Number 27, September 2019

IFSMA NEWSLETTER

The Shipmasters' International Voice

Royal Sovereign Lighthouse

Off the South Coast of UK.

See page 14 for article.

UNITY FOR SAFETY AT SEA

IFSMA

International Federation of Shipmasters' Associations

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Secretary General's Report

Most of you I am sure were able to take some time off as we in the Secretariat did during the IMO closed period in August.

At the beginning of July I represented IFSMA at the IMO for the Implementation of IMO Instruments Sub-Committee Meeting (III 6) and one of the key issues raised during the Lessons Learned from Marine Accident Investigations reports was that many of the accidents highlight the lack of a proper lookout and also an increased use of AIS as a collision avoidance tool.

Are you aware of what your Officers are doing on the bridge while you are trying to get some much needed rest?

At this point I need to remind you that AIS can provide supporting information only and is not to be used as a collision avoidance system.

In addition I attended another meeting of the IALA VTS Committee which is reviewing IMO Resolution A.857(20) *Guidelines for Vessel Traffic Services*. This is important in order that IFSMA can ensure that the Shipmaster's responsibility for ensuring safe navigation of his/her vessel is correctly articulated.

Our Secretariat has also been lobbying hard at the IMO and the European Union (EU) on the issue of conflict of information between the EU and the United Nations High Commissioner for Refugees (UNHCR). The UNHCR states that Libya is an unsafe place to land rescued personnel in the Mediterranean; both the EU and Italy state that it is safe. This provides the Shipmaster with a difficult decision to make especially when Italy has passed an Emergency Law which states they will prosecute any Shipmaster landing rescued persons into Italy if they were directed to land them to Libya by an MRCC. One ship and a Shipmaster were arrested for doing just this and prosecuted for causing a collision with a police launch.

The case was dismissed by the Italian Courts and I like to think lobbying by both our German association, VDKS (Verband Deutscher Kapitäne & Shiffsoffiziere) and ourselves with the IMO, EU and Italian Administration paid dividends. The Italian authority has so far not carried out its threat of further prosecution on people trafficking.

We have to thank Peter van der Kruit of our Dutch association, NVKK (Nederlandse Vereniging van Kapiteins Ter Koopvaardij) for his continued legal help to IFSMA on this issue.

It is to be hoped that the situation in the Straits of Hormuz has started to settle down and at last we are seeing Heads of States begin to open communication effectively to try and defuse tension in the region. Discussions between

Stena Sweden and the Iranian authorities have started and we hope that *Stena Impero* and her crew will soon be released. As the situation developed, it was good to see that the media approached IFSMA for our views from a Shipmaster perspective and over a two week period I gave two live interviews on BBC Radio 4 and one live on BBC TV World News. These can be found on our website.

Finally, I would like to draw your attention to the 2019 AGA, our 45th, which will be held in Helsinki by courtesy of the Finnish Marine Officers' Union on 26 / 27 September. There is still time to register and all details are on the web-site. See you there.

From the Editor

Importance of the Polar Code stressed at Greenland summit

Changing climate is opening up the polar regions to greater maritime activity. Ships which operate in the Arctic and Antarctic regions are exposed to many risks such that safety and protection of the polar environment have always been of concern to IMO. This was emphasised in the last week of August as IMO Secretary-General Kitack Lim visited Ilulissat, Greenland to participate in a high-level gathering on Arctic shipping which saw the first visit to Greenland by an IMO Secretary-General.

During his opening remarks, Mr Lim emphasised the need for balanced and sustainable shipping activities in Arctic waters. He added that maritime infrastructure needs to be further developed and that more collaboration is necessary considering challenges ships face operating in polar waters.

Naalakkersuisoq Karl Frederik Danielsen, Greenland's Minister of Housing and Infrastructure, said that IMO's Polar Code, which stipulates mandatory safety and environmental standards for ships in Polar waters, is an instrument of great importance to Greenland. We at IFSMA remain impressed by the sterling efforts of all concerned in delivering this landmark event which was co-sponsored by the Danish Maritime Authority and the Government of Greenland.

The IMO digest

A summary of some of the news received from the IMO Media service in recent weeks

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The GloFouling Project in the Pacific

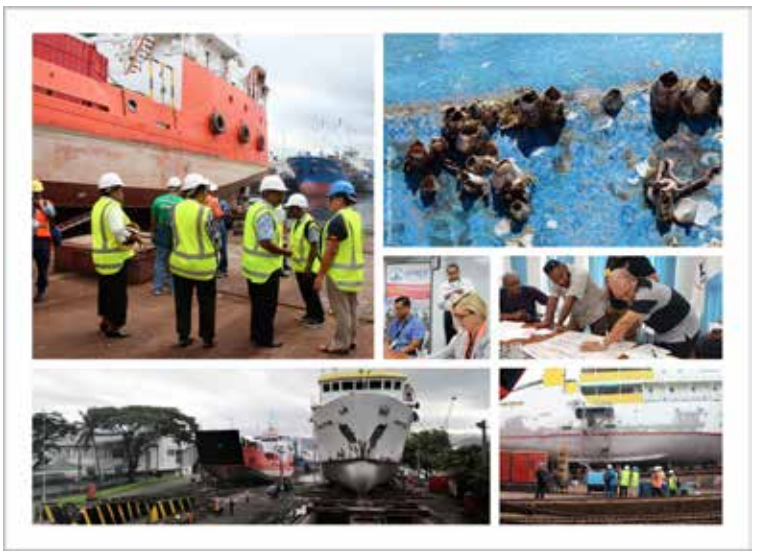
We are grateful to a media briefing kindly provided by staff at IMO in respect of progress with The GEF-UNDP-IMO GloFouling Partnerships project.

It was reported early in July that in a spate of activity since its formal launch in March this year, the initial phase of the GloFouling Partnerships project is now well underway with a series of technical workshops taking place in the Pacific.

At this time the key message delivered to participants was that once introduced, marine invasive species can be hard to eradicate – and invasive species represent a potential major threat to the Pacific Ocean's biodiversity and the ecological integrity of Small Island Developing States.

The GEF-UNDP-IMO GloFouling Partnerships project https://www.glofouling.imo.org/

This aims to protect marine biodiversity by addressing bioinvasions by organisms which can build up on ships' hulls and marine structures.



Broad participation

From 3 to 7 June participants from South Pacific countries took part in a regional workshop in Suva, Fiji. This provided an opportunity to outline the main instruments which aim to prevent the spread of invasive species and address fouling on ships: the Ballast Water Management (BWM) Convention, the Anti-Fouling Systems (AFS) Convention and the IMO Biofouling Guidelines. It is understood that implementation of these conventions and guidelines can help prevent the transfer of invasive aquatic species into the Pacific region.

It was reported that during the workshop site visits to a dockyard in Suva provided an opportunity for participants to see at first hand hull cleaning/painting, and to see where fouling can occur in niche areas such as sea chests, bow thrusters or propeller shafts.

Here, the regional workshop was organized by the Secretariat of the Pacific Regional Environment Programme (SPREP), in collaboration with the Project Coordination Unit of the GEF-UNDP-IMO GloFouling Partnerships. This regional workshop was part funded by IMO's Integrated Technical Cooperation programme (ITCP).

It was attended by representatives from: Cook Islands, Marshall Islands, the Federate States of Micronesia, Fiji,

Kiribati, Nauru, Niue, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu and Vanuatu. The workshop included consultants and support from Maritime New Zealand, the New Zealand National Institute of Water and Atmospheric Research (NIWA), and the Australian Department of Agriculture and Water Resources.

Hosting national workshops

On 10 June Fiji and on 12-13 June, Tonga two of the 12 Lead Partnering Countries (LPCs) of the GloFouling Partnerships hosted national workshops to review the programme of work and begin establishing national task forces.

Both national meetings were attended by representatives from a wide range of government institutions and the private sector, such as the ministries of environment, fisheries, transport and infrastructure, port authority, biosecurity, port state control officers, dry docks, shipping agents and operators.

It is understood that strong support was provided by the Australian Department of Agriculture and Water Resources. One of the exercises of the participants was to review the institutions and stakeholders that should be contacted to take part in their National Task Force, to be set up in the coming months. Here the role of the national task forces will be to oversee the development of a strategy and action plan to implement IMO's Biofouling Guidelines and best practices for other maritime industries.

The GloFouling Partnerships will organize similar national workshops in the remaining Lead Partnering Countries in the coming months.

Signing up to the project

Finally, we have been informed that the IMO-executed GloFouling Partnerships project to address bioinvasions by organisms which can build up on ships' hulls and other marine structures is a collaboration between the Global Environment Facility (GEF), the United Nations Development Programme (UNDP) and IMO. Twelve lead partnering countries: Brazil, Ecuador, Fiji, Indonesia, Jordan, Madagascar, Mauritius, Mexico, Peru, the Philippines, Sri Lanka and Tonga, with four regional organizations, IOC-UNESCO, and World Ocean Council and numerous strategic partners have signed up to the project.

Enhancing maritime security in the Indian Ocean and Gulf of Aden

Skills to enable seafarers to deal with maritime crimes at sea were taught on the latest in a series of regional Training of Trainers courses with the accent on combating lack of security in the maritime domain.

Participants from 18 countries* attended the course, at the Mohammed Bin Naif Academy for Maritime Science and Security Studies, Jeddah, Saudi Arabia from 30 June to 11 July.

Here those taking part learnt teaching skills and became familiar with how to deal with maritime crimes at sea, including piracy/robbery, drug trafficking, marine terrorism, weapons smuggling, and human trafficking.

Training was conducted by subject matter experts from the Saudi Arabia Border Guard, the International Committee of the Red Cross/Red Crescent and IMO.

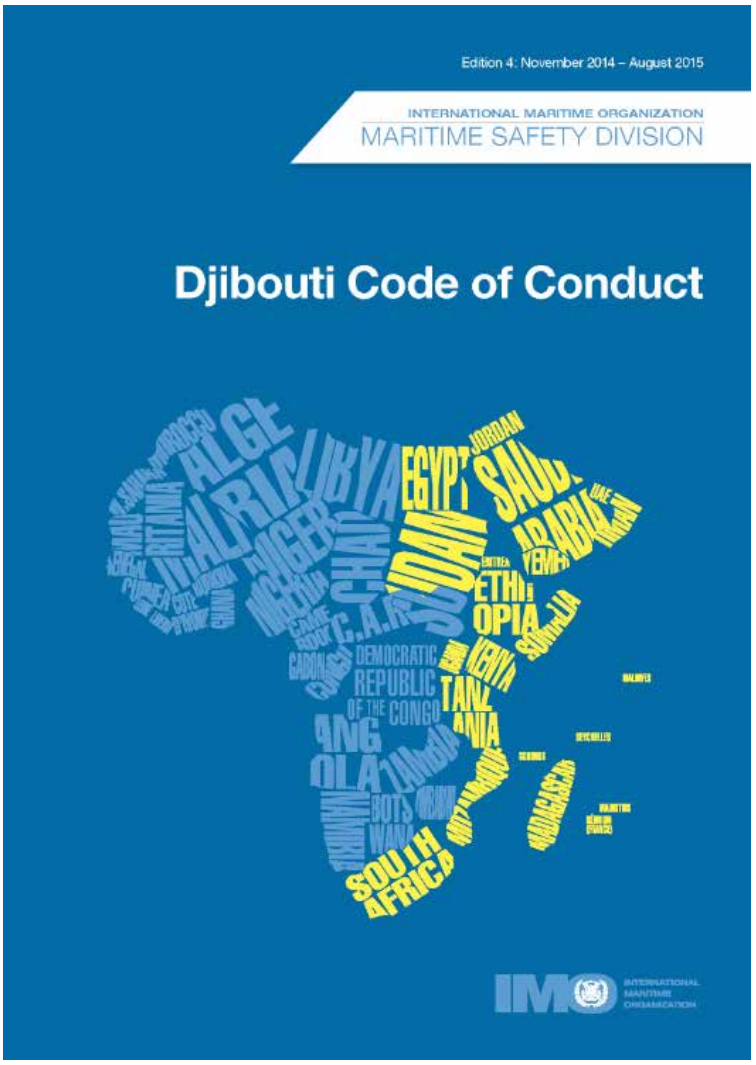
This course was jointly organised by IMO and the Kingdom of Saudi Arabia under the auspices of the Jeddah Amendment to the Djibouti Code of Conduct**.

It is part of a training programme to prepare selected participants to acquire the necessary skills to deliver training in their own countries and regionally. This was the tenth course in a series under a sponsorship programme of the Kingdom of Saudi Arabia, through IMO. To date, 226 students from across the region have benefitted from the training, since 2013.

* Bahrain, Bangladesh, Comoros, Djibouti, Egypt, Ethiopia, Jordan, Kenya, Madagascar, Maldives, Mauritius, Mozambique, Oman, Saudi Arabia, Seychelles, Sudan, United Republic of Tanzania and Yemen.

** The Djibouti Code of Conduct that has been instrumental in repressing piracy and armed robbery against ships in the western Indian Ocean and the Gulf of Aden has seen its scope significantly broadened to cover other illicit maritime activities, including human trafficking and illegal, unreported and unregulated (IUU) fishing.

A high-level meeting of signatories to the Djibouti Code of Conduct, held in Jeddah, Saudi Arabia (10 to 12 January 2017) adopted a revised Code of Conduct, which will be known as the "Jeddah Amendment to the Djibouti Code of Conduct 2017".



The participatory States agreed to work together, with support from IMO and other stakeholders, to build national and regional capacity to address wider maritime security issues, as a basis for sustainable development of the maritime sector.

For more see here:
http://www.imo.org/en/OurWork/Security/PIU/Pages/DCoC.aspx

Desktop Just-In-Time trial yields positive results in cutting emissions

Just-In-Time (JIT) operations have the potential to cut the time ships spend idling outside ports and help reduce harmful emissions as well as save on fuel costs. This can be achieved by communicating in advance the relevant information to the ship about the requested time of arrival – allowing the ship to adjust to optimum speed.

A desktop trial in Just-In-Time ship operations has yielded positive results, showing emissions can be cut considerably. The trial was conducted by members of the IMO-led Global Industry Alliance to Support Low Carbon Shipping (GIA), at the Port of Rotterdam and reported on 15 July by IMO.

Technical adviser Astrid Dispert commented: '*More validation is needed and ultimately a real-time Just-in-Time trial – which is what we are working towards. But the desktop exercise showed the potential and the clear benefit that early communication between ships, port authorities and terminals can bring as it allows speed optimisation during the voyage*.'

During the desktop exercise, a voyage between Bremerhaven and Rotterdam (247 nm distance) was simulated a couple of times. In the first business as usual scenario, the ship receives an update on when it is requested to arrive at the pilot boarding place at the first Calling In Point (when the ship is in VHF radio range, around 30nm from port). The time that the ship is requested to arrive at the pilot boarding place is dependent on a number of variables, including the availability of the terminal as well as pilots and tugs. But the information is often only sent when the ship is already relatively close to port.

In the second Just-In-Time scenario, the ship receives several updates much sooner in the voyage to Rotterdam, on when to arrive at the pilot boarding place. The ship can then adjust speed to its optimum speed.

Comparing the two scenarios, 23% less fuel was consumed in the Just-In-Time scenario – a significant reduction in fuel and therefore emissions.

Data from this exercise will be fed into a Just-In-Time guide being prepared by the GIA. The exercise was conducted by representatives from the Port of Rotterdam, Maersk, MSC, IMO and Inchcape Shipping.

About the GIA

The GIA is an innovative public-private partnership initiative of the IMO, under the framework of the GEF-UNDP-IMO Global Maritime Energy Efficiency Partnerships (GloMEEP) Project that aims to bring together maritime industry leaders to support an energy efficient and low carbon maritime transport system.

South Africa accedes to compensation regime for hazardous and noxious cargoes

IMO reported on 15 July that South Africa had become the latest country to accede to a key compensation treaty covering the transport of hazardous and noxious substances (HNS) by ship.

When in force, the treaty will provide a regime of liability and compensation for damage caused by HNS cargoes transported by sea, including oil and chemicals, and covers not only pollution damage, but also the risks of fire and explosion, including loss of life or personal injury as well as loss of or damage to property.

Compensation fund

An HNS Fund will be established, to pay compensation once shipowner's liability is exhausted. This Fund will be financed through contributions paid post- incident by receivers of HNS cargoes, it is understood.

The Hon Fikile April Mbalula, Minister of Transport, South Africa, met IMO Secretary-General Kitack Lim at IMO HQ, London, on 15 July to deposit the instrument of accession to the 2010 HNS Convention.

Photo: IMO ©.

As required by the treaty, South Africa provided data on the total quantities of liable contributing cargo. Entry into force of the treaty requires accession by at least 12 States, meeting certain criteria in relation to tonnage and reporting annually the quantity of HNS cargo received in a State. The treaty requires a total quantity of at least 40 million tonnes of cargo contributing to the general account to have been received in the preceding calendar year.

SA MoT's visit

On 15 July the Hon Fikile April Mbalula, Minister of Transport, South Africa, visited IMO Secretary-General Kitack Lim at IMO HQ, London, to deposit the instrument of accession to the 2010 Protocol to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (otherwise known as the 2010 HNS Convention).

It was reported on the same day that the treaty had been ratified by five States (Canada, Denmark, Norway, South Africa and Turkey). The total quantity of contributing cargo has reached 9.8 million tonnes, it is understood.

IMO Council condemns tanker attacks

Strait of Hormuz and Sea of Oman

The Council of the IMO condemned recent attacks on commercial shipping in the Strait of Hormuz and Sea of Oman at its meeting in London held from 15-19 July.

After debate, the IMO Council decided to condemn the attacks and expressed its concern over the grave danger to life and the serious risks to navigational safety and the environment to which such incidents may give rise. The Council also emphasised the need for flag States and ship owners and operators to review the maritime security plans for their ships and implement necessary measures to address the heighted security risk to ships operating in the Strait of Hormuz and Sea of Oman.

Addressing the IMO Council, Secretary-General Kitack Lim also emphasised his personal condemnation of the attacks, asserting that: '…*threats to ships and their crews, peaceably going about their business in any part of the world, are intolerable*.'

On 12 May 2019, Saudi Arabian-flagged vessels *Amjad* and *Al Marzoqah*, the Norwegian-flagged vessel *Andrea Victory* and the Emirati-flagged vessel *A. Michel*, were attacked off the coast near Fujairah and suffered sabotage damage, and on 13 June 2019, the Marshall Islands flag *Front Altair* and Panama flag *Kokuka Courageous* were attacked, suffering hull damage and fire, while located in the Sea of Oman near the Strait of Hormuz.

The IMO Council decision recognizes the strategic importance of the navigational routes in and near the Strait of Hormuz, and reminds all flag States, ship owners and operators of the need to implement appropriate security measures for their ships at all times, in the light of the recent attacks in and near the Strait of Hormuz.

Secretary General Lim added: '*I strongly urge all Member States to redouble their efforts and to work together to find a long lasting solution to ensure the safety and security*

of international shipping around the globe and the protection of the marine environment. We owe it to our industry, which is indispensable to the world, and to our seafarers.'

IMO's mandatory maritime security measures, contained in the International Safety of Life at Sea Convention (SOLAS) and the International Ship and Port Facility Security (ISPS) Code, require ship owners and operators to implement appropriate measures to address security risks corresponding to a variety of operational factors, such as the ship's location and destination.

The IMO Council was meeting for its 122nd session at IMO HQ in London. The statement on heightened maritime security measures for ships operating in the Strait of Hormuz and the Sea of Oman is included in its summary of decisions.

The IMO Council, the Executive Organ of IMO, consists of 40 Member States elected by the IMO Assembly.

The IMO International Maritime Prize 2018

Joseph J Angelo

The prestigious International Maritime Prize for 2018 is to be awarded to Joseph J Angelo, a former United States Coast Guard (USCG) and International Association of Independent Tanker Owners' (INTERTANKO) senior executive who participated in IMO meetings for many years, providing leadership on a number of key regulatory developments.

The IMO Council, meeting for its 122nd session in London from 15 to 19 July, decided to award the Prize to Joseph Angelo in recognition of his invaluable contribution to the work and objectives of IMO and to the international maritime community as a whole.

In their nominations, the Government of the US and INTERTANKO highlighted Mr Angelo's constructive and collaborative work with all stakeholders to achieve outcomes. Joseph Angelo was active in a number of IMO bodies, most notably the Maritime Safety Committee (MSC) and the Marine Environment Protection Committee (MEPC). He first attended the MEPC's 13th session in 1980 and attended every session since, up to and including MEPC 73 in 2018.

The US Government said Mr Angelo was known as IMO Joe, in recognition of the respect held by all for the knowledge, skill and cooperation he freely offered. He respected the Organization and believed in its enduring mission, recognizing that the success of IMO rested not on the accomplishments of a few, but on the accomplishments of everyone.

2019 IMO Award for Exceptional Bravery at Sea

Petty Officer Michael Kelly, USCG rescue swimmer

Petty Officer Michael Kelly, a rescue swimmer with the United States Coast Guard, will receive the 2019 IMO Award for Exceptional Bravery at Sea for his courage, perseverance and skill in rescuing four survivors from a life raft, in extremely high winds and heavy seas.

Photo: IMO ©

A panel of judges decided that the rescue merited the highest award. The decision was endorsed by the IMO Council at its 122nd session in London held from 15 to 19 July.

On that stormy day, the crew of the rescue helicopter CG6032 was directed to provide assistance to the sinking fishing vessel *Aaron and Melissa II*. The vessel's four crew members were abandoning ship in very severe weather, 70 miles off the coast of Portland, Maine, United States.

After taking off, the helicopter crew immediately encountered very strong turbulence and gusts up to 60 knots. Arriving on scene, the aircrew located a life raft, battered by raging seas.

Aviation Survival Technician Second Class (AST2) Mi-

chael Kelly was immediately deployed into the cold water. Battling 20-foot waves and chasing the raft, which was constantly being blown away by 50-knot winds, he finally managed to reach the anchor line and pull himself to the life raft.

It was a critical situation with all four survivors suffering from hypothermia. Two were unable to swim, while the flooded raft was in danger of capsizing. With great strength and stamina, AST2 Michael Kelly pulled each survivor from the raft, one by one, swimming strongly through the storm to keep them afloat. Each was lifted into the swaying helicopter rescue basket to be hoisted to safety.

After each rescue, AST2 Kelly was forced to regain lost ground, as the heavy winds continued to push the raft further away. He fought through extreme weather as well as physical and mental exhaustion, to save the lives of four seafarers in distress.

The panel of judges agreed that AST2 Kelly demonstrated truly exceptional bravery and determination.

IMO Awards ceremony

The 2019 IMO Award for Exceptional Bravery at Sea will be presented during the IMO Awards ceremony, to be held on 25 November 2019 at the IMO HQ.

Of a total of 34 qualifying nominations, received from 16 Member States and four non-governmental organizations in consultative status with IMO, a further four will receive Certificates of Commendation and eight will receive Letters of Commendation.

The IMO Award for Exceptional Bravery at Sea

This annual award was established by IMO to provide international recognition for those who, at the risk of losing their own life, perform acts of exceptional bravery in attempting to save life at sea or in attempting to prevent or mitigate damage to the marine environment. Such acts of bravery may also involve extraordinary skills in very difficult conditions or any other display of outstanding courage.

Nominations are scrutinized by an assessment panel made up of members of non-governmental organizations in consultative status with IMO, under the chair of the Secretary-General. Subsequently, a panel of judges (made up of the Chairs of several IMO bodies) considers the recommendations of the Assessment Panel and selects the recipient.

Brazil readies its biofouling task force

Biodiversity can be threatened by organisms which can build up on ships' hulls and other marine structures. This process is known as biofouling*.

On 5 August during a workshop in Arraial do Cabo, Brazil, experts on biofouling and invasive species and others took the first steps towards setting up a national task force to tackle the issue. This was reported by IMO on 13 August.

Brazil is one of 12 lead partnering countries in the GEF-UNDP-IMO GloFouling Partnerships project, which aims to protect marine biodiversity by addressing the subject of biofouling.

Each lead partnering country's national task force will define a national policy on biofouling and invasive species and draft the national strategy and action plan to implement the IMO Biofouling Guidelines.

It is understood that the next step for GloFouling Partnerships in Brazil will be to develop national baseline reports to assess the current situation with regard to non-indige-

nous species, to identify any research currently available on the subject, and to analyse the economic impacts and to determine the national legal framework.

Brazil's Glofouling workshop was held during the XIII Biofouling, Benthic Ecology and Marine Biotechnology Meeting (XIII BIOINC), hosted by the Instituto de Estudos do Mar Almirante Paulo Moreira from 5-9 August. As well as national experts on biofouling and invasive species, participants included representatives from Marinha do Brasil, from other departments from federal and state administrations and from leading private sector companies such as Petrobras and Vale.

IMO's GloFouling Partnerships Project[ø] to address bioinvasions by organisms which can build up on ships' hulls and other marine structures is a collaboration between the Global Environment Facility (GEF), the United Nations Development Programme (UNDP) and IMO.

Furthermore, twelve lead partnering countries (Brazil, Ecuador, Fiji, Indonesia, Jordan, Madagascar, Mauritius, Mexico, Peru, the Philippines, Sri Lanka and Tonga), four regional organizations with IOC-UNESCO, the World Ocean Council and numerous strategic partners have signed up to the project.

*See: www.glofouling.imo.org/events

See: http://tinyurl.com/yy5ytnwa

See: http://tinyurl.com/y3968k8f

Implementing IMO treaties – the legal activities

IMO treaties need to be implemented into national law so that they can be applied on ships flying the flag of a particular country and so that those countries can implement effective port State control and comply with other obligations under specified IMO instruments.

This topic was introduced by IMO on 9 August at a course providing lawyers and legislative drafters with the skills they need to understand IMO treaties, how they are developed and adopted – and the implementation of those treaties into national legislation.

Participants from Latin America attended a regional workshop on the general principles of drafting maritime legislation to implement IMO Conventions, in Guayaquil, Ecuador from 5-9 August.

Relevant treaties covered by the IMO mandatory Member State audit scheme were covered, as well as liability and compensation conventions.

It was reported that participants learned best practices in the legal implementation process. Special attention was given to the implementation of amendments to IMO treaties which are adopted through the tacit acceptance procedure.

The ultimate goal of the workshop is to leave participants able to develop national legislation and to keep it up to date to ensure compliance with the IMO standards.

This regional Workshop which concerned the Transposition of IMO Instruments into National Legislation for ROCRAM Countries was organized by IMO and the Secretariat of the Operative Network for Regional Cooperation among Maritime Authorities of the Americas (ROCRAM), in collaboration with Prefectura Naval Argentina and Directorate General of Maritime Territory and Merchant Marine (DIRECTEMAR) of the Republic of Chile, who provided experts at no charge.

It is understood that IMO sponsored 21 participants from: Argentina, Bolivia, Brazil, Chile, Colombia, Cuba, Mexico, Panama, Paraguay, Peru and Venezuela. Eight national participants from Ecuador also took part.

Support to boost maritime security in Kenya

It is well known that proper implementation of IMO's maritime security measures is essential for trade.

Kenya is the latest country to benefit from training on the implementation of SOLAS Chapter XI-2 and the International Ship and Port Facility Security (ISPS) Code.

It was reported from IMO last month that a national workshop was held in Mombasa, Kenya, from 5 to 9 August and brought together Port Facility Security Officers (PFSOs) as well as representatives of all bodies involved in maritime and port security in the country, including those from Kenya Ports Authority, Kenya Maritime Authority, Customs, Kenya Coast Guard Service, the maritime police, and several other port operators.

At the event PFSOs discussed ways to cooperate at the national level to provide the necessary support required in order to take ownership of implementation and compliance with IMO maritime security measures – and to gain the knowledge needed to train others.

Such oversight roles and responsibilities of the designated authority for implementing the ISPS Code were also covered during the workshop.

The workshop on the ISPS Code for Designated Authority (DA) and Port Facility Security Officers (PFSOs) was organized by IMO and the Government of Kenya, under the auspices of IMO's Global Maritime Security Integrated Technical Cooperation Programme (ITCP).

Protecting marine biodiversity in the Indian Ocean

'*The introduction of invasive aquatic organisms into new marine environments not only affects biodiversity and ecosystem health, but also has measurable impacts on a number of economic sectors*.' These words were spoken by Lilia Khodjet El Khil, head of the IMO-led GloFouling Partnerships project and reported on 23 August.

It was further reported by IMO that the GEF-UNDP-IMO GloFouling Partnerships project has concluded two workshops, one in Madagascar and one in Mauritius from 19 to 21 August. These two island states are of a group of twelve lead partnering countries whose aim is to protect marine biodiversity by addressing biofouling. Biofouling is the process by which marine organisms can build up on ships' hulls and the surface of other marine structures.

(See also here: http://tinyurl.com/y3968k8f).

During the first workshop, held in Antananarivo, Madagascar, Captain Jean Edmond Randrianantenaina, commented: '*these invasive species can also pose a threat to public health through consumption of fish products*,' It is understood that the overall impact can affect several sectors including maritime transport, natural resources, fisheries and tourism.

In Mauritius, Prem Koonjoo, Minister of Ocean Economy, Marine Resources & Fisheries, highlighted the importance of Sustainable Development Goal (SDG) 14* and the role of the marine environment to a sustainable future for Small Developing Island States such as Mauritius.

The two workshops also looked at who will make up national task forces in the region, as those roles will be crucial in leading and implementing a national strategy for addressing the issue of invasive aquatic species transferred through marine biofouling.

Invasive species are one of the five main direct drivers of change in nature and biodiversity loss, as recently confirmed by 150 leading international experts from over 50 countries in the IPBES Global Assessment Report of Biodiversity and Ecosystem Services (IPBES is the Intergovernmental Science Policy Platform on Biodiversity and Ecosystem Servives, see: https://www.ipbes.net/).

About the GloFouling Partnerships

The GloFouling Partnerships is an IMO-executed project launched to protect marine biodiversity from the introduction of non-indigenous species into new ecosystems through biofouling.

In summary the GloFouling Partnerships is helping its twelve lead partner countries to assess their current status in relation to invasive aquatic species, including an economic impact study, a guide for developing a national strategy, and specialised training courses on marine biofouling and legal issues related to the implementation of IMO's Biofouling Guidelines.

*See https://sustainabledevelopment.un.org/sdg14

Steps towards new treaty to protect marine biodiversity

On 21 August the IMO Secretariat reported that it is attending the latest in a series of conferences to develop a legally binding international instrument, under the UN Convention on the Law of the Sea (UNCLOS). This will concern the conservation and sustainable use of marine biological diversity in areas beyond national jurisdiction – known as BBNJ.

At the time of writing the 3rd Intergovernmental Conference (IGC) was being held at UN Headquarters in New York from 19-30 August. That conference session was the third in a series, with the fourth or final session due to take place in the first half of 2020.
(See also: https://www.un.org/bbnj/).

It is understood that the current conference session discussed the draft treaty text.

IMO representatives attended the plenary sessions and working groups on:

(a) area-based management tools;
(b) environmental impact assessments;
(c) capacity building;
(d) technology transfer and
(e) cross-cutting issues.

It was further reported that IMO has been present throughout the process of developing the BBNJ agreement, through the preparatory phase as well as the IGC, to provide negotiating States with information and assistance in developing the new instrument.

Universally binding regulations

There is no doubt that IMO has experience in developing universal binding regulations for international shipping to ensure shipping's sustainable use of the oceans, through more than 50 globally-binding treaties.

At IMO regulations are enforced throughout the world's oceans through a well-established system of flag, coastal and port State control.

Many IMO measures actively contribute to the conservation of marine biological diversity in areas beyond national jurisdiction, including the International Convention for the Prevention of Pollution by ships (MARPOL) and the International Ballast Water Management Convention* – which aims to prevent the transfer of potentially invasive aquatic species – as well as the London Convention and Protocol** regulating the dumping of wastes at sea.

Numerous protective measures

To recap IMO has adopted numerous protective measures, which all ships must adhere to, both in and outside designated sensitive sea areas (PSSAs) and in special ar-

eas and emission control areas. These include strict rules on operational discharges as well as areas to be avoided and other ship routeing systems, including those aimed at keeping shipping away from whale breeding grounds.

IMO's Polar Code is mandatory for ships for operating in the Arctic and Antarctic.
(See here: http://tinyurl.com/y3g6fn9t).

IMO has also issued guidance on protecting marine life from underwater ship noise.
(See here: http://tinyurl.com/y4cun6yp).

In June 2019, the President of the Intergovernmental Conference, Mrs Rena Lee of Singapore, addressed IMO Member State representatives at an event at IMO HQ to heighten awareness of the interplay between the BBNJ instrument and the IMO mandate.

Furthermore, the IMO Secretariat has also provided Member States with an analysis of relevant provisions of the draft BBNJ instrument with respect to the IMO mandate.

* http://tinyurl.com/y6egkhm6

** http://tinyurl.com/yx8l9de4

Oil spill contingency planning in South East Asia

One of the key elements in oil spill contingency planning is to define the communication channels to be used by cooperating parties when confronted with an incident.

A workshop in Pulau Indah, Klang, Malaysia from 19 to 21 August brought together officials from states in the Association of South East Asian Nations (ASEAN), to help bring into operation the Regional Oil Spill Contingency Plan, which was adopted in 2018.

Participants from nine countries appreciated key elements of the plan and practised communications between States, in order to identify any gaps and lessons to be learned.

At the close it was reported that the workshop will help drive forward the implementation of this recently adopted plan.

This workshop was carried out under IMO's Integrated Technical Cooperation Programme and hosted by the Government of Malaysia and the Marine Department of Malaysia, at the Maritime Transport Training Institute, under the framework of the Global Initiative project for South East Asia (GI SEA), a joint project with the oil and gas industry represented by IPIECA, the International Petroleum Industry Environmental Conservation Association (see http://www.ipieca.org/).

The event supported the implementation of IMO's Convention on Oil Pollution Preparedness, Response and Co-operation otherwise known as the OPRC 90 Convention.

The Regional Oil Spill Contingency Plan provides for a mechanism whereby ASEAN Member States can request, and provide, mutual assistance in response to any oil spills. It also ensures a common understanding to enable the effective integration between the affected and assisting ASEAN Member States, in the event of incidents involving oil spills. (For more on ASEAN.
See here: https://asean.org/)

Another look at Bridge Resource Management (BRM)

IMPA's approach - Courses for Maritime Pilots (BRM-P)

Estuary navigation, manoeuvring in confined waters ports or canals, demands great nautical skill. Merchant vessels with ever larger dimensions have to be safely guided through narrow waterways, often in heavy traffic. The pilot acts as the partner of the captain coping with this demanding role, which requires long experience as well as specific knowledge of the vessel and the estuary.

Within a very short period of the time pilots have to acquaint themselves with the characteristics and manoeuvring of an unfamiliar vessel, while taking weather conditions, currents

and tides into account, before setting course and giving instructions to sail.

Introduction to the IMPA / IMO publication regarding Resolution A960 ©.

Some months ago IMPA, the International Maritime Pilots' Association, issued a guidance document for its members, with recommendations for Bridge Resource Management (BRM) training courses for Maritime Pilots.

IMO in its 2003-adopted Resolution A960* recommended that competent Pilotage Authorities should provide or require Pilots to be trained in BRM: '*with an emphasis on the exchange of information that is essential for a safe transit*'.

This resolution also recommended refresher or renewal courses in BRM for Pilots.

Shortcomings of BRM

Some recent accident reports of incidents involving vessels under Pilotage have referred to BRM shortcomings.

We are privileged to be able to publish here some extracts from the text of IMPA's Recommendations on Bridge Resource Management Courses for Maritime Pilots, otherwise known BRM-P, and these appear with grateful acknowledgement to IMPA ©.

Introduction

Bridge Resource Management (BRM) generally refers to practices employed in the management of a ship's bridge operations to maximise the effective utilisation of all resources, including personnel, equipment and information, available for the safe navigation of the ship. The essence of BRM is a safety attitude and management approach that facilitates communication, cooperation, and coordination among the individuals involved in a ship's navigation.

HQS Wellington, IMPA's HQ, on River Thames in London

BRM is widely accepted as a best practice for ship navigation, and training in BRM has become a staple of the maritime industry. Pilots around the world have been strong proponents of BRM and, in a number of countries, have modified BRM concepts and training to address the particular demands and challenges of compulsory pilots who are not members of a ship's crew. Recognising the interest of pilots and pilotage authorities in BRM training, the International Maritime Pilots' Association has offered guidelines for BRM courses for Pilots (BRM-P) and contact may be made through: www.impahq.org

Background to BRM

BRM was derived from Cockpit Resource Management (CRM), which was developed in the aviation industry during the late 1970s and early 1980s.

Research in that industry had shown that despite improvements in cockpit instrumentation and expanded use of simulator training, human error continued to be a leading cause of commercial aircraft accidents. Many of those accidents were attributed to a loss of situational awareness and a failure to detect developing error chains by the crew. The industry concluded that a different management approach in the cockpit, one that featured better coordination and communication among the crew, could reduce human error. That approach became known as CRM, and training in CRM concepts became an aviation industry standard.

By the late 1980s, several studies of marine accidents as well as a number of casualty investigation reports suggested that many of the CRM concepts might also have benefits for ship navigation. It was noted, for example, that many of the human errors found to have been a cause of ship accidents were due to poor management rather than poor shiphandling or a lack of knowledge or skill.

Causal factors attributed to poor management included confusion, poor decision making, preoccupation with non-critical problems, inadequate leadership skills, bad teamwork, and stress and fatigue.

In response, mariner training providers began developing Bridge Resource Management courses. These BRM courses borrowed from the well-established CRM training programmes but recognised that there are substantial differences between navigating a ship and flying an aeroplane and adapted CRM concepts to fit the maritime world.

BRM and the IMO

The 1995 amendments to the IMO's Seafarers' Training, Certification and Watchkeeping Code (STCW) recommended that ship operating companies provide their masters and officers in charge of the navigational watch with guidance on proper bridge procedures and practices "*based on bridge resource management principles*." (95 STCW Code, B-VIII/2, part 3-1.)

In 2003, the IMO adopted Resolution A.960, which recommended that competent pilotage authorities should provide or require pilots to be trained in "*bridge resource management with an emphasis on the exchange of information that*

is essential to a safe transit." (Annex 1, 5.5.3). The resolution further recommends that pilotage authorities provide, or require pilots to have, "*refresher or renewal courses in bridge resource management.*" (Annex 1, 5.5.5).

STCW and the Manila amendments

The 2010 Manila amendments to the STCW replaced the previous recommendation for ship operating companies to provide BRM guidance to the deck officers with a new requirement that officers in charge of a navigational watch have knowledge of BRM principles. In order to meet this requirement, individuals must demonstrate such knowledge by having had approved BRM training, approved in-service experience, or approved simulator training. (STCW Code, as amended, Table A-11/1). Many national administrations will only accept an approved BRM course offered by a training centre for this purpose.

* To give the publication its correct title: *RECOMMENDATIONS ON TRAINING AND CERTIFICATION AND ON OPERATIONAL PROCEDURES FOR MARITIME PILOTS OTHER THAN DEEP-SEA PILOTS.*

Investigation finds unintended risks with ECDIS navigation

On 27 June the Australian Transport Safety Bureau (ATSB) issued the report of its investigation of the grounding of the Australian Border Force Cutter (ABFC) *Roebuck Bay* on Henry Reef, Queensland, on 30 September 2017. This document has revealed underlying safety issues with the effectiveness of ECDIS type-specific training, ECDIS software updates and the use of a single point feature to represent relatively large physical features on electronic navigational charts.

While planning the passage from Saibai Island in the Torres Strait Islands archipelago to Lizard Island, south-east of Cape Melville, ABFC *Roebuck Bay*'s previously used passage plan was amended, with its route inadvertently plotted over Henry Reef.

Roebuck Bay's electronic chart display and information system (ECDIS) identified the reef as a danger to the planned route, however, the crew did not identify the danger either visually or by using ECDIS. The vessel continued on the amended route and grounded on Henry Reef just after midnight. There were no reported injuries or oil pollution, but the vessel sustained substantial damage.

At ATSB its investigation found the crew's ability to check the amended route was limited as their training was not effective in preparing them for the operational use of their on board ECDIS.

Furthermore, the ATSB's investigation highlights that the safe and effective use of ECDIS as the primary means of navigation depends on operators being thoroughly familiar with the operation, functionality, capabilities and limitations of the specific equipment in use on board their vessel.

In the words of ATSB Chief Commissioner, Greg Hood: '*ECDIS type-specific training needs to be designed, delivered and undertaken so operators have the required knowledge to confidently operate ECDIS as intended by the manufacturer*.'

It was also found by the ATSB that the vessel's ECDIS was not updated to the latest International Hydrographic Organization (IHO) standards and lacked the enhanced safety features of a new presentation library of symbology.

In a statement summarising the facts of the investigation the ATSB reminded regulators, manufacturers, hydrographic offices and other concerned parties that their ultimate goal must be to eliminate the significant risks with the use of ECDIS or at least reduce them to an acceptable level in terms of navigational safety.

Chief Commissioner Hood added: *'Like all on-board equipment, ECDIS needs to be maintained and compatible with the latest applicable* standards.

'*With the recent introduction of ECDIS as the sole means of marine navigation and the replacement of paper charts, the grounding was an opportunity for the ATSB to explore any potential safety impact of ECDIS in a real-world operational environment*.'

ATSBs' investigation involved interviews with Australian Border Force officers, crew and shore staff and hydrographers from the Australian Hydrographic Service and the ECDIS manufacturer. Extensive ECDIS analysis was also carried out, as were various ECDIS simulations and testing procedures.

Hood continued: '*As a result of the investigation, the ATSB considers the use of point features in electronic navigational charts to represent areas of relatively significant size on the earth's surface is likely to increase the risk of the hazard posed by such features being misinterpreted and potentially reduce the effectiveness of ECDIS safety checking functions*.

'*While this did not specifically contribute to the grounding of Roebuck Bay, the investigation has shown that the implementation of ECDIS has introduced some unintended*

risks to marine navigation.

The ATSB recognises that ECDIS and electronic navigational charts are an essential tool for navigation with many safety benefits. However, it was stated that operating crew need to be aware that navigating with ECDIS is fundamentally different from navigation with paper charts.

In conclusion Hood commented: '*By allowing operators to view and change an electronic navigational chart to a larger complication scale, ECDIS can make single point features representing rocks, wrecks and other obstructions appear progressively smaller as the scale is changed, creating the impression it is clear of a ship's route or further away than what it actually is*.

'*The ATSB safety message from this investigation reminds regulators, manufacturers, hydrographic offices and other concerned parties that their ultimate goal must be to eliminate the significant risks with the use of ECDIS or at least reduce them to an acceptable level in terms of navigational safety*.'

ECDIS is a complex software-based system and the ATSB acknowledges the many challenges faced in its design, manufacture, and operation to ensure navigational safety.

ATSB's report MO-2017-009: *Grounding of ABFC Roebuck Bay on Henry Reef, Queensland, on 30 September 2017* is available here: http://tinyurl.com/y5fduzv9

Illustration reproduced by kind courtesy of the Australian Border Force ©

Trinity House to decommission Royal Sovereign Lighthouse

End of serviceable life (See front page for photo)

Trinity House London* has begun preparation work on a project to decommission Royal Sovereign Lighthouse** (English Channel, S coast of England, 50°43.40´N 0°26.20´E). It is the intention that the now-deteriorating lighthouse will be completely removed clear to the seabed. This has necessitated that local icon Beachy Head Lighthouse be upgraded to ensure the safety of the mariner in those waters. Trinity House aims to commence work in 2020.

Royal Sovereign Lighthouse was built in 1971 with a design life of 50 years. Having monitored the fabric of the lighthouse over the last decade and observing the expected signs of deterioration, Trinity House has concluded that the ongoing safety of the mariner requires that the structure be fully decommissioned.

Royal Sovereign Lighthouse has provided nearly 50 years of reliable service as an aid to navigation, one of over 600 that Trinity House operates for the benefit and safety of the mariner.

In anticipation of its intention to remove Royal Sovereign Lighthouse, Trinity House has upgraded Beachy Head Lighthouse; it will also increase the capability of the offshore CS2 buoy and will retain the nearby Royal Sovereign buoy. The upgrade to Beachy Head Lighthouse has increased the number of solar panels around the base of its lantern gallery and installed a longer-range LED light source; the CS2 lighted buoy will also benefit from an increase in range.

The upgrade to Beachy Head Lighthouse will come as good news to mariners and the local community alike. Once Trinity House decommissions Royal Sovereign Lighthouse as proposed, Beachy Head Lighthouse's future is secured as the principal aid to navigation in the area.

Royal Sovereign Lighthouse was brought into operation at noon on 6 September 1971. With a farewell blast from the lighthouse's fog signal, THV *Winston Churchill* towed away the last of the series of lightvessels which had marked the Royal Sovereign station since 1875.

Trinity House's Deputy Master Captain Ian McNaught said: '*It is never an easy decision to discontinue and even remove such a prominent aid to navigation, but our first priority will always be the safety of the mariner. Now that Royal Sovereign Lighthouse has reached the end of its serviceable life, it is time for us to take steps to ensure that the lighthouse itself does not become a hazard. There will be a lot of work involved for our engineers and our various other teams and we will be working extensively in collaboration with a number of organisations to ensure the success of this project.*'

About Trinity House London

Trinity House is a charity dedicated to safeguarding shipping and seafarers, providing education, support and welfare to the seafaring community with a statutory duty as a General Lighthouse Authority to deliver a reliable, efficient and cost-effective aids to navigation service for the benefit and safety of all mariners.

The Corporation of Trinity House was incorporated by Royal Charter in 1514 to regulate pilotage on the River Thames and provide for aged mariners.

With a mandate that has expanded considerably since then, it is today one of the UK's largest-endowed maritime charities, the General Lighthouse Authority for England, Wales, the Channel Islands and Gibraltar and also a fraternity of men and women selected from across the nation's maritime sector.

Its long-standing familiarity with the channels, hazards, currents and markings of its coastline also qualifies it to inspect and audit over 11,000 local aids to navigation, license Deep Sea Pilots and provide Board Members (known as Elder Brethren) as Nautical Assessors to the Admiralty Court.

Per annum the Trinity House Maritime Charity donates around £5m to the charities it supports. These include the

provision of cadet training schemes, welfare provision for retired mariners and educational programmes teaching safety at sea skills.

*The General Lighthouse Authority for England, Wales, the Channel Islands and Gibraltar with HQ in the City of London and principal operating base at Harwich on the East Coast.

**Built 1971, height of Tower 36 m. Height of light above Mean High Water 28 m. Of concrete construction built in two sections on the beach at Newhaven. The base and vertical pillar section were floated into position and sunk on to a levelled area of the seabed. The upper cabin section and superstructure were then floated over the pillar section. The pillar had an inner telescopic section which, when attached to the cabin, was jacked up 13 metres and locked into position.

The cabin section contained accommodation for the keepers who manned the lighthouse before its automation in 1994. The flat upper deck of the cabin section provides a helicopter landing platform. The lighthouse tower, with the control room, fog signal room and lantern is located at one corner of the main deck with direct access to the cabin section below.

Automation of Royal Sovereign Lighthouse was completed in August 1994. The lighthouse is now monitored and controlled from Trinity House's Planning Centre in Harwich, Essex.

Fall from height on ro-ro freight vessel *Seatruck Pace*

Loss of life: Brocklebank Dock, Liverpool, England

On 3 July the (UK) Marine Accident Investigation Branch (MAIB) issued Report No 9/2019 with the title: *Fall from height on ro-ro freight vessel Seatruck Pace Loss of life: Brocklebank Dock, Liverpool, England* with regard to an incident on 17 December 2018. We are privileged and most grateful to the MAIB for notification of publication of this report, extracts of which appear here by kind permission (MAIB ©).

Summary

A crewman from the Cyprus registered ro-ro freight vessel *Seatruck Pace* died as a result of 4.5 metres fall through a vehicle ramp hatch. The crewman was working alone and preparing to paint the leading edge of the open ramp hatch cover. For reasons that could not be determined, the crewman crossed a temporary safety barrier guarding the edge of the open hatch and walked along a narrow deck edge between the ship's side and the open hatch on which several trailer trestles were stowed.

The crewman's fall was not witnessed but it is evident that he had fallen at or about the same time as one of the trestles. He was treated at the scene before being taken to hospital. He died three days later.

Safety issues

1. The crewman crossed a safety barrier protecting an open hatch.
2. The risk of falling was accepted having probably taken similar risks in the past.
3. Work practices indicated that adherence to the vessel's safety procedures was based on routine rather than of understanding and conviction.

Action taken

From the MAIB report it will be seen that Seatruck Ferries Ltd has:

- Reminded its masters of the dangers of bypassing safety control measures and prompted them to review the safety of deck openings.
- Provided safety chains, fittings and warning signs for use on the temporary barriers rigged on the main vehicle decks of its ferries.
- Reviewed its risk assessment and permits to work (PTWs) concerning working at height.
- Introduced a procedure for recording the use of safety harnesses.
- Committed to ensuring that all masters and safety officers complete a Maritime and Coastguard Agency safety officers' training course.
- Completed a safety culture survey among its senior management, and senior managers have attended the Health and Safety Executive's (HSE) Behaviour Change – Achieving Health & Safety Culture Excellence.
- Engaged HSE consultants with the aim of forming a safety culture steering group and implementing the HSE's Safety Climate Tool.
- Undertaken to revise the SMS to highlight that specific items of equipment should only be used for their intended purpose, for example trailer trestles should only be used to support trailers.

Recommendations

In view of actions taken by the ship's manager, no recommendations were made by the MAIB.

The full eight-page MAIB report, No 9/2019, can be accessed here: **http://tinyurl.com/y5gc65ve**

In mv Seatruck Pace the orange-painted leading edge of the open ramp hatch cover is clearly shown.

Photo: MAIB Crown Copyright 2019 ©.

Launch of the UK's Maritime Safety Action Plan

In the UK the Department for Transport (DfT) announced Maritime Safety Week 2019 which ran from 1 to 5 July.

During the Week the Department launched its Maritime Safety Action Plan. This document contains much valuable material, for example a National Drowning Prevention Strategy, a chapter on fishing vessel safety, others on Seafarer Safety & Health as well as Marine Navigational Safety and the work of the General Lighthouse Authorities.

The document can be found here:
http://tinyurl.com/yxpowdrx

In her foreword the Maritime Minister Nusrat Ghani (*pictured*) wrote: '*This, our first ever Maritime Safety Action Plan, builds on what I learned during Maritime Safety Week and is part of the continued implementation of the Safety recommendations from the Maritime 2050 Strategy. It sets out the Department's approach to maritime safety and what I see as the priority areas for action to be taken forward. Some relate to on-going activities such as the survey of our international domestic passenger and fishing vessel fleet and investigations made by the Marine Accident Investigation Branch (MAIB).*

'*This ongoing work is crucial for the delivery of our core safety function and those who work in these areas should be given the credit they deserve. Without them, UK's maritime industry would quickly cease to function. We have set out here an ambitious and forward-looking safety agenda which requires proactive and ongoing preparation for the future.*

'*Our Maritime 2050 strategy will allow us to be at the forefront of doing just that. I am delighted to be launching this Maritime Safety Action Plan and announcing new initiatives, such as an awareness campaign aimed towards recreational boaters, at such an important time. Demonstrating the comprehensive range of work already being undertaken and mapping out the passage plan for the future, this document shows how we will deliver continuous and meaningful safety improvements.*'

Minister Ghani, in a statement to the House of Commons said: '*I am delighted to inform the House today about the launch of Maritime Safety Week 2019 following the extremely successful inaugural event last year*.

'*The maritime industry is crucial to the UK economy. It is a simple truth that, if safety were not a priority for the sector, it would rapidly grind to a halt.*

'*The UK is recognised internationally for its world-class maritime safety framework and already sets the standard in ensuring the wide variety of people who use and enjoy our waters for business or pleasure can do so in safety. It is not only government that has achieved this reputation, through the work of organisations like the Maritime and Coastguard Agency and the General Lighthouse Authorities, but also through sector bodies like the Royal National Lifeboat Institution.*

The marine environment can be dangerous, however, and there is always more that can be done to keep people out of harm's way.'

Deputy Master of Trinity House, Captain Ian McNaught, offered the following message of support: '*I am very happy that we at Trinity House—as well as our sister General Lighthouse Authorities the Northern Lighthouse Board (*in Scotland*) and Irish Lights—can comprise a key element in this welcome partnership between government and the maritime sector. This is a great opportunity to demonstrate the value of maritime Britain and the part that safety at sea has to play in the government's progressive Maritime 2050 strategy. Trinity House is already hard at work with its mission of maritime safety and remains alert at all times for meaningful ways to promote awareness of what the sea means to us as a nation and the challenges that mariners face.*'

Grounding of the bulk carrier *mv Glory Amsterdam*

on 29 October 2017 about 1.6nm north of the North Sea island of Langeoog

Serious Marine Casualty

Summary

At 1800 on 29 October 2017, the Panama-registered bulk carrier *Glory Amsterdam* ran aground about 1.6 nm north of the German North Sea island of Langeoog.

The ship was sailing in ballast and despite two anchors dropped had drifted in a southerly direction from her anchor position (which was 18.5 nm from the subsequent scene of the accident) in hurricane force winds since early

in the morning on the day of the accident (from about 0520 onwards). The *Glory Amsterdam* was waiting there for the next cargo order.

The master notified the VTS responsible for the area, German Bight Traffic (GBT), about his problems at 0618. He had already phoned the German agency that had supported his ship in Hamburg to request tug assistance. Since the VTS had doubts with regard to the short-term availability of a suitable vessel, as the further course of events confirmed were justified, it took the precautionary measure of ordering the emergency towing vessel (ETV) *Nordic*, which was some 10 nm away from *Glory Amsterdam*, to proceed to the distressed vessel by phone at 0713. The tug arrived at *Glory Amsterdam* at about 0810. The master of *Nordic* then repeatedly tried to explain to the master of *Glory Amsterdam* on VHF radio (ultimately unsuccessfully due to considerable communication problems) that the *Nordic* is not the tug assistance requested by *Glory Amsterdam* but an ETV, whose task is merely to establish a temporary towing connection to hold the distressed vessel in her position (emergency tow) in an emergency.

Not least because of the considerable problems *Nordic* and the VTS experienced while discussing the measures needed to manage the emergency situation with *Glory Amsterdam*'s master in English, the Cuxhaven-based CCME decided to transfer the boarding team (BT) stationed on the *Nordic* (BT *Nordic*) especially for such tasks to the distressed vessel to assist with communication and provide technical support during the necessary emergency towing operation.

Given the wind and sea conditions, a helicopter represented the only feasible means of transfer. Therefore, at about 0940 the CCME contacted the Federal Police Air Wing at Fuhlendorf, requesting a helicopter stationed there, which was on call and equipped for maritime emergencies. The helicopter arrived at the area of operation at about 1120 and made several attempts to adopt the hover position necessary for winching up members of the BT waiting on *Nordic*'s working deck. Every attempt to position the helicopter vertically over the winch area of the *Nordic* for the period necessary failed due to the heavy movements of the tug in the stormy sea, however. Due to the excessive risk to life and limb of the people waiting to be winched up, the helicopter operation was abandoned at about 1150. Instead, the CCME contacted the Federal Police Air Wing at Fuhlendorf, requesting a second helicopter, which was tasked with collecting the BT primarily responsible for emergency towing operations in and around the Baltic Sea stationed in Rostock, for a mission on *Glory Amsterdam*.

In the meantime, *Nordic* remained with the distressed vessel and, as far as language barriers allowed, coordinated the measures necessary for establishing a towing connection with her on VHF.

At about 1236, *Nordic* started to approach *Glory Amsterdam* to pass over the line without the support of a BT. The ensuing attempts to establish a towing connection failed at different stages several times due to the ongoing severe communication problems between the master of *Nordic* and ship's command of *Glory Amsterdam*. In particular, the distressed vessel's deck crew had enormous difficulty carrying out the work needed to establish a line connection.

They finally managed to establish a towing connection between *Nordic* and *Glory Amsterdam*, which continued to drift toward shallow water at a speed over ground of 2-3 kts, at about 1500. However, this parted at about 1546 because the towing cable had been improperly fastened on the distressed vessel.

Since the risk of *Glory Amsterdam* running aground was increasing all the time, the VTS ordered the distressed vessel to slip her anchors and move to deeper water under her own steam at 1548. At 1607, the VTS asked whether the two anchors had been slipped. The master of *Glory Amsterdam* then pointed out for the first time that he reportedly had problems with his rudder and would therefore need his anchors.

The Federal Police helicopter reached the distressed vessel with the Baltic Sea boarding team (BT Baltic Sea) on board at about 1626 and lowered it onto the main deck.

Following a situation analysis on board and an exchange of information with *Nordic*, the BT started to prepare for the establishment of the towing connection on the aft deck of the distressed vessel. However, it became clear shortly after in radio calls between the BT and *Nordic* that *Glory Amsterdam* had now drifted so far into shallow water that it would be almost impossible for *Nordic* to move close enough to the distressed vessel to establish a line connection safely because of her draught.

The first, initially only sporadic indications of grounding were felt on board *Glory Amsterdam* at about 1730, causing, *inter alia*, the stern of the distressed vessel to occasionally settle on the sea floor. This resulted in mechanical damage to the rudder blade and its support system, meaning *Glory Amsterdam* had to be classified as completely not under command (NUC) from this point at the latest.

Since the distressed vessel was drifting into ever shallower water, it was no longer possible for the NORDIC to approach her without running the risk of damaging her underwater hull or grounding.

Glory Amsterdam finally grounded at 1800 in the area of the 5 m depth contour north of the island of Langeoog. Immediately arranged inspections on board revealed that the grounding had apparently not damaged the shell plating. At no time was water ingress or escaped pollutants detected.

During the night leading up to 30 October, the CCME consulted on possible options for salvaging the distressed vessel. For its part, the owner of *Glory Amsterdam* contacted the Dutch salvage company SMIT, with which it

concluded a salvage contract.

While liaising on the salvage strategy, the CCME and salvage company concluded that partially unloading the heavy fuel oil (HFO) tanks in the surf zone prior to towing the ship clear would pose too great a risk. Instead, an agreement was made to promptly establish a line connection between *Glory Amsterdam* and two seagoing tugs (*Union Manta* and *Fairmount Summit*) to prevent the distressed vessel from drifting closer to the coast during the controlled draining of ballast water.

The vessels referred to arrived at *Glory Amsterdam* on the evening of 1 November. It was possible to establish line connections from the two tugs. Following that, they started to drain the ballast water, as planned.

Glory Amsterdam refloated at high tide on the morning of 2 November after some 16,000 tonnes of ballast water had been pumped out of her. The ship was then towed to Wilhelmshaven, where she made fast on the evening of that same day.

Glory Amsterdam was able to leave her berth there for the repair yard after a three-week stay.

Manoeuvrability of *Glory Amsterdam*

Deliberations made on behalf of the BSU by the expert in shipbuilding, Prof DrIng Stefan Krüger, and the expert in marine engineering, Prof Dr-Ing Friedrich Wirz, based on *Glory Amsterdam*'s specifications, the detailed information on wind and swell, the distressed vessel's VDR data and, in particular, computerised calculations yielded clear results, indicating that *Glory Amsterdam* was **unable to counteract the external forces acting upon her effectively with the engine power at her disposal** on the day of the accident. Moreover, the anchoring equipment, which also complied with the relevant rules for construction, was not designed to prevent the ship from drifting under the given external conditions.

In a personal interview with the BSU's investigation team, Prof Dr-Ing. Krüger emphasised that the risk of insufficient propulsion is likely to increase significantly among merchant ships in the future. The background to this is the increasingly stringent internationally binding exhaust emission standards for ships. In the absence of other technical solutions, this can essentially only be achieved in the short and medium term by reducing the power of a ship's main engine.

In this context, the shipbuilding expert referred to a current initiative of nine international shipping associations, led by the International Chamber of Shipping (ICS), which have expressed their concern to the IMO that its efforts to improve ship efficiency could become a safety issue. The main concern here is that in an emergency, the main engine may not be able to deliver enough power to navigate in heavy seas, for example.

Editor's note

At IFSMA with others we are actively pursuing this problem of minimum power at IMO.

Finally…

Assistance of the Bundesstelle für Seeunfalluntersuchung, the Federal Bureau of Maritime Casualty Investigation, Germany, in connection with this article is much appreciated. (BSU ©)

The German BSU's report is available here:
http://tinyurl.com/y6jnum4t

West African waters world's worst for pirate attacks

IMB reports

It was reported simultaneously by the International Maritime Bureau (IMB) in London and Kuala Lumpur on 8 July that the seas around West Africa remain the world's most dangerous for piracy. IMB's latest report reveals that of the 75 seafarers taken hostage onboard or kidnapped for ransom worldwide so far this year, 62 were captured in the Gulf of Guinea – off the coasts of Nigeria, Guinea, Togo, Benin and Cameroon.

Worldwide, the IMB Piracy Reporting Centre (IMB PRC) recorded 78 incidents of piracy and armed robbery against ships in the first half of 2019, compared with 107 incidents for the same period of 2018. Overall, 57 vessels were boarded successfully, representing 73% of all attacks.

Pirates killed one person, took 38 crewmembers hostage, and kidnapped a further 37 for ransom.

Gulf of Guinea world piracy hotspot

The IMB report reveals 73% of all kidnappings at sea, and 92% of hostage-takings, took place in the Gulf of Guinea. Armed pirates in these high-risk waters kidnapped 27 crewmembers in the first half of 2019, and 25 in the same period in 2018. Two chemical tankers were hijacked, as well as a tug that was then used in another attack. Of the

nine vessels fired upon worldwide, eight were off the coast of Nigeria, Africa's top oil producer. These attacks took place on average 65 nautical miles off the coast – meaning they are classified as acts of piracy.

But there are some encouraging signs of improvement. IMB PRC reports: '*a welcome and marked decrease*' in attacks in the Gulf of Guinea for the second quarter of 2019, commending the Nigerian Navy for actively responding to reported incidents by dispatching patrol boats. While recognizing that many attacks go unreported, IMB recorded 21 incidents around Nigeria so far in 2019, down from 31 in the same period of 2018.

Naval vessels from Equatorial Guinea and Spain also intervened in May 2019 when a Nigerian tug was hijacked 41 nautical miles off Luba, Equatorial Guinea. Soon after, the pirates used the tug to launch an attack on a Maltese heavy load carrier. The crew retreated into the ship's citadel, a safe room for protection against attackers. When the navies responded, the pirates left the vessel and the crew were freed. The IMB Piracy Reporting Centre conveyed its thanks to the warships for their prompt assistance.

Warning to stay alert

Despite the recent fall in Gulf of Guinea attacks, IMB is urging seafarers in the region to remain vigilant and report all suspicious activity to regional response centres and the IMB PRC.

In the words of an IMB spokesperson: '*Early detection of an approaching suspicious craft is key to prevent boarding and give time to raise the alarm and retreat into a citadel, if needed*.'

Meanwhile, in Malaysian waters, ten crew were kidnapped from two fishing boats off eastern Sabah in June. Of these, nine crew are reported to have been released.

Around Indonesia, ongoing information-sharing cooperation between the Indonesian Marine Police and the IMB PRC continues to show positive results. The 11 incidents reported in Indonesian waters remains the lowest Q2 figure since 2009 when three incidents were reported.

Violent attacks in South America

A vessel was fired upon in the Guayas River after departing from Guayaquil, Ecuador's second largest city. This is the first time an incident involving the firing of weapons has been reported to the IMB PRC in Ecuador.

Elsewhere in South America, incidents of violent armed theft against ships at anchor have been reported in Callao, Peru, Jose Terminal in Venezuela and Macapa in Brazil. On 2 May, when armed robbers boarded a yacht in San Ignacio de Tupile, Panama, shooting and killing a family member and injuring another, the IMB PRC liaised with the victims and authorities. The surviving family members including two children were rescued by Panamanian Marine Police.

Global anti-piracy support

Since 1991 the IMB PRC's 24-hour manned centre, has provided the maritime industry, governments and response agencies with timely and transparent data on piracy and armed robbery incidents – received directly from the Master of the vessel or its owners.

The IMB PRC's prompt forwarding of reports and liaison with response agencies, its broadcasts to shipping via Global Maritime Distress and Safety System (GMDSS) Safety Net Services and e-mail alerts to Company Security Officers, all provided free of cost, has helped the response against piracy and armed robbery and the security of seafarers, globally.

IMB strongly urges all shipmasters and owners to report all actual, attempted and suspected piracy and armed robbery incidents to the IMB PRC globally. This first step in the response chain is vital to ensuring that adequate resources are allocated by authorities to tackle piracy. Transparent statistics from an independent, non-political, international organization can act as a catalyst to achieve this goal.

The IMB's report and further information

To request a report readers are invited to contact: http://tinyurl.com/yau9rk3c

And to learn more about the International Maritime Bureau and the IMB Piracy Reporting Centre it is possible to follow @IMB_Piracy on Twitter for the latest updates related to global piracy statistics.

Finally, for further information contact can be made with IMB as here: Captain Pottengal Mukundan, Director, IMB Tel: +44 20 7423 6960; e-mail: pmukundan@icc-ccs.org

About the International Chamber of Commerce (ICC)

The International Chamber of Commerce (ICC) is the world's largest business organization with a network of over 6.5 million members in more than 130 countries. It works to promote international trade, responsible business conduct and a global approach to regulation through a unique mix of advocacy and standard-setting activities—together with market-leading dispute resolution services. ICC's members include many of the world's largest companies, SMEs, business associations and local chambers of commerce. (www.iccwbo.org)

The Swedish Club Starts a Loss Prevention Revolution

The next generation of Loss Prevention has arrived. A pilot project from The Swedish Club means that shipowners can now be offered real time personalised loss prevention, tailored to their location, and voyage profile, it is reported.

Trade Enabling Loss Prevention (TELP) allows The Swedish Club to use a combination of the latest AIS technology coupled with solid statistics and expertise built up over years to map a risk profile for an individual vessel at every stage of its voyage. It can then provide members and their vessels with timely, tailored advice when they are approaching areas of particular risk.

It is understood that over the last ten years the Loss Prevention team has carried out detailed analysis of the entire fleet, examining where the ships have been trading, based on AIS, and what casualties have occurred. This has provided the Club with a risk profile, frequency and claims cost for every port and sea area in the world, based on its own statistics.

Explained Lars A Malm (*illustrated*), Director Strategic Business Development & Client Relations at The Swedish Club: '*TELP is a new generation of loss prevention. As soon as one of the ships in the trial is flagged as sailing for a destination identified as high-risk, we can send them tailor-made Loss Prevention advice based on where they are going, the type of vessel they are operating, and the cargo. We believe that by providing this proactive approach and advice, we can help members to trade more safely*.'

Information gathered fed back from TELP can involve problems with pilots or towage, difficulty with Customs or other authorities, navigational challenges in the approach channel, frequent issues handling certain cargoes, weather patterns to be aware of, or identifying areas where there have been frequent groundings or collisions.

This information exchange can also go both ways: AIS does not give information on what cargo is being carried, but if the member provides that information then the Club can provide very specific guidance and advice relating to that particular cargo.

Furthermore, Malm said: '*For many years The Swedish Club has been meticulously recording loss codes for each and every casualty. It means that for every cargo claim, the Club knows what type of cargo was involved, where and why the issue occurred, where the cargo was loaded and where it was discharged. For every collision or grounding, The Swedish Club knows where, how and why it happened*.'

While the pilot project has a degree of manual involvement, it is understood that on rollout the service will be delivered to the Club's members electronically through an automatic system. This is regarded as a good initiative.

Uncle Sam ensures freedom of navigation

Our photograph here (see over) was kindly provided by US Naval Forces in the Arabian Gulf at the end of June.

The visit, board, search and seizure team from the Arleigh Burke-class guided-missile destroyer USS *McFaul* (DDG 74) pulls alongside a Bahraini dhow during routine maritime security operations in the Arabian Gulf, on 25 June.

At the time *McFaul* was deployed to the US 5th Fleet area of operations in support of naval operations to ensure

freedom of navigation, maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the Western Indian Ocean and three strategic choke points of the Strait of Hormuz, the Suez Canal and the Strait of Bab al Mandeb at the southern tip of Yemen.

The US and its partners in the region have indicated that they will take all necessary measures to defend themselves and their interests. With these attacks the US and the international community, stand ready to defend their interests, including the freedom of navigation.

In a communiqué following the earlier attacks the US indicated it had no interest in engaging in a new conflict in the Middle East. However, it will defend its interests.

In recent weeks the US Navy News Service reported that the Abraham Lincoln Carrier Strike Group was deployed to the US 5th Fleet area of operations. This area of responsibility encompasses about 2.5 million square miles of water and includes the Arabian Gulf, Gulf of Oman, Gulf of Aden, Red Sea, and the Arabian Sea.

This US Navy photo is by Mass Communication Specialist 3rd Class Will Hardy / Released, USN ©.

Action to address seafarer suicides

Mental health awareness should be made a core component of first aid seafarer training, according to Captain Rajesh Unni, CEO and Founder of leading shipmanager Synergy Group.

Speaking in week commencing 23 June at a day-long training session designed to further the understanding of mental health at sea, he told delegates in Mumbai, India, that more must be done to understand and alleviate the mental strains of life at sea as the dangers became more apparent. He reported that 5.9% of all deaths at sea were proven suicides. When suspicious cases of probable suicides – seafarers that went missing at sea – were included, the percentage rose to 18.3%.

He commented: '*That means almost one in five deaths at sea is a suicide which is absolutely horrific. Ashore less than 1% of deaths are suicide. This is a problem that we can't ignore. Shipboard staff should be equipped with the skills to address and promote the psychological wellbeing of seafarers at sea to ensure that no seafarer takes extreme measures because of a lack of help and support.*'

He continued: '*I think an obvious first step would be making mental health training available to employees of all maritime companies. Ship operators and managers certainly can – and should – offer this training to seafarers starting with officers. It's the least we owe the teams that serve us 24/7, 365 days of the year.*'

He added '*Mental health issues onboard ships are hazardous and need to be addressed with the same urgency and commitment with which we address safety-related issues*.'

The Synergy Group training event was hosted at the Tata Institute of Social Sciences (TISS). This is the home of iCALL, a free psychological helpline for the worldwide maritime community launched by Synergy Group in October 2018 which is available to all seafarers around the clock, year in year out, in nine different languages via phone, email and the chat-based nULTA App. This conference was attended by senior seafarers and executives from leading shipping companies including BW Maritime, Gulf Energy Maritime (GEM) PJSC, Wilhelmsen Ship Management (India) Pvt. Ltd., and Synergy Group.

Captain Rajesh Unni, CEO and Founder of Synergy Group, and Mr Amitabh Kumar, Director General of Shipping – India, at a Synergy Group-hosted mental health training session held at Tata Institute of Social Sciences (TISS), Mumbai, in June.

Also in attendance was Mr Amitabh Kumar, Director General of Shipping – India, Mr Amar Singh Thakur, General Secretary of the Maritime Union of India, and Mr Abdulghani Serang, General Secretary of the National Union of Seafarers of India.

Opening the event, Mr Kumar said seafarers were on the frontline of global trade and security and their mental health was of paramount importance. He commented: '*A lot has already been done to identify the causes of the failing mental health of seafarers, especially in the context of Indian seafarers. I am glad that the Synergy Group and Tata Institute of Social Sciences have come together to*

find a solution through iCALL.'

Dr Aparna Joshi, Project Director of iCALL, said: '*Creating support networks was an essential first step in addressing the mental health of seafarers. Our aim is to eliminate the stigma around mental health and encourage seafarers to come forth and seek help.*'

iCALL is confidential, anonymous and now available in English, Hindi, Marathi, Gujarati, Bengali, Tamil, Telugu, Sindhi and Kutchi. It currently has 14 counsellors all located at TISS offering peer support, supervision and standard professional counselling services. All the counsellors have at least a Master's degree in Clinical or Counselling Psychology. Illustrating the challenges facing the shipping industry.

Delegates discussing mental health initiatives for seafarers at Tata Institute of Social Sciences (TISS) – June 2019: Senior maritime executives, seafarers, politicians and union leaders met in Mumbai, India, in June at the Tata Institute of Social Sciences (TISS) to explore how to improve mental healthcare provision for seafarers.

Furthermore, Captain Unni said iCALL users were predominantly younger seafarers: '*The worrisome fact is that the majority of the callers to the iCALL helpline are in the age group of 18 – 25. We want seafarers of all ages to use this service. We need our senior officers onboard vessels to understand and enhance mental wellbeing at sea and also respond to the emotional and psychological distress of seafarers onboard, including encouraging them to use iCALL if appropriate.*'

In conclusion Unni commented: '*In a nutshell, they need to take on the role of wellness champions. Effective training options on wellness and stress resilience awareness are imperative and indispensable in addressing this problem.*'

For more information readers are invited to visit:
https://www.synergymarinegroup.com/wellness-at-sea/

Constant bridge warnings create alarm fatigue

P&I Club survey reveals

As vessels and equipment on board become increasingly smarter, seafarers are required to learn additional skills for the ongoing operation and maintenance of this technology. Installation of additional and new technology on board should always be carried out with the intention of enhancing the seafarer's ability to safely and efficiently navigate and operate the vessel. However, with more equipment comes the potential for more alarms.

In 2017/2018 the Shipowners' Club ran a survey in conjunction with the Department of Psychology at Royal Holloway, University of London, to investigate whether alarms on the bridge affected the attention and focus of bridge watchkeepers.

The survey was conducted by questionnaire, which was circulated widely throughout many industry media such as the Nautical Institute's publications, UK Chamber of Shipping, Intermanager, ISWAN and the Club's media channels.

After careful collation findings have now been presented to Shipowners' Members and the wider industry. Submissions were mainly from Masters and were from a wide variety of vessel types.

As is well known frequently sounding bridge warnings, especially false ones, can create alarm fatigue and hinder watch keepers in carrying out their vital role.

InterManager's reponse

Reflecting on the findings, InterManager is now calling for manufacturers to work with ship operators to address seafarers' concerns and develop better ways of communicating bridge warnings.

Respondents highlighted a problem with too many similar sounding alarms and revealed a need for alarms to be easily identifiable so that urgent warnings can be recognised over simple notification bells.

InterManager
International Ship Managers' Association
Promoting Excellence In Ship Management

Findings released

Findings were released in week commencing 7 July.

The survey was largely responded to by Masters and senior officers, which demonstrates that the concerns are apparent to experienced and well-qualified seafarers. Respondents came from a wide variety of vessel types.

Key findings include:

- 89% of participants thought false alarms were a prob-

lem.

- 66% said the alarms were not easily detectable.
- 57% of respondents disagreed that alarms are graded by sound.
- 50% of participants reported some frustration with the format of the alarms themselves. Of particular concern was the fact that sounds are frequently the same tone for all alarms with no distinguishing factors between alarm systems.
- 77% of crew do not want to be disturbed from their watch keeping duties.
- 24% of participants reported that they never or seldom engaged the Bridge Navigational Watch Alarm System due to their concerns at frequent false alarms.

The main issue raised was frequent alarm fatigue, followed by the fact that alarms are hard to identify. There were concerns over the design of an alarm system or the bridge itself. The results present a reoccurring theme regarding the grading of alarms to assist the watch keeper.

Another factor that emerged from the answers was the crew's readiness to silence alarms without investigation due to alarm fatigue caused by repeated alarm soundings for no apparent reason.

Some 85% of participants reported they were aware of the alarms, the systems they represent and their location.

However, 45% of the respondents agreed that frequent alarms are often silenced, and when this was analysed by the level of role, 44% of Masters, 41% of Chief Officers, 48% of Second Officers and 60% of Third Officers agreed, showing that this practice was prevalent among all ranks.

The report concluded: '*It is evident from the feedback of these seafarers that the current regulations and arrangements relating to bridge alarm monitoring and systems can be improved upon. Doing so will improve the working environment of seafarers and assist with the reduction of related claims*.'

Captain Kuba Szymanski, InterManager Secretary General (*illustrated*), said: '*At present, as an industry we are creating an environment for failure and then we are surprised when our seafarers fail*.

'*We can and must break this vicious circle. Look at the findings – 50% of our seafarers are frustrated by frequent alarms. It was found that 77% want alarms to be useful alarms and not a nuisance. They are extremely busy people, because we ask them to be jacks of many trades. Therefore, in my opinion, quite rightly they expect alarms to be useful and effective*.'

Welcoming the report, he added: '*This is brilliant – I cannot praise Shipowners' enough for undertaking this groundbreaking research and drawing excellent conclusions. In particular I am pleased that they checked with the end users – that is very proactive and, I would say, pioneering. Honestly, this is one of very, very few surveys which actually asks seafarers themselves*.'

Szymanski said action is now needed to address seafarers' concerns and called on manufacturers to work with ship operators and crew representatives to identify which alarms are particular problems and to produce more effective methods of alert.

Furthermore, he added: '*Seafarers are tired of being blamed for everything. It is important that we take a human-centric approach to this and find solutions that benefit our crews in the workplace rather than hinder them when carrying out vital tasks.*'

Shipowners' Club said: '*As vessels and the equipment on board become increasingly smarter, seafarers are required to learn additional skills for the ongoing operation and maintenance of these pieces of technology and equipment. However, where more equipment is fitted it naturally increases the possibility of a higher number of alarms. From a Club perspective, we believe that when fitting additional and new technology on board it should always be done with the intention to enhance the seafarer's ability to safely and efficiently navigate and operate the vessel.*

'*It is evident from the feedback of these seafarers that the current regulations and arrangements relating to bridge alarm monitoring and systems can be improved upon, which will allow for crew to fully utilise the benefits of the technology being made available to them. Doing so will improve the working environment of seafarers and may assist with the reduction of related claims experienced by Members and the wider maritime industry. The Club is sharing this information to help facilitate further discussion of the topic in the industry with the hope of finding a method to provide a solution which improves bridge alarm management on board*.'

Survey by questionnaire

The survey was conducted during 2017 and 2018 by a questionnaire, which was circulated widely throughout many maritime sectors, via Intermanager, ISWAN and UK Chamber of Shipping. After careful collation, the findings are now being made available to Club Members, the survey participants and the wider industry.

For further information readers are invited to visit the website to be found at: http://tinyurl.com/yyawljku

New IFSMA Member from Ukraine: MTWTU

The Marine Transport Workers' Trade Union of Ukraine is the largest national trade union embracing over 78,000 members: seafarers working on ships of Ukrainian and foreign shipowners, port workers, cadets and students of maritime educational institutions and so on. Furthermore, 48,000 Ukrainian seafarers united by the MTWTU include numerous Ship Masters who successfully perform their duties onboard world famous shipowners' vessels.

Day of the Seafarer with MTWTU.

In order to promote Ukrainian seafarers in the international maritime labour market and provide comprehensive and efficient support to its members, the MTWTU offers a wide range of social benefits to protect seafarers' rights. The activities carried out by the MTWTU vary from consultancy services and legal advice to entertainment events aimed at the seafarers' social life.

MTWTU celebrating Union Week 2018.

The main vision of the MTWTU activities is that strength is in unity, and that only together can people achieve their ambitious goals, so many events organized by the Union are based on uniting and competitive edges allowing seafarers and their families to strengthen relations. Such events are family sports competitions, bowling tournaments, quizzes and the like.

The second belief of the MTWTU is that proficiency is key to a successful career, so there are numerous information, education and awareness-raising seminars, training events and forums organized by the MTWTU in order to enhance its members' proficiency level. Also, the MTWTU launches joint projects with other organizations allowing seafarers to develop their knowledge free of charge. For example the joint MTWTU & JSU project on English language courses for Ukrainian seafarers, the tripartite MTWTU & IMEC & KSMA project on the renovation of the simulator base of Kherson State Maritime Academy project allowing MTWTU members to receive a discount for courses in a number Ukrainian training centres and so on.

The third MTWTU priority is seafarers' health and wellbeing, which are supported by such activities as psychological seminars for seafarers, medical handbook issue and significant funding aimed at financial assistance for seafarers and their relatives' treatment, partial reimbursement of sanatorium treatment and many other types of financial aid.

The MTWTU cares about its members and always keeps in touch with them through social networks and printed publications delivered worldwide.

For more information about the MTWTU readers are invited to see: www.mtwtu.org.ua

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At the Europe-Asia Maritime Summit Michael Kirieiev, the long standing Chairman of MTWTU (left) with Commodore Jim Scorer IFSMA Secretary General.

US Navy in Pacific rescue

Five fishermen saved

It was reported by the US Navy that the guided-missile destroyer USS *Michael Murphy* (DDG 112) rescued distressed mariners at sea on 24 July. While conducting routine operations in the Pacific crew in *Michael Murphy* had spotted a small vessel with individuals aboard waving flags in distress.

Five Peruvian mariners were aboard a fishing boat, which had suffered engine failure off the coast of Peru before drifting for more than eight days. The vessel was located 80 nautical miles off the coast of Ecuador.

On 24 July a boarding team from the Arleigh Burke-class guided-missile destroyer USS Michael Murphy (DDG 112) delivers food, water, and medical aid to mariners aboard a fishing vessel in distress. Five Peruvian mariners were brought aboard Michael Murphy after their vessel suffered engine failure that left them adrift for more than eight days. Michael Murphy is conducting routine operations in the U.S. 4th Fleet area of operations.

US Navy photo by Mass Communication Specialist 2nd Class Justin R Pacheco/Released. USN ©.

The boat was initially observed by watchkeepers and confirmed by the bridge team. A boarding team was quickly dispatched to assess the situation. The fishermen were provided with food, water and repairs to their engine. They had run short on food five days before, and were on their third day without fresh water.

In the words of Michael Murphy's CO Commander Christopher Forch: '*Today's events provided us an opportunity to render assistance to fellow mariners in need. Our training and capabilities allowed us to quickly assess the situation, plan the rescue operation, and care for these fishermen who found themselves adrift for a significant period of time. A chance encounter at sea resulted in the preservation of five lives*.'

Mariners from a fishing vessel in distress are brought aboard the Arleigh Burke-class guided-missile destroyer USS Michael Murphy (DDG 112) for aid after being rescued.

US Navy photo by Mass Communication Specialist 2nd Class Justin R Pacheco/Released. USN ©.

Ship's staff attempted to provide engineering help but lacked parts so the fishermen's vessel was placed in the tow of *Michael Murphy* to Ecuadorian waters for handover to the Ecuadorian Coast Guard.

(***Editor's note: This article is based on material kindly provided by US 4th Fleet Public Affairs***)

Global shipping industry delivers comments to official consultation on proposed modifications to Panama Canal tolls

The Panama Canal Authority (ACP) is conducting a public consultation on a proposal to adjust the Panama Canal tolls for containerships, vehicle carriers, dry bulk carriers, tankers, chemical carriers, LPG and LNG vessels, passenger vessels and small vessels. The proposed new toll charges are anticipated to enter into effect on 1 January 2020, the same day as the IMO Global Sulphur Cap regulation.

Readers will find below the submission from the global shipping industry – the International Chamber of Shipping (ICS), the Asian Shipowners' Association (ASA) and the European Community Shipowners' Associations (ECSA) – to this consultation. ICS, ASA and ECSA are the principal global and regional trade associations for shipowners and operators, representing all sectors and trades.

Comments by the global shipping industry

The ICS, the ASA and the ECSA represent all sectors and trades including containership operators, tanker operators

and dry bulk carriers, as well as specialised trades such as LPG/LNG carriers, chemical carriers, passenger vessels and vehicle carriers. Membership of ICS, ASA and ECSA combined represents more than 90% of the world's merchant tonnage.

With regard to the consultation to modify Panama Canal tolls, the global shipping industry has made the following comments summarised here:

1. The ACP should seriously consider providing a twelve-month notice period to allow shipowners and operators to adjust to any future modifications to toll charges more effectively.

2. The ACP is requested to postpone any approved new toll increases by at least six months to June 2020 in light of the anticipated impact of the IMO 2020 Global Sulphur Cap regulation, which enters into effect on the same day as the proposed new tolls: 1 January 2020.

3. Further consideration should also be given to other factors that are expected to continue to negatively impact the commercial performance of the industry in 2020, including: rising geopolitical instability; increased economic uncertainty due to the rise of protectionist trade measures worldwide; and ongoing escalation of trade disputes and increase in trade tariffs between major trading nations.

4. The economic sustainability of the Panama Canal is inextricably linked to that of shipowners and operators that use the Canal. In this respect, the proposed new toll increases could significantly undermine future trade growth.

5. There should be no distinction in the level of toll charges between Panamax vessels and Neopanamax vessels.

6. The market remains difficult for the segments facing proposed toll increases (for example dry bulk carriers), any such increase in charges would exacerbate the already volatile operating conditions.

On behalf of the global shipping industry, ICS, ASA and ECSA thanked the ACP in advance for its consideration to their comments, requests and suggestions.

For the full global shipping industry submission to the Panama Canal Authority readers are invited to visit the ICS website here:
http://www.ics-shipping.org/submissions/other

Further details of the Panama Canal Authority consultation are available here:
https://tolls.panama-canal.com/index.html

Hoegh Autoliners and IMO 2020

IMO 2020 preparations have commenced

Having chosen Very Low Sulphur Fuel Oil (VLSFO) and Low Sulphur Marine Gas Oil (LSMGO) for complying with IMO 2020, Höegh Autoliners reported earlier in the year that they were preparing the fleet for the change in fuel. In the Bunker department, new bunker patterns are being planned for and in the commercial section, the new rules also require attention.

IMO 2020 entails a great shift for the shipping industry and the preparations started long ago in Höegh Autoliners.

From left to right: John Nilsen (Bunker Purchasing Manager), Håkon Kiil (Head of Business Analytics) and Geir Frode Abelsen (Head of Technical Operations).

Håkon Kiil, Head of Business Analytics is leading Höegh's IMO 2020 implementation group: '*We fully support the new regulations as this will improve the environment and people's health. We have evaluated the alternative methods of IMO 2020 compliance, and decided to go for the new compliant fuel as the vast majority of the shipping companies. We have also started our preparations with tank cleaning as all tanks need to be compliant before 1 January 2020, and we expect to consume compliant fuel before the deadline.*'

Following IMOs guidelines

With a fleet of 55 vessels of which 40 are under Höegh's own operational management, it is a substantial amount of bunker tanks that needs to be prepared for compliant fuel.

'*For us in Höegh, 40 vessels entails over 450 bunker tanks that must be cleaned according to IMO's guidelines before end of 2019. This is a huge job*', explained Geir Frode Abelsen, Head of Technical Operations in Höegh Autoliners, who is responsible for preparing the fleet ready for IMO 2020.

He added: '*Each tank will be cleaned twice according to a set method, before we can be sure that there is no residual from Heavy Sulphur Fuel left in them. This work has already started on board our vessels*.'

Preparing for new bunkering patterns

In addition to getting the vessels ready for the new fuel Höegh's bunker department follows the development on where compliant fuel will be made available.

'*There is still uncertainty connected to whether smaller bunker ports will have enough compliant fuel as we move in to 2020*,' said John Nilsen, Bunker Purchasing Manager. He added: '*This is something we expect the refineries to show the shipping industry a solution to, before the new regulations take effect*.'

Contract review

In all Höegh's commercial departments around the world staff are now working to ensure that the company's customers are ready for the change. '*As we approach the end of 2019, we expect all commercial contracts to reflect the new compliant fuel*.' Håkon Kiil concluded.

Finally, Geir Frode Abelsen advised as we were preparing this issue for press: '*Early in August the company's double tank cleaning was progressing well and according to the detailed plan.*'

All illustrations kindly provided by Höegh Autoliners©.

Celebrating the fourth anniversary of the New Suez Canal Inauguration

On 6 August news was received from the Suez Canal Authority (SCA) that the financial year of 2018/2019 recorded the highest annual revenue with an increase of 5.4% compared to the previous financial year reported, equivalent to $300 million.

MSC Gülsün

Later in August MSC reported that MSC Gülsün sets a new standard in container shipping.

Bigger ships generally emit less CO2 per container carried, helping companies to lower the carbon footprint of their supply chains.

In addition, all MSC's vessels carrying 23,000 TEU and more are now shore-power enabled to minimise emissions at the berth at ports which have installed mains electricity.

MSC Gülsün has an IMO-approved hybrid exhaust gas cleaning system to ensure compliance with the forthcoming IMO 2020 regulation and has the option of switching to low-sulphur fuel, it is understood.

The ship can carry more than 2,000 reefer containers.

Photo reproduced by kind permission of MSC ©.

In the year under review the Canal saw a record breaking number of 81 vessels in transit in one day at 6.1 million tons, and preparations are underway for the world's largest container ship of the Megamax 24 class.

Advances in urban development are transforming the region with four huge tunnels and five floating bridges connecting the two banks of the Canal, and a fish farming project for sustainable development.

It was further reported that $25 billion of investments in 192 projects in the Suez Canal Economic Zone will be increased by $55 billion in the forthcoming 15 years, providing one million job opportunities for youth.

6 August 2015 saw HE President Abdelfattah El-Sisi inaugurate the New Suez Canal and the project saw the light in less than a year to facilitate world trade and increase capacity of the Suez Canal.

The New Suez Canal project

The main goals behind the project are to:

- Prepare the Canal to cope with the growth in world trade, and the increase in the size and tonnage of transiting vessels.
- Raise the competitive edge of the Canal and its world ranking with the increase in doubled parts and significant decrease of the transit time from 22 to11 hours.
- Raise the safety rating of the waterway with the presence of a parallel canal which has proved extremely useful over the past four years.
- Eliminate competition from alternative maritime routes.
- Provide a corner stone in the Egyptian national project to get the economy back on track and increase the Canal's foreign currency revenues.

Achievements

The Suez Canal achieved new records of revenues, numbers of transiting vessels and tonnage after the inauguration of the New Suez.

The financial year 2018/2019 recorded 70,679 transiting vessels carrying 4,268 billion tons of cargo.

In April of 2017, the Egyptian president appointed Admiral Mohab Mameesh as chairman of the Suez Canal Economic Zone, and since that day the development projects have seen great advances with in the region of 200 projects planned.

The first fruits can best be seen in the partnerships with international companies such as founding of The Challenge – Egyptian Emirates Marine Dredging Company, an Egyptian joint stock company that was the result of collaboration between Canal Harbor and Great Projects Company (CHP) and National Marine Dredging Company (NMDC). This company's aim is to work on developing Egyptian ports and raising their efficiency, and to meet regional needs in dredging.

The world's largest container ship

MSC Gulsun, the largest container ship in the world (23,756 TEU), made her first transit of the Suez Canal on 9 August 2019. This vessel is one of eleven MSC sister ships all constructed since 2017. They are set for operations between the Far East and NW Europe via the Suez Canal as part of the AE 10/SILK service in collaboration with Maersk Line.

In summary

To sum up, in the words of an SCA spokesman in early August: '*And finally, we would like to extend our deepest appreciation for the continuous support of HE Abdelfattah El-Sisi, the president, to the SCA projects of development and for holding the country's best interest at heart. Thanks to the Egyptians for their trust in a wise leader, and funding the New Suez Canal project.*

'*Thanks to the Egyptian Armed Forces for their invaluable role protecting the Canal and world trade to ensure the delivery of vital goods all over the world in the shortest time possible.*

'*We pledge to spare no effort here in the SCA with all its men and women working day and night, and in the Suez Canal Economic Zone to see that Egypt is back in its leading position once more, and for the Canal to remain, as it has always been, the lifeblood of world trade.*'

For an informative Suez Canal video with contributions from ship masters see here:
http://tinyurl.com/y4ybzqfe

An example of an SCA Monthly Report can be found here:
http://tinyurl.com/yy7jgvuh

For back number Annual Reports see here:
http://tinyurl.com/yxtqdf42

NATO HQ MARCOM advice

GPS interference Eastern Med

GPS interference and possible jamming is reportedly occurring in the Eastern Mediterranean between Cyprus and Suez, with potentially dangerous consequences.

Between 18 March and 19 July GPS Jamming or interference was reported in the East Mediterranean region. Vessels reported a loss of GPS/ GLONASS signal, incorrect locations, or no location at all.

The US Maritime Administration issued several maritime alerts. The latest one, dating 05/02/2019 on GPS interference is 2019-0051, is due to be updated by 27 October 2019. http://tinyurl.com/y5twdtwp

The reports were concentrated in the vicinity of Port Said, the Suez Canal, and South of Cyprus. Reported interference altered GPS signals affecting bridge navigation and GPS timing and communication equipment. The alerts reaffirm the need for redundant navigation practices when experiencing disruption and also a platform to promote other disruption mitigation practices and procedures.

The civil aviation authorities in the region also issued NOTAM 0356/18 that reported signal termination and incorrect location of aircraft between Cyprus and Syria.

The impact of this interference is still under investigation, but it is likely vessels will and should adopt reversionary modes such as Radar, Chart, and Visual data to account for loss of GPS / GLONASS or inaccuracies encountered.

While less effect in open waters, the impact may be felt more during confined navigational movement, or while entering port due to the increased workload on bridge teams.

NATO's Allied Maritime Command, MARCOM, would appreciate if companies/Masters would report all instances of GPS interference, reactions taken, and the overall impact (if any) to vessel transit.

A reporting signal is available on the NATO Shipping Centre (NSC) website (www.shipping.nato.int).

MARCOM adds: '*We have also noted reports that ships are suppressing their static AIS data (name, next port of call, etc.) and switching to "receive only." While there may be valid reasons for masters doing this, overall it means a loss of situational awareness in the area. Commercial vessels operating in the Mediterranean are likely to receive special attention by warships in the region if adopting this practice.*'

Ships should expect to be queried to ascertain why AIS is off or switched to inhibit.

AIS suppression is a ploy often used by vessels to hide suspicious movement, therefore MARCOM advises against this practice.

Operation Sea Guardian

Operation Sea Guardian, NATO's standing maritime security operation in the Mediterranean Sea, will be in progress until further notice as promulgated in NAVAREA III 0514/2019.

Merchant ships transiting in the Mediterranean Sea are requested to participate in the Voluntary Reporting Scheme defined in Maritime Security Chart Q6110 and review the NATO Shipping Centre webpage (www.shipping.nato.int) for additional guidance on reporting suspicious incidents, including electronic interference.

Photo: NATO ©

A first in liner shipping: Hapag-Lloyd to convert ship to LNG

The invention of the steamship at the end of the 18th century revolutionised the entire shipping industry, and there are some parallels with the use of liquefied natural gas (LNG) in container shipping today. For example, to operate using this fuel, instead of being able to simply flip a switch, you have to rethink all the equipment on a ship. When Hapag-Lloyd starts converting the large container ship *Sajir* in mid-2020, it will be launching a pilot project that could pave the way for the entire shipping industry.

Whenever *Sajir* is in Hamburg, Hapag-Lloyd engineers or other companies with which the shipping company is collaborating on this project go on board to take measurements of the vessel and draw up plans. After all, converting the 15,000 TEU vessel will pose completely new challenges. Whether it is figuring out where to store the LNG on board, laying the additional piping systems or treating the fuel, all of these aspects much be integrated into the overall ship in a manner which ensures that *Sajir* will continue to be available for service and perform at the highest level. This, in turn, makes the conversion very complex and time-consuming for everyone involved.

In the words of Richard von Berlepsch, Managing Director Fleet Management at Hapag-Lloyd: '*By converting Sajir we will be the first liner shipping company in the world to retrofit a container ship of this size to LNG propulsion. This is an unprecedented pilot project, and one with which we hope to learn for the future and to pave the way for other*

ships of this size to be retrofitted to use this alternative fuel.'

Inspired by the Sustainable Development Goals of the United Nations, the IMO has set ambitious goals: Starting on 1 January 2020, all ships worldwide will have to operate using fuel with reduced sulphur content: from 2030, CO_2 emissions are supposed to be reduced by at least 30%; by 2050, by 50% – in each case compared with 2008. By 2100, shipping is supposed to be completely emission-free.

Hapag-Lloyd vessel Sajir, 15,000TEU.
Photo: HAPAG-Lloyd ©.

At present, no one knows which fuels can be used to reach these goals. Using LNG rather than standard heavy fuel oil reduces CO_2 emissions by roughly 20%, and sulphur dioxide and particulate matter by more than 90%. Thus, on the path towards zero emissions, it is more of an interim than a final solution. In any case, it is currently the eco-friendliest fuel available.

While other shipping companies have already ordered LNG-powered newbuildings, Hapag-Lloyd has decided to convert one of its 17 so-called LNG-ready vessels. In mid-2020, *Sajir* will go to the HuaRun DaDong Dockyard near Shanghai for three months to have its conventional engine and auxiliary engines converted into a dual-fuel system. This will enable it to burn LNG as well as low-sulphur fuel oil as a backup solution. The gas storage system will use the space normally occupied by 290 TEU, which means the vessel's container capacity will be lowered by the corresponding amount.

To keep the time in dry dock as brief as possible, the roughly 1,300-metric tons tank will be manufactured and assembled before reaching the shipyard, where it will be lowered into the prepared hold with the help of a floating crane. And the components for the gas treatment as well as for the engines and the aggregates will be prepared in advance as much as possible. The fact that the engine room is located close to the tank will allow connection between the aggregates and the gas treatment system to be made using very short pipelines.

Hapag-Lloyd will invest approximately $30 million in the conversion. But there will be more technical challenges after it is completed, as the gas must always be kept at the required temperature and pressure level in the tank – even if the ship is at anchor for an extended period of time.

To quote von Berlepsch again: '*LNG-powered ships have to be handled in a completely different way.*' For this reason, Hapag-Lloyd crews will undergo intensive instruction courses beforehand, which will include training on LNG ships to become familiar with how to use the fuel in real-life operations.

Sajir has been sailing under the German flag since May, when Captain Michael Kowitz and his crew boarded the vessel. He will also be in command of the ship after its conversion. In his words: '*Being part of this project is an exciting challenge for me. I'm looking forward to passing on my experiences and to thereby being able to help shape the project*.'

Sajir will go back to sea in the fourth quarter of 2019, initially in trial operation. The ship will then return to a liner service between Asia and Europe – and its first call in Hamburg as an LNG-powered vessel is scheduled for autumn 2020.

Editor's note.
Based on material kindly provided by Hapag-Lloyd.

Hapag-Lloyd sees big opportunities in Elbe fairway adjustment

Executive Board Member of Hapag-Lloyd Dr Maximilian Rothkopf commented on Elbe fairway adjustment: '*The Port of Hamburg will become much more attractive for customers.*'

Adjustment of the Elbe fairway, which was officially launched on 23 July will offer much better connections between the Port of Hamburg and the global flow of goods. This was stressed by Dr Rothkopf who is Chief Operations Officer of Hapag-Lloyd AG, during a groundbreaking ceremony held on that day to mark the official start of dredging operations.

Rothkopf commented: '*Once the relevant work has been completed, the world's largest container ships will be able to reach the City of Hamburg with virtually no limitations. In addition to container liner shipping companies this will ultimately also benefit customers worldwide, whose cargo will reach the Port of Hamburg more easily and quickly.*

'*Our clear commitment to our home port of Hamburg remains unchanged. Hamburg offers us outstanding infrastructure and excellent hinterland connections – be it through a unique railway network or very good European motorway connections. This is another reason why we recently decided to relocate a large part of our North Atlantic services from Bremerhaven to Hamburg*.'

Hapag-Lloyd is the Port of Hamburg's largest customer when it comes to container handling. In the 2018 financial year, the Company handled roughly 1.9 million TEU in the

port which corresponds to approximately 22% of the port's total volume.

Together with its alliance partners, Hapag-Lloyd handled around 3.9 million TEU, or some 45% of the port's total volume.

About Hapag-Lloyd

With a fleet of 235 modern container ships and a total transport capacity of 1.7 million TEU, Hapag-Lloyd is one of the world's leading liner shipping companies with around 12,800 employees and 398 offices in 128 countries.

Hapag-Lloyd offers a total of 121 liner services worldwide to more than 600 ports.

Collision between USS *John S McCain* and *Alnic MC*

NTSB Findings

Insufficient training, inadequate bridge operating procedures, lack of operational oversight

On 12 August the (US) National Transportation Safety Board announced that the 21 August 2017 collision between the USS *John S McCain* and the tanker *Alnic MC* was caused by insufficient training, inadequate bridge operating procedures and a lack of operational oversight.

Ten sailors aboard *John S McCain* died in the accident and 48 were injured when the ships collided in the Middle Channel passage of the Singapore Strait Traffic Separation Scheme. There were no injuries to the crew of *Alnic MC*. Property damage resulting from the collision exceeded $1.2 million. There was no report of pollution associated with the accident.

This collision happened when *John S McCain*, an Arleigh Burke-class destroyer with a crew of 280, homeported in Yokosuka, Japan, and *Alnic MC*, a Liberian-flagged chemical tanker carrying a partial load of cargo with a crew of 24, were transiting towards Singapore in the westbound lane of the Singapore Strait Traffic Separation Scheme. The Singapore Strait is one of the busiest waterways in the world, with more than 83,700 vessels of more than 300 gross tons transiting the strait in 2016.

In its Marine Accident Report (No 19/01) the NTSB determined the probable cause of the collision was a lack of effective operational oversight of the destroyer by the US Navy, which resulted in insufficient training and inadequate bridge operating procedures. Contributing to the accident were the *John S McCain* bridge team's loss of situation awareness and failure to follow loss of steering emergency procedures, including the requirement to inform nearby vessel traffic of their perceived loss of steering. Also contributing to the accident was the operation of the steering system in backup manual mode, which allowed for an unintentional, unilateral transfer of steering control.

As *John S McCain* entered the Singapore Strait, steering and thrust were being controlled by a single watchstander – the helmsman – from the helm station. The commanding officer directed the lee helm station be manned as well and the crew took actions intended to transfer propeller thrust control from the helm to the lee helm station. The NTSB concluded that during the process of shifting thrust control, a *John S McCain* watchstander unintentionally transferred control of steering from the helm to the lee helm station which resulted in a perceived loss of steering by *John S. McCain*'s helmsman, however, steering control was available at all times in the accident sequence. The NTSB further concluded the unintentional transfer was possible because the system was being operated in backup manual mode, which removed a safeguard against inadvertent transfer of steering control.

It is reported that the NTSB also concluded in its report that the inability to maintain course due to a perceived loss of steering, the mismatch of port and starboard throttles producing an unbalanced thrust, and a brief but significant port rudder input from after steering combined to bring *John S McCain* into the path of *Alnic MC*. The decision to change the configuration of *John S McCain*'s critical controls while the destroyer was in close proximity to other vessels increased the risk of an accident, according to the NTSB's report.

USS John S McCain by Navy Mass Communications Specialist Seaman Apprentice Gavin Shields.
Photo: USN ©

Based upon its investigation of the collision, the NTSB issued seven safety recommendations to the US Navy seeking:

- Issuance of permanent guidance directing destroyers equipped with the Integrated Bridge and Navigation System to operate in computer-assisted steering modes, except during an emergency.
- Issuance of guidance to crews emphasizing the importance of appropriate use of very high frequency radio for safe navigation.
- Ensuring design principles in ASTM International

Standard F1166 are incorporated when modernizing complex systems such as steering and control systems within the Integrated Bridge and Navigation System.

- Revision of written instructions for bridge watchstanders on destroyers equipped with the Integrated Bridge and Navigation System to include procedures for shifting steering and thrust control between all bridge stations.

- Revision of Integrated Bridge and Navigation system technical manuals to include a description of and procedures for ganging and unganging throttles.

- Revision of training standards for helmsman, lee helmsman and boatswain's mate of the watch for destroyers equipped with the Integrated Bridge and Navigation System to require demonstrated proficiency in all system functions including transfer of steering and thrust control between all bridge control stations.

- Instituting Seafarers' Training, Certification and Watchkeeping Code rest standards for all crewmembers aboard naval vessels.

It is understood that the US Navy is acting on a number of its own measures to address safety issues identified in the wake of the *John S McCain* accident and other recent western Pacific region accidents.

NTSB Marine Accident Report 19/01 is available online at: https://go.usa.gov/xyujj

Fire aboard cargo ship *Chipolbrok Moon*

Houston, Texas, 23 May 2018

NTSB Accident Report

Summary

On May 23 at 0010 local time, a fire was detected in a cargo hold on board the cargo ship *Chipolbrok Moon* while moored at the Industrial Terminal West in Greens Bayou in the Port of Houston, Texas.

Some of the vessel's 24 crewmembers had completed hotwork in that space about 25 minutes before the alarm sounded. The crew manually activated the fixed CO_2 fire-extinguishing system in the affected space, and the fire was extinguished. Several wind-turbine components being carried as cargo were damaged in the fire. No pollution or injuries were reported. Damage to the vessel was estimated at $12 million.

Analysis

This investigation revealed several issues that contributed to the fire aboard *Chipolbrok Moon*, including preparation and execution of hotwork. Post accident notifications were also an issue, which indicated that written procedures were not being followed.

The cargo of wind turbine transmission hubs was located on the lower deck just below the pontoons making up the lower tween deck level. The crew was conducting hotwork near a gap between two pontoons on the deck above, and sparks/welding slag were able to fall from the work location through unprotected gaps between the pontoons, igniting the turbine component's dust-protective transport plastic and blanket. The area above the transmission hubs and below the pontoon deck was difficult to access and hard to see given the lack of lighting in the hold. In addition, transmission hubs stored aboard the vessel were wrapped in a material that ignited relatively easily. The crew of *Chipolbrok Moon* did not ensure adequate placement of fire blankets, particularly in areas that were difficult to access.

Further, the modification of the fire blankets into narrow strips (about 7 inches wide) could have easily led to shifting, uncovering the gaps between the pontoons. In his permit, the marine chemist noted that hotwork areas needed to be at least 35 feet (12 metres) away from flammable and combustible materials. However, because of the loading configuration, the hubs were located less than a foot below the hotwork area on the lower tween deck in port cargo hold no. 3. Additional fire blankets should have been placed over the hubs.

Photo: NTSB ©

Probable Cause

The (US) National Transportation Safety Board determined that the probable cause of the fire aboard cargo vessel *Chipolbrok Moon* was the crew's lack of adherence to the company's safety management system and the marine chemist's instructions pertaining to hotwork precautions, which allowed sparks and slag to fall through unprotected gaps between the removable decking pontoons and ignite the dust-protective covering of the transmission hubs.

In conclusion the NTSB issued the following rider:

Fire Protection and Port Notification
Before conducting hot work, it is critical to evaluate work areas for fire hazards to ensure that adequate protection is in place. In addition, notifying shoreside authorities both before conducting hot work and in the event of a fire allows port authorities to properly prepare and respond more rapidly.

See the NTSB report here: http://tinyurl.com/y3wquews

Collision of bulk carrier *Yochow* with articulated tug and barge *OSG Independence/OSG 243*

Houston Ship Channel, 13 June 2018

NTSB Investigation Report

Summary

At 0250 local time on 13 June, 2018, the inbound bulk carrier *Yochow* collided with the articulated tug and barge *OSG Independence/OSG 243*, which was moored at the TPC Group, Inc. facility on the Houston Ship Channel in Houston, Texas.

OSG 243's tanks were empty and awaiting a cargo of methyl tert-butyl ether (MTBE). As a result of the collision, two of the barge's tanks and *Yochow*'s bulbous bow were holed, and the facility suffered extensive structural damage. There were no injuries among the crew of 18 on the *Yochow* or the 8 aboard the tug *OSG Independence*, nor was any pollution reported. Damage to the facility ($20 million), the barge ($1 million), and the bulk carrier ($338,000) amounted to an estimated $21,338,000.

Yochow's bow showing, at left, holed bulbous bow and depth of penetration and, at right, damaged upper starboard bow.

Illustration: NTSB ©

Analysis

The Houston Ship Channel above Lynchburg Landing is a meandering and narrow waterway with facilities lining both banks for several miles. Much of the channel before the accident site is less than 500 feet wide, with minimal room for error in ship handling.

The pilot indicated, and electronic data showed, that the bridge team was able to successfully navigate the channel and meet traffic with an understanding of the ship's handling characteristics and the prevailing conditions, without an assist tug. Investigators found no deficiencies with the steering gear or other engineering or bridge equipment.

Twice during the transit, including just prior to the accident, the pilot gave a rudder order that the helmsman correctly repeated, yet he turned the wheel in the opposite direction. In both cases, the pilot—not the watch officer—noted the error and took action to direct the helmsman to correct the rudder.

Bridge procedures provided by *Yochow*'s operator were silent on the duties of the mate on watch in restricted waters, including watching the helm. The second mate told investigators though that '*one of my duties as the officer on duty is to monitor the helmsman*.' The master's standing orders stated as follows: '*Cross Check the bridge team member's action and communicate freely and openly on concerns you may have to avoid "One Man Error". Instruct the lookout and helmsman also to communicate freely and openly without hesitation or holding back*.'

The pilot told investigators that it is not an uncommon scenario to have helm orders improperly executed and that pilots learn to watch for it. Giving the command midships will grab the helmsman's attention quicker than just repeating the original command.

Bridge resource management (BRM) is an industry standard for using all available technical and human resources to safely execute a vessel's passage plan. It requires all involved to maintain situational awareness and share information freely to address contingencies. Included in this concept is the expectation for the officer of the watch to check the rudder angle indicator with each helm order and the rpm indicator with each ordered change of speed.

The mate on watch, who was standing next to the helm, did not notice or correct the helmsman during the two steering errors. According to their logs, the mate and helmsman each stood eight hours of watch per day and met STCW rest requirements. However, the helmsman stated that he performed work that was not reflected in the log, which the investigation found meant that he would not have met work/rest requirements. Failure to adhere to work/rest guidelines can lead to fatigue and thereby can impair a crewmember's alertness and ability to safely operate a vessel or perform safety-related duties. Further, at the time of the accident the helmsman had been at the wheel continuously for almost three hours, at night, without relief, and was likely fatigued.

Probable Cause

The National Transportation Safety Board determined that the probable cause of the collision of the bulk carrier *Yochow* with the tank barge of the articulated tug and barge *OSG Independence/OSG 243* was the mate's failure to effectively monitor the helmsman, contrary to the principles of good bridge resource management. Contributing to the accident was the lack of company and shipboard oversight to ensure crewmembers adhered to work/rest guidelines, resulting in fatigue of the helmsman.

Notification issued

In conclusion the NTSB issued the following rider:

Managing Fatigue

Fatigue impacts every aspect of human performance, including decision-making, reaction time, and comprehension, all of which affect seafarers' ability to safely navigate. Having fatigued crewmembers in critical positions when navigating a busy channel increases the probability of errors that lead to incidents. Companies should include fatigue management procedures in their safety management systems and ensure compliance with applicable work/rest requirements.

See report here: http://tinyurl.com/y2y8el4j

Indian Register of Shipping forges Indian Coast Guard training partnership

One of the world's leading classification societies, the Indian Register of Shipping (IRClass), recently launched a bespoke training course for the Indian Coast Guard (ICG) at IRClass' head office in Mumbai, India. This was reported on 15 August.

Welcoming senior officers of the ICG, Suresh Sinha, Managing Director of IRClass, lauded the close collaboration between IRClass and ICG in co-creating course material relevant to ICG's training needs.

In Sinha's words: 'IRClass, through its training arm, IRClass Academy, worked under the auspices and guidance of ICG Inspector General TP Sadanandan, and ICG Deputy Inspector General Sudhir Sahni to curate course material that will help the ICG maintain their ships at high standards.'

TP Sadanandan, ICG Inspector General.

He added that IRClass had been providing services to the ICG for over three decades and the training programme prepared for this course has been developed primarily to cover the Coast Guard Rules developed by IRClass and the application of these Rules during the construction and service life of ICG ships.

This two-week course covers a wide range of topics including onboard inspection work and issues relating to material, welding, non-destructive testing, safety- related matters, statutory requirements and so forth. It is understood that the faculty has been drawn from an experienced pool of surveyors having domain knowledge in areas such as engineering, ship building, electrical engineering, hull structure, stability and more.

Senior ICG officers at IRClass' head office in Mumbai, also in attendance are Suresh Sinha, MD of IRClass and Vijay Arora, Joint MD of IRClass. his opening remarks

KK Dhawan, Head, Defence at IRClass, brought out the tailor-made training programme for Coast Guard personnel which will ensure that all aspects related to class, inspection and maintenance of ships are discussed in detail. He also mentioned that this training continues to ensure close cooperation between IRClass and the Coast Guard.

Established in 2014 as IRClass' maritime training and education wing, IRClass Academy, disseminates industry knowledge to various stakeholders through courses in areas such as ship operations, maintenance and surveys, ship design and shipbuilding, ports and terminals and marine management systems.

The longest passage with an electric ferry

The electric ferry *Ellen* has made her maiden voyage between Søby and Fynshav, south of Funen in Denmark.

This was reported by the Danish Maritime Authority on 16 August and marks the culmination of a project where the DMA has been the involved authority in order to ensure that safety was part of the innovative work.

Martin John, Director of Ship Survey, Certification and Manning, the Danish Maritime Authority commented: '*Electric ferries are one of the solutions to new climate-friendly ferries. The Danish Maritime Authority has been the partner, authority and now the flag of Denmark's first ferry fully powered by electricity*.'

Electric ferries in rapid development

The new electric ferry *Ellen* (*pictured*), which is an EU Horizon 2020 project also known as E-Ferry, is claimed to be the first ferry in the world to hold a battery package with enough energy for both its ordinary operation as well as for emergencies.

Illustration reproduced by kind courtesy of DMA ©

Great interest in the industry for green ferries

Many shipping companies are developing new solutions for ferries of the future. A development where safety goes hand in hand with growth in Blue Denmark.

The route is one of the world longest being served by a ferry fully powered by electricity: 22 nautical miles without noise and smoke.

Readers may wish to learn more about the electric ferry project (E-Ferry) are invited to take a look at: www.el-færgeprojekt.dk (Note, text is in Danish).

Höegh breaks record in Ennore

Loading longest breakbulk unit on Ro-Ro

Sensitive cargo such as wind turbine blades require careful handling and experienced staff to perform the operations, as we have been shown on the Höegh website at: https://www.hoeghautoliners.com/

This customer chose Höegh's Ro-Ro services over conventional Lift On Lift Off operations because of its clear benefits for sensitive breakbulk cargo.

When presented with the opportunity to transport the 28 metres length wind turbine blade from Ennore*, India to Shanghai, Höegh's breakbulk team in India responded.

Captain Lester Fernandes, Port Captain, Höegh Autoliners India commented: '*This was a bold step as no Ro-Ro carrier had handled such long breakbulk cargo from Ennore port before. With careful and meticulous planning of the operation in co-ordination with the customer, we ensured that the cargo was safely loaded and secured on board our vessel.*

'*The shipper had previously used conventional Lift On Lift Off vessels to transport their breakbulk cargo and was positively surprised when Höegh's Breakbulk sales team presented them with guaranteed underdeck stowage on our Ro-Ro vessels. In addition, the operational risk could be significantly reduced as Ro-Ro require less lifting of the cargo. In this case, the maximum height the cargo needed to be lifted was two metres.*'

Atuldutt Sharma, Breakbulk Sales Manager, Hoegh Autoliners India explained:

'*This can be compared to the cargo operations performed with a Lift On Lift Off vessel, where the windmill blade would likely travel a distance of 10 to 12 metres horizontally hanging 15-20 metres above the ground.*

'*The customised solution provided by Höegh Autoliners coupled with our past experience of handling sensitive and complex breakbulk cargo, and regular liner service with the shortest transit time was exactly what the customer needed for their sensitive cargo*.'

Höegh Antwerp.
Photograph reproduced by kind permission of Höegh Autoliners ©

Operational safety

With regard to operational safety the wind turbine blade was only supported by two frames, something that increases the chances of damage to the cargo when using Lift On Lift Off operation as compared to a Ro-Ro stowage. On board Höegh's Ro-Ro vessels all cargo is secured under deck stowage. The longest blade of this type carried was of 34 metres in length.

Regular liner service

Höegh Autoliners operates a regular direct monthly service from Ennore to Shanghai and other ports in East and South East Asia. The company has expertise in handling a wide variety of breakbulk, project and out-of-gauge cargo

The supply and use of 0.50%-sulphur marine fuel

Joint Industry Guidance

A number of shipping, refining, fuel supply and standards organisations have worked together to produce Joint Industry Guidance on the supply and use of 0.50% sulphur marine fuel. These organisations are listed below at □.

The document was released on behalf of the Oil Companies' International Marine Forum (OCIMF) on 20 August, is available at no charge and can be found here on the International Bunker Industry Association (IBIA) website: http://tinyurl.com/y6czwbvn

This publication has been developed by experts from across shipping, refining, supply and testing of marine fuels.

It is understood that the publication is designed to provide guidance for stakeholders across the marine fuels and shipping industries, from fuel blenders and suppliers to end users.

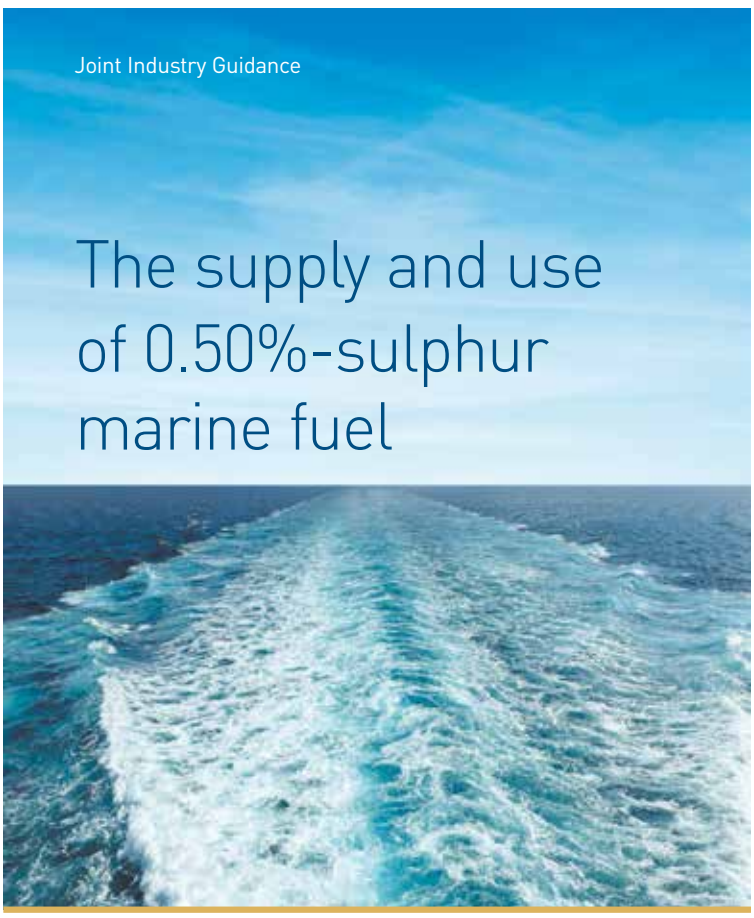

Illustration reproduced here by kind courtesy of the Joint Industry members listed below ©.

Here are presented **(a)** the specific safety and operational issues relating to the supply and use of max. 0.50%-sulphur fuels, **(b)** an overview of fuel quality principles, and **(c)** the controls that should be put in place to ensure that safety issues are identified, prevented and/or mitigated.

The document addresses issues such as fuel compatibility, fuel stability, and fuel handling and storage, and contains a comprehensive review of existing operational factors that can affect safety.

It does not address issues related to compliance with Flag State, Port State or IMO rules or guidelines, or alternative means of compliance (for example Exhaust Gas Cleaning Systems), and does not include a discussion of alternative fuels such as liquefied natural gas, hydrogen or methanol.

Key messages publicised are:

- Ensure fuel quality by ensuring that blend components are suitable for bunker fuel production, with particular attention being given to ensure that the final product is stable.
- Fuel suppliers and purchasers should provide adequate information to the ship concerning the fuel as supplied to enable ship crew to identify and manage potential safety and operational issues associated with certain fuel properties and characteristics.
- Fuel characteristics are expected to vary considerably between bunkers. The ship's crew will need to adopt a more proactive approach to fuel management. They will need to know the fuel characteristics as loaded and be able to respond to the requirements, especially in terms of on board temperature requirements and any commingling.
- While compatibility between fuels from different supply sources can be a concern in today's environment, assessing compatibility of 0.50%-sulphur fuels from different sources will be key. To the extent possible, fuel should be loaded into an empty tank. The available space for new bunkers to be loaded should be taken as the capacity of the empty tanks in order to avoid commingling on loading.
- Ship operators and fuel suppliers should review operational practices to allow sufficient time to test for compatibility between existing and proposed bunker fuel delivery, especially if no "empty" dedicated storage tank is available on the ship.

Education

It is reported that the publication will be supported by an e-learning course to be released in October 2019.

The aims of the e-Learning course will include a means:

1. To provide an understanding of MARPOL Annex VI and its potential impact on the management of fuels on board ships.

2. To raise awareness of and offer solutions to potential fuel management issues.

Joint Industry Members

African Refiners' Association (ARA)

Concawe, Environmental Science for European Refining

Institute of Marine Engineering, Science & Technology (IMarEST)

International Association of Classification Societies (IACS)

International Bunker Industry Association (IBIA)

International Council on Combustion Engines (CIMAC)

International Group of P&I Clubs

IPIECA (The global oil and gas association for advancing environmental and social performance)

ISO/TC 28/SC 4/WG 6

Japan Petroleum Energy Center (JPEC)

Oil Companies' International Marine Forum (OCIMF)

The Royal Institution of Naval Architects (RINA)

ABB Azipod®-powered vessel reaches North Pole

A first

It was reported by ABB AS on 23 August that the Norwegian Coast Guard vessel KV *Svalbard* was on an international environmental research expedition when it became the first ever Azipod®-powered ship to reach the North Pole.

The crew of KV Svalbard at the North Pole.
Photo courtesy of the Norwegian Coast Guard©.

With its superior performance in the harshest of ice conditions, Azipod® propulsion has become an industry standard for icegoing vessels, enabling vessels to cross the Northern Sea Route independently, it is understood.

In late August 2019, Azipod® propulsion made history driving a Norwegian Coast Guard icebreaker to the North Pole. In another historical debut, KV *Svalbard* became the first Norwegian vessel to sail to the 'top of the world'.

KV *Svalbard*, built in 2001 and equipped with twin 5MW Azipod® icebreaking units, was sailing in Arctic waters as part of the international scientific expedition, Coordinated Arctic Acoustic Thermometry Experiment (CAATEX), led by a Norwegian non-profit research foundation Nansen Center*.

The aim of the expedition was to place seabed sensors that would allow the scientists to monitor water temperatures in Arctic waters. Reaching the North Pole adds another dimension to the research, enabling data collection from some of the most remote parts of the Arctic Ocean. (For more on the expedition see here: http://tinyurl.com/y346ocwk)

CO of Svalbard, Geir-Magne Leinebø and expedition leader CAATEX, Dr Hanne Sagen at the North Pole.
Photo courtesy of the Norwegian Coast Guard©

In the words of Ottar Haugen, Commander of the Norwegian Coast Guard: '*We were able to navigate through the Arctic waters and reach the North Pole faster than we thought possible. This is a significant milestone for us and a proof that we have a vessel in our fleet equipped with a robust propulsion system that enables operations in the harshest ice conditions – all the way to the North Pole.*'

The Azipod® propulsion system, where the electric drive motor is in a submerged pod outside the vessel's hull, can rotate 360 degrees to increase manoeuvrability, which is particularly crucial for vessels operating in ice.

It was reported by ABB AS that Azipod® icebreaking propulsion is capable of breaking up to 2.1 metres thick Arctic ice and has a proven ability to cut fuel consumption by up to 20% compared to traditional shaftline propulsion systems.

ABB has delivered electric propulsion systems to over 90 icebreakers or ice-going vessels with a propulsion power of up to 45 MW. Options for Azipod® propulsion span 1MW to 22MW, and the technology has played a key role in developing ABB's strong position for environmentally-friendly electric propulsion.

* See https://www.nersc.no

G7, the maritime aspects

The **G7** (or Group of Seven) is an organisation made up of the world's seven largest so-called advanced economies: Canada, France, Germany, Italy, Japan, the United Kingdom and the United States. This organization (originally G8 to include Russia) was founded to facilitate shared macroeconomic initiatives by its members in response to the collapse of the exchange rate 1971, during the time of the Nixon shock, the 1970's energy crisis and the ensuing recession.

Illustration reproduced by kind permission of Ville de Biarritz ©

Remember G8

On 24 March 2014, the G7 members cancelled the planned G8 summit that was to be held in June that year in the Russian city of Sochi, and suspended Russia's membership of the group, due to Russia's annexation of Crimea; nevertheless, they stopped short of outright permanent expulsion.

The G7 was created on France's initiative during the crisis following the first oil crisis. It was conceived as an informal forum for dialogue between the leading economic powers, with the primary aim of acting as a forum to coordinate economic and financial policies free of any specific protocol.

Over two days France hosted the G7 Summit, the 45th in the series, held on 24-26 August in Biarritz, Nouvelle-Aquitaine. Originally a meeting behind closed doors for seven Heads of State and Government, the Summit adopted a completely new format this year. Civil society made almost unprecedented contributions, and several countries with growing regional influence were invited to take part.

A series of tangible actions were decided on to support the survival of the Amazon, stability in Iran, global trade, the expansion of Africa, gender equality, and the fight against inequality.

The French President wanted the G7 Summit to be useful – it was.

There is a one-page document summarizing the main decisions, known as the Leaders Declaration and made on global crises and trade and can be viewed here: http://tinyurl.com/y6nh57qh

Of particular interest here is the comment on Trade: '*The G7 is committed to open and fair world trade and to the stability of the global economy. The G7 requests that the Finance Ministers closely monitor the state of the global economy. Therefore, the G7 wishes to overhaul the WTO to improve effectiveness with regard to intellectual property protection, to settle disputes more swiftly and to eliminate unfair trade practices.*

The G7 commits to reaching in 2020 an agreement to simplify regulatory barriers and modernize international taxation within the framework of the OECD.'

SAILS

G7 SAILS, derived from **S**ustainable **A**ctions for **I**nnovative and **L**ow-impact **S**hipping, made a *Declaration to promote Good Practices in Maritime Transport for the Protection of the Marine and Coastal Environment* . This available at: http://tinyurl.com/y2gmkt84

Of particular note is:

Specific actions by passenger ship companies

For cruise lines and ferries, minimize the impacts of coastal zone use and contribute to the management of MPAs by:

- Raising passenger awareness of environmental protection, work carried out in MPAs and the financial support required for this work (for example, by encouraging donations, including direct contributions on each ticket, etc.);
- Working with the States visited to better take into account criteria for the preservation of coastal biodiversity and the living environment of local populations (distance from coasts and coral reefs, mangroves and seagrass, etc.) when defining sea routes, wherever possible.

Reference was made to the Niulakita High Ambition Declaration on Shipping

The Assembly welcomed the initiative of the UN Secretary-General to hold the 2019 Climate Action Summit on 23 September 2019, in New York City; see here: http://tinyurl.com/yyxh4uwh

Of note is the need to:

- Emphasize the need for the shipping industry to transition to the use of non-fossil fuels as soon as possible, and for industry and governments to work collaboratively to support the global availability of those fuels, including in developing countries and in particular in small island developing States (SIDS) and least developed countries.

Biarritz Chairman's statement on climate, biodiversity and oceans is here: http://tinyurl.com/yxdfb2hb

Britannia's *Risk Watch*

A valuable safety poster

Analysis of a collision in dense fog and traffic

Britannia P&I Club published at the end of August the latest edition of its informative journal *Risk Watch* on its website (available here: http://tinyurl.com/y53795dr). This popular publication provides case studies and articles on a variety of topical issues for shore-based and seagoing maritime personnel.

Working in enclosed spaces

As well as recent Club news and an introduction to the team working in Britannia's Hong Kong branch and hub, the current edition marks the release of the latest in the loss prevention department's series of BSAFE posters, this time focusing on the recurring issue of enclosed spaces.

Container ship / fishing vessel collision

Also included is an interesting review of a collision last year between a container ship and a fishing vessel off the coast of China, written by Graham Wilson, Associate Director in the loss prevention department.

The report of the casualty investigation has recently been published by the Singapore Transport Safety Investigation Bureau (No MIB/MAI/CAS.038), and the article provides a useful analysis of the report's main findings.

This collision took place at night and in dense fog and the fishing vessel was one of many in the area at the time. As a result of the collision, the fishing vessel sank resulting in the death of one of its crew, with a further crew member reported missing. There are several important lessons to be learned from this collision, summarised at the end of the article. These include various failings in the lead-up to the collision, such as non-compliance with the COLREGs, and issues relating to the container ship's bridge manning and passage plan given the prevailing conditions. Disappointingly, the investigation also identified that the container ship's bridge team failed to render assistance to the fishing vessel after the collision.

Safety actions

Following the Singapore investigation report we learn that the owners of *APL Southampton* went on to produce a company directive *Safe Navigation with Fishing Boats* which was circulated to its fleet and was also shared during an annual workshop of safe navigation during the company's sea staff seminar.

Furthermore, the company invited officials from China MSA to propose working together with the relevant authorities for improving the safety standards of China's fishing fleet including their understanding of COLREGs.

From the perspective of bridge watchkeepers the company has undertaken a study for a global map profiler to enable its fleet and ship masters to making advanced and informed decisions when planning their passage, taking into account concentration of fishing vessels along typical trading routes.

Singapore's MPA promulgated a shipping circular to shipowners *Precautions when Navigating through Fishing Vessel Areas in the coastal waters of Ningo-Zhoushan Port, China* of 16 May 2018 and provided the China MSA's advisory note to all Singapore registered ships

Safety recommendation

The Singapore TSIB report recommended the owners of *APL Southampton* establish clear guidelines with a matrix of minimum bridge team manning level under varying environmental and traffic conditions for enabling effective passage planning and decision making.

It also recommended China MSA take applicable steps to ensure crews of fishing vessels are proficient in the understanding of COLREGs.

The Singapore Transport Safety Investigation Bureau Report into this collision is to be found here http://tinyurl.com/yxzdpadm

United States Coast Guard warning

Some bilge monitors not recording information correctly

In a news item issued on 15 August by the Britannia P&I Club the USCG have recently found deficiencies in the entries in oil record books where entries did not correspond to the bilge alarm data being displayed on the bilge alarm/ oil content meter.

It is emphasised that the bilge alarm must record the date, time, alarm status and operating status of the bilge separator. It should also store this data for at least 18 months and must also be able to display or print the data as and when required by official investigators.

Britannia's news page (www.britanniapandi.com/news) went on to state that in one recent case, it appeared batteries in the four bilge monitors in question were very low with not enough voltage to display the information.

The make of the monitors was BilgMon 488 and in older models it was not possible for the crew to replace the battery. Newer versions of BilgMon 488 have batteries that can be replaced.

This case serves as a good reminder that engineers should routinely review the stored data and make sure the battery has enough power to store as well as display the data. Otherwise ships can face delays when detained by the USCG while waiting for the data to be retrieved.

China - Penalty for Dangerous Goods Misdeclaration

Hapag-Lloyd warning to shippers

In the overall interest of safe operation onboard, Hapag-Lloyd have advised that for misdeclaration of hazardous cargoes prior to shipment, the company will implement a penalty of $15,000.00 per container, effective as from 15 September this year.

Failure to properly offer and declare hazardous cargoes prior to shipment is a violation of the Hazardous Material Regulations. Such violations may be subject to monetary fines and/or criminal prosecution under applicable law.

To ensure the safety of the company's crew, ships and other cargo onboard, Hapag-Lloyd holds the shipper liable and responsible for all costs and consequences related to violations, fines, damages, incidents, claims and corrective measures resulting from cases of undeclared or misdeclared cargoes.

For best possible prevention efforts, shippers are advised to ensure proper measures are implemented to avoid such occurrences.

From the Office

The two months before an Annual General Assembly become increasingly busy as the days go past.

A responsive host association (some have no permanent staff), such as the Finnish Ships' Officers Union is always a huge advantage for coordinating such events.

At an early stage we need to send out the call for papers and notice of the General Assembly, and then wait for the replies. The registration document is very important so we know who is coming and how many to cater for, for the various events and any side trips which might be organised.

Another task is to receive and acknowledge the registration forms and keep tally of the numbers as they gradually increase. It is also important to keep the host association informed of numbers so they can organise venues for the correct numbers of persons, including any partners for some events.

In addition to the above there are the ever present Newsletters to prepare and distribute, General Assembly documents to prepare and to decide which documents are necessary to print before the event.

As for myself, I need to prepare the Treasurer's and Auditor's report for presentation to the General Assembly and this year there is also voting to organise for the three additional Vice Presidents.

Furthermore, the normal day to day operation of the office must be kept up, queries answered and emails acknowledged. Fortunately most correspondence now arrives by email so it can be monitored continuously.

Occasionally I assist the Secretary General at IMO, when necessary. It is also a good place to meet up and go over any problems that need attention. IMO has a meeting registration portal where every person who will attend an IMO meeting needs to be registered and receive approval to attend.

I look forward to meeting some of you in Helsinki. and I hope you enjoy the programme we have prepared for you.

1, Birdcage Walk. The IFSMA office entance.