

NEWSLETTER

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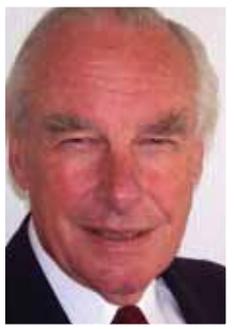
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TRAIN, TRAIN, RETRAIN, RETAIN!



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Editorial

Politicians must respect the shipping industry, but it appears that rule makers around the world do little that recognizes the critical importance of the efficient operation of this industry.

SPYROS Polemis, who is stepping down as chairman of the International Chamber of Shipping, is adamant that shipowners deserve far greater respect from politicians. An industry that enables the global economy to tick "should not be dictated to", he says.

This is definitely one of the most critical industries. IMO's "Day of the Seafarer" on 25 June facilitates recognition of the invaluable contribution seafarers make to international trade and the world economy, often at great personal cost to themselves and their families. It is imperative they receive the recognition they deserve and the education and training they need.

Recent visits to three major Members of GlobalMET in S E Asia left little doubt as to the substantial effort being put into ensuring graduates well prepared for service in the global fleet and as to why the proportion of global manning by people from Asia is increasing.

At the Malaysian Maritime Academy – Akademi Laut Malaysia (ALAM) – unification of the Engineering Faculty from Terengganu at the main campus will soon result in there being some 1400 deck and engineering students on campus. This academy - designated an academy 30 years ago (I attended the ceremony!) is situated on a 100 acre site overlooking the Malacca Strait. During my visit on 11-12 June I had the privilege of describing to the students the great industry they are preparing to join, as well as discussing current MET issues with members of the faculty. I also saw the Framo multi-phase pump newly installed for training for service aboard oil and gas carriers. We also discussed holding a conference on MET at ALAM in December.

The 10th Commencement Exercises on 16 June for 176 deck and engineering students graduating with Bachelor degrees at the

Maritime Academy of Asia and the Pacific on Bataan Peninsular was an impressive display of discipline, as well as celebration of reaching the stage at which the students are ready to embark on working in our critically important global industries. The importance of seafaring and the associated education and training were underscored by the presence as the Guest of Honor of The Hon Jejomar C Binay, the Vice President of the Republic of the Philippines, who expressed gratitude on behalf of a grateful nation for all involved in seafaring and associated activities. This recognition of seafarers at the highest level is impressive and well deserved. What a pity such gratitude isn't expressed at high levels in other countries!

The NYK-TDG Maritime Academy, a partnership of Nippon Yusen Kaisha (or NYK Line) of Japan, and the Transnational Diversified Group (TDG), a Filipino-owned business conglomerate, commenced operations in 2007, its mission being to provide quality officers for NYK Line vessels. During my visit to this extensive pre-sea academy in a park like setting near Calamba City, south of Manila, on 19 June, I was again given the privilege of addressing students and faculty, this time 354 1st, 2nd and 3rd year students. Afterwards I signed 354 symposium attendance certificates! By far the newest of the three academies, the progress made in only just over 4 years is very impressive. All students are assured of berths aboard NYK ships.

The very smart, highly disciplined cadets with a positive attitude towards the industry they are entering is evidence of the efforts by the staff of these GlobalMET Members and their supporting organisations in ensuring the provision of training of shipping industry recruits to a high standard. It was a privilege to visit each of these large and impressive academies and especially to have the opportunities to interact with those at the start of their careers in this great industry as well as with those responsible for ensuring they are away to a good start – 'under way and making way'.

Rod Short
Executive Secretary

Shipowners Stress Their Role in Delivering Green Growth



Berthing in RasTanura

Today in Rio de Janeiro at a high level 'Oceans Day' event during the United Nations 'Rio+20' Summit on Sustainable Development, the International Chamber of Shipping (ICS) presented the views of the world's merchant shipowners on delivering green growth.

On behalf of ICS, the principal international trade association for shipowners, representing over 80% of the world merchant fleet, ICS Regulatory Affairs Director, David Tongue, told Rio + 20 delegates: "Shipping carries about 90% of world trade but is already by far the greenest form of commercial transport producing between 40 and 100 times less CO₂ per tonne of cargo moved one kilometre than cargo aviation and significantly less than trains and trucks. Shipping is the only industrial sector already to be covered by a binding international agreement for the further reduction of CO₂ emissions, which will deliver a 20% improvement in energy efficiency by 2020."

He added: "Other international sectors concerned with the Oceans could learn a great deal from the way in which the UN International Maritime Organization successfully regulates shipping."

ICS used the UN Summit to explain that without the low cost of transport provided by modern shipping, the movement of raw materials and energy, in bulk, to wherever they are needed, and the transport of manufactured goods and products between the continents would simply not be possible.

ICS advised that the low cost and efficiency of maritime transport has facilitated the movement of much of the world's industrial production to Asia and other emerging economies in Latin America, which underpins the massive improvements to global standards of living that most people have enjoyed in recent decades.

ICS explained that the shipping industry had over 100 years' experience of international governance of its activities, and that the regulatory framework provided by IMO has served the Oceans well.

By way of example, ICS reported that the number of significant oil spills has decreased from 233 per year in the 1970s to just 31 per year during the past 10 years, while the volume of maritime trade had more than tripled during the same period. This is because IMO environmental regulations are genuinely implemented and enforced on a global basis through a combination of flag state and port state control.

It was explained that one of the central pillars of IMO regulation, which is ratified and enforced by over 150 nations and applies to 99% of the world fleet, is the MARPOL Convention.

MARPOL comprehensively regulates all aspects of potential sources of ship pollution, ranging from oil and chemicals to atmospheric pollution such as sulphur.

ICS advised that as a result of recent IMO regulation, the sulphur content of ships' fuel will be cut dramatically in emission control areas in 2015, and throughout the world's Oceans with effect from 2020. This is in addition to the new rules adopted to reduce shipping's CO₂ emissions that will come into force in January 2013.

It was explained that IMO has also adopted international Conventions governing issues such as ballast water management to prevent the movement of marine micro-organisms that can cause damage to local ecosystems.

ICS stressed that because shipping is an inherently global industry – indeed the first truly global industry – it is vital for governments to recognise the importance of uniform international rules. If different rules concerning ship operation or environmental protection were to apply at different ends of a voyage there would be chaos, reducing the smooth flow of global trade in a manner that was safe, clean and efficient.

ICS suggested that agreement on the need for government support for IMO, with its proven track record of preventing the pollution of the Oceans by ships, was vital and should be one of the main outcomes of the Rio +20 Summit.

Watchkeeper: The Importance of Mentoring



The operation of ships, it is universally acknowledged, is an “experience-based” business, whether it is knowing how to handle a ship in heavy weather or what to do when some technical emergency arises. It is important to have the theoretical knowledge, to be properly taught in colleges and simulators, but there is nothing like actual experience to ensure that the proper reactions are ingrained. It is also essential that these best practices, from somebody who has had to handle a ship in heavy weather or coped with that technical emergency, are passed on to a new generation.

This was the basis of a talk by Captain Andre le Goubin last month in London at an event which celebrated the 40th anniversary of the Plymouth Nautical Degree Association, commemorating one of the very first courses which provided seafarers with academically recognised qualifications, other than their certificates of competency.

Captain le Goubin, who works for London Offshore Consultants and has become a specialist in dealing with salvage operations, spoke about the importance of mentoring, the process by which the knowledge and experience of one generation of professionals is passed on to the next. It is a serious matter, this cascading of knowledge, and one, which he believes is under threat because of the way in which manning of ships is presently organised. It is also an even more serious matter that the “unmentored” officers are, because of manpower shortages, being accelerated into more senior ranks without the benefit of the experience of their elders.

Barriers to adequate mentoring were arising as a function of modern manning practices, not least the demolition of the old company structures in which the

“company way” was inculcated by seniors as they taught their cadets and apprentices who they knew would eventually become officers in the company.

It was also made difficult by the fact that senior officers were too busy and preoccupied with paperwork to be available to ensure that their juniors were being properly trained in best practice. Captain le Goubin is not the first senior officer to complain of the way in which paperwork was keeping the Master’s nose in a computer in his office when he wanted to be around the ship and ensuring that his watchkeepers were doing their job to his satisfaction.

But, he said, one of the worst possible barriers to adequate mentoring was the problem of language on multinationally manned ships, where the Master found it a trial to provide essential orders that would be comprehended by his crew who might speak several different languages, let alone engage them in lengthy discourse about the best practices.

In his capacity as somebody called in after accidents to represent various interests, Captain le Goubin found plenty of evidence of the lack of experience that is becoming a serious problem. He instanced the case of a ship grounded when an inexperienced Master was trying to anchor it in strong winds and a tide from the opposite direction, an accident which would not have happened had this officer been properly mentored as he was working his way towards senior rank. The failure to “transfer knowledge”, he suggests is a growing problem.

Articles written by the Watchkeeper and other outside contributors do not necessarily reflect the views or policy of BIMCO.

Date: 09.05.12

From Mahendra Singh: Issues Concerning Seafaring



Seafarers perform admirable service by helping move various types of cargoes, solid and liquid, having various different characteristics, from one port to the other complying with enormous number of regulations and facing risks such as Piracy.

These days the seafarers are coming from different nationalities such as the Filipinos, the Ukrainians, the Chinese, Bangladeshis, Pakistanis, Sri Lankans etc; and are employed on flags of countries like Belize, Marshall Islands etc. With present arrangements world ship-borne trade will collapse without these sorts of registries. You see advertisements claiming to issue expeditiously the COC and CDC of Belize and Marshall Islands.

Recruitment and training of seamen has been vitiated because of the emergence of such registries. You also see advertisements in prominent newspapers about recruitment of seafarers from unknown and improperly registered entities. Under the MS Act it is our duty to eradicate such unscrupulous recruiters and trainers and issuers of documents but we are clearly failing.

The Filipinos and the Ukrainians are benefited by good skill training. Our Indian colleges are sadly not paying attention to skill development. In this respect efforts by Don Bosco, Kurla, are praise worthy because they have realized the importance of a healthy and skilled seaman.

Some years back, before ISPS, it was very convenient for ship's crew to finish the work by late afternoon and then easily go out and refresh themselves ashore, but now with mindless security the freedom of a seafarer to go ashore has been substantially curtailed.

With fast loading and discharging rates, especially the former, it is getting increasingly difficult for a seafarer to fly out and join a ship in a distant port because by the time the visa is processed, the ship is already loaded and ready to sail.

IMO is doing only the soft work and not the hard work.

What has the IMO achieved on, say, piracy on one hand and development of ship repair facilities on the other? It is felt that the garbage removal from ships should be handed over to, say, the Salvation Army or such other social service organizations to impart entirely fresh service oriented approach to this vital function.

It is not understood how the priests from the missions to seafarers can be a security threat if they are allowed to visit ships to carry seamen to the club and bring them back on board. Once our agent dropped me in the seamen's club at Cape Town saying "you wait here, ship will berth in the night and I will come and take you onboard". It was late evening and no news from the agents (perhaps they forgot) but when I approached the lady manager of the club, she swung into action and in 30 minutes I was lodged in a hotel to rest.

Seamen are not finding enough time to carry out maintenance work because of short port stay and reluctance of ports to grant immobilization. IMO is advised to issue requests to port administrations to assist the ships as far as practicable. *Finish your loading, do not discharge anything, and bugger off at the earliest!* - that is the approach of many ports. An atmosphere should be created through discussions and persuasion so that the ports adopt a more helpful attitude and those acting positively should be given due recognition.

In the matter of training, greater emphasis should be given to on-board training involving marine equipment manufacturers and shipyard personnel. Shore based training by conventionally certified Masters and Chief Engineers is good but not enough and even useless if such training is being imparted in an improperly registered college by those who have never set foot on board in the last few decades. These days good maintenance CD's have been developed and the companies should ensure that these are shown on board with regularity and honesty.

Maritime Education, Training and Certification

A Study on New Administrative Initiatives of EMSA and Other Maritime Nations

By

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Abstract

The primary intention of this write-up, besides giving an overall scenario of the current state of maritime education, training and certification under the auspices of IMO-STCW, is to also study the administrative challenges of current and future METC Standards (relevant to STCW) and to make it globally homogeneously compatible amongst maritime nations and the countries supplying trained seafarers for the ships of current technology and the 'smart' and 'intelligent' ships of future. The comments are based on the authors' collective knowledge on current trends in METC and information gathered from the EMSA (European Maritime Safety Agency) work program and various other reliable maritime sources.

Introduction

The Introduction of STCW 1978 and subsequent refinements in 1995 (popularly known as STCW-95) and 2010 (popularly known as STCW-2010: Manila Amendments) have elevated the overall standard of Maritime Education and Training globally. However, even after the effective implementation of STCW-95/2010, the administrative monitoring of the system still has to be seriously addressed.

Amongst the genuine and quality oriented maritime training institutes, there are also sizeable institutes without adequate facilities which provide substandard training to the seafarers but issue the same types of certificates. The administrative monitoring of such substandard institutes and training certificates issued has not been addressed on priority basis. Such weak links in the quality chain of maritime education, training and certification will certainly affect the overall standard of seafarers serving onboard merchant ships. A cap must be kept on substandard training and certification centres by monitoring and stringent auditing of their performance.

There should be an effective system to aggregate the information and to make available to the relevant stake holders the information on numbers and types of certificates of competency and endorsements issued to seafarers by maritime administrations, and on fraudulent certificates reported by the stake holders, providing in this way reliable statistical information on the availability of genuine seafarers for the fleets flagged by various flag states. An inter-maritime administrative agency is needed.

The exemplary Initiatives of EMSA within the short period of its inception could be a stimulant for the rest of the leading maritime safety agencies and the many Asian maritime nations which are suppliers of seafarers globally.

EMSA Work Program 2012

EMSA has reached a major first milestone on its journey towards becoming an exemplary European Agency in the service of EU efforts to develop sustainable maritime mobility. This Work Programme 2012 marks this achievement. That first mile covered the setting up, from scratch, of the Agency that is now highly reputed on the worldwide maritime transport scene. EMSA has evolved since its establishment in 2003 into a very effective mature support entity for the benefit of the Commission and the Member States. This result was achieved through the hard work of very dedicated staff under the highly proficient leadership of Executive Director Willem de Ruyter, and with the genuine engagement of the Administrative Board.

Systems for Maritime Education, Training and Certification of Seafarers

A large number of non-EU seafarers (holding certificates issued outside the European Union) work on board EU flagged vessels. Their numbers are growing and they are also taking over an increasing number of senior officer functions. For safety reasons it is important to know whether their qualifications meet the required standards, as laid down by the STCW Convention.

In the past, individual EU Member States and the Commission visited labour-supplying third countries to assess the maritime education and certification systems based upon international STCW standards. On the basis of Directive 2008/106/EC on the minimum level of training of seafarers, this task has been assigned to the Commission assisted by the Agency. On the basis of the EU legislation, the same approach is followed as regards visits to the Member States. Hence the Agency conducts visits to collect information on the implementation of the relevant provisions.

In addition to the 27 Member States, there are currently around 50 countries to be covered under this regime and they have to be inspected over a five year rolling inspection cycle. Initially, inspections focused on third countries, with visits to EU Member States featuring from 2007. For 2012, the program will continue to include visits to both third countries and Member States. Each inspection includes visits to different agencies of the Maritime Administration as well as Maritime Education and Training (MET) institutions (maritime universities, nautical schools and training centres). Such visits are in-depth and thorough. Assistance will also be provided to the Commission in the preparation of the assessments.

Inspection of Maritime Education, Training and Certification Systems in Third Countries

There will be around eight to ten inspections of third countries in 2012. The inspections will be planned in consultation with the Commission. However, it is envisaged that, as a priority, they will take place in

countries for which Member States have notified the Commission that they intend to recognize the certificates of competency issued by those countries. In addition to the planned inspections, the Commission may request EMSA to conduct some revisits based on the outcome of its assessments.

The implementation by Member States of Directive 2008/106/EC on the minimum level of training for seafarers will continue to be monitored. Four visits are expected to be undertaken in 2012. This will complete the first round of inspections of EU and EFTA Member States.

STCW and the Social Dimension

In 2012, the STCW Information System will be fully operational. The System includes descriptive information on maritime education and training systems in Member States and third countries inspected by the Agency. The System will also support the activities of the Agency's

Safety Assessments and Inspections Unit and can help the Commission to prioritise STCW inspections. The System will aggregate information made available to the Agency on numbers and types of certificates of competency and endorsements issued by EU Maritime Administrations, and on fraudulent certificates reported by EU Member States, providing in this way reliable statistical information on the availability of seafarers for the fleets flagged in the EU.

Conclusion

The transparent, readily available and internet based authentic information sharing on seafarers education, training and certification amongst the maritime states, flag states, port state control authorities and other stake holders could address and control the serious issues like fake certificates issuance and bogus/substandard maritime training centres resulting in the poor quality of training and certification of seafarers.



The Hot Topic - How to Improve Crew Management

Security of employment is only confirmed once a seafarer becomes loyal, thus is retained. "We have to monitor the seafarers and make sure we have them back again on our ships," he said.

He warned that certain nationalities were not keen on being criticised in public, but this can be overcome if their mistakes are addressed in a professional manner.

"We have seen very good leaders who are loved by the crew. They keep the crew happy and inspired to perform better. Similar care should be made by professionals who visit the vessels occasionally.

"We ask superintendents to spend some time in the crew mess and have dinner with the crew - so crew members have an opportunity to express their thoughts and problems.

"At the end of the day, whenever an incident happens, we should never point the finger at an individual. We have to see it a sour own fault. We accept the criticisms and communicate this to all parties," he said.

He also said that there have been performance appraisals undertaken without the signatures of the appraised. What is the reason for performance appraisal - to guide the individual in improving his, or her performance.

"I have analysed the subject of willingness, care and interest deeply. Experience cannot be gained if there is no interest. It is to do with the care and interest of a person, to check whether he is doing the correct things.

Physical and mental fitness are needed to perform as is willingness. "If they don't want to do a job, the Master will move them from the bridge to the cabin. This goes for all seafarers. This willingness is led from the management. If we are delaying the paying of salaries they will get upset with us," he said.

Everybody has this human right to feel pride about his, or her job. The crew need to be motivated - and pushed to perform. "Willingness is our responsibility. In our company every abnormality has to be advised, before our charterer knows about the problem. We have nothing to hide, but we have to know first.

"People need to know who is on their side in the event of an emergency," Capt Xapolytos said.

Good charters, quality and cost control can be achieved with a caring and motivated crew. If it is understood that any failure could be connected to bad management practices, then we have the ability to go through the crisis with less problems.

Management means on the job training -which our seafarers do not get. Theoretical training is very good, but it is of no value if it is not practised.

Capt Andreas Xapolytos,
CEO Tsakos Columbia Ship Management, in Tanker Operator
May 2012

Watchkeeper: Singapore – Expertise and Understanding

There is a lot to be said, even in an industry that values its independence and prides itself on standing on its own feet, for having a sympathetic and understanding government. To be able to approach government knowing that there will be understanding and comprehension of the complexities of the shipping industry in the 21st century is a huge benefit, which sadly, is not always the lot of those who work in this industry.

Those who do maritime business in the Republic of Singapore can do so with the confidence that their enterprise will be properly understood by those in authority in that small but dynamic centre of competence and excellence. Introducing the theme for the Singapore Maritime Week “Perspectives in Shipping” Conference – Survival through Innovation, BIMCO President Yudhishtir D. Khatau Moved from the challenges confronting the industry from so many different directions to the inspiration that can be gained and the lessons learned from the global maritime hub that is Singapore.

What marks out Singapore as a special place for shipping, beyond its geography and other physical attributes? Not least it is because of the seriousness with which its government regards maritime industry. Nobody visiting government agencies in Singapore has to preface their encounter with long explanations of why the maritime industry is important and why its emissaries deserve to be heard and taken seriously.

And when BIMCO’s Patron for the meeting, Emeritus Senior Minister GohChok Tong, gave his introductory address, this was no mere polite expression of good wishes but a serious and substantial contribution to the

debate on innovation, from one whom Mr. Khatau noted was “a member of our fraternity”. A long association with shipping, which included being the Managing Director of Neptune Orient Line before his distinguished political career, ensures that Mr. Goh remains exceptionally well-versed in all the many challenges facing the maritime industry today.

One of the Senior Minister’s themes was how an innovative culture required to be nurtured rather than just being left to struggle alone. And it was this nurture which, in Singapore, proved so very valuable in developing the Republic into a leading international maritime centre. The growth of the Singapore maritime “cluster” has been truly remarkable over the years, but it did not happen fortuitously, but as a result of identifiable and positive policies designed to encourage everyone to realise that the Republic was a welcoming location for all forms of maritime enterprise.

Mr. Goh identified the investment in research and development “infrastructure” that is forming a cohesive centre of expertise, what he described as “pro-innovation policies” that help to put form and substance behind clever ideas, and the development of a substantial pool of talent in every maritime sector; the human capital that is perhaps the most valuable of all.

It is why Singapore works so well, why it is such a force to be reckoned with in the global maritime world and why it is such a good place to do maritime business. It is also why the BIMCO theme of innovation was so perfectly understood in this dynamic place, and why Singapore has much to teach us all.

***Articles written by the Watchkeeper and other outside contributors do not necessarily reflect the views or policy of BIMCO.**



Facing Up to Life as a Surviving Captain

by Michael Grey

WHO would be a shipmaster, as everyone from the media to his employer bites chunks out of the reputation of poor Francesco Schettino, late of Costa Concordia?

A century ago, perhaps the prospect of such a life as a survivor occurred to Capt Edward John Smith as he walked back into the dark and abandoned wheelhouse of Titanic before his ship slid into the deep.

"If I ever lost a ship, I would make damn sure I went down in her," said a master I sailed with one evening as he finished writing up his night order book and took the cup of cocoa I had made for him.

He had reached this gloomy conclusion, he told me, after reading the harrowing account of the formal inquiry into a collision in which a master, who lost his daughter in the incident, then had his certificate suspended (Crystal Jewel/British Aviator collision)

My captain's assessment was probably right, when you consider how people who take on the vast responsibilities of command are treated when things go pear-shaped.

The master is the man or woman who carries the can and whose conduct falls under the spotlight after a disaster. Whether the incident was due to ill fortune or misjudgement, parties jostle to declare open season on the master's behaviour and reputation.

Lawyers' perfect hindsight will dissect the master's every action. Survivors' evidence will provide grim personal stories that can be taken out of context to prove professional negligence of one sort or another. Inevitably, the odds will be stacked against any rational assessment of one man's conduct in extremis.

Witch-hunts of the past have left surviving shipmasters as wrecked as their ships from the treatment they received. Who recalls the vilification of Capt Rugiati of Torrey Canyon, exhausted, suffering from tuberculosis, being harassed to meet the tide at Milford Haven, yet "entirely to blame" for the stranding that ushered in the age of the superspill.

Remember Capt Bardari of Amoco Cadiz, who carried the blame for the grounding of his disabled very large crude carrier, which nobody could tow clear of rocks off Brittany.

Recall Capt Kirby, senior master of Herald of Free Enterprise, not even on board his ship when it came to grief in Zeebrugge, but persecuted and prosecuted nonetheless.

It is a long list of people, whose lives and careers have been wrecked like their ships, survivors who then faced judgement for their actions, in modern times mostly in criminal courts.

These days, of course, nobody waits for the court of inquiry or trial before drawing their own conclusions about the obvious incompetence, negligence or even cowardice of the master. All those cellphone cameras, wielded by citizen journalists, provide us with "evidence", even though that they are in the hands of individuals who almost certainly have no idea of what is going on and no inkling of the complex events taking place in an evacuation.

Can any survivor, as he or she gives their breathless recollections to camera, be in possession of anything other than a fragment of the whole picture?

It is so very easy to allege that there was panic or a lack of proper instruction, amid inevitable confusion, to a media that will publish these words instantly, with no counterbalancing view from somebody with a better idea of the reality.

Let us acknowledge that it takes a well-informed cruise passenger to be able to distinguish between the various senior officers of the various departments on board these huge ships.

The "captain" that some breathless survivor has allegedly seen chatting to a blonde in the bar before the accident, may well have been the chief purser, chief environmental engineer or just a barman with a lot of gold on his uniform. Almost certainly there will be very little context in the way that these fragments are then delivered.

In this most human story, the hunt is on for heroes who can be lauded or incompetents who can be roundly condemned. National stereotypes are meat and drink for the tabloids. The fact that almost no reporter has any clue about ships or shipping tends to encourage them to focus on things they do understand. Heroism. Cowardice. Blame.

An allegation, even a hint of cowardice, or of failure to abide by traditional mores of "women and children first" fills a lot of airtime and printed space.

Of course, the fact that the professionals mostly will not talk, possibly because they have a professional future to consider, leaves the questing scribes with those who want to get something off their chests. Along with the experts who, it is fair to say, are markedly less expert now that maritime expertise is a minority pursuit in former maritime countries.

Will there be any objective assessment of what went on before or after a marine accident? It very much depends on who is doing the assessing.

Despite the laudable efforts of the European Maritime Safety Agency, too many countries in Europe still cling to their old habit of investigating through judicial or criminal law. We need to know what happened, so we can prevent it happening again.

Finding somebody to blame and throwing shipmasters in jail will not get us anywhere.

Lloyds List Monday 23 January 2012

Fatality from Parted Mooring Rope

Experience Feedback 19 Apr 12

A feeder container ship was berthing starboard side to a terminal on a clear, calm morning. The berthing pilot was assisted by the bridge team consisting of the Master, 3/O and helmsman. The forward mooring station was manned by the C/O, Bosun, an Ordinary Seaman (OS), a Trainee Seaman (trainee) and a deck cadet. The aft mooring station was manned by the 2/O and two ABs. The helmsman, who was also an AB, was expected to join the aft mooring party on completion of his bridge duties, once the vessel had been placed alongside its berth. Two tugs were assisting, one was made fast on the port quarter and the other was standing by forward to assist in accordance with pilot's orders. After closing with the berth, the aft backspring was sent ashore.

The Master then instructed the C/O to send out the forward lines. While the cadet, OS and the trainee were lowering the forward backspring and a headline through the centreline panama chock, the Bosun, facing aft, operated the winch controls located inside the fore peak store access trunk. The C/O was standing on the starboard bulwark platform and directing the team with hand signals. As the vessel was required to move 10 metres astern, the Master instructed the C/O and 2/O to keep the headline and aft spring slack. The C/O started to heave on the forward backspring and, after the sternlines were ashore, both mooring parties were warping the vessel astern with the C/O estimating that the headline had just the right slack to stop the vessel at the desired location. He also informed the bridge that the TS and OS were passing the two other headlines from the port side of the forecastle. When the vessel reached her intended final position, the Master instructed the C/O and 2/O to start taking weight on their respective head and sternlines

and gave a kick ahead on the engine to stop the vessel's astern movement. Without the Master's knowledge, the pilot then ordered the tugs to stop pushing. Instantly, the ship's bow began to swing away from the berth.

At this time, the OS approached the centreline fairlead to visually estimate how much slack was required on the additional headlines that were being sent from the port bow for the eyes to reach the bollard ashore. Without warning, the first headline parted, snapped back and struck him on the head. The C/O immediately reported to the Master that the first headline had parted, but as his line of sight was obscured by the mooring winch, he could not see the injured OS. However, the Bosun informed him that OS had been struck by the parted rope and had collapsed on deck. The C/O promptly conveyed this to the Master. The Master activated the vessel's medical response team and also asked the pilot to arrange for the shore emergency services to attend. Although he was wearing a safety helmet at the time of the accident, and despite receiving prompt medical assistance, the injuries the OS sustained to his head were fatal.

The parted mooring rope was an 8-strand polypropylene rope, 72 mm in diameter and the test certificate stated its minimum breaking strength of 101.6 tonnes when new. The rope had been in use for a year and its condition was assessed as 'satisfactory' when last inspected a month earlier. Following the accident, a representative sample of the rope outboard of the failure zone was analysed and it was concluded that:

1. The representative sample had suffered a large reduction in strength;
2. The main cause of this strength loss was external abrasion damage;
3. The abrasion damage had slowly become cumulative before the failure incident;
4. Internal abrasion damage also contributed to the failure, but to a lesser degree;
5. The pre-existing external abrasion damage on the failure zone was worse than the representative sample, causing the rope to fail at that point;
6. Thermal degradation had also possibly contributed to the rope's failure.

Root cause/contributory factors

1. Failure on the part of the OS and other crew to recognise the danger of coming within snap-back zones of taut mooring lines;
2. Both the C/O's and the Bosun's attention were focused towards the stern and neither was aware of the excessive tension on the single headline;
3. Both the C/O and the Bosun were unaware of the OS's location as the former's line of sight was obstructed by the centre mooring winch and the latter was operating the winch controls in an aft-facing position;
4. Failure on the part of the trainee and cadet to warn the OS in time;
5. Unusual location of the winch controllers which had recently been moved from a conventional deck pedestal location to the inner forward side of the fore peak store hatch trunk or coaming, causing



Reconstruction of accident site showing location of persons



Evidence of abrasion damage near the failure zone

the operator to adopt an aft-facing stance (this modification was carried out on the orders of ship's managers to avoid the recurrent heavy weather damage to the controllers in the original exposed location);

6. In the absence of roller fairleads, all mooring ropes had to be led through Panama fairleads or chocks. The high frequency of port calls caused significant external abrasion damage;
7. Improper assessment of the rope's true condition by ship's staff. Ropes should have been withdrawn from service if the company's retirement criteria had been followed correctly;
8. The company required a tool-box meeting before every mooring operation, but no tool-box meeting was held prior to the incident;
9. Ineffective onboard training on the dangers involved in mooring operations;
10. The snatch loading and parting of the mooring rope occurred without the audible warning that usually occurs when a synthetic rope is subjected to high stress and the mooring team was therefore unaware of the imminent danger;
11. All three experienced ABs were deployed to the aft mooring station due to which the forward lines were being tended by relatively inexperienced crew;
12. The pilot did not communicate to the Master that he had given an instruction for the tugs to stop pushing which prevented the Master from anticipating the possible consequences.

Corrective/preventative actions

A fleet circular was issued to the entire fleet instructing vessels to:

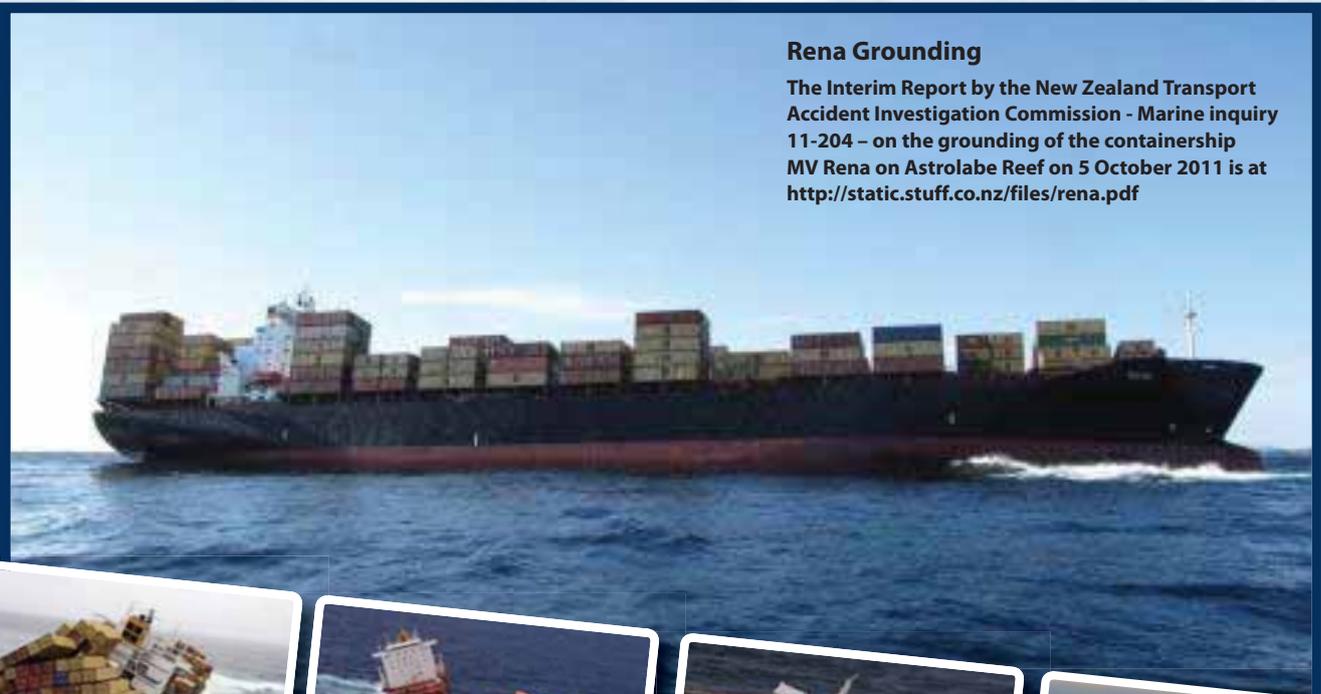
1. Conduct a thorough risk assessment of mooring operations and a review of the mooring procedures being followed onboard;
2. Properly inspect all mooring ropes to identify and replace damaged ropes in line with company procedures and ensure a detailed record of inspections and condition is maintained;
3. Conduct training for all crew on identifying and understanding the dangers associated with snap-back zones;
4. Ensure that no modifications are made to the layout of mooring arrangements and associated equipment without completing a risk assessment and obtaining the requisite approvals.

Additional recommendations made by MAIB to the shipmanager:

1. Ensure the effectiveness of control measures put in place following this accident and review them regularly;
2. Ensure that a sufficient number of experienced crew is available at each mooring station.

Source: **The Mars/Nautical Institute**

Tags: mooring, experience feedback, Mars/Nautical Institute



Rena Grounding

The Interim Report by the New Zealand Transport Accident Investigation Commission - Marine inquiry 11-204 – on the grounding of the containership MV Rena on Astrolabe Reef on 5 October 2011 is at <http://static.stuff.co.nz/files/rena.pdf>



Proposed Work Boat Forum

GlobalMET is to organise a forum discussion on training for working on 'workboats', to be held in conjunction with Asian Work Boat 2013, the next in the series of such exhibitions, which is to be held in Suntec in Singapore on 26 to 28 February. In preparing for the forum, the term 'workboat' is being widely interpreted as applying to all vessels not engaged in maritime transport; ie it will encompass different types of vessels and include offshore vessels.

This is a growing area of training for GlobalMET to focus on and we are pleased to have the opportunity to participate in a major workboat event in Singapore early next year. GlobalMET is liaising with the International Dynamic Positioning Operators' Association (IDPOA) with a view to including DP Training as a discussion theme. Expressions of interest from GlobalMET Members in participating in the forum would be welcome.



GlobalMET Newsletter to be published monthly

In response to the encouraging feedback about the newsletter and to ensure that size does not prevent it being received by some members of GlobalMET, from this issue onwards, a shorter newsletter will be issued monthly instead of bi-monthly. Contributions from readers - eg in this issue the articles from Jai Acharya and Mahendra Singh - will be welcomed, so please let us have your thoughts.



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