General Assembly will be held at MITAGS (Maritime Institute of Technology & Graduate Studies), 18th and 19th April 2017, the address of the venue and hotel is:

692 Maritime Boulevard,
Linthicum Heights,
MD 21090, USA

We are also invited to attend the CAMM Professional Development Conference on 20th and CAMM AGM on 21st as observers. The Annual Dinner will take place on the evening