



# Newsletter

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# TRAIN, TRAIN, RETRAIN, RETRAIN!

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GLOBALMET -  
FOSTERING MARITIME  
TRAINING &  
COLLABORATION -  
THE "VOICE"  
FOR MET



## My text



**GLOBALMET** is introducing this bi-monthly online Newsletter to provide a better flow of information relevant to MET and likely to be of interest to Members. Two years ago it was decided to discontinue the hard copy newsletter produced since 1998, to save costs and also because there was little feedback on how effective the newsletter was.

Few are likely to disagree that there is need to raise the status and effectiveness of MET. There are many expressions of concern about inability to address the shortage of competent seafarers, about the continuing provision of people suited to seafaring, about the staffing situations in many MET providers, about the provision of MET relevant to the needs of the modern industry ... and so on.

There is an obligation on us, the MET providers, to do what we can to assist. One way in which we can be more effective is by improving our understanding of one another and collectively having a common voice in addressing MET issues. The granting of consultancy status at IMO provides an major opportunity for our voice to be heard in international fora. It is up to us to make the most of this opportunity and other opportunities. An effective newsletter is one way of assisting in doing so.

In this issue 'News from Members' features the New Zealand Maritime School. We would be pleased to include regular news items from Members, about themselves or about matters of general interest. This Newsletter also includes an article about Mr Subir Mukerjee, our first Individual Member, who is also taking the opportunity to provide advice about his recently published book "KCA of Academic Assessment", written to assist the development of improved assessment, particularly in MET providers. We would also be pleased to receive information about other publications and papers by MET providers.

While the success of this online newsletter will depend largely on the work of the Secretariat, it will also depend upon input from Members. Please ensure that this newsletter is brought to the attention of staff and is distributed widely within your institution.

With best wishes and looking forward to regular production of a very worthwhile newsletter with many interesting contributions from Members.

## Rod Short

Rod Short  
Executive Secretary



## 'News from Members', 'IMO & Industry Review of the "Year of the Seafarer", Piracy and Climate Change'

### NZ Maritime School Alumni Expands to Meet Demand... Press release 28 April 2010



The New Zealand Maritime School Alumni is proving so successful that it has been extended and enlarged to

include nautical students from foreign going qualifications and local skippers' courses.

The pilot website for logistics and freight students set up last year has now been paralleled with two further websites, each of 40 pages or more, with information and data specific to the audiences of foreign going skippers, and local validity skippers.

"The school offers a diverse range of marine related courses and qualifications, , so we have nautical students and freight students studying concurrently, along with our overseas student contracts and short courses or contract training," said Captain Tim Wilson, Director of the NZMS.

"Once those students graduate though, they tend to follow their own career paths. Freight and logistics students are generally based in New Zealand or Australia, although some do obtain work elsewhere overseas. Foreign going skippers can be anywhere in the world, and local validity skippers operate locally or within defined water limits again anywhere in the world, so the websites need to meet different needs to meet that diversity.

"The three websites offered through the Alumni have been tailored to their audiences and the membership is vigorous and active. We only launched the foreign going and local validity sites a month ago, but already we have about 40 members joined up. The freight and logistics site has now hit 100 members, so we are pleased with that growth in less than one year," he said.

"The websites are being hit actively. Last month there were over 20,000 hits, and over 4000 pages were downloaded.

"The Alumni is an on-going part of our pastoral responsibility to students, providing a forum for the

students and graduates to keep in touch with their fellow classmates and colleagues as their careers develop. Personal contacts and business relationships are critical to successful business in New Zealand, and the contacts students make at school and in tertiary as they train and gain academic knowledge lay the foundations for ongoing business relationships as the students mature and they climb up the corporate business ladder."

The New Zealand Maritime School has been involved in maritime and marine training for the past 60 years. In 1946 the first graduates emerged from what was then called the Auckland Nautical School, and since then the school has grown and expanded. Now about 350 high quality students graduate from the School in the nautical and logistics sector each year, and find positions within their industries.

The quality of our graduates is an important part of our reputation as a high class academic training institute, Mr Wilson said. "We know we have graduates working on international cruise liners, and containers vessels all around the world. Some of our local skippers may be on ferries in Auckland and Wellington but equally there are some who are managing super yachts in the Mediterranean or the Caribbean, while others skipper service vessels and tenders servicing oilrigs in the North Sea or in the parts of Asia.

The freight and logistics graduates are among the best air freight, freight forwarding, shipping and customs brokering professionals in New Zealand, but even some of them have found their way in to international arena in Australia, the US and other parts of the world.

"We have staff committed to alumni activities and ongoing website content management," Mr Wilson said. "For the websites to be effective communications tools, we have to update them regularly, and ensure the content is refreshed and current. Building the website is one task but the real job is ensuring that they are current and relevant information and news portals for the users."

Mr Wilson said that the School and the Alumni were delivering on this commitment, and the websites would continue to expand and be improved. The NZMS Alumni websites are online now at [www.maritimealumni.ac.nz](http://www.maritimealumni.ac.nz). Membership is free.



## 'News from Members', 'IMO & Industry Review of the "Year of the Seafarer", Piracy and Climate Change'

### From Maritime Executive Tuesday, July 20<sup>th</sup>, 2010

IMO's "Year of the Seafarer" has reached its halfway mark, with the recent Manila Conference (convened to adopt amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (the STCW Convention) and its associated Code) being the most significant of the various activities included in the action plan drawn up to promote this year's World Maritime Day theme.

To take stock of the status of the plan and consider what action to take in the remainder of the year, a meeting was organized at IMO Headquarters today (14 July 2010), the agenda of which also included the consideration of plans to mark the 2011 IMO World Maritime Day theme of "Piracy: orchestrating the response" and review progress on climate change from the IMO and shipping perspective.

Participants in the meeting, held at the invitation of IMO Secretary-General Efthimios Mitropoulos, included: Mr. S. Polemis, Chairman, ICS and President, ISF, and Mr. S. Bennett, Secretary, ICS; Mr. R. Lorenz-Meyer, President, and Mr. T. Skaanild, Secretary-General, BIMCO; Mr. G. Westgarth, Chairman, and Mr. P. Swift, Managing Director, INTERTANKO; Mr. N. Pappadakis, Chairman, and Mr. R. Lomas, Secretary-General, INTERCARGO; Mr. D. Cotterell, Director, Oil Companies International Marine Forum (OCIMF); Mr. J. Whitlow, Secretary, Seafarers' Section, International Transport Workers' Federation (ITF); and the Revd. T. Heffer, Secretary-General, The Mission to Seafarers. The meeting was also attended by Mr. Marianito Roque, until recently Secretary of the Department of Labor and Employment in the Philippines.

### 2010: Year of the Seafarer

Participants agreed that the Manila Conference was a key event in the calendar year so far, representing the pinnacle of efforts to improve the regulatory regime for seafarers. The Conference adopted major revisions to both the STCW Convention and Code, thereby ensuring that the necessary global standards will be in place to train and certify seafarers to operate technologically advanced ships for some time to come (see IMO Briefing 32/2010). The Manila amendments contain provisions on hours of rest for watchkeepers (see IMO Briefing 33/2010), while the resolutions adopted by the Conference include one on the "Year of the Seafarer" and another establishing 25 June annually as the "Day of the Seafarer" (see IMO Briefing 34/2010).

Beside the Manila Conference, the participants noted the actions completed or in progress to date, which aim at meeting the three main objectives of the Year of the Seafarer, namely: increasing awareness among the general public of the role of the seafarer in international trade and civil society; highlighting concern about issues facing seafarers (including fair treatment in the event of a maritime accident, piracy, abandonment in foreign ports and denial of shore leave); and making progress in the regulatory arena in matters affecting seafarers.

The participants expressed satisfaction with the positive publicity in favour of seafarers the theme has attracted worldwide so far and undertook to intensify, within their respective areas, their efforts to deliver the action plan so that 2010 would make a difference in all matters concerning seafarers.

In connection with seafarers' welfare, the meeting heard from Mr. Roque how the Republic of the Philippines had set up a programme to assist national seafarers (who have been held hostage by pirates in Somalia) and their



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families, during the post-release period, to cope with the traumas the captivity has caused them. The meeting agreed that the Filipino initiative was a good example to be followed elsewhere in the world, while participants informed of charity work already being undertaken, by shipping companies and organizations, to support seafarers who had been held hostage and their families. In turn, Reverend T. Heffer, Secretary-General of the Mission to Seafarers, underlined the role of the Mission's global network of chaplains and volunteers, who were able to provide assistance to seafarers of all nationalities and faiths, in the event of a piracy attack or any other occurrence that might have a negative impact on them.

Participants welcomed the actions taken so far by the various parties involved and pledged to continue to promote the objectives of the Year of the Seafarer and to use the yearly celebration of the 25<sup>th</sup> of June as an opportunity to enhance the status, safety and security of seafarers.

### 2011 – "Piracy: Orchestrating the Response"

Participants confirmed their willingness to contribute to the promotion of the theme for World Maritime Day 2011, "Piracy: orchestrating the response", as approved by the IMO Council last month.

The theme links to the Year of the Seafarer, in that it will directly address the impact of piracy and armed robbery against ships on seafarers and their families. There is expected to be an increased focus on programmes, such as those outlined by Mr. Roque.

The meeting discussed possible activities aimed at addressing a number of objectives being included in an action plan for the year, such as:

- Increase pressure at the political level (including at the UN Security Council) to bring about a solution to the Somali problem and facilitate and expedite the release of hostages. Calling the world's attention to the unacceptable plight of all those being held by pirates – seafarers, in the main – and, by so doing, creating a worldwide demand for action to set them free would be part of the objective and, to that end, participants agreed to make a joint IMO/industry approach to the United Nations;

- strengthen the protection of persons and ships sailing through piracy-infested areas by constantly improving guidance to the industry; promoting even greater levels of support from navies; and providing care for those attacked or hijacked by pirates and support to their families;
- promote co-operation between and among States, regions and organizations in reducing the risk of attacks on ships through information-sharing; coordination of military and civil efforts; and regional initiatives, such as the Djibouti Code of Conduct; and
- build up the capacity of affected States to deter, interdict and bring to justice those who commit acts of piracy and armed robbery against ships, thereby enhancing maritime law enforcement and the safety of life at sea. And, while so doing, help tackle the root causes of piracy through the provision of assistance to States for the development of their maritime capacities and the protection of their maritime resources.

The participants expressed strong support for the actions the IMO Secretariat had included in a provisional action plan for 2011 and undertook to provide inputs to enable finalization of the plan before the year-end so that it may start being implemented as early as possible. In particular, industry representatives agreed on the importance of the need to ensure ship operators and ship personnel were fully aware of the existing guidance on preventing piracy attacks and how to deal with an attack once it occurred.

The meeting agreed that the implementation of the Djibouti Code of Conduct throughout 2011 (with the establishment of the Djibouti Regional Training Centre and national Information Sharing Centres in Kenya, the United Republic of Tanzania and Yemen) would be critical in assisting the region to combat piracy.

In Somalia itself, building maritime capacity would focus on assisting the country to potentially develop its own coastal monitoring force or coast guard capability, while IMO would continue to work with other organizations involved at the United Nations level, including the Security Council, the United Nations Political Office for Somalia (UNPOS), the United Nations Office on Drugs and Crime (UNODC) and others.

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### Climate Change Issues

Participants noted the progress being made by IMO towards putting in place of a comprehensive regulatory regime aimed at limiting or reducing greenhouse gas emissions from ships, through the work of the Marine Environment Protection Committee (MEPC) in developing and enacting the standards, measures and mechanisms required to that effect.

Industry body representatives confirmed they would continue supporting IMO in its work on climate change through various actions, including those aiming at promoting the Organization's work on technical, operational and market-based measures; and also at MEPC 61 (27 September to 1 October), with a view to achieving proportionate, balanced and workable measures.

They also pledged to support the outcome of MEPC 61, when presented to the meeting of Parties to the United Nations Framework Convention on Climate Change (UNFCCC) (COP 16), which is scheduled to meet in Cancún, Mexico, from 29 November to 10 December 2010.

### Manila conference sets 25 June annually as "Day of the Seafarer"

#### **Conference of Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, Manila, the Philippines, 21-25 June 2010**

Member States of the International Maritime Organization (IMO) have unanimously agreed that the unique contribution made by seafarers from all over the world to international seaborne trade, the world economy and civil society as a whole, should be marked annually with a 'Day of the Seafarer'.

A Diplomatic Conference in Manila, the Philippines, meeting to adopt major revisions to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (the STCW Convention), and its associated Code (See briefing 32/2010), also adopted a resolution nominating 25 June of each year hereafter as the 'Day of the Seafarer'. The date chosen was that on which the STCW revisions were adopted and acknowledges their significance for the maritime community and those who serve it on board ships.

The resolution encourages Governments, shipping organizations, companies, shipowners and all other parties concerned to duly and appropriately promote the Day of the Seafarer.

In another resolution, on 'The Year of the Seafarer', the Conference expressed its appreciation of IMO for its timely and appropriate decision to dedicate the current year to seafarers, again expressing deep appreciation and gratitude to all seafarers, as well as to maritime pilots, vessel traffic services operators, seafarer welfare organizations and all others who contribute to assisting ships and seafarers to enter, stay at, or leave ports and offshore terminals and to navigate through hazardous waters safely and with due care for the marine environment.

The resolution urged Governments, shipping organizations and companies and all other parties concerned to promote seafaring as a career choice for young persons and encourage those already in the profession to continue serving the industry.

The resolution also recognized the enormous risks seafarers shoulder in the execution of their daily tasks and duties in an often hostile environment, while spending long periods of their professional life at sea away from their families and friends.

Expressing concern regarding reported instances in which seafarers were unfairly treated when their ships were involved in accidents; were abandoned in foreign ports; were refused shore leave for security purposes; and were subjected to serious risks while their ships were sailing through piracy-infested areas and to potentially harmful treatment while in the hands of pirates, the resolution urged action from Governments, shipping organizations and companies and all other parties concerned, working together under the auspices of IMO and ILO, to address these issues.

In particular, they are urged to promote and implement, as widely and effectively as possible:

- The IMO/ILO Guidelines on the fair treatment of seafarers in the event of a maritime accident;
- the IMO/ILO Guidelines on provision of financial security in case of abandonment of seafarers; and

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- the IMO/ILO Guidelines on shipowners' responsibilities in respect of contractual claims for personal injury to, or death of, seafarers.

The resolution also urges Governments and the shipping industry to implement maritime security related provisions, including the International Ship and Port Facility Security (ISPS) Code; the Guidelines adopted and promulgated by IMO to prevent and suppress acts of piracy and robbery against ships; and the so-called SUA treaties for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation and against the Safety of Fixed Platforms Located on the Continental Shelf (1988 SUA Convention and 1988 SUA Protocol, as amended by the 2005 SUA Protocols), in a manner that, while ensuring that maximum protection is afforded to seafarers, does not subject them to any unfair treatment and unnecessary inconvenience.

Governments are also urged to ratify, accept, approve or accede to, and thereafter effectively implement, the 2006 Maritime Labour Convention.

### WHALES AND SHIP STRIKES

#### A problem for both whales and vessels

##### From the International Whaling Commission

Many species of whales and dolphins may be vulnerable to collisions with vessels. Most reports of collisions involve large whales but collisions with smaller species also occur<sup>1</sup>. Especially with large vessels, collisions often either go unnoticed or unreported, particularly for the smaller species. Not only the animals can be injured or killed; for some incidents there has also been serious damage to the vessel and serious or even fatal injuries to passengers have occurred involving hydrofoil ferries, whalewatching vessels and recreational craft.

#### The IWC and ship strikes

The IWC is addressing the problem of ship strikes through its Scientific and Conservation Committees. The *Scientific Committee* has been considering methods of estimating the number of whales killed from ship strikes through the *work of the subcommittee on Bycatch* and other human induced mortality; it is also interested in development of mitigation measures. In this regard it is also working in close co-operation with the Scientific Committee of ACCOBAMS

(see SC/60/BC7). Reducing ship strikes is a priority for the Conservation Committee which has established a Ship Strike Working Group (see Appendix 5 of *IWC60/Rep5*) comprising Argentina, Australia, Belgium (chair), Brazil, Denmark, France, Germany, Italy, Luxembourg, New Zealand, Portugal, Republic of Korea, South Africa, Spain, UK and USA.

#### Quantifying the problem

Of course, collisions are always a problem for the individual animal concerned. However, the problem becomes serious at the population level when the number of deaths from collisions is so great that it affects the population's status. Understanding the severity of the problem means trying to find good information on the numbers of animals struck in a population and the total number of animals in the population. This in turn allows priorities to be set in terms of developing effective mitigation measures.

Evidence of ship strikes comes from a range of sources: direct observations from the ship, whale carcasses floating at sea, or washed up on the beach and examined for evidence of collision; in some cases whales become lodged on the bulbous bows of large vessels and frequently the crew only become aware of this when the ship enters port. However, for every incident that is observed and reported there will be many others that are missed. This makes assessing the conservation implications of ship strikes very difficult.

For some populations, such as the North Atlantic right whale whose main habitat is the busy waters off the east coast of the USA and Canada, the mortality rate is particularly high<sup>2</sup>. It is thought that mortality due to ship strikes may make the difference between extinction and survival for this species. There are also concerns about the high collision rates for the population of fin whales in the Mediterranean<sup>3</sup>. Reported numbers will never give accurate estimates of the numbers of whales involved and so there is a need for estimates based on an understanding of risk and relating this to densities of ships and whales.

#### Mitigation measures

It may sound obvious but the most effective way to reduce collision risk is to keep whales and ships apart. This is not as easy as it sounds for both scientific and logistical reasons, but it has been achieved in some

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areas. In particular, it relies on good information and predictable patterns of whale (and vessel) distribution as well as a practicable alternative route for shipping. For example, in the Bay of Fundy off the east coast of Canada, long-term data on North Atlantic whale distribution allowed a small adjustment to the shipping lane, adding minimal passage time to shipping, but achieving a substantial reduction in collision risk. A similar approach has been used for shipping lanes approaching the port of Boston on the east coast of the USA.

In other areas, there is no practicable alternative route for shipping and other solutions need to be considered. There is good evidence that ships travelling at slower speeds pose less of a collision risk<sup>4</sup>. In areas where there is a particular concern, vessels have been requested to slow down. For example, there is an area in approaches to the Strait of Gibraltar that appears particularly important to sperm whales, but would be difficult for vessels to avoid. Measures to regulate shipping, such as modifying mandatory shipping lanes or establishing areas to be avoided, are decided by the *International Maritime Organization*. In 2008, the Marine Environment Protection Committee of the IMO included the development of a guidance document on minimizing the risk of ship strikes with cetaceans into its work programme.

### The global database: a tool for the past, present and future

The IWC has developed a standardized global database of collisions between vessels and whales. The database includes information on the whales (e.g., species, size, observed injuries) and on the vessels. In many cases there is evidence to suggest a ship strike but often the cause of death cannot be determined conclusively. It is important that the database clearly identifies the level of uncertainty in each case. The objectives of developing the database are to lead to more accurate estimates of the incidence of mortality and injuries, to help detect trends over time, to allow better modelling of risk factors (e.g., vessel type, speed, size), and to identify high risk or unsuspected problem areas. This work follows on from previous global reviews<sup>5</sup> but is also intended to provide an ongoing facility for collecting new information.

The database design was developed by a Vessel Strike Data Standardization Group within the Scientific

Committee in 2007 (see SC/59/BC12 and SC/60/BC5). Data continue to be gathered and in April 2008 there were 763 validated records. The current number of records and other useful live summary data will appear here in due course. All data entered into the database is passed to a Ship Strikes Data Review Group of the Scientific Committee for expert assessment. The review group can be contacted at [shipstrikes@iwcoffice.org](mailto:shipstrikes@iwcoffice.org).

### What can you do to help?

If you have information relating to a collision between any type of vessel and a whale, dolphin or porpoise, please send it to [shipstrikes@iwcoffice.org](mailto:shipstrikes@iwcoffice.org).

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### Call of Duty – from Shiptalk July 2010

**N**ews has emerged that a number of merchant ships ignored multiple distress flares and maydays from a sinking fishing vessel in the Channel last December. In what has been deemed a, “dereliction of one of the most fundamental duties of the mariner”, according to the UK Marine Accident Investigation Branch (MAIB).

One fisherman died as a result, leading MAIB chief executive Stephen Meyer to accuse some merchant vessels of failing to meet the longstanding legal and moral obligation to aid those in peril on the sea.

The incident saw a small crabbing vessel run down in thick fog in The Channel by a bulk carrier which did not stop and blithely carried on to its destination. Both French and UK coastguards were alerted to reports of distress flares and issued alerts. However, MAIB reveals that poor visual lookout meant most of the major vessels within 10 miles of the sinking vessel reportedly failed to see a series of distress flares in the poor visibility.

Many of the same ships also failed to respond to the Mayday relays issued several times by the coastguard. According to MAIB, some claimed not to have heard the VHF. Some insisted that they did not receive digital selective calling distress alerts, and some masters even claimed not to understand that they have a legal and moral duty to react.

Woah – this is serious stuff...and it gets worse as you descend through the list of shame. “Didn’t hear a distress”....well clean your ears out and get listening. “Didn’t receive a distress”...you do know how to use all that fancy kit don’t you? Oh! Worse of all...” didn’t know to stop and help”. Incredible!

Stephen Meyer summed it up perfectly, “Even at the height of war, civilised combatants went to great lengths to save the lives of sailors from enemy vessels they had sunk. Yet here we are, in the 21<sup>st</sup> century, finding ships failing to respond to mayday messages.”

SOLAS Chapter V, regulation 33, clearly states that masters are bound to provide assistance for persons in distress at sea, regardless of the nationality or status of such persons or the circumstances in which they are found.

There can be no excuse – you have to act to save lives at sea. There are so many complications in shipping today, and it is so dreadful that we seemingly can’t even get the basics right.

## GlobalMET's First Individual Member



### His Profile

Subir retired last year, as a Principal Lecturer of Singapore Maritime Academy, Singapore Polytechnic after thirty years of service in academics. Throughout that period he complemented his teaching works along with:

- Designing and putting into use ideas on how competency-based learning could best be achieved,
- researching the shortcomings of teaching and teachers, and
- how teaching and teaching organisations could best be assessed and/or evaluated.

He graduated from the Directorate of Marine Engineering Training, Kolkata, India, with the distinction of having been awarded the President's Gold Medal. Subsequently, he served in the merchant marine for eleven years before joining Singapore Maritime Academy (SMA), Singapore Polytechnic in 1980.

He earned his Masters degree in Education in 1995 from Sheffield University. He was a very active member of the Polytechnic Academic Quality Council work for a number of years and was instrumental in developing the Educational Quality Standard QMET PSB 100:2002 for TUV SUD PSB Pte Ltd. He is an ISO & QMET Lead Auditor and was SMA's Quality Manager for over fifteen years.

He is a Fellow of the Society of Naval Architects and Marine Engineers (Singapore) and a Member of the Institution of Engineers (India). He was a member of the EMSA Delphi team of Seafarers International Research Centre, Cardiff University who researched on 'How Various Maritime Authorities Employ Computer-Based Assessment in the Examination of Seafarers for the Award of Licenses'.

### He has facilitated:

1. Stephen Covey's course on 'Seven Habits of Highly Effective People' and also various Performance Management Programme workshops for the Polytechnic.
2. 'Pedagogical Workshops' for AMETIAP in Singapore and China.
3. Model Course 6.09 'Training Course for Instructors' for IMO in Sri Lanka, Philippines, Singapore, Tanzania, Indonesia and Fiji from 1999 to date.
4. Appreciation courses and courses on 'Understanding, Developing and Implementing a Quality Management System satisfying QMET PSB 100:2002' for TUV SUD PSB Pte Ltd in Philippines and Myanmar.

### His Views on MET

#### Becoming future-ready

We live on a plundered planet; unthinkable disasters are erupting around us. All too often, rapture turns to rupture. To reverse this sorry trend, we must move from destructivity to creativity.

#### Leading Question

#### Are you relevant to the future or relegated to the past?

The world is changing economically, culturally, socially, politically, technologically, environmentally, & competitively. Every individual must change in step with these world changes. So must corporations and the

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human capital within them. Unless we are prepared for all these scenarios, we are prepared for none of them.

### Ask yourself

**Are you busy preparing for a set of careers that will soon become obsolete?**

We need creativity and innovation to live in a world where multiple realities have become the norm.

### Leading Question

**What is your cost of confusion and...the value of clarity?**

Today's computers have the power to simulate massively complex, nonlinear systems, coupled to phenomenal visualisation techniques; they enable industry stakeholders to extract immense value for themselves by being brought ever closer to the design process.

Two principal sources of learning are:

- 'Learning by doing' — via actions and interactions, and
- 'Learning while waiting' — what is discovered from markets during product development.

We need to keep learning in both modes, so as to stay current, creative, and competitive.

### Leading Questions

**Have our education systems finally morphed into learning systems?**

**Do they make us future-ready?**

In today's high-tech high-velocity world, the syllabus is no longer enough. Knowledge is fragmenting at speeds that make comprehension elusive. Learning what to learn is not the real challenge; we need to learn *how* to learn.

Brain Force has trumped Brute Force, and the choice has become: creativity or catastrophe. There are no easy recipes for originality. Creative thinking tools are necessary for classrooms if human intelligence is to mean anything in boardrooms.

Our learning systems should be the embodiment of our cognitive and creative comprehension of ourselves. We need to learn how the brain *likes* to work; instead we focus on what the brain *must* do in order to satisfy what was made relevant in the past! Rote learning is NOT the answer. This may seem normal, but it is not natural! Normal is not natural. Learning what to learn is normal; learning **how** to learn is natural...and unfortunately, not (yet) taught in institutions and industries!

### In summing up

International trade by sea will always be a preferred option and marine machinery will keep getting more sophisticated with advancements in technology. With the inevitability of these evolutions, prevailing Maritime Education and Training (MET) methodologies need to be looked at in more depth, and in a more global way. Despite the additions to the library of MET books, their style and approach remains unchanged...and out of tune in their design vis-à-vis the latest revelations from brain research on learning. There is also an inclination towards using the 'just-in-time' type of computer-based-learning packages: these 'short-cuts' in learning systems lead to short-circuits in attempts to master the subjects that are relevant to peak outcomes in the marine industry.

I see GlobalMET as a standard bearer for the highest ideals of learning leadership. Maritime education and training are vital elements in a world replete with volatile issues. The maritime industry is having to challenge itself to address the challenges thrown at it via policies, practices, and protocols. Enhanced learning systems now do exist, via digital and non-digital pathways: we must consider incorporating them into institutions and in our industries. I look forward to GlobalMET leading the way to superior outcomes in the decades ahead.

– Subir Mukerji

## GlobalMET's First Individual Member

### Portfolio of Services:

1. 'KCA of Academic Assessment': a book, first of its kind, designed specifically to be used as a guide or ready-reckoner by individual teachers making extensive use of their brainpower.

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  - Development & Management of Education & Training
  - Design & Development of Course Materials
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- Design & Development of Quality Management Systems
- Auditing Services for ISO 9000 & QMET 100:2002
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### His Corporate Offers:

1. Designing and publishing, via sponsorship, 32 page full-colour Bookazines for short, to-the-point, focused, easy-to-comprehend fascinating learning modules on various Operational, Safety, and Management topics for both Deck and Engine officer training.
2. Helping sponsoring companies to design and fabricate 'Learning Stations' on Fire Fighting & Safety and other operational items or systems.
3. Designing and publishing, via sponsorship, ancillary items to accelerate learning such as:
  - posters
  - power-packs for rapid-learning
  - compact cards for learning insights
  - calendars
  - stationary
  - clothing

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### Australian Seafarers' Welfare Forum 2010:

- The Australian Maritime Safety Authority (AMSA) is to host a Seafarers' Welfare Forum 2010 on 9 September, to held in conjunction with the SEA2010 Conference hosted by the Australian Shipowners Association (ASA).
- This free Forum is intended for those involved in delivering welfare services to seafarers, shipowners and managers and those representing seafarer interests and will include discussions on the Maritime Labour Convention, criminalisation of seafarers, piracy and the Mental Health of Seafarers Project.
- The International Year of the Seafarer is a poignant time to reflect on issues affecting seafarers. The shipping industry depends on the seafarers who crew the ships of the world's commercial fleets and the welfare of seafarers underpins the safe working and operation of the industry.

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