

The MET Network with NGO Observer Status at IMO

GlobalMET NEWSLETTER



To promote, develop and support in the spirit of cooperation, the common interests of its members in all matters concerning the development and quality of maritime education and training.

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Editorial

When you talk about want, that means you don't have it!" (Dianna Kokoszka); e.g., being a world class leader in anything!

If you're not excited about waking up in the morning, life in general or just plain tired of being "out skilled" -- change it, "take the lid off the jar" (Google!)

Be BOLD, act decisively and empower your people to participate -- "whether you believe you can or not, you're right" (Henry Ford)!

Thanks again for reading the newsletter; if you enjoyed reading it, please spread the word! Also check out the new GlobalMET blog (globalmetblog.imanfiqrie.com), make comments and see exclusive content!

By all accounts the launch of the new look and feel of the newsletter had excellent reviews. There were a few errata, 001 and 002, on newsletter (NL) 41 pages 6 and 10. These dealt with the Preventing Collision; the full errata is posted on the GlobalMET blog. To set things right, both parts I and II in its entirety are published in the newsletter this month.

If there was a theme and focus for the newsletter this month it would be women and also the maintenance of the highest standards of professionalism and watchkeeping. From the appointment of Dr. Doumbia-Henry as new World Maritime University (WMU) President to Manager for Learning & Development, Mrs. Gabrielle Dolan and four female cadets interviewed at Malaysian Maritime Academy on the top issues and concerns for female cadets -- this month's newsletter celebrates leading women in the maritime industry and those future female cadets brave enough to follow in their foot steps. What these female cadets should know is that the challenges they face today will go a long way towards helping those who follow in their foot steps!

Capt Mazlan writes for GlobalMET again but this time about "luck" having much to do with how ships fare at sea -- or at least begs the question; he notes two related collisions and sinkings

to one incident affecting another, the result of which is a sunken ship and another whose fate you'll just have to read about in the newsletter!

This month's newsletter again has the Engineer giving away all his trade secrets, with more to come! ENGINEERS, TAKE THESE LAST FEW ARTICLES FROM "THE ENGINEER," BETHANKFUL HE SHARED THEM WITH US, KEEP THEM AS SUCH AND THEN GIVE THEM WIDE DISTRIBUTION! For the young cadets and seafarers reading Chief Engineer Mahendra Singh's personal engineering watchkeeping practices -- I see them more as standing orders (maybe they can be compiled as such?); the more senior engineers may tell you everybody knows that stuff and there's nothing special, don't believe it because if there wasn't they would have shared them with you already!

Even the deck side can learn a lot about what goes on in that engine room, understanding how each other's actions affect one another. Every seafarer, especially officers, need to develop a routine whereby they get ample rest, stay healthy (eat right and workout) and conduct their professional responsibilities (career, watchkeeping, duties and responsibilities).

Capt Teo writes about an aspiring journey teaching teachers at one of the best institutions in the Philippines!

Well that just about does it! Remember, professional standards are like a "high water mark" and something we as seafarers should aspire to always attain. There has always been a long-standing tradition of professionalism for seafarers worldwide and all of MET in all of their endeavors should do everything in their power to maintain the respect, honor, loyalty, commitment and such high standards as the high water marks refers -- it's just how it's done!

Thanks in advance!

For the Executive Secretary,

By **Iman Fiqrie Bin Muhammad** (LCDR, USN ret)
Lecturer, Malaysian Maritime Academy



Dr. Doumbia-Henry Appointed New WMU President

The International Maritime Organization (IMO) and the World Maritime University (WMU) have announced the appointment of a new President to head the University.

Dr. Cleopatra Doumbia-Henry, who has dual Dominican and Swiss nationality, is currently Director of the International Labour Standards Department, of the International Labour Office of the International Labour Organization (ILO). She is expected to assume office as WMU President, in Malmö, Sweden, in July.

Mr. Koji Sekimizu, IMO Secretary-General, who is also Chancellor of WMU, announced Dr. Doumbia-Henry's appointment as he welcomed students at the start of the new semester at the WMU in Malmö.

"Dr. Doumbia-Henry has served the UN system with distinction for many years and as Director of the International Labour Standards Department of the ILO she was instrumental in developing and working with governments and the shipowners' and seafarers' organizations to help ensure effective national legal implementation of the Maritime Labour Convention, 2006. She has had a long standing commitment to the maritime sector and to education, beginning with her doctoral research on IMO Conventions. In addition, she has an excellent knowledge of the needs of developing countries and the difficulties which they may encounter in implementing and enforcing the provisions of maritime transport related multilateral treaties. I am delighted that we have been able to secure such a distinguished and able individual to steer the WMU as it embarks on a new and exciting era and I wish her, and the University, every success in the future," Mr. Sekimizu said.

Dr. Doumbia-Henry was heavily involved in the development of the Maritime Labour Convention, 2006. Since the late 1990s, she has been leading the ILO participation in a number of IMO/ILO interagency collaborations on several issues of common interest to IMO and ILO, including the Joint IMO/ILO Ad Hoc Expert Working Groups on Fair Treatment of Seafarers and on Liability and Compensation regarding Claims for Death, Personal Injury and Abandonment of Seafarers.

Mr. Sekimizu also thanked Professor Neil Bellefontaine, who has served as acting President since June 2014.

The appointment of Dr. Doumbia-Henry followed a rigorous competitive process carried out by a panel chaired by Mr. Koji Sekimizu, WMU Chancellor. Dr. Doumbia-Henry will be taking over from Professor Neil Bellefontaine, WMU Vice President (Academic), who has been Acting WMU President since June 2014 following the departure of Dr. Björn Kjerfve.

Dr. Doumbia-Henry will be the seventh WMU president and will be the first female in the role as well as the first President from a developing country.

The role of the WMU President is to manage the University, under the direction of its Board of Governors, the Executive Board and the Chancellor, who set the policies within the framework of the WMU Charter.

World Maritime University (WMU)

Founded in 1983 by IMO, the World Maritime University (WMU) is a center of excellence for maritime post-graduate education and research.



Dr. Cleopatra Doumbia-Henry has been appointed President of the World Maritime University

WMU offers M.Sc. and Ph.D. programs, postgraduate diplomas, and Professional Development Courses with the highest standards in maritime affairs. Headquartered in Malmö, Sweden with additional M.Sc. programs in Shanghai and Dalian, China, WMU promotes the international exchange and transfer of maritime ideas and knowledge.

A total of 3,293 students from 165 countries have graduated from WMU to date.

The WMU will be moving during 2015 to new premises in Tornhuset, the centrally located, historic harbour master's building that is being enhanced by a dramatic new addition designed by renowned architect Kim Utzon in collaboration with Tyrone Cobcroft of Terrior Architects (Australia). The new building will be inaugurated in May 2015.

Dr. Cleopatra Doumbia-Henry

Dr. Cleopatra (Cleo) Doumbia-Henry (LL.B, LL.M, LL.M., Ph.D. International Law) is currently Director of the International Labour Standards Department, of the International Labour Office of the International Labour Organization (ILO), Geneva, Switzerland.

Dr. Doumbia-Henry began her career at the University of the West Indies, Barbados, as a lecturer in law. She worked with the Iran-US Claims Tribunal in The Hague, The Netherlands and then joined the ILO in 1986. She served as a senior lawyer of ILO as well as in other management positions before being appointed Director of the International Labour Standards Department in 2004. She was heavily involved in the development of the Maritime Labour Convention, 2006.

Dr. Doumbia-Henry has been admitted as a Barrister at Law and Solicitor, entitled to practice in all English-speaking Caribbean jurisdictions and a Member of the Inner Temple, Inns of Court, United Kingdom.

She holds the following academic degrees:

- ◆ a Bachelor of Law (LL.B.) from the University of the West Indies;
- ◆ a Masters in Law (LL.M.) from the University of the West Indies;
- ◆ a Masters in International Law (LL.M.) from the Graduate Institute of International Studies, University of Geneva,
- ◆ a Doctorate in International Law (Ph.D.) from the University of Geneva and the Graduate Institute of International Studies, Geneva, Switzerland.

She has published extensively on a wide range of international law subjects, including: international labour law, international trade law, maritime law, and the law of the sea.

An Interview and Top Concerns for Female Seafaring Cadets



During an interview with 4 senior female cadets at the Malaysian Maritime Academy (MMA), also known as Akademi Laut Malaysia (ALAM), a few questions were asked about the top few issues or concerns for female cadets. The cadets we'll call Nicole, Fatimah, Hamidah and Atiah were more than happy to share these concerns in a candid interview during a break while taking a recent Proficiency in Survival Craft course.



During the candid seaside interview, I got the message loud and clear that they don't want or need special consideration when doing job tasks! They expressed that they may not be able to get it done in 4 hours, but who says it had to be done in 4 hours in the first place, only that it had to be done! Give them time to do it. Besides, even they [the men] had to use chain blocks to move equipment -- we can also rig a chain a block! I mentioned this to a few men who then also gave candid but expected responses like "time is money" and they are weak!

Another concern by these female cadets was that their male counterparts were attempting to discourage them from pursuing the seafaring line of work, e.g., telling them not to pursue foreign going certificates as these women find it hard to communicate by normal means at sea because of the distances from land and the women get "bored" and need company. They felt these were ways to discourage female cadets from pursuing such a career as they should be at home.

One of the more personal issues all the female cadets seemed to want answers to was on the disposal of sanitary napkins onboard ship -- or at least official guidance and recognition of the issue vice developing or using home grown methods they pass to one another by word of mouth and experience. The most popular method seems to be washing them out and wrapping them in plastic bags and putting them with other plastic trash.

Not surprisingly, the women felt that they were not fully accepted in the maritime industry. However, Atiah, made it clear from discussions she had with her parents that once the decision was made to pursue the seafarer line of work that she should stick with and stick with it she seems to be doing! She also says many of the ships she's been on have never had a woman or female cadet as crew onboard and don't know how to treat them. When asked what she meant by not knowing how to treat them, Atiah suggested that men don't know a woman's limitations during her monthly menstruation. Generally this is not a topic men talk about, but it seemed important and relevant to these lady seafarers!

Hamidah, seemed to feel that seafaring was a man's territory and being a engine cadet -- the work was going to be tough for her. She also suggested that men expected her to be strong like them, but that they should know we are different -- yet, the men want us to become like them; she went on to state that, "I cannot except that!" When asked about that, she suggested, "In anyway, I cannot be like them, I cannot be strong like them, I have a limit and they have to understand that!"

Nicole seems to feel that maybe in a corporate world people wouldn't underestimate women, not take her serious nor look down upon her! However, when it comes to onboard, people will say "this kind of women can't...!" Nicole comments further that, "We can reach there, but it may take four chain blocks instead of three!"

Fatimah agrees with most of it and adds that they meet so many people while sailing and most of them are ok and don't underestimate them, some others really underestimate us -- like we cannot do tough jobs; we can do because men also use some of the same apparatus when doing overhauls and tough jobs. When it comes time for major overhaul of pumps, attached pumps or going into small spaces they won't ask us to do it -- I will try my best!

There's about 35 minutes of the candid interview and more pictures as well. The full interview and pictures will be made available on the <http://globalmetblog.imanfiqrie.com>

By **Iman Fiqrie Bin Muhammad** (LCDR, USN ret)
Lecturer, Malaysian Maritime Academy



Maritime Learning and Development Manager



I moved to Singapore a year ago with my husband and son from the Isle of Man. I was really looking forward to the opportunities the move would provide. Not long after our move, the chance came up to work with a leading provider of maritime transport (LPMT). I welcomed it with open arms as this was an opportunity to work with a well-respected multi-national company, doing a job that I loved and getting the chance to develop my skills further.



I have worked in the shipping industry since leaving further education; initially starting my career with Wallem (later to become V-Ships) then with Midocean (IOM) Ltd before moving to Cyprus with Global Navigation Ltd. After leaving Cyprus, I went to work with Bibby Ship Management (Western Europe) Ltd, where I stayed for 7 years as the Training and Development Manager (Sea staff). During my career, I have worked alongside the Merchant Navy Training Board (UK), UK Maritime Colleges and Nautilus International. I have also been lucky enough to experience working alongside a previous Company Technical Department and Senior Deck Officers, Maersk Training and South Tyneside College to put together a Dive Support Vessel Ship Handling, Command and Control course for the Senior Deck Officers which eventually was hoped would be used for other Companies. I have also worked closely with a previous Company Technical Department and Back Deck Department for offshore training requirements; working on specialized courses for the particularly crucial and often life critical roles of Dive Technicians looking after the lives of the deep sea divers, and putting together Training Competency standards to adapt Trainee Mechanical and Electrical Dive Technicians into the Offshore Fleet.

I have a very good relationship with the Isle of Man Flag Authority with whom I have worked closely in the past on various issues, including placement of Isle of Man cadets for sponsorship and training berths. I have also had regular meet-ups with other training providers and UK sponsoring companies, which has enabled us to learn from each other and in turn has helped to keep the industry training standards optimal. Being involved with so many institutions and the networking it has provided, increased my knowledge of the industry and my understanding of how other companies work.

The LPMT offers the best standard of training and mentoring to their sea staff, in turn making them an employer of choice. It is a large company, with a large cadet in-take every year, and a promotion from with-in policy. There is a very large training

matrix which covers all mandatory/ company and client specific training for all sea staff, and they hold regular workshops and seminars to ensure that their seafarers are up-to date with the latest requirements and safety regulations. The company is very big on training and safety standards, which in 2014 directly resulted in zero LTI (lost time Injury) fleet-wide. Due to the resources that go into training, the LPMT has very competent and highly-skilled officers and ratings. They 'train to keep' and certainly see the benefits. Most of the LPMT's senior officers have trained with them from cadets and the longest serving ratings have been with the company since the beginning.

The LPMT welcomes female seafarers and currently has a female C/E and C/O, with more progressing through the ranks. The LPMT takes strides to fully support female seafarers a very refreshing practice! In this male dominated industry, I think female seafarers may face the challenge of having to prove themselves to their peers more than their male colleagues do. The LPMT ensures that as cadets, they send them out in pairs where possible to their first ship. I believe it can be difficult and lonely for a new female cadet onboard if she does not show that she can perform in the same capacity as a male seafarer. Thankfully, things are changing in the industry as more and more women are going to sea.

Other big issues women encounter are the inequalities and unrealistic gender expectations of society which make juggling a family and career difficult. The LPMT tries to overcome this social barrier and works with its female seafarers to help find solutions. They provide three years of maternity leave and spouses can sail onboard the vessels with prior approval from the office (and dependent on where the vessel is trading) as long as the officer is either a senior officer or a junior officer holding a superior ticket. There is often also the issue where a husband may feel insecure about a seafaring wife onboard a vessel full of men which may cause complications at home. The LPMT also tries to achieve a good work life balance and these issues are covered in their seminars which are held on a regular basis.

In the UK, Nautilus International runs regular sessions especially for female seafarers to discuss issues they face in the industry and work out ways to get passed them, and the LPMT holds similar seminars. Regular visits are made to institutions to ensure that the cadets are coping with life both at maritime institutions and onboard; they proactively foster open communication with their cadets and the same goes to all the officers and crew as well. The Company also has a dedicated line of communication for their female officers in case they have any confidential issues they may need to discuss.

Now that an increasing number of women are choosing a career at sea, vessel crews and the industry at large must adapt. With leaders such as the LPMT proactively addressing the needs of female seafarers, we are working on reducing typical gender stereotyping, we have sexual harassment policies in place and we are constantly working on improving training and education, which is carried over in various workshops and seminars spread out over the year. I firmly believe that the industry trend will move closer to diminishing disparities onboard.

By

Mrs Gabrielle Dolan

Manager, Learning & Development

Sea Staff with a "Leading Provider of Maritime Transport"

Engine Room Watchkeeping



This is the third installment on watch keeping in what looks like what might be a total of five continued from Newsletter 40:

Air Compressors: They are also very important. Regular overhauling of valves and cleaning inter-coolers and checking the moisture drains. Keep an eye on the attached Lub Oil pump. This needs to be renewed after 8000RH. Check your manual to see if you also have non return valves in the line after the lubricator and carefully overhaul them (TANABE compressors). Periodically check the filling rate. There is no need to take cut off to 30 Kg, 25 is good enough. Check the cooling water pump impeller as well. At times you will find pipes also blocked. To reduce running hours of Main Air Compressors, keep Deck Air Compressor in good working condition.

Air Bottles: Check that these are being drained of moisture from the correct place and drainage content is visible in the funnel below the drain pipe. Keep standby bottles also moisture free. Correct operation of the **Air Drier** is also very necessary. If the air is dry you will not have problems with various pneumatic valves. Check the various service air lines. Check the air line to foghorn. The foghorn solenoid valve gets jammed at times in cold areas and sometimes the diaphragm may be broken.

Drains: It is very useful to familiarize oneself with all the drains in the engine room. It will take time but will give good knowledge. Similarly familiarize yourself with small tanks like F.O. and L.O. sludge tank, F.O. and L.O. drain tanks; The Scavenge drain tank, bilge separated oil tank (BSOT) and stuffing box drain tank. What to do with stuffing box drained oil? Check your company instructions and fittings on your ship to deal with it such as CGC filter and purifier. Be careful in using this oil again. Can use in M/E sump but not for camshaft Lub Oil (that too after analysis).

Purifiers: Keep the throughput of the fuel to less than 1/3 of the capacity of F.O. Purifier. Keep cleaning the F.O. and L.O. Purifiers regularly and check their drives and Lub oil level. Effective purification and cleaning the filters (including fuel oil transfer pump filter) are the **key** to good combustion. Do not mix the oils in the bunker tanks and use the bunker after analysis and follow their instructions with regard to purification and F.O. temperature. This is another equipment which needs plenty of onboard discussion, watch the CD given by manufacturers. Do not forget to clean operating water filters periodically. Similarly, clean associated heaters on both sides (steam and oil) and keep photos towards CSM Survey (Continuous Survey Machinery). Choose the correct gravity disc. Renew vertical and horizontal shaft bearings once a year. Check the steam outlet line from the bunker tanks, they have a drain cock from which condensate can be collected in a clean vessel to see if there is any oil. Once in 2 years on a ballast voyage check an empty tank for any leakage on the steam heating coils. Open the steam after descending in tank (take precautions) and hissing noise can be heard or even seen if coil is leaking. Temporary repairs are often good till opportunity to make permanent repair.

Boiler: During your stay on board regularly study the boiler manual and check all fittings on the boiler. Blow through the gauge glass at least once a week. These days very few engineers are doing this. Do not purely rely on remote gauge glass but check local gauge glass. Discuss if the boiler water low level alarm comes when main engine is running, what action to take. Do not forget the economizer circulating pump. Normally people get busy sending water to boiler and circulating pump is running dry and engine on full speed. If you are having problems sending water to boiler, reduce speed after telling bridge to slow ahead. Call for assistance from all engineers. Do not keep on struggling yourself at the feed pump. **View things in totality.** Generally we are slow in reacting. Raise Engineers alarm.

Keep cleaning boiler burner regularly and ensure that when the boiler is not firing, that no oil is going to furnace via any leaking valves. If the boiler misfires once, check the furnace front by suitable means

to ensure that there is no remnant oil in the furnace and adequate pre-purge has been achieved. In very cold climates check on the condition and extent of air going into the boiler. On car carriers you have to adjust the boiler in such a way that it runs continually during port stay and does not cut in and cut off because No Smoke Emission is important on car carriers (avoid soot falling on the cars lined up ashore). These days in EU Ports we have to keep boilers and Generators running on LSGO (Low Sulphur Gas Oil) with Sulphur content within 0.1% so be well familiar with switching over precautions (Air lock, filters getting blocked, leaks at solenoids etc.). Record fuel switch over in Engine Log book and ORB. Please check and keep essential spares like the belt for the combustion equipment, depending on make of boiler. Also FD (Forced Draft) fan bearings. Some timers and other electrical items connected with boiler automation, a flame eye should also be held as spare.

Good boiler operation means good feed water control, cascade tank level, temperature and filters. **Keep both feed pumps and both circulating pumps always operational.** If one circulating pump is running and other one is not working, make it working at the earliest because if running pump stops you will have a hell of a time. For this keep circulating pump valves in good condition so that you can effectively close them. Cleaning of the dump condenser plays an important part. Check that the dump condenser cooling water pipes are not blocked or corroded. The outlet pipe may be found corroded. The cascade tank is generally not taken care of well. Keep its filters clean and keep the temperature optimum, not very hot nor cold (55 to 60 Deg C). Keep the low level alarm functional. In olden days we used to have Loofa sponges on top to absorb oil and impurities. Checking cascade tank top once daily is a good habit.

FW Generator: The Fresh Water Generator functions as an additional cooler and is important on old ships. Keep heat exchanger and condenser clean. Pay attention to condensate pump and motor. Performance will be good if Ejector pump pressure is good (5 Kg plus). Keep an eye on ejector pump motor temperature. Attain good vacuum for good running and for that keep suspect areas coated with grease to prevent air ingress. Check if you have any spare nozzle tips. Heat exchanger cleaning is best achieved by poking the tubes with flexible wooden cane (bamboo cane). The non return flap valve is also to be check. Keep the condenser clean. The condensate pump and its electric motor should also be checked.

Sewage Plant: Sewage plant discharge pump is very important. Keep the filter clean and motor free from moisture ingress. Keep spare compressor vanes. If the compressor is not working on an old ship, an air connection from service air line can be rigged.

On car carriers we have a vacuum system so please familiarize yourself with this and clean the rod for level detection in the tank. Also check the system behind the toilet seat (open the cover behind and look for any leakage inside). Avoid putting cigarette butts and tooth picks in the system. At times we may have to blow through the lines using the plug behind the valve. Keep chlorine tablets in spare and follow safety instructions. USCG will ask for approval number of the plant so keep handy beforehand from manual or name plate. Check sewage pipe lines on various decks as also standard discharge connection. Keep marked by stencil. Read the company instructions and other publications on the dangers involving Hydrogen Sulphide gas. We should also have an arrangement ready for sewage containment, if needed, and this should preferably be class approved with well defined instructions for use.

That's all for now until next issue!

By **Mahendra Singh**
Chief Engineer

A Journey of Hope & Aspiration



The Chartered
Institute of Logistics
and Transport

FCILT
Chartered Fellow



A Learning Event

This short story is an introduction to a journey of hope and aspiration that was mooted nearly three years ago in 2012. This hope began when the Asia Development Bank agreed to appoint a consultant to investigate and report on the continuous complaints from ship operators about the poor standards and or skills of the mariner. The initial feedback targeted at 3rd world suppliers and the manner in which their products had been trained and educated. The burning comments were that the young officers graduating from the various maritime institutions of learning were apparently not job ready and could not perform their duties and responsibilities to the industry's requirements on their ships. This generalisation was detrimental to several supplying countries. The findings of the investigative consultation and research (Fisher Report 2013) suggested several initiatives. This story is about one of the initiatives.

The TKF-GlobalMET Workshop in Manila

◆ **Takeaways** – Competence, standards and competency based education, training & assessment - CBETA, Competency Based Learning – CBL, traditional teaching & learning, mind sets, cultural dimensions, andragogy, pedagogy, examinations, grading, assessment tools, validity, reliability, currency, fair, flexible, rules of evidence, competent and not yet competent, learning environment, training programmes, learning outcomes and outcome based education, action reflection learning, co-researching and action research, quality framework and assurance, focus groups, group dynamics.

The Learning Environment

The learning environment was the first challenge we faced. Everything was spanking new, including a digital projector and latest digital and public address equipment to assist **the delivery of lectures**. The seats were all nicely lined up in neat rows from left to right and stepped down gradually from the end of the room to the front where the teacher would **stand or sit in authority** facing all students. It was a very large theatre.

Both Dr Houghton and I were not here to deliver lectures or to provide didactic learning processes to unthinking students. We were here to conduct a workshop with professional participants and facilitate transformational learning that enabled the right thoughts and activities. Thankfully the participants ranged in age from early 20s to late 50s in varying degrees of life experiences, including existing officer candidates from MAAP, our venue for this learning event.

With the help of our most efficient event administrator and learned friend Dr Baylon, we immediately inspected various other rooms and found the ideal room. The furniture however had to be removed and replaced by café tables and chairs from the dining room. The participants were distributed amongst the comfortable furniture with their learning tools and resources that they had remembered to bring along, per our joining instructions. And of course the obvious friends and colleagues

were separated. Three focus groups (cross-functional) were formed.

There was work to be done and differing views and ideas were the theme. No groupthink and dominance was tolerated. The gang-plank awaited offenders. However the friendly café atmosphere encouraged discussion, debate and discourse; much needed commodities. This was not to say, participants could not reach over or visit other tables and make the right noises. This they did and the event was a success. The facilitators moved amongst the tables and encouraged discourse during the entire event. Needless to say, the gang plank was never rigged.



Figure 1 - Group Dynamics in a Café learning environment

Unpacking the STCW code

"This document must quite easily be one of the most difficult books to read. The Contents were hard to read and items hard to find," was a remarkable remark often heard in the market place. But work it we did and participants were made to identify the various competences found in the qualifications at each level. Not an easy task it appeared as descriptors were either non-existent or poorly written.

Thankfully I had distributed the latest Australian Maritime Training Package to participants. Each competence for each grade of qualification had been published for all to see and use if needs be. This then provided the pathways for participants to identify what gaps might be missing in the delivery of training programmes in the Phillipines. Useful mapping would also help to ensure that missing competences would be included in the curriculum. Sadly the shipping industry despite their complaints had not to date identified what the real gaps are in the skills and competences of the current seafarers they employ against the STCW. A focus group researched into how three other administrations applied MET, namely, Singapore, Japan and the UK.

It's not enough to express that current seafarers, officers and ratings are not competent. It is urgent that these inconsistencies are identified as competences or standards and not loosely said

without meaning. These must include proper descriptors and outlining remedies for the poor performance. It is imperative that description of each incompetence is identified and be included in accordance with the performance criteria, not the subject of study.

Competence is about performance to a benchmark which has certain criteria. If the criteria is not met, then competence has not been attained or achieved. The criteria must include the level of underpinning knowledge and skills that must be attained to practise that competence. The assessment of the candidate for each competence or skill sets must follow the rules of evidence and be rigorous. It cannot be substituted by just written examinations or orals (viva voce).

It is imperative that the MET industry understands that competence is not knowledge of a unit of study that has been time-tabled.



Figure 2 - Teaming and working in a Millennials focus group on Maritime Administration (Regulatory)

Learning Pathways

There is a mind set in many supplier countries that is consistent with traditional teaching and learning;

- ◆ That the teacher shall teach and be the sole provider of knowledge, skills and wisdom and
- ◆ That the learner is a student who must learn from the teacher
- ◆ That the student will be examined on what he/she regurgitates from memory of what has been taught

This authoritarian approach spells good discipline and strict adherence to laid down learning and teaching styles that must control the learner at all times. All learners have a particular time period to take in all the learnings and will be graded on a minimum pass mark system. If you fail to meet the mark, you are then history.

So what is it then that is so wrong in this education of a young adult aspiring to become a ship's officer? Surely it is correct that he or she must learn from the sage and expert. I would argue very strongly that there is nothing visibly wrong except that the young aspirant has no control or management of his/her own learning and so there might arise the tendency to commit to memory all things learnt and hope to regurgitate sufficiently to attain the pass mark at the big examinations.

This methodology described above is widely applied in many countries.

I won't go into lengthy explanations on learning styles, ability and the psychology that is associated with any person's learning. Most mariners who have taken up teaching and examination responsibilities and duties should already be well up on this.

It suffices to say simply that this is not competency based learning as required per the STCW Code.

However the ongoing culture in most institutions and regulatory jurisdictions reflect exactly the demand for the accumulation of knowledge in large chunks of memory work and for each aspirant to regurgitate all that by written examinations and a final mighty viva-voce session (Orals) that does not actually provide the evidence that demonstrates competence at all.

The challenge now was to allow the participants to find the way to change the paradigm from traditional teaching and learning to competency based learning CBL or competency based education, training and assessment CBETA.

To be continued:

In the next instalment I will continue the story that will engage the participants with issues and problems that have implications with, cultural Impediments, pedagogy vs andragogy, self-awareness, self-management and learning as critical technology.

By Capt. Richard Teo
FNI FCILT MAICD

Technical Highlight

What's Going on With Samsung Galaxy Note 4's New Processor?

In keeping with the tech concept of anywhere, anytime mobile computing - I thought it only fitting to clarify a few misunderstandings regarding the new release of the Note 4 from Samsung. I was looking forward to the new release until I saw the variant released in Malaysia didn't have the upgraded 805 Snapdragon quad four chipset clocked at 2.7 GHZ; the Note 3's clock processor was 2.3 GHZ. That was until I found out the variant released in Malaysia was the newer Exynos 5433 4x 1.3ghz, 4x 1.9ghz processor (i.e., 2 quad 4 processors) running on the newer 20nm (nanometer) fabrication process.

Translation, when required (e.g., during light or heavy duty) the processors can operate on all 8 processors or as little as required based on performance requirements and workload. The smaller fabrication process (20nm vs. 28nm) from the Note 3 can mean greater computing power, less heat and a savings of up to 25% on battery consumption. The icing on the cake, the processor can run a 64 bit instruction set when and if Samsung enables it! The new battery is a 9 volt fast charge (around 50 minutes), can go easily just under 1 1/2 days and 3.6 days at 28% battery in the Ultra Power Saving mode!

Preventing Collisions: Construing & Complying, Rule 8(f), “Not to Impede”



This is in continuation of my previous paper on the subject of preventing collisions published in newsletter 26 of October 2013, I had then shown some of the weak areas about the misunderstandings and incorrect application of the rules with reasons. Since then, as much as I know, the spate of collisions has not reduced and they continue at regular intervals. The usual list of root causes that it was sheer bad luck, poor look out, loss of situational awareness and even inappropriate use or misuse of VHF etc., are perhaps not the real root causes. A prudent watch keeper needs to be fully dedicated and devoted to the task of navigation as the 1st priority, but the execution of the tasks should be built on a solid foundation of knowledge, understanding and core fundamentals so that the concepts are clear for best practical application. The application of the Rules has to be in conjunction with watchkeeping standards from STCW Convention Sections VIII/2, SOLAS Chapter V, basic ship handling elements and any requirements incorporated in the Safety Management System of a Company, the last being mandatory under the ISM Code.

A reputed Hull and Machinery underwriter recently commented, there seems no change in the claim trend of maritime collisions pre ISM to post ISM, in effect the benefits of the ISM Code can again be debated, but this article is not on this. As stated by me earlier, the construing element of the rules needs to be addressed first and then better compliance or practical application can be expected.

This article is to explain paragraph ‘f’ of Rule 8, this paragraph was added to these Rules of 1972 in 1989 primarily to clarify the application of ‘shall not impede’ and thus making MSC/Circ.320 of 05.04.1982, ‘Guidance for the Uniform Application of Certain Rules of the International Regulations for Preventing Collisions at Sea, 1972’ redundant as far as it explained the requirements on ‘not to impede’. Its placement and cross linkages with other rules makes its understanding and application a little complex.

- (i) **‘A vessel which, by any of these Rules, is required not to impede the passage or safe passage of another vessel shall, when required by the circumstances of the case, take early action to allow sufficient sea room for the safe passage of the other vessel’.**
- (ii) **‘A vessel required not to impede the passage or safe passage of another vessel is not relieved of this obligation if approaching the other vessel so as to involve risk of collision and shall, when taking action, have full regard to the action which may be required by the Rules of this part’.**
- (iii) **‘A vessel the passage of which is not to be impeded remains fully obliged to comply with the Rules of this part when the two vessels are approaching one another so as to involve risk of collision’.**

When is this rule applicable? This is the 1st question. The Answer lies in subparagraph ‘f-i’ of this Rule itself, **‘a vessel which, by any of these Rules, is required not to impede the passage or safe passage of another vessel’.** ‘Not impede’ and similar terms using ‘impede’ are used in Rules 9 (b), (c), (d), 10 (i), (j),

18 (d-i), (e) and (f-i) of this Part ‘B’. As per any of these, when **‘not to impede’** is activated, its application is in conjunction with and by complying with the requirements of Rule 8(f). Thus Rule 8(f) applies only with these 8 referred paragraphs of the Rules and not with any other, for example Rule 8(f) has nothing to do with the application of say Rule 15 ‘crossing situation’.

This Rule is placed in section ‘I’ of Part ‘B’ and shall **‘apply in any condition of visibility’**, the latter clause equally applies to Rules 9 and 10. However, when applied with Rule 18, this Rule will only **‘apply to vessels in sight of one another’** as Rule 18 is in section ‘II’ of Part ‘B’.

For vessels **‘in sight of one another’**, **‘not to impede’** takes precedence over **‘give-way’** as will be the first obligation whenever required, **‘keep her course and speed’** will not apply with this rule ever as explained further.

As a quick reference the following chart should explain the basic application of this Rule.

Rule 8(f)	‘A vessel required not to impede the passage or safe passage of another vessel’	A vessel the passage of which is not to be impeded:
i	i) Shall ‘take early action’ so as ‘not to impede’ or keep clear and ‘allow sufficient sea-room’ , or maintain sufficient ‘safe distance’ from the path ‘of the other vessel’ . ii) Should not allow ‘risk of collision’ to develop. iii) Action shall be initiated whenever required by Rules 9, 10 and 18, irrespective whether ‘risk of collision exists’ or not. iv) Vessel has full freedom of action.	Keep watch and keep observing, no action required at this stage.
ii	i) If the situation develops ‘to involve risk of collision’ with the other vessel, obligation to keep clear as per subparagraph ‘i’ remains fully applicable and she shall ‘take action to avoid collision’ in accordance with the Rules of Part ‘B’. ii) ‘Keep her course and speed’ status cannot be applied, even if these vessels are ‘in sight of one another’ .	
iii		i) If the situation develops ‘to involve risk of collision’ with ‘a vessel required not to impede the passage or safe passage’ , ‘take action to avoid collision’ . ii) Actions shall ‘comply with the Rules of this part’ or Part ‘B’; this may be considered similar to ‘action by stand-on vessel’ as per Rule 17.

◆ Actually subparagraphs ii and iii get activated together. There is nothing like a stand-on vessel but when in sight of each other and in situations governed by subparagraphs ii and iii, restrictions imposed by Rule 17 would apply.

Each subparagraph is discussed individually.

‘i’ clearly places the obligation to keep clear on a vessel which is required by any of these Rules, as listed above, **‘not to impede the passage or safe passage of another vessel’**. She **‘shall’** take

'early action to allow sufficient sea-room for the safe passage of the other vessel'. 'Sufficient' like many other requirements of these Rules is not defined numerically and would need to be determined or judged using **'ordinary practice of seamen'**.

A vessel required **'not to impede'** is obliged to **'take early action'** to not allow any **'risk of collision'** or **'a close-quarters situation'** from developing, this may be done even before **'determining if risk of collision exists'**. The Rules does not prescribe any action so this vessel has freedom of choice in deciding **'any alteration of course and/or speed'**. Not allow any **'risk of collision'** is derived from subparagraphs 'ii' and 'iii' which get activated only when the situation is leading **'to involve risk of collision'**.

'When required by the circumstances of the case' clause highlights situations not only where such action is required but also provides an escape clause, like many other similar escape clauses in these Rules, when circumstances may not allow **'early action'** and/or the desired quantum of action. For example, a small vessel is not able to observe from a reasonable distance away the day signals of a **'vessel constrained by her draught'** in a **'narrow channel'** and because of this does not take action in **'ample'** or **'good time'**. This clause may also be applied when **'restricted visibility'** conditions impose any restrictions.

'ii' Requires that a vessel required **'not to impede'** continues to retain her obligation to **'keep well clear'** in case an encounter with another vessel is leading **'to involve risk of collision'**.

'Have full regard to the action which may be required by the Rules of this part' means normal **'action to avoid collision'** required by any of the Rules of this Part B, that is Rules 4 to 19. If **'risk of collision'** develops **'a vessel' – 'required not to impede'** should take into account the expected normal **'action to avoid collision'** by both the vessels involved in the situation and should act in conformity with the same. Or, if she is a **'stand-on vessel'** in the situation, then irrespective of what any other Rules may otherwise prescribe, this vessel cannot **'keep her course and speed'** when she is required **'not to impede'**. Her actions, in line with the Rules of Part 'B' should be such as not to hinder

or embarrass the action(s) expected of the other vessel which is also now obliged to act as per subparagraph 'iii' of this Rule.

'iii' Initially a vessel **'whose passage is not to be impeded'**, as implied by subparagraph 'i' **'shall keep her course and speed'** to stay on her **'passage'** or **'safe passage'**. She should keep a good watch on the vessel which is **'required not to impede'**, to monitor her actions.

This subparagraph, like subparagraph 'ii', applies as soon as it appears that the **'a vessel required not to impede'** is not taking appropriate action in good time to keep clear and **'a close-quarters'** and/or **'risk of collision'** begins to develop. Now the vessel **'not to be impeded'** should also take **'action to avoid collision'** and **'remains fully obliged to comply with the Rules of this part'**. **'This part'** means Rules of Part B.

When read in conjunction with the previous subparagraph 8(f) (ii), both, a vessel **'required not to impede'** as well as the vessel **'not to be impeded'**, are obliged to and expected to execute **'action to avoid collision'** if they reach a situation which may involve **'risk of collision'**. Their actions should be in compliance with the Rules of Part 'B'; but both shall **'take action'** even if **'in sight of one another'**, and both must comply with the requirements of Rule 19 when **'not in sight of one another when navigating in or near an area of restricted visibility'**.

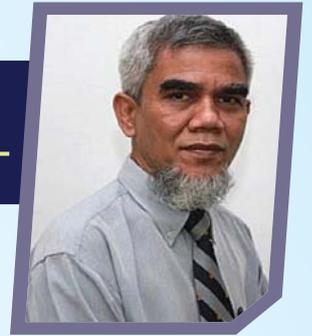
The application of subparagraphs 'ii' and 'iii' is to avoid any conflicting actions which may further jeopardize the situation or can be considered taking actions **'with due regard to the observance of good seamanship'**.

Having explained the rule, I will leave it to the readers to work out various situations and how this rule should be correctly applied to the same.

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Is Luck a Factor in Maritime Adventures?



Voyage 001 Far-east Asia to Europe

I was fortunate enough to accompany the pilots in berthing the largest container vessel during her maiden voyage to Malaysia recently. The mega box-ship draws 16 meter (m) draft whilst sailing smoothly into port. She has two (02) bow thrusters with 2,500kW each. Three tug boats with a bollard pull of 65, 58 and 52 tonnes respectively, escorted her. The sky was brightly lit by lightning when she arrived at the pilot station. We boarded her around 0400 hours and she was all secured fore and aft around 0530 hours. At 400m length with a breadth of 58.6m, it takes great skills to berth her safely during the monsoon season.



Picture credit to Westports



Picture credit to Westports

She needs all the luck to survive the current economic downturn. Is luck a factor in maritime adventures?

Case 1 M.V B Ocenia

The master had more than 8 years command experience. The vessel was making 12.5 knots before she experienced a black-out whilst transiting the Straits of Malacca. Prior to it, a vessel was overtaking on her starboard side, estimated to be at a distance of about five cables. The CPA was also estimated to be about 5 to 6 cables. Except during the blackout, the master remained on the bridge most of the time whilst transiting the straits.

Once not-under command (NUC), the vessel swung to starboard from 121.6°T until she settled on final heading of 201.8°T at 5 knots. The use of VHF and over-reliance on Automatic Identification System (AIS) were the main causes of distractions that led to the collision. The overtaking vessel hit her broadside and then ran away without offering any assistance. M.V Oceania sank 40 minutes after the collision. Luckily, nobody was injured in this incident. It took another seven (7) days for another vessel to hit her wreck.

Case 2 M.V Kadmos

The Officer Of the Watch (OOW) had been a watch-keeper since 1990. The lookout had been an able-bodied seaman (AB) for 8 years.

M.V Kadmos hit an underwater object whilst transiting Straits of Malacca. Visibility was at 8 nautical miles.

For an unexplained reason, they missed the navigational warnings\ NAVTEX about the existence of the wreck. It was broadcasted every 4 hours.

A southerly moderate breeze was not enough to push the vessel away from the course line, drawn on top of the wreck! M.V Kadmos struck the wreck of M.V B Ocenia at full speed.

Interestingly, the Simplified Voyage Data Recorder (SVDR) data was not saved by the master hence the analysis was partly based on verbal information provided by the crew.

Case 3 CMA CGM Florida

At 23 knots, having a vessel coming down on the starboard side and fishing vessels on the port side will be a tricky situation for any watch-keepers, especially at night. CMA CGM Florida situation was further complicated by the crossing vessel Chou Shan; the give-way vessel.

CMA CGM Florida was equipped with Integrated Navigation System (INS). The system had four independent workstations, which could be configured as either a radar, chart radar, electronic chart display and information system (ECDIS), or a display showing conning information.

On both vessels, the masters had between 3 to 6 years command experience. However, during the collision, only OOWs and lookouts were on the bridge.

Communication was the main cause of the collision. Over-reliance on AIS was another.

During the investigation, only CMA CGM Florida Voyage Data Recorder (VDR) was intact. On Chou Shan, 1 minute of audio data was lost. The reason has not been established.

If only they had slow down, the collision could have been easily avoided. Luckily, nobody was injured in this incident.

Key Questions

With the advent of technology, are collisions and grounding incidents avoidable? Do we allow any room for errors? Why do experience people make mistakes? How can maritime academies learn from the above incidents and avoid making the same mistakes? Could it be pure luck? It is an accident meant to be; an act of God? Should we accept the fact that accidents can happen to anyone, anytime?

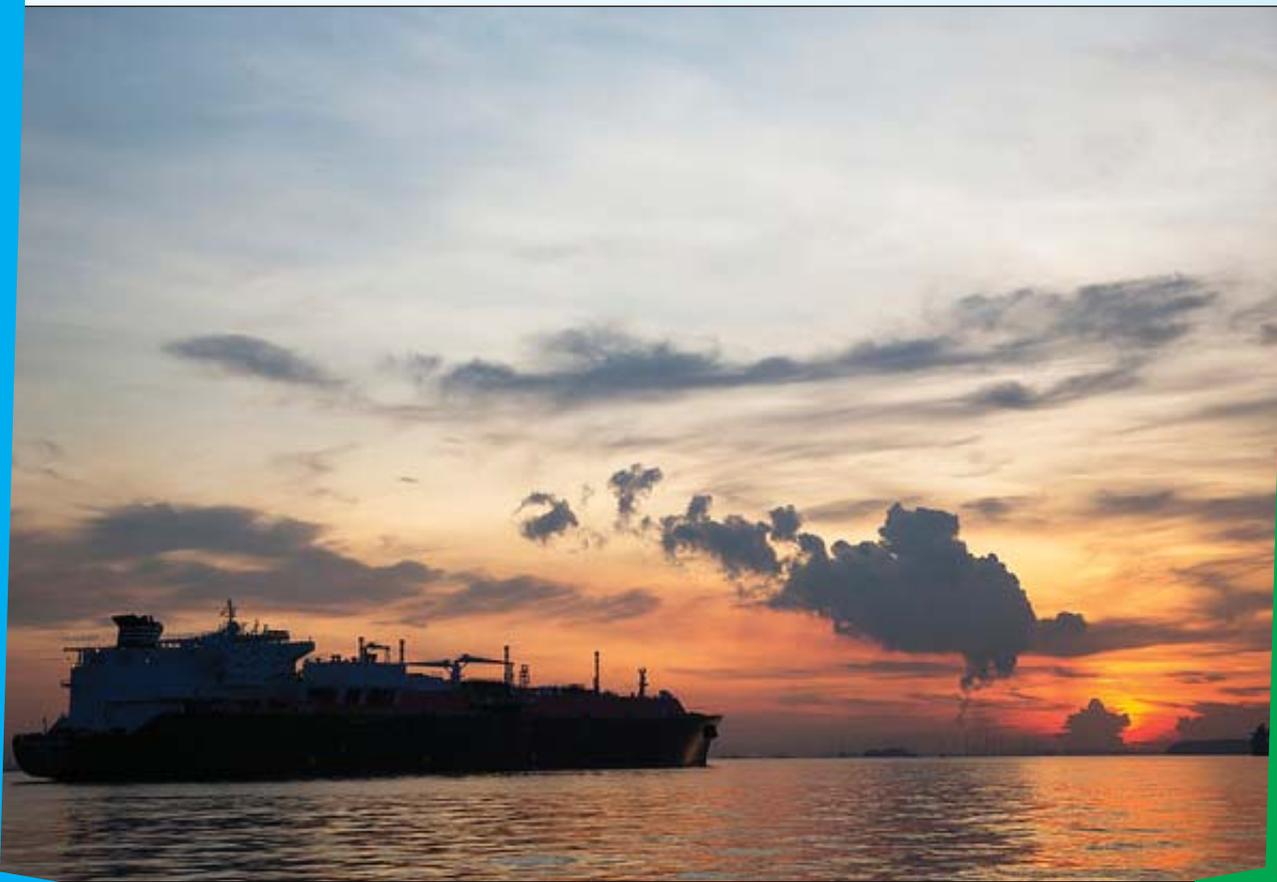
Are risk assessments conducted onboard just an eyewash to satisfy audits and meeting the requirements?

References, Case

1. MARINE SAFETY INVESTIGATION REPORT - Investigation into the collision and subsequent foundering of the B OCEANIA in the Malacca Strait, Malaysia on 29 July 2011
2. SAFETY INVESTIGATION REPORT on MV KADMOS contact with submerged wreck In the Malacca Strait on 05 August 2011
3. Report on the investigation of the collision between CMA CGM Florida and Chou Shan 140 miles east of Shanghai, East China Sea on 19 March 2013

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