

Wishing you a very
happy and prosperous
new year



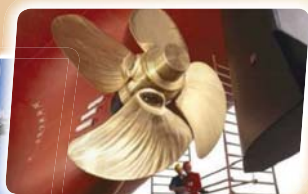
To promote, develop
and support in the
spirit of cooperation,
the common interests
of its members in all
matters concerning
the development and
quality of maritime
education and training.

NEWSLETTER

JANUARY – 2013

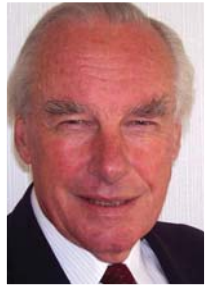
ISSUE NO. | 18 |

TRAIN, TRAIN, RETRAIN, RETAIN!



Inside this Issue

Editorial: The Essential Human Element.....	2
Lessons Learnt - Fatal Accident During Mooring Operation.....	3
IMO MARPOL Annex VI.....	4
California Shipping Lanes Tweaked to Reduce Whale Strikes.....	6
Maersk Plans Nose Jobs.....	6
Collision in North Sea & Other Concerns.....	7
Frozen Communication.....	8
13th Asia-Pacific Manning & Training Conference.....	9
New SOLAS, MARPOL Amendments Enter into Force – What You Need to Know.....	10
Important Drains.....	11
Internet Access on All Ships – Please!.....	11
Fudging of “near-miss” Cases.....	12
Salvors Board Grounded Kulluk.....	12



Editorial

The Essential Human Element

"With 1.3 million seafarers servicing the material needs of the entire world population of 7 billion people, BIMCO emphasises once again our dependence upon a highly professional workforce which deserves rather more recognition than 21st century society often provides. BIMCO, which has catalogued the unfair treatment of seafarers by certain legal regimes, once again points to the ways in which seafarers are unjustly criminalised after accidents and more regularly treated with disrespect by shoreside bureaucracy. The entry into force of the ILO Maritime Labour Convention in August 2013 will, it is hoped, be a further contributor to better and fairer treatment of this essential workforce. Reflections 2013 also emphasises the value of continuous education for marine industry personnel, with BIMCO enlarging its role with an expanded education programme."

Earlier this month BIMCO, the largest international shipping association representing shipowners controlling roughly 65 percent of the world's tonnage, published its 'Reflections 2013'. The above comment by gCaptain staff – gcaptain.com – on BIMCO's Reflections nicely sums up major concerns.

While lack of recognition, unfair treatment, unjust criminalisation and disrespect of seafarers are serious reflections of much industry practice, GlobalMET's focus is on the education and training, much of which also seriously reflects on the industry. It is reasonable to state that the majority of seafarers do not have access to education and training based on sound teaching and learning methodologies that provide effectively for their responsibilities and roles. Experience continues to be the best teacher, but serious concern is being expressed about rapid promotion to roles with heavy responsibilities not allowing sufficient experience to be acquired.

'What can a network and 'voice' for MET do about this?' can be justifiably asked. In addition to networking activities, organising and participating in fora and conferences, assisting IMO and so on, a GlobalMET initiated project has considerable potential to assist. Following an initial meeting in November 2011 and interaction during 2012, Asian Development Bank agreement to fund a review of 'Human Resource Development in the Maritime Sector in Asia and the Pacific' and the appointment of a consultant to report by end-May 2013 provides an opportunity for much needed development.

The broad terms of reference – 'human resource development' – 'maritime sector' – 'Asia and the Pacific' – require looking well beyond seafarer training. There is need to look at matters maritime in a part of the world now having major influence on shipping and other activities critical to the future of humankind. It is very timely.

GlobalMET is very pleased by the support enabled by the ADB and looks forward to contributing as appropriate to ensuring a breakthrough in building a system of education that enables the provision of human resources that provide the competency essential to maritime sector operations that are efficient, safe, clean and secure.

In this first GlobalMET Newsletter for the year, it is a pleasure wish all readers a very good year.

Rod Short
Executive Secretary



Lessons Learnt - Fatal Accident During Mooring Operation



A general cargo ship arrived with an import cargo that was stacked high on the hatch covers, exposing a large lateral wind area. A strong offshore wind was blowing during the final approach to the berth (starboard side to) with a pilot on board, but it had been already decided that the docking could be safely completed without tug assistance.

The forward mooring team on the forecable consisted of the C/O, Bosun and an able seaman (AB). The vessel was fitted with a large wavebreaker right forward, which meant that the forecable deck had very little clear area.

Standing on a small bulwark platform on the starboard side, the C/O was leading the team and also operating the mooring winches remote control levers located close by. The bridge team had no view of the forward mooring station due to the tall wavebreaker and high deck cargo.

The ship approached the berth at an angle of about 30 degrees and, with her bow close to the jetty, the forward spring line was sent ashore and belayed on a bollard. In order to bring the stern closer to the quay the pilot requested slow ahead on the engine and full port rudder. In addition, the bow thruster was activated to port so as to align the ship parallel with the wharf.

Before undertaking this manoeuvre, the Master warned the foredeck team on the portable VHF radio that the engine would be working ahead and that all personnel should stand clear of the taut backspring. This was acknowledged by the C/O, but for unknown reasons, he remained at his position.

The engine and rudder movement was performed but had to be repeated within minutes as the stern did not move sufficiently towards the quay. Again, before the engine movement, the Master called out a warning to the foredeck team and got confirmation from the C/O but he remained at his location near the winch remote control unit.

This time, the engine order lasted longer, and probably due to the bow moving ahead and away from the shore, the backspring came under very high tension and suddenly parted. The broken rope end snapped back violently and hit the C/O on the head and neck, who was felled and lay motionless. Unfortunately, despite all efforts by crew and paramedics, the ambulance doctor declared the C/O dead soon after.

Investigation of the Accident

1. The spring line had only been in use for a month and appeared to be in good condition;
2. The method used to berth a high-sided vessel without tug assistance in the prevailing conditions by working engine, rudder and bow thruster against a single backspring constituted a high risk manoeuvre;
3. The C/O failed to move away from snap back zone even after being warned by Master;
4. Poor design - Confined/restricted area on the forecable deck and improper location of winch remote control unit;
5. The company had no specific guidelines for mooring and the company management had not identified mooring to be a hazardous operation.

For more information click at **Mars Report No. 65-2012**

Source: **Mars, The Nautical Institute**

IMO MARPOL Annex VI

Study on Energy Efficiency and Emission Control

By

Jai Acharya

MSc (Maritime studies); B.E. (Hons) EEE; FIE; CEng
 Technical Director
 STET Maritime Pte Ltd
 Singapore



Abstract

Current Scenario Towards Energy Efficiency and Emission

A study was commissioned by IMO to analyze the potential reduction resulting from the mandated energy efficiency regulations on Energy Efficiency Design Index (EEDI) and Ship Energy Efficiency Management Plan (SEEMP) as finalized at MEPC 62 in July 2011 and also to estimate the projected reduction in CO₂ emissions from international shipping for every year up to 2050 resulting from these agreed measures, using a number of scenarios. Included as part of this study is the impact of the EEDI waiver and potential technologies that could be used to achieve future required EEDI, including energy efficiency measures that could be subject of SEEMP implementation being investigated in order to quantify the effectiveness of SEEMP.

Shipping is estimated to have emitted 1015 million tons of CO₂ in 2007 corresponding to 3.3% of Global Emissions. Of this, international shipping is estimated to have emitted 870 million tons or about 2.7% of the global total in 2007. Despite being a highly energy efficient mode of transport, there are opportunities for increasing energy efficiency and reducing CO₂ emissions from shipping.

To realize the above potentials, mandatory energy efficiency instruments for international shipping have been developed and agreed in MEPC 62. These are "Regulations on Energy Efficiency for Ships" and are an integral part of MARPOL Annex VI. Accordingly, having a SEEMP for all existing ships over 400 GT, an attained EEDI and required EEDI for a number of ship types is mandated from 1st January 2013. The provision for voluntary use of Energy Efficiency Operational Indicator (EEOI) should become a reliable and authentic tool to monitor emissions and observe the impact on future levels of CO₂ from shipping.

CO₂ Reduction Measures

The principal ways of reducing CO₂ emissions towards 2050 are considered to be a mix of operational measures, technological developments and use of alternative fuels with lower carbon content. It is understood that:

- the uptake of new technologies and low carbon fuels will be mainly driven by EEDI regulations;
- the uptake of operational measures and cost effective technology upgrades will be encouraged by SEEMP combined with increasing fuel and carbon prices.

Potential Technological Solutions in a Cost Effective Eay for Effective Implementation of MARPOL Annex VI-IAPP

New studies show that many abatement technologies are available, and cost-effective compared to technologies used for land based emission reduction applications. These are mainly:

- Slide valves reduce NO_x on slow speed marine diesel engines by 20%, very cheap, easy to fit & cost effective;
- In-engine controls could cut new engine NO_x by 30%;
- Sea-water scrubbing cuts SO_x by 75%, also some PM;

- Selective catalytic reduction (SCR) cuts NO_x by 90%;
- The modifications on existing engines would likely impact the ships' propulsion efficiency which may result in an increase of fuel consumption. To avoid this, ships might need to redesign and change their propeller, thereby incurring the costs associated with the change;
- Energy Efficiency Design Index (EEDI) for new ships at design stage;
- Ship Energy Efficiency Management Plan (SEEMP) for new and existing ships;
- Market based carbon trading on emissions.

For the new building tonnage, the SCR is widely being recommended by industry experts as it cuts NO_x by 90% and many established marine equipment makers are manufacturing, with IMO and IACS Members Classification Society type approval certificates.

Technology Cost of Compliance with EEDI

BIMCO evaluated the commercial implication of new ships built after 1st January 2013 being granted waivers from the flag state for compliance with EEDI requirement. The waiver applies for 4 years of EEDI regulation. The evaluation cost of compliance tends to be low due to following reasons:

- EEDI reference lines
 The construction of EEDI reference lines are based on assuming engine BSFC (brake specific fuel consumption) of 190 and 215 g/kWh for main and auxiliary engines respectively. This gives effectively up to 10% advantage to compliant ships.
- Ship hydrodynamic optimization
 Ship hydrodynamic resistances has a major impact on EEDI. A number of reported investigations show that ship hydrodynamic optimization will bring energy saving opportunities of up to 10% with no significant extra cost of ship building. This on its own will be sufficient to ensure compliance of EEDI for the majority of ships in initial phases.
- Preparation for future more stringent phases
 It is believed that the future adoption of technologies for subsequent phases (2-3) of EEDI regulation (beyond 2020) will be based on experience gained with EEDI during initial phases. Flag states that opt for waiver will deprive themselves of gaining this experience and will have difficulty in adapting to EEDI regulations when the waiver period elapses.

Based on the above, it is understood that the cost of compliance in the initial phase (0-1) will not be significant and flag states and ship-owners will have no financial justification for opting for waiver. This makes the uptake of the waiver option unattractive for the majority of ships and ship-owners, excluding small sized owners and operators plying in developing IMO Member States.

Commercial Cost of Compliance with EEDI

Shipping is mainly an international industry and non-compliance to even voluntary regulations normally puts the non-compliant ship at some commercial disadvantage. An EEDI non-compliant ship is expected to suffer from following:

- **Higher Ship Fuel Cost**
A non-compliant EEDI ship is likely to be less efficient than the EEDI-compliant ship. This will translate into additional fuel cost of the vessel over its entire operational lifecycle.
- **Cost of Re-verification**
If desired later on, obtaining EEDI verification and certification during service will incur significantly additional cost than obtaining EEDI verification during normal construction and commissioning.
- **Second hand value**
A ship without an EEDI is likely to have lower second hand value as this will imply that it is not an energy efficient ship.
- **Opportunity Cost**
The non-EEDI ship may lose on future EEDI-based incentives and where EEDI is used for chartering, port discounts, flag registration discounts etc. Incentives could be driven by ports, flag states, charterers and port states.
- **Charter-ability**
Ships with EEDI are likely to have better charter-ability opportunities than non-EEDI compliant ships.

A ship with no EEDI may be regarded as an energy inefficient ship.

Based on the above analysis, the initial waiver of 4 years of EEDI compliance may not only bring no tangible capital cost benefits to owners but it may incur significant commercial risks for the ship and also some future opportunity costs.

However, several numbers of flag states including Brazil, China and Saudi Arabia are in favour of an EEDI initial waiver phase in order to address the concerns of the ship owners/operators located there.

The Effect on Small and Medium Sized Ship Owners of Enforcement of MARPOL Annex VI Compliance

A sizeable fleet of old tonnage of over 25+ years is still operating in and around developing countries and most is owned by small ship owning companies, whose business economy is highly vulnerable due to market shocks and fluctuations. Thus, the business philosophy is only profit, even if they have to compromise on vessel maintenance and environmental issues by taking short-cuts and 'somehow' manage certificates of compliance. The emission parameters on SOx and NOx are 'expensive affairs for them.

The databases of such ship owners could be made available and a study of comparative mode between demolishing stage and trend of such vessels running and maintenance could provide the time frame of phasing out these vessels.

Even though the technological solutions for such old tonnage is costly, new studies shows that many abatement technologies are available, which are cost-effective, cheap and easy to fit. Simple solutions like retrofitting a low cost system like simple sea water scrubbing cuts SOx by 75%, or slide valves could enable NOx emission of slow speed engines to be reduced by 20%.

Many small business ship-owners are reluctant to spend large amounts on the old tonnage considered short-term assets. However, many of these old vessels are large enough to make a significant damaging impact on the coastal and ocean environment.

Flag state and port state control can play a very effective role by monitoring of these vessels' trading pattern and carry out targeted inspections to ascertain compliance with MARPOL Annex VI. The data base of such inspection could provide valuable information on effective implementation/enforcement and compliance pattern history.

The effective and result oriented enforcement of MARPOL Annex VI shall largely depend on implementation in developing countries and on small sized ship owners including owners of old tonnage, small and coastal craft.

MARPOL Annex VI has to address the critical insight into all the possibilities for ship owners to meet IMO sulphur requirements in 2015. The agenda has to be designed by ECA Ship-owners Committee, and complete with: experience of ship owners who have already turned to LNG as fuel or to exhaust gas cleaning systems and their impending results; updates about LNG infrastructure development outside of Norway and other upcoming LNG facility infrastructure areas.

Most importantly, experts from industry, oil and gas producers, academics and researchers and bunker suppliers will analyze the future outlook of the heavy fuel oil, marine gas oil, and liquefied natural gas market. They will scrutinize the demand and supply reactions to the regulations, and the consequently affect prices of these will bear on ship owners' finances and their freight rates. In general, this will impact adversely on the economical aspect of the common folk.

Conclusion

Research work on effective implementation and enforcement of IMO MARPOL Annex VI would be a great contribution towards maritime environmental protection, stake holders, the well being of our oceans, its inhabitants, coastal zones, humankind and finally on our living planet 'mother earth'.

Effective implementation of MARPOL Annex VI will be driven to a large extent through increasing familiarity by the industry of the advantages of energy efficiency and promotion of awareness and cultural change. The mandatory nature of EEDI and SEEMP will ensure to a certain degree that the above mentioned awareness and cultural change are achieved in the short to medium term.

In the longer term, the aspects need to be addressed for a good and effective uptake could be determined by further research work.

Some drivers for more effective use of SEEMP are such as - high fuel and carbon prices, more vigorous awareness building and cultural change on board ships, enhanced collaboration between industry stakeholders and solutions to issues of split-incentives and effective monitoring of enforcement of MARPOL Annex VI.



California Shipping Lanes Tweaked to Reduce Whale Strikes

By Reuters on December 29, 2012

By Alex Dobuzinskis

Several endangered whale species may get a new lease on life when some cargo shipping lanes off the California coast are shifted next year.

Routes due to be changed by June 2013 are used by ocean-going cargo vessels, tugboats and automobile carriers near San Francisco Bay, the Channel Islands in central California and the ports of Los Angeles and Long Beach, environmental officials said on Friday.

The current shipping channels overlap with whale feeding and migration areas, and several blue whales and fin whales have been killed by ships, they said.

"The issue really struck home for us" with those deaths, said Michael Carver, the U.S. National Oceanic and Atmospheric Administration (NOAA) deputy superintendent of Cordell Bank National Marine Sanctuary in northern California.

The changes will not reduce the risk to zero, said Sean Hastings, a resource protection coordination with NOAA's Channel Islands National Marine Sanctuary.

Financial incentives to get vessels to slow down on their approach to the California coast are also being considered, Hastings said, adding that boats are now asked to voluntarily slow down but that they are not doing it.

The Cordell sanctuary and other protected patches of ocean near San Francisco and the Channel Islands are habitats for blue, humpback and fin whales, which are protected by the U.S. Endangered Species Act.

In 2007, four blue whales were believed to have been killed by ships near the Channel Islands, according to NOAA, and five whales were killed off the coast of San Francisco and in nearby areas in 2010.



Calambokidis/Cascadia Research via NOAA

This year, a fin whale was struck by a ship and died off the coast of San Francisco and a vessel is believed to have killed another fin whale that washed ashore in Malibu, near Los Angeles, NOAA said.

In November, the International Maritime Organization, which governs shipping worldwide, said it had adopted changes to lanes off the coast of California to reduce whale strikes by ships. One of the proposals, for example, involves moving a shipping lane near the Channel Islands north by one mile to avoid a whale feeding area, Hastings said.

Carver said the U.S. Coast Guard would consult with the shipping industry and the public before the lane adjustments take effect.

(Additional reporting by **Dana Feldman**; Editing by **Tim Gaynor**)

© 2012 Thomson Reuters.

Maersk Plans Nose Jobs

Maersk Line is set to chop the bulbous bows off its containerships in a radical move to cut its bunker bills.

<http://www.tradewindsnews.com/liner/288434/maersk-plans-nose-jobs>

With a weight of at least 140t this will be a costly retrofit operation which will take around 12 days per ship to complete.

The plan is for the first change, which it estimates will create fuel savings of 1-2%, to take place early in 2013.

It says individual business cases will be developed for each vessel class by monitoring the historic sailing pattern data to examine whether a replacement makes economic sense.

"The purpose of bulbous bows is to even out waves created alongside the vessel, thus reducing the propulsion power needed," it says.

"Large container vessels are typically designed for speeds of 25 knots, but with today's slow steaming the bulbous bows are often out of shape and thus generate high levels of resistance."

The idea to remove bulbous bows is among a number of projects designed to fine-tune Maersk's fleet using technical solutions that will improve fuel efficiency.

"Retrofits are the biggest thing within energy-efficient shipping right now," says Steffen Hartvig Nielsen, head of vessel optimisation in Maersk Maritime Technology.

"At Maersk we have worked on this for years, but we keep exploring and evaluating new ideas to make sure we're at the front of the industry."

"And with overall fuel consumption costing more than \$7bn across the Maersk shipping businesses, even a 1% reduction makes a huge contribution."



For example, Nielsen says Maersk Line has saved almost \$90m in energy costs over three years through higher propulsion efficiency by measuring and challenging the performance of individual vessels.

Writing in the Maersk Post, the Danish shipowner said it also plans to cut out turbochargers that are not needed when slow steaming. Using a valve it can switch the turbo off and on when it is needed saving a further 1.2%.

It also intends to expand its installation of boilers in the chimney of the auxiliary engines in a move to reuse heat and alleviate oil-fired boilers.

"This solution is already in place on many of Maersk Line's vessels and saves 0.65% of total fuel consumption," the company said.

Maersk also plans to adjust the engine cooling system to only pump seawater when needed, thus saving pump power usage. This will save around 0.6% of fuel consumption.

Lastly, it will consider installing fins on its ship's propellers to eliminate the vortex created behind the prop, thus reducing torque and converting it into useful thrust.

This would save 1.3% of fuel with installation currently being investigated both for Maersk Line and Maersk Tankers.

RS Platou Markets estimates that all in all, the various improvements amount to efficiencies of between 4.8% and 5.8% which on fuel costs of \$7bn per year is about \$350m.

Collision in North Sea & Other Concerns



6 Dec: The Bahamian-flagged Baltic Ace was headed to Kotka, Finland, from Zeebrugge, when it collided with Cyprus-flagged Corvus J, on its way to Antwerp from Grangemouth. The Baltic Ace sank shortly after colliding. Five bodies have been recovered and 13 crew members were saved.



By **Chief Engineer Mahendra Singh**

Reading report in Mares of 10th December, regret this tragic mishap involving new ships. Both the vessels are such that they will be enormously effected by winds and greater vigilance is required in the North Sea area. Some months back, we were involved in a mild touch after leaving "scaw" into the North Sea and our duty officer in the night was found more engaged in mobile communication and all of a sudden he gave hard over port on auto steering but mild collision could not be avoided, it was just before midnight.

These days the duty officers are engaged in using both their thumbs on their modern mobiles and Masters must exercise their authority in penalizing those who use such gadgets while on duty, but what can a poor Master do when he is sleeping. This is a real problem not only in bridge watch keeping but on deck watches also when ship is in port because you get SIM cards in most of the ports now.

Very few Engineers and Deck officers know enough about steering gear and associated electrical equipment. We entirely depend on Electrical Officer and on many Car Carriers there is no Electrical Officer.

There is provision on all ships to periodically perform alcohol test and record the same but it is never done and only a sheet is filled and sent to office. Masters are reluctant because even if he finds one drunk and even if he reports to office, the concerned officer can not be easily taken away because of several reasons

like non availability of suitable reliever, visa requirements in various ports and economic reasons. These days once a bad officer comes on board, it becomes very difficult to remove him. On my last ship, Master wanted Chief Mate removed (because he simply did nothing and ignored him totally) but he threatened ITF intervention and stayed on board for three days after his reliever took over in order to take away with him all his dollars in cash.

There are very good Ukrainian and Polish officers but the Management Companies must ensure that they are posting a proper officer by adequate video conferencing and computer tests.

During North Sea passage and Channel crossing, additional look outs must be posted and a standby engineer in ER who will take rounds in ER and steering room. Hardly anyone visits steering room unless an alarm is sounded.

If someone announces a workshop on steering gear trouble shooting, I will surely rush to take advantage of this even now, which component is at fault and how to deal with it?. That is the need of the present to avoid accidents. On car ships which are only partly loaded, we must ensure we have enough ballast. A lot of mistakes are being made in ballast change and retention and any intervention, however well meaning, is disliked. Chief Engineer should form part of the team on passage planning and ballast exchange programme.

Frozen Communication

Unsurprising, then, that we remain the invisible industry. We have chosen to remain unseen.

Capt. Manu Mahajan, January 03 2013

Manu's Scripts - Oldsaltshaker.blogspot

I swear I will scream the next time I hear the 'without shipping, half the world would freeze and the other half starve' refrain. That, to me, is the kind of empty, smug and self-satisfied statement that shows up the cluelessness of industry leaders when it comes to managing public perception. It also appears to me that the remark is quoted only in shipping conferences and in trade magazines, which is kind of like preaching to the choir; shipping's bad replies in the public domain, and that is where it must be reversed.

These kinds of remarks also underline the tacit admission of a paucity of ideas when it comes to promoting the industry amongst the general public. Perhaps it is a question of will, or more likely cost. Perhaps individual shipping firms don't feel the need to spend advertising dollars on anything other than recruitment ads, and perhaps industry bodies are too busy looking after narrow interest groups to do anything remotely useful. Whatever the reasons, the end result is that the raw message- shipping carries almost everything that you use, so treat us and our sailors with respect and dignity- is never propagated strongly. Unsurprising, then, that we remain the invisible industry. We have chosen to remain unseen. We can then only fall back, behind closed doors and amongst our own kind, on worn out freezing and starving clichés, and presume that we have done our bit.

We do not even structure our institutions or businesses properly, so the functions of public relations and media management remain vacated and largely unfulfilled. We are quite unique in this; other core industries like mining and oil exploration run media campaigns stressing either their indispensability or claims of excellent environmental records. We do nothing. Those industries, like shipping, are inherently invisible, but even government owned setups there communicate their indispensability to the general public. We, on the other hand, seem to revel in a persecution complex that assumes that shipping is the only invisible industry. This is a martyr's arrogance, actually; we expect the world to acknowledge our suffering vitality without even opening our mouths. The old Indian saying comes to mind, that even a mother does not give her child milk to drink unless the tot cries.

Actually, failure to communicate to the general public is the unique trait in shipping, not its invisibility. This is not surprising- an industry that cannot communicate with its seagoing colleagues properly can hardly be expected to manage wider public relations with ease or elegance. Communication between shore offices and ships is often one sided, high handed or derogatory; in a culture of low commitment, the resultant antagonistic relationship shows up an immaturity that is at the heart of poor communications, within shipping and without. If we cannot have good relationships with our own people, how can we have them with outsiders?

The public's perception of shipping as a seedy, dirty industry is largely based on our public relations' failures. We have failed to project a positive image of the industry. We do not broadcast shipping's excellent environmental or accident record, given that we carry almost everything the world uses- and a lot of it. We have failed, therefore, to control what should be the default setting in the public mind- that we are a clean, safety conscious, well regulated (over regulated, actually) industry with a laudable history. Because of these failures, the public only hears of us after an accident or an environmental catastrophe- or when stories of piracy or crew mistreatment by managers surface. Those become the public's default setting, and the responsibility for that default setting lies with us, no matter how many times we scream 'freeze or starve' at them.

And, because our organisations are not structured well, because we generally have no relationship with the media- or enough practice talking to them- our accidents turn into public relations debacles. All John Q Public sees is a criminalised Master or seafarer looking unslept, unkempt, shell shocked, unshaved and incoherent on TV- much like the convict that he is being projected as. John makes his own judgement based on his default setting, appearances and ill-informed reports, because he doesn't hear anything different from the ship's managers, industry leaders or others ashore.

That those ashore keep their distance for many reasons including their blinkered need to scapegoat crews is a given, but that means there is little in the way of contrary opinion being put out to John Q by anybody qualified to do so. What appears in the media connected with an incident, usually, are reports written by ill-informed amateurs or analyses by so called experts, most of who have never sailed on commercial ships or have not got their ankles sea-water wet for twenty years or more- or have professional histories that are irrelevant. Those reporters and experts are there to keep their families from freezing or starving; they are not there for the truth.

I wonder how much of our poor PR is because of the kind of people we have become. Boys (even today, mainly boys) going out to sea and becoming men. Self-reliant, doers made taciturn by circumstance and profession. You know, with the 'our ships and men are made of steel' kind of outlook. Spending years, or decades, in a rigid hierarchical structure, then moving ashore, carrying our conditioned personalities and habits with us. The strong and silent type. Uncommunicative, sometimes even with our families. Maybe being uncommunicative has become natural to many of us.

That may be a good reason, but it is no excuse.

Marex Media



13th Asia-Pacific Manning & Training Conference

Manila calling: Charting the future for Filipino Maritime Manpower



2012 Statement of Outcomes

As has become traditional following previous Asia-Pacific Manning and Training Conferences, this statement of outcomes acts to summarise the key issues identified and discussed during the course of the two day meeting and states criteria for continued action.

It was with pleasure that we heard once more from the Honorable Secretary of Labour, Rosalinda Dimapilis-Baldoz who provided background from the Government of the Philippines as to the challenges that had been faced, and successfully overcome, in order to become the 30th state to ratify the Maritime Labour Convention, 2006.

Also from the Government of the Philippines, the conference heard from Nick Conti, Administrator of MARINA, who provided a very clear and detailed message on the status of the Philippines Government response to the issues raised by EMSA during recent audits conducted in the Philippines. From the information provided by Mr. Conti it is clear that, whilst there still remains much work to be done, the Government of the Philippines, with the assistance of the IMO, and various individual governments such as Norway and Japan, and other organisations, is determined to fully answer to and comply with the requirements raised by EMSA.

It is the proposal of this conference that full support should be provided to the Philippines Government to ensure the continued supply of qualified and quality seagoing personnel to sustain both the current and future demand of the industry.

Another area of focus during the course of the conference was the rapidly approaching implementation of the Maritime Labour Convention, in August 2013. It is clear from the presentations and discussions during the conference that the industry is urgently needing clarification on some issues regarding the effective implementation of the convention. Particular questions such as liability under the terms of the Convention need to be addressed, and the conference urges Flag States to provide early and clear advice to Ship Owners, Managers, Crew Managers and Recruitment and Placement Services to ensure that when the convention enters into force, there can be no doubt as to where responsibilities lie.

The conference noted with concern that Piracy and armed robbery still continue to be an issue in specific areas of the world such as Somalia, the Northern Indian Ocean and the waters off the seaboard of Nigeria and Benin. The conference endorses

and supports the continuing work of the Maritime Piracy Humanitarian Response Programme (MPHRP) in provision of training and counselling to allay the psychological and physical effects caused to seafarers and their families due to the effects of piracy.

Seafarer health, fatigue and onboard administrative burden were other areas of discussion during the course of the conference, with concern being expressed that in some cases the administrative burden being placed aboard seafarers is too high. It was suggested that the maritime industry lags behind other industries in terms of technology to reduce administrative pressure and efforts should be made to correct this situation. Also following discussion on seafarer fatigue, the conference endorses any effort to redress the balance between work, administration and adequate rest to allow seafarers to function at their optimum level for not only their own personal health and safety, but also that of those around them and the maritime environment, through reduction in maritime accidents and incidents.

Once more training has been a focus of the conference with active discussion on the delivery of quality training to provide the maritime industry with the necessary levels of competence required to man our ships into the future. The conference endorses the work of GlobalMET to continue providing input, advice, recommendations and action to ensure that future quality training needs are achieved.

The issues and debates held during the course of this two day conference are, in many cases, not new. They are rather continuing issues that are debated time and time again, sometimes with complete resolution, sometimes with moderate resolution and sometimes, as yet, with no resolution. It is recognised by the participants of the conference, that these issues are a shared responsibility and it is only with the commitment and collective action by all sectors and stakeholders in the Maritime Industry, through global partnership and communication, that we ensure these continuing issues are finally addressed.

All participants of the conference, both speakers and delegates, are thanked for their participation and support.

Giles Heimann
Secretary General
International Maritime Employers' Council
Conference Chairman



New SOLAS, MARPOL Amendments Enter into Force – What You Need to Know

BY gCaptain Staff on January 2, 2013

As of January 1, 2013, the International Maritime Organization has entered into force new regulations aimed at improving the energy efficiency of international shipping and preventing accidents during lifeboat launching. Here is what's new for 2013:

SOLAS Amendments

Amendments to the International Convention for the Safety of Life at Sea (SOLAS) aimed at preventing accidents during lifeboat launching entered into force on 1 January 2013.

The amendments, adopted in May 2011, add a new paragraph 5 to SOLAS regulation III/1, to require lifeboat on-load release mechanisms not complying with new International Life-Saving Appliances (LSA) Code requirements to be replaced, no later than the first scheduled dry-docking of the ship after 1 July 2014 but, in any case, not later than 1 July 2019.

The SOLAS amendment is intended to establish new, stricter, safety standards for lifeboat release and retrieval systems, and will require the assessment and possible replacement of a large number of lifeboat release hooks.

Information submitted by flag States on their assessments of existing lifeboat hooks is available on the Global Integrated Shipping Information System (GISIS) under Evaluation of Hooks.

MARPOL Amendments

The amendments to the International Convention for the Prevention of Pollution from Ships (MARPOL) were adopted in July 2011. New regulations aimed at improving the energy efficiency of international shipping entered into force on 1 January 2013. A new chapter 4 Regulations on energy efficiency for ships to MARPOL Annex VI, to make mandatory the Energy Efficiency Design Index (EEDI), for new ships, and the Ship Energy Efficiency Management Plan (SEEMP) for all ships. Other amendments to Annex VI add new definitions and the requirements for survey and certification, including the format for the International Energy Efficiency Certificate.

The regulations apply to all ships of 400 gross tonnage and above. However, under regulation 19, the Administration may waive the requirements for new ships up to a maximum of 4 years.

The EEDI is a non-prescriptive, performance-based mechanism that leaves the choice of technologies to use in a specific ship design to the industry. As long as the required energy-efficiency level is attained, ship designers and builders would be free to use the most cost-efficient solutions for the ship to comply with the regulations.

The SEEMP establishes a mechanism for operators to improve the energy efficiency of ships. Ships are required to keep on board a ship specific Ship Energy Efficiency Management Plan (SEEMP).

Additional MARPOL amendments which entered into force on 1 January include the following

Annex VI Emissions

Amendments to MARPOL Annex VI designate certain waters adjacent to the coasts of Puerto Rico (United States) and the U.S. Virgin Islands (United States) as the US Caribbean Sea Emission Control Area for the control of emissions of nitrogen oxides (NOX), sulphur oxides (SOX) and particulate matter under regulations 13 and 14 of MARPOL Annex VI. Another amendment makes old steamships exempt from the requirements on sulphur content of fuel oil used on board ships in both the North American and United States Caribbean Sea ECAs. The new US Caribbean Sea ECA takes effect 12 months after entry into force, that is, 1 January 2014.

Annex IV Sewage

Amendments to MARPOL Annex IV Prevention of pollution by sewage from ships include the possibility of establishing Special Areas, the actual designation of the Baltic Sea as a Special Area under Annex IV, and the introduction of stricter discharge requirements for passenger ships while in a Special Area.

Annex V Garbage

The revised MARPOL Annex V Regulations for the prevention of pollution by garbage from ships has entered into force, following a comprehensive review to bring the Annex up to date.

The main feature of the revision is the prohibition of the discharge of all garbage into the sea except as expressly provided otherwise in the Annex. The discharges permitted in certain circumstances include food wastes, animal carcasses, cargo residues, and water containing cleaning agents or additives used for washing deck and external surfaces or cargo holds.

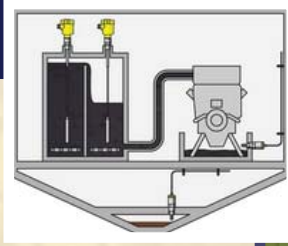
Cargo residues and cleaning agents and additives must only be considered for discharge if they are not harmful to the marine environment. The changes also include the updating of definitions; the introduction of an "en route" requirement for the discharge of garbage at sea; and the regrouping of the garbage categories for the purpose of the garbage record book.

Additional information on the Amendments can be found on the IMO website.



Important Drains

Two most important drains in engine room are the air bottle moisture drains and water drains from fuel oil settling and service tanks. Some may say, "Oh! These are too simple and everybody knows about it." True, but many mishaps happen due to improper handling of these and not draining them regularly.



On my last ship, we had 24 days at anchor and in this period everybody forgot to drain the water from F.O. settling and service tank and suddenly we received orders to move. After a few hours, engine slowed down and overload alarm appeared on panel. We were trying to see why overload alarm is coming and in this process found viscometer showing high viscosity. It was decided to check the service tank drain but the junior came back saying that oil is coming from the drain. When asked to drain more, it was found all water was coming. Luckily generators were on D.O. so we did not have blackout. Also we had two settling tanks so removal of water was faster but the result was that we missed the convoy at Suez because engine RPM did not increase until good oil came in the line and viscosity got near normal.

We learnt the lesson that we should drain these tanks every day till we see (collecting the drain in suitable container- half cut soft drink can) that there is no water coming. In our case the drain pipe end was ending too deep in the funnel so the contents could not actually be seen. We should be able to see what is coming out of the drain.

In dry dock if we are cleaning the F.O. service tank, a senior engineer must carefully check the drain from inside and outside. The steam heating coils must also be pressure tested on this occasion.

On one new ship it was found that we were draining water not from air bottle bottom drain but from a drain on filling line.



Below this drain, a funnel was installed and seeing the familiar funnel, the motorman was sure that this was the right place and no senior bothered to cross check. One day we got a doubt about the quantity of drained water which was scanty. Upon opening the air bottle manhole door it was found that the water was filled up quite high. Luckily it did not find its way into the engine otherwise there could have been massive damage and injury due to water hammer. The air bottle was cleaned and defect rectified.

These days the tracing of pipe lines is not being done, due perhaps to short manning and fast turn rounds but even then this must be encouraged. While opening air to main engine, moisture must be drained from the bottom most point of the line. Air driers should be given importance as also control air-line filters (normally overlooked).

These days quarantine inspection has become important and so the cold rooms holding provision be kept clean. Meat room and fish room drains should be checked (put a handful of salt in them) and unit cooler pan heater and drain should be checked to see that these are clear.

Contributed by **Chief Engineer Mahendra Singh Dec 2010**

Internet Access on All Ships – Please!

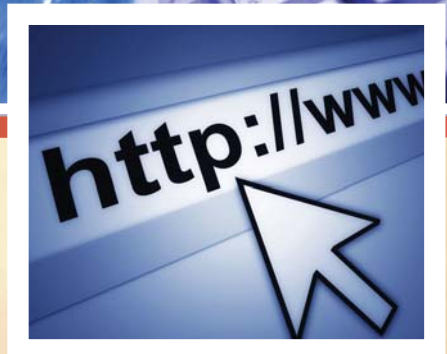
Nautical Institute LinkedIn 26 Dec

Captain Andre Le Goubin MA FNI • I think back to this day in 1987 and I was on the bridge wing of the container ship ACT 2 listening to the Queen's Christmas Day message, off the coast of Australia, via the BBC World Service. Hoping that she may mention the Merchant Navy in her address but, to the best of my knowledge, she never did. The radio was important to us then but never as much as the internet is now to the young people sailing in today's Merchant Marine.

Can you imagine a youngster joining a ship, having never been without a high speed connection, and being told that they can't connect socially with their family and friends. It must be an extremely traumatic situation and I see a lot of seafarers on today's ships, spending a significant amount of their wages on connecting with home.

As we move into 2013 I would urge shipowners and managers to consider putting (free) internet access on all their ships and see what a difference it will make to the seafarers lot. A small price to pay for making a huge difference to their lives.

Ashore or afloat, I wish you a Merry Christmas and smooth sailing in 2013.



Fudging of "near-miss" Cases

This has reference to reports of fudging of near miss reports by Airport Authority officers. This could be true because at sea also, most of the near miss reports are fudged or in many cases simply not reported. It has been observed that very few operational level officers will sit down and write near miss report. Chief officer and Chief Engineer while discussing day to day matters should make a note of near miss cases and later in free time, should develop on them and discuss them during safety meetings.

It has been seen that senior officers are afraid of prolonging monthly safety meetings because they are somewhat afraid of facing comments from Electrical Officer, Bosun and Fitter. It is the duty of the Master to moderate responses from these members of the crew by asking them to put across their point in a more acceptable manner. Fear of the authority of the Master is fast vanishing these days. It is also to be said that many Masters do not take steps to discipline the behavior of crew members during such meetings.

Near miss cases mostly occur as slip and trip cases, burn from welding operation, spraying of hot oil in purifier room, inadequate yellow and black markings at mooring stations, not wearing proper gloves etc; and senior officers should draw out juniors in conversation to come to know of these items and he should then formalize the report and cause it to be discussed. If you say in safety meeting that "all of you are good workers and know the things but the purpose of this assembly is to revise and revisit issues and happenings, revision-revision (for Filipino crew because they thus get amused) then the response is more positive. Don't let them feel that they have done something wrong and you are there to correct them.



Many times near miss cases are not reported because when this report goes to office, in many cases the Superintendent gets critical on issues, for example, if I got a burn on my fingers by accidentally touching a hot pipe, the lagging of which got shifted due to getting loose then the instruction from office comes "send pictures of laggings and rebuild them and send pictorial evidence". He is not wrong but if I am in his place, I will tell this on phone because a message is always put up in ECR and read by the crew and they will say "next time likhne ka hi nahin, apni hi wat lagti hai" (better not to write a near miss because it ultimately backfires on us increasing our work).

By **Chief Engineer Mahendra Singh**

Salvors Board Grounded Kulluk

BY **gCaptain Staff on January 2, 2013**

The conical drilling unit Kulluk sits aground Tuesday, Jan. 1, 2013. The Kulluk grounded following many efforts by tug and Coast Guard crews to tow the vessel to a safe harbor when it was beset by winter storm weather during a tow from Dutch Harbor, Alaska, to Everett, Wash. U.S. Coast Guard photo by Petty Officer 1st Class Sara Francis.

A team of six salvage experts boarded Shell's grounded Kulluk drilling rig earlier today to conduct a structural assessment to be used to finalize salvage plans, the Kulluk incident Unified Command said late Wednesday.

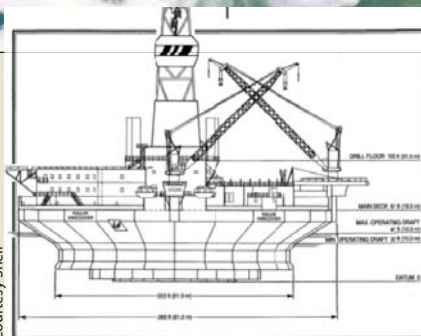
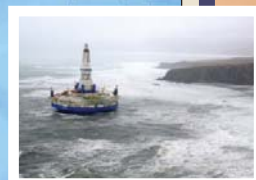
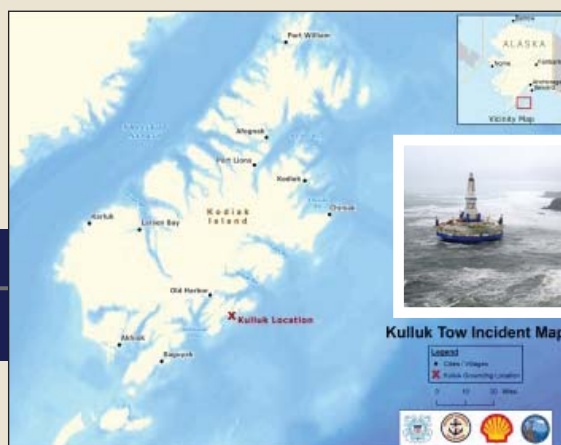
Salvage of the Kulluk will be headed by Smit Salvage, which is a unit of the Netherlands-based Royal Boskalis Westminster.

The six-member team was lowered to the Kulluk by a U.S. Coast Guard helicopter at about 10:30 a.m., Wednesday and the assessment lasted 3 hours, the Unified Command said. The Coast Guard helicopter and crew also delivered a state-owned emergency towing system to the Kulluk, which will be used during salvage operations.

Efforts to place a team on-board the rig to conduct the assessment have been on hold due to severe weather conditions over the past several days. Calmer conditions Wednesday morning created a window that enabled the assessment to take place, the Unified Command said.

The information gained from today's on-site assessment will help the team to evaluate the available options for freeing the rig from its grounded position on the southeast shore of Sitkalidak Island, situated about 40 miles southwest of Kodiak City, Alaska. The assessment team returned to Coast Guard Air Station/Kodiak following the boarding.

For those of you that have been asking, here is a profile view of the Kulluk's hull.



Courtesy Shell

Profile view of Kulluk's hull



Global Maritime Education & Training Association

GlobalMET Limited

Australian Company Number 103 233 754

www.globalmet.org

Chair:
 New Zealand Maritime School
 2 Commerce Street
 Private Bag 92068
 Auckland
 New Zealand

Executive Secretary:
 Rod Short
 P O Box 307 Waikanae
 Kapiti Coast 5250
 New Zealand
rod.short3@gmail.com

Secretariat

P O Box 307 Waikanae
 Kapiti Coast 5250 New Zealand
 Tel 64 4 905 6198 Fax 64 4 905 6190
rod.short3@gmail.com

1042 Sector A Pocket B & C
 Vasanti Kunj New Delhi India 110070
 Tel 91 11 26124221 Fax 91 11 26894188
secretariat@globalmet.org