

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

NOVEMBER – 2012

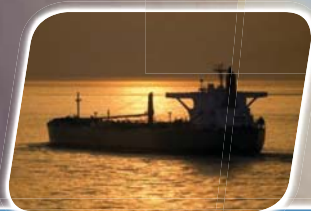
ISSUE NO. | 16 |

TRAIN, TRAIN, RETRAIN, RETAIN!



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Editorial

The accompanying picture of Queen Mary 2 passing Endeavour was included in issue 11 of the newsletter last May, with the following comment *"But 'the sea is still the sea.' Modern maritime education and training must ensure that seafarers are competent in the use of the technology on board, as well as understand that they are operating a ship at sea with many associated risks. With increasing concentration on the electro-technological aspects of ship operation, there is growing risk of inadequate attention being given to 'the ordinary practices of seamen'."*

In view of many concerns about some of the MET being delivered which were expressed at the well attended 13th Asia Pacific Manning & Training Conference in Manila last week, it is timely to include the picture again.

The skills embraced by 'the ordinary practices of seamen' are not static, but constantly evolve as technology provides increased capabilities. Endeavour and Queen Mary 2 are both able to cross oceans. Seafarers aboard Endeavour, a small vessel highly susceptible to damage in heavy seas and reliant on being driven by the pressure of the wind on the sails, are close to the sea and speed is slow. On the original Endeavour, position finding was a frequent, uncertain and often time consuming task and there were many days when, because of cloud cover or heavy weather, it was not possible to obtain a fix. Lookout was visual and unaided, except perhaps by use of a telescope.

The technology on Queen Mary 2, enabling automatic determination of position, course and speed made good, detection of possible risk at considerable distance and warning and estimation of such risk, requires skills very different from those required for the safe navigation of

Endeavour. Yet fundamentally, two 'ordinary practices of seamen' continue, despite the tremendous development of technology in the quarter of a millennium since these two vessels were conceived – proper lookout and safe speed.

With the exception of one incident during her three year circumnavigation between 1768 and 1771, when she stranded on the Great Barrier Reef – there was no chart at the time – Endeavour proceeded safely because of the diligent exercise of 'the ordinary practices of seamen'. QM2 continues to sail the world safely, her watchkeepers exercising the skills essential to use the technology – skills which include the use of the technology, as well as 'proper lookout' and 'safe speed'.

Yet, in the 'Forgetting the Basics' article on page 12 of this issue we read *"Very rarely and especially in high risk areas have I seen an OOW pick up a pair of Bino's and do a sweep, never mind step on to the bridge wing and to do it with a clearer field of vision ... the situation is not getting better with too much reliance on electronic aides to surveillance and not enough attention paid to the good old Mk1 eyeball."* On many ships there is no bridge wing to go out onto – instead there's a fully enclosed wheelhouse extending across the full beam of the ship, which protects the electronics from salt air and changes in temperature and humidity, as well as ensuring watchkeeper comfort!

In the light of the accelerating impact of technology on ship operation there is serious need to have a thorough review of how well much of the MET being delivered meets the needs of the modern industry.

Rod Short
Executive Secretary

Maritime Logistics International Forum

Darwin, Australia, 8-9 November 2012

The 2012 Maritime Logistics International Forum, organised by the Chartered Institute of Logistics and Transport in Australia (CILTA) (Northern Territory Sector) and the Global Maritime Education and Training Association (GlobalMET), was held in Darwin, Australia on 8-9 November.

Darwin was selected as the location following participation in the first forum in the series, held in Singapore in April 2012, by a strong delegation from CILTIA (NT). Darwin was also appropriate as a location because of the growing need to service the major on- and off- shore oil and gas projects in the region. The need for development of the skills to meet this need was repeatedly stressed during the forum.

The forum style discussion of major concerns attracted participants from several Australian states, New Zealand, Papua New Guinea, Singapore and the United Kingdom. Speakers addressed major logistics issues in the Region, how to assist recruitment and career development, identification of key education and training issues and raising the profile of the maritime logistics sector.

The first morning was chaired by Peter Goed, Chairman of the Chartered Institute of Logistics and Transport in Australia (NT). In his opening address, Northern Territory Government Chief Minister, the Hon Terry Mills, stressed the changing dynamics of the regional situation, the need to strengthen links with Asia and to hold such fora in Darwin on a regular basis.

Setting the stage GlobalMET ExecSec Rod Short reviewed the previous forum in Singapore and also a conference on transport logistics he recently participated in at Chung-Ang University in Seoul. Peter Styles, Member of the Legislative Assembly, speaking on behalf of the Northern Territory Government, focused on Darwin as the northern gateway port serving the national land transport infrastructure and the rapidly developing offshore industry. Assistant Professor Thai Van Vinh of Nanyang Technological University in Singapore stressed the role of the port as a logistics platform and the critical role logistics played in the operation of the huge and highly efficient port of Singapore.

Elle Hilton, General Manager of Toll Marine Logistics Australia, ranged over Toll's operations in Australia, with 45,000 employees on 1200 sites and the pressing need to maintain such a large pool of logistics skills. Richard Wallace, Manager, Media and Corporate Relations, Australian Maritime Safety Authority, described the major reform in Australian maritime transport, particularly in response to the significant growth in shipping over the past decade and the need for competence in ensuring efficient, safe, clean operation.

The first afternoon was chaired by Peter DeJonge, Vice Chairman of CILTA (NT). Dr Stephen Cahoon, Maritime and Logistics Management, Australian Maritime College, spoke about the challenge to attract talented individuals to work in the industry, the need to enhance the image of the industry and its recruitment and retention practices and the courses available at AMC.

Kevin Peters, Chief Executive Officer of the Industry Capability Network in the Northern Territory, outlined the great potential of the many oil and gas discoveries and also stressed the need for skills to be developed. Dr Thai Van Vinh then spoke, for a second time, on the value added services for port users, the development of business, logistics and supply chain management professionals with cross functional competencies. Simon Earle, Chief Executive Officer of Maritime Employees Training Limited, described how his company had been established to address the shortage of maritime skills at the operational level and other issues in maritime employment.



The second morning, chaired by Peter Goed featured Prof Barrie Lewarn of the Australian Maritime College who described the preparation of students to live and work in a knowledge based economy, one in which traditional practices were being heavily impacted by technology – 'new technology is common – new thinking is rare!' Robert Adams, Chief Executive Officer, Transport and Logistics Industry Skills Council, then stressed the need to develop the requisite skills, especially the ageing workforce in a critical industry that employs some 1.2 million and in which maritime transport carries 99% of Australian trade, some 10% of global trade. Richard Teo, Principal of Papua New Guinea Maritime College, described the development of maritime education and training in a developing country, where, as with the Northern Territory, there is serious need for more planning and actions to meet future skills needs. The morning concluded with a brief address by Donna Jackson, Senior Ranger, Larrakia Women's Rangers, in which she described the needs of the Larrakia Nation to be addressed during industrial development in the region.

The second afternoon, chaired by Rod Short, commenced with an address by Captain Ian Niblock, Darwin Harbour Master and General Manager, Marine Services, Darwin Port Corporation, who described the development and operation of the port and the plans in hand for coping with future demands, including the training that is already being implemented. This was followed by a five member panel, comprised of previous speakers and also Terry O'Connor, Chief Executive Officer of the Darwin Port Corporation. All speakers stressed need for requisite skills to ensure an efficient transport and logistics infrastructure to service the large and growing transport demands into the future.

The following Statement of Outcomes was agreed:

WE the participants in the 2012 Maritime Logistics International Forum, organised by the Chartered Institute of Logistics and Transport in Australia (Northern Territory Sector) and the Global Maritime Education and Training Association - GlobalMET - and held in Darwin, on 08-09 November 2012;

RESPONDING to the call during the opening address by the Chief Minister of the Northern Territory Government for all aspects of maritime transport to be ready to respond efficiently to the changing regional economic dynamics which have great potential to benefit the Northern Territory and the region;

RECOGNISING that efficient and effective maritime logistics is increasingly critical to regional, national and global trade and recognising also the need to ensure adequate provision of well-trained and competent people to work in the maritime logistics industry;

SUPPORT the progressive development of a nationally and regionally agreed competency framework for maritime logistics professionals together with removal

of the road blocks involved in maritime logistics which affect development and productivity, including industry image, recruitment and retention, education and training and mutual recognition, within and beyond Australia;

RESONATE with strategic leadership in maritime logistics within the Northern Territory and the Asia Pacific region;

AGREE to have more such fora in Darwin as requested by the Chief Minister;

THANK all who assisted in making this 2nd Maritime Logistics International Forum such a worthwhile, constructive event, a stepping stone into the future for Darwin and the Northern Territory.

The forum concluded with a cruise of Darwin Harbour during which the many features which had been referred to during the forum were viewed and described.

GlobalMET will now pursue possible follow-up activity, including appropriate ways to respond to the above statement, as well as early planning of a third MLIF to be held on the western side of the Pacific in 2013.

2012 Maritime Logistics International Forum

Wednesday 7th to Friday 9th November, Darwin, Northern Territory, Australia

Registration includes Welcome Reception, Forum Networking Dinner and Darwin Harbour Cruise.

Register Today!

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www.cilta.com.au/Events

- Strengthen relationships in the Asia Pacific Region.
- Raise the profile of the International Maritime Logistics Industry.
- Increase recruitment, retention and career development opportunities.
- Discuss some of the major challenges facing the Maritime Logistics Industry in the Asia Pacific Region.
- Keep up with the growth of the International Maritime Logistics Industry through mutual collaboration.

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Northern Sea Route Sets Cargo Record

While shipping season on the Northern Sea Route (NSR) still lasts this Arctic shortcut has already broke the record from the last year's season, the Barents Observer reports.

Up to now 35 vessels have sailed between Asia and Europe through NSR carrying one million tons of shipment which is already 200,000 tons more compared to the previous season.

Namely, this year's sailing season can last for another month due to favourable ice conditions in the Arctic, so it is expected that the cargo transport will rise even more.

The vessels that sails through the route are mostly carriers of petroleum products followed by liquid cargo carriers and a fish transportation vessel.



World Maritime News Staff, October 18, 2012; Image: Sovcomflot

SAMTRA Keeping Abreast of Manila Amendments



SAMTRA is one of the first (of two) training facilities to have received SAMSA accreditation for the Able Seafarer – Deck course in accordance with the Manila Amendments.

SAMTRA Now Accredited to Offer Communications Course

SAMSA accreditation was recently obtained for the COMMUNICATIONS Course. The course objective is to familiarize participants with IMO Standard Marine Communication Phrases and enable them to use receivers in the Maritime Mobile understand Maritime Safety Information. This course will become increasingly relevant as it forms part of the OOW qualification.

For further information regarding any of SAMTRA's courses, please visit or send an email to cbenson@samtra.co.za



A Superior Seaman

"A superior seaman", said the American shipmaster Captain Richard Cahill, author of a number of important safety textbooks, "uses his superior judgement to keep out of situations requiring his superior skills". In these more analytical times, we would call it "risk management", while agreeing that the sentiments expressed have a timeless quality about them.

But if, despite all this superior judgement, "stuff happens" and a ship suffers some unexpected accident, the superior officer is thrown back on his superior skills to mitigate the situation. This is where constructive anticipation, in having thought through such worst-case scenarios and above all, their rehearsal in the shape of drills, becomes so important.

Safety drills are sometimes still considered a burden, a ritual that must be carried out to enable the correct entries to be annotated in the logbook for the subsequent approval of the Port State Inspectors and others. The occasional detention of a ship whose crew, despite logbook entries showing boat and fire drills had been faithfully accomplished, prove completely unable to carry out either task, demonstrates that these basic lifesaving precautions are not treated with the seriousness they deserve. Perhaps an extreme example of this frivolous attitude to safety was a four month old ship with lifeboats which had been tack-welded into place by the builders, but which the crew had yet to discover.

Drills are more important today than they have ever been, not least because of the need for a small crew to intervene fast in the event of an emergency and the communication difficulties which can be found on ships where there is multi-national (and multi-lingual) manning. Indeed, as a Chief Inspector of a marine accident investigation department has pointed out, in

such situations only regular and realistic drills, taken seriously by all concerned, can provide any real assurance of safety.

Despite the very real suggestion that "people panic in their own language", with the well-drilled crew, "training kicks in". How much more important is this in a large passenger ship, where the nationalities of passengers and crew can be numbered by the dozen and the vast majority of all aboard may have the language of the sea as their second language.

Navies, of course, understand this very well, with drills being part of everyday training, with the knowledge that knowing what to do in the most dire circumstances ensures the very best outcome in this eventuality. Increasingly, tanker operators will simulate and rehearse realistic scenarios which train the crew to deal with a wide range of emergencies, from the recovery of persons from enclosed compartments to the breakdown of steering equipment. Perhaps the remaining commercial world can learn from this attitude and consider how such training and drills can help them develop those "superior skills".

The greater use of simulators can be of great benefit in this respect, although there is a lot that can be generated aboard ship which can build resilience and an ability to handle the untoward. We have heard of one Master who, concerned that his young officers had become in his opinion too reliant on their electronics, regularly insists on a "back to first principles day", where his navigators are expected to react to all the ship's electronics and computers "going down". It is, he says, a matter of "being prepared", which is one of the tenets of seamanship.

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

RIO+20 Conference

Oceans and Maritime Environment Protection Sustainable Human Settlements in Coastal Cities

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Continued from Newsletter 15

Implications of Climate Change

The World Ocean Review (WOR), in addressing the question of how bad the future will be, explains that climate change is placing increasing pressure on coastal regions which are already seriously affected by intensive human activity. This raises the question as to what extent these areas will retain their residential and economic value in the decades and centuries to come or whether they instead may pose a threat to the human race.

The one undeniable threat will come from sea level rise. The Secretary-General of the UN on 3 October last year stated that rising sea levels are a major impact of climate change and an urgent concern. Sixty million people now live within one meter of sea level and by the end of the century the number will jump to 130 million. Major coastal cities - such as Cairo, New York, Karachi, Calcutta, Belem, New Orleans, Shanghai, Tokyo, Lagos, Miami and Amsterdam - could face serious threats from storm surges.

The nexus between urbanization and climate change is real and potentially deadly. The World Ocean Review lists the following five effects of sea-level rise on the natural coastal system: flooding, loss of coastal wetlands, erosion of beaches and bluffs, intrusion of saltwater and limited soil drainage. So, in addition to the impact of intensive and damaging human activities at the coast, climate change compounds the situation. Just as the melting of the polar ice, due to global warming will undermine the buffer effect, the coast will be subjected not only to rising water levels but also to extreme weather events such as tropical storms, storm surges, and devastating tsunamis.

Protecting Communities and Life - A Priority

Reducing vulnerabilities of people in coastal settlements must be the first priority in many countries particularly developing countries where their informal settlements are the first victims of anthropogenic hazards.



The WOR warns that without doubt sea level will rise slowly at first, speeding up and continuing beyond the 21st century. Gradually many coastal areas will become uninhabitable.

People will lose their homes and part of their culture. According to the same report, more than one billion people, most of them in Asia are threatened. Such population displacement is a recipe for conflict and a threat to global security.

Obviously mitigating against climate change is not sufficient and there is an urgent need to begin the process of adaptation, climate protection and risk minimization for which investment in coastal management has to be adequately budgeted.

Natural and human-made disasters have been on the rise worldwide since the 1950s, coinciding with the rise in the world urban population. As climate change continues to occur, disasters such as landslides, floods, windstorms and extreme temperatures may occur with greater frequency and intensity. Urban vulnerability to climate change will therefore depend upon disaster preparedness.

In the aftermath of the devastating Indian Ocean Tsunami, the International Ocean Institute (IOI) and the Special Unit for South-South Cooperation, hosted by the United Nations Development Program, collaborated in 2005 on a project to rehabilitate and reorient women's livelihoods in a tsunami-affected village in South India. This project showed the extent of the resilience of this coastal community and its capacity to mitigate the impact of a devastating natural disaster. It was this experience that directed seeking a better understanding of this remarkable resilience in certain developing countries, a resilience that was reflected in a number of successful practices and community-based innovative solutions.

However looking at the bigger picture and the long term perspective, the question does arise; is an orderly retreat from the coast an option? To answer this quandary it is relevant to look at one strategic use of the coast that is the major ports of the world.

Ports and Climate Change

The truth is the nexus of ocean and coasts is equally a challenge and an opportunity. Nothing is more demonstrative of the importance of this nexus than the ocean and ports "the gateways of nations". Ports are living hearts of a country's economy. They play a strategic role in the international trading system. With their higher risk, vulnerability and exposure, ports face more directly than any other valued infrastructure, the challenge of climate change

In September 2011, the United Nations Conference on Trade and Development (UNCTAD) convened a meeting of International Experts on Climate Change and Impact on Global Ports. The background report identified several factors that ports face in relation to climate change, such as sea level rise, extreme weather conditions, hurricanes, storms, flooding and inundation, erosion of coastal areas, change in wave direction, temperature change, etc.

The cost both economic and social of the impact on vulnerable ports is unimaginable. It is said that without ports and shipping "half the world would starve and the other half would freeze"!

There has been little comprehensive investigation into how ports will be affected, and port authorities globally do not

have much in the way of hard facts or concrete data to lean on when considering future scenarios that may require massive investment to prepare. With hundreds of ports tied to one another in often intricate and complex trade links, even a temporary disruption to one far flung port facility can have wide ranging implications on global trade.

For this reason, UNCTAD called for the devising of adequate adaptation strategies for ports. One expert at the meeting demonstrated that in the US Gulf a relative sea level rise of 1.2m (4ft) would result in permanent flooding of 72% of freight and 73% of non-freight facilities and with a storm surge level of 18ft, up to 98% of port facilities will be vulnerable.

It is generally accepted that a sea level rise of 1 meter will take place during this century while others, such as the Intergovernmental Panel on Climate Change (IPCC) researchers, forecast a rise of 180cm. It was thus relevant to note that another expert warned against confusing adaptation to climate change and addressing climate change and the urgent need for putting resources and adapting and enhancing resilience to climate change.

Of course we as humans will strive to prevent the doomsday scenario from happening. Capacity for destructiveness is matched by human ingenuity for survival.

There is no denying that once again the challenge of preparedness, adaptation and mitigation trumps all others. The international community has no alternative but to realize and build upon a holistic, over-arching governance, and sustainable management of the blue economy as an interlinked whole, that has no boundaries. It is essential to refrain from sectoral myopia and to link all the dots.

Integrating Marine Hazards in the Blue Economy

Integrated coastal zone management (ICZM) and coastland marine spatial planning (MSP) are viable tools for meeting the challenge of living with and from the ocean. However the complexity of achieving integrated management of ecosystems, because of competing demands for the coastal and ocean services is only matched by the complexity of adaptation and mitigation for having to live with the ocean.

That equation is now rendered more difficult to resolve with the scarcity of available resources due to the global economic slowdown, climate change and increased natural hazards and demands for increased security, human, social, and political. The most recent assessment of progress in these areas came from a report prepared by The Global Ocean Forum entitled 'Ocean at Rio+20' which showed that over 100 countries have established ICM programs and 40 countries are implementing integrated ocean policies covering their 200 mile Exclusive Economic Zones (EEZ).

The Global Forum report explains that "since 1992 the infrastructure for integrated ecosystem-based governance has been built like a house that now needs to be completed". The report also notes the delays in reaching the goals set by the Agenda, due to a number of obstacles, among them, institutional and sectoral inertia, lack of political will and development capacity.

As already mentioned, the World Ocean Review warns that "without doubt sea level will rise slowly at first, speeding up and continuing beyond the 21st century. Gradually many coastal areas will become uninhabitable. People will lose their homes and part of their culture". According to the same report more than one billion people, most of them in Asia are threatened. Such population displacement is a recipe for conflict and a threat to global security.

The benefits derived from the sustainable use of ocean services and resources don't reflect the socio-economic dimensions of an ocean urban economy, so the true value of human interaction and wellbeing from and with the ocean is never quantified or internalized and incorporated into the fiscal and investment policies at the national level.

In the blue economy there would be need to quantify internal benefits of different activities and the commensurate viable socio economic contribution to preparedness, mitigation and adaptation by the nation. Those who benefit from the generosity of the Ocean must make a redeemable contribution to those who have to live and suffer its majesty.

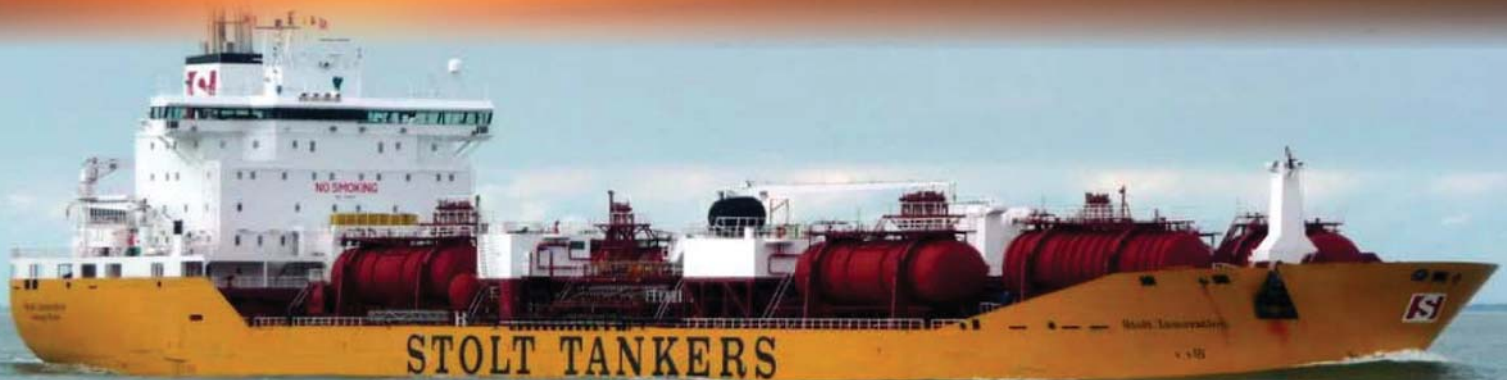
The Challenge and Opportunity of RIO+20

Unlike any other time the ocean had a strong voice at the conference at Rio+20, with a dedicated and vociferous constituency, in particular the NGO cluster. Never has the challenge been so great for the international community to reverse a trend where by the harm done to the ocean is no longer life sustaining and the vulnerability of coastal communities to related marine hazards are intolerable. The Secretary-General's intention of preparing a compact for the Ocean will be the test of time for this conference, as to the future survival of the blue planet and the prosperity of future generations. Accepting the compact will only be the beginning, yet it is our only viable choice between an infinite cost or a shared temporary burden of collective responsibility. The Choice is Ours.

The above was addressed by International Ocean Institute President Dr Awni Benham during the Rio+20 Conference held on 18 June 2012.

Acknowledgements with Thanks:

1. IOI (www.ioinst.org)
2. IOI President and Executive Director
3. Information from Rio+20 Conference, June 2012
4. UN NEPC Reports



Ship Re-Cycling: Complete Re-Utilization of Shipboard e-Waste

By

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Summary

In a Re-cycling yard, a Ship undergoes dismantling & the various systems, parts and components are either recycled/reused in Land and Maritime Industry or discarded. A large quantity of Shipboard Electrical & Electronic equipment is repaired or recycled for reuse, these are Alternators, Motors, Busbars, Emergency Battery, Circuit Breakers, Monitors, Printed Circuit Boards, Lights, Fans, Alarms, copper windings etc.

In spite of a large quantity being reused, significant quantity of Waste Electrical and Electronic Equipment/WEEE is generated in the process of Ship Recycling. This article describes a new Process invented (Patent pending), which makes possible the 100% reuse/reutilization of waste in manufacturing & construction sectors. Also, generation of e-Waste or Waste Electrical & Electronic Equipment (WEEE) is one of the fastest growing source of hazards/pollutants globally (also listed in the BASEL CONVENTION)

Novel Process

A Process (Patent pending) has been developed as an un-aided, sole & an independent project with a few relevant details as follows:

1. Application Number: 1714/MUM/2012.
2. Title: A PRODUCT FOR WASTE ELECTRICAL AND ELECTRONIC EQUIPMENT RE-UTILIZATION AND PROCESS THEREOF

USP

The uniqueness of this Process is that it has potential to:

- a) Generate Employment
- b) Reduce Deforestation, restrict cutting of trees & thus save wood
- c) Limit the digging & excavation of land/mountains

- d) Free land from landfills/leaching, so it is put to better use like crops, plantations, dwellings, infrastructure etc (ref. Fig. 1 to 3).

USES

The Products from this Process can be used in a wide range of sectors in Manufacturing & Construction, in outdoor & indoor areas, thus saving the fast depleting natural resources. The Environment will be benefitted greatly as Deforestation will be reduced (for Wood from Trees) along with reduction in Digging/Excavation of Earth (for Rock, Marble, Granite & Soil etc). The process of the present invention utilizes E-waste as raw material in manufacturing & construction activity, for example, preparation of bricks, building material, doors, furniture, walls, road, Parking and highway blocks etc (ref. Fig. 4 to 8).

1. Manufacturing for mostly Indoor/Internal or Outdoor/ External use/applications: Dimensional lumber, Decking, Boardwalks & walkways, Marine docks, Fencing & posts, Picnic tables, Benches, Separating panels, Railroad ties, Pallets, Planters & landscaping timbers, Trash can receptacles, Playground equipment, Compost bins, Animal stalls, Sound barriers, Parking stops, Sign posts, Advertisement hoardings and signs, Bicycle racks, Truck sideboards, Portable shelf, Railway line sidings/siderails, Road barriers & Checkposts, Door mats, shoe soles, hoses, diaphragms tunnel, Floor tiles, Parking blocks, Dividers, Collapsible cabins, Roofs and many other applications.
2. Construction in/for mostly Outdoors/External use/applications. Bricks, Arches, Sculpture/Statues, ledges, border wall, bunkers, road blocks, mile stones, pavements, sidewalks, Floor tiles, Parking blocks, building exteriors, Footpaths, doors, Furniture, Walls, Road, Railways (as rail line sleepers, Sidings, pillars, posts etc) & Highway Blocks, Dividers, Side stones in parks/gardens/roads, platforms, Pedestals, Stairs & many other applications.

Market Profile

The Customer will benefit enormously, because more or equally tough, aesthetic, durable & better products will be available at a cheaper and economical rate.



Waste Electrical & Electronic Equipment/WEEE (13 items)

Figure 1

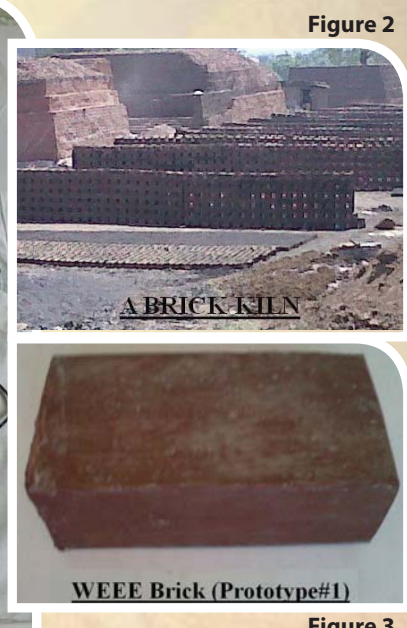


Figure 2

A BRICK KILN

WEEE Brick (Prototype#1)

Figure 3



Figure 4



Figure 5



Figure 6



Figure 7



Figure 8

Discription

When compared to any other existing Process, Methods or Technologies for mitigation of Waste Electrical and Electronic Equipment/WEEE, this Process is more:

1. Safe
2. Economical
3. Expeditious
4. Eco friendly (Low/negligent Stage 1, 2 & 3 GHG emissions)
5. Without any health hazards &
6. Can be implemented in all countries.

Instead of disposal, partial recycling or burying WEEE in landfills, it focuses on the 100% reuse/reutilization of waste in manufacturing & construction sectors.

Three/3 versions have been proposed in the Patent and two/2 nos Prototypes have been prepared successfully using this Process (Some exclusions are Radioactive and Bio-medical substances/waste).

A Pilot Project will be launched shortly, Two/2 nos Prototypes have been prepared successfully & the Products of this Process are used (indoors and outdoors) in Manufacturing & Construction sectors (exceptions are Dry Batteries, Radioactive & Biomedical waste/substances).

Comparing to any other existing methodology worldwide, this Process has:

- a) Economical with an excellent cost/benefit ratio
- b) Emission low (Negligible Stage 1, 2 & 3 GHG)
- c) Employment generation potential is high
- d) Extraction of precious metals & components from WEEE is possible.

Furthermore, this Process does not require:

- a) Specialized & costly high tech equipment/infrastructure/ machinery
- b) Skilled manpower
- c) Excessive time periods.

Conclusion

Any length of an insulated cable, fused/crushed bulb, a full CD, an old Mobile handset an exhausted Wet Battery of a vehicle or a Discarded Plug, old TV are of great value and can be reused in this Process.

This Process can be implemented & products marketed in all the countries in order to mitigate the hazards with great socio-economic & environmental benefits, particularly for the Third world nations in Asia & Africa.

STCW-F



The International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F 1995) entered into force on 29 September 2012.

The STCW-F Convention sets the certification and minimum training requirements for crews of seagoing fishing vessels of 24 metres in length and above. The Convention consists of 15 Articles and an annex containing technical regulations.

The STCW-F Convention has been ratified by 15 States: Canada, Denmark, Iceland, Kiribati, Latvia, Mauritania, Morocco, Namibia, Norway, Palau, the Russian Federation, Sierra Leone, Spain, the Syrian Arab Republic and Ukraine, and also by Faroes, Denmark.

The entry into force of the STCW-F Convention comes just days before a diplomatic conference, to be held in Cape Town, South Africa, from 9 to 11 October, which will consider adopting an Agreement on the implementation of IMO's other instrument relating to fishing vessel safety, the 1993 Protocol relating to the 1977 Torremolinos International Convention for the Safety of Fishing Vessels.

The conference is expected to consider and adopt an agreement on the implementation of the provisions of the 1993 Protocol. The agreement would also amend the technical provisions of the 1993 Protocol, with the aim of bringing them into force as soon as possible thereafter.

Source: IMO

Due in 2013, Maersk's New 18K TEU Containerships will be the "Prius of the Seas"

By GCaptain Staff on August 9, 2012



(Bloomberg) — A.P. Maersk-Moeller A/S's planned fleet of the world's largest container vessels will be as groundbreaking for their shape as their size.

The 20 ships will be the first cargo-box carriers with rounded hulls rather than streamlined V-shaped ones, according to Daewoo Shipbuilding & Marine Engineering Co., which is developing the 18,000-container vessels. The change reflects a shift by operators away from designing ships to go as fast as possible to instead emphasizing fuel economy.

"These vessels will be the Prius of the seas," said Lee Jae Won, an analyst at Tongyang Securities Inc. in Seoul, referring to Toyota Motor Corp.'s distinctively-shaped hybrid car. "They're fuel efficient and environmentally friendly."

The fatter hulls will let Copenhagen-based Maersk install a fuel-efficient two-engine setup that's too wide for current ships. It will also recover cargo capacity that is lost with tapered hulls, letting the ships carry 16 percent more boxes than vessels only a few meters smaller. Combined with other technologies, the ships will use about 35 percent less fuel per box than vessels now used on Asia-Europe routes and produce around 50 percent less carbon emissions, according to Maersk.

"The focus now is on how to consume less fuel," said Odin Kwon, vice president of ship design at Seoul, South Korea-based Daewoo. "Ships currently in operation have been built only with speed in mind."

Daewoo has begun the initial work for the first of the ships, which will cost about \$183 million each. Deliveries are due to start next year and will run until the first half of 2015. Rounded hulls are common on commodity-carrying ships.

Slow-Steaming

Maersk, the world's largest container-ship operator, is introducing the vessels as the industry contends with tighter emissions standards and fuel prices that have jumped about 40 percent in two years. The higher costs have already prompted shipping lines to slow vessels 18 percent over the past three years to an average speed of about 10.4 knots. That has cut fuel bills and eased global overcapacity that caused industry wide losses last year.

Reducing the speed of container ships by 10 percent can pare fuel consumption by as much as 30 percent, according to ship assessor Det Norske Veritas. A 25 percent reduction can cut carbon emissions by more than 350 tons a day per ship, the Transpacific Stabilization Agreement, a shipping group, said in 2010.

Ultra-Long Stroke

Still, these gains are limited by current ships' focus on speed as they are fitted with engines that operate best when going fast. By contrast, the Maersk vessels are designed to operate efficiently at both high and low speeds.

Key to the change is the ships' two propellers and their ultra-long stroke engines, a type usually only found in slow-moving commodity ships and tankers. The setup will use 4 percent less fuel than a single engine and propeller, Maersk said in an e-mailed response to Bloomberg News questions.

"Building vessels that are fuel efficient at different speeds will be the trend," said Daewoo's Kwon. "It will eventually dominate the market."

The Maersk vessels, which will also feature a waste-heat recovery system, will still be able to go as fast as 23 knots. That compares with a top speed of 25 knots for the Emma Maersk, the largest container ship afloat.

The new vessels will be 59 meters wide and 400 meters long. That's about 3 meters wider and 4 meters longer than the Emma, which holds 2,500 fewer boxes. The limited size increase means major European ports will be able to handle the ships without having to buy new cranes and other equipment. U.S. ports aren't big enough for such vessels.

Toyota's Prius, the world's bestselling hybrid car, is renowned for its distinctive wedge shape. The 2012 plug-in version gets the equivalent of 58 miles per gallon in combined city and highway driving, according to a U.S. government website.

Evergreen Vessels

Other shipping companies are also adding more fuel-efficient vessels. Evergreen Group, owner of Asia's second-biggest container line, is introducing twenty 8,452-box vessels fitted with electronic-controlled fuel-injection engines that support slow steaming. The ships, built by Samsung Heavy Industries Co., will also gain fuel savings from a design that minimizes the need for ballast water.

Neptune Orient Lines Ltd. has six similar ships, built by Hyundai Heavy Industries Co. and Daewoo. STX Offshore & Shipbuilding Co. is building six container ships that will be the biggest after Maersk's and which will "significantly" pare carbon emissions, it said in November.

Emissions Goal

Shipping lines are working to meet a goal of cutting emissions 30 percent by 2030 under a mandate from the United Nations' International Maritime Organization. Those that miss this target will face penalties that are still under discussion.

The regulations will cut carbon emissions by an estimated 330 million tons a year by 2030, the IMO said in a 2011 statement. That will save an average of \$50 billion a year in fuel costs by

2020 and \$200 billion by 2030, it said. The rules will also stop the industry's share of global emissions climbing from about 3.3 percent in 2007 to as much as 18 percent in 2050 amid rising trade, it said.

Ship owners may also be able to meet the tougher standards using technologies that can be fitted onto existing vessels. Hyundai Heavy, Daewoo and Samsung Heavy, the world's three biggest shipyards, have developed devices that clean ballast water to reduce pollution or improve navigation to save fuel.

Hyundai Heavy has also developed a gas engine that can reduce carbon emissions by 20 percent compared with a diesel engine. Daewoo and MAN Diesel & Turbo SE have devised an engine system that uses liquefied natural gas.

Daewoo is also working on a technology that will spray bubbles along the bottom of ships, easing friction and fuel usage, Kwon said. Japanese yard Imabari Shipbuilding Co. said last year that it found 8 percent energy savings testing a similar system.

"It all shows that it's going to be a fight about who can be the most efficient and make money," said Park Moo Hyun, an analyst at E*Trade Securities Co. in Seoul. "It's no longer just about who can go the fastest."

Kyunghee Park, Copyright 2012 Bloomberg

Singapore: \$10m Port Upgrade Works Completed



Vessel traffic information system now fully operational in POCC-Vista.

Started in August 2011, the \$10 million upgrading project has will use the next-gen VTIS to integrate data from various sources like radars, Automatic Identification System, Harbour Craft Transponder System, Closed Circuit Television System and ship databases.

"This will allow MPA's Vessel Traffic Management officers to manage sea traffic operations in a safer and more efficient manner," said the Maritime and Port Authority of Singapore (MPA) in a release.

MPA said the upgraded VTIS has the ability to handle up to 10,000 vessel tracks at any one time, twice the capacity of the VTIS before upgrading works. POCC-Vista now has 18 work stations comprising 30 or 56-inch screens with high-resolution displays and enhanced monitoring functions which can assist VTM officers in detecting potential collisions

and grounding situations, and facilitate timely provision of information and warnings to ships.

"Demands on our port and shipping lanes will continue to grow as maritime trade increases. To enhance navigational safety, Singapore is always looking to invest in technologies that improve the capabilities of the systems in our POCCs. The upgrading of POCC-Vista underscores Singapore's commitment to the maritime community and partners in providing maritime safety," said Mr Lucien Wong, Chairman, MPA.

"With the upgraded POCC-Vista, vessel traffic management operations will henceforth be conducted at POCC-Vista and POCC-Changi. The two centres will be manned round the clock and are fully integrated to serve as a mutual back-up system to each other. Each centre is independently equipped to assume control of all operational areas in times of an emergency affecting one centre," the MPA added.

6 September

Forgetting the Basics

Ian MacLean

So what happens when there is a risky activity for which there is no procedure, where there is no check list. From my investigation of casualties, my instinct is that on occasion, risk has not been properly managed because the very check lists and procedures that were designed to protect against risk, have resulted in a generation of seafarers who have insufficient experience of managing the risk and simply put, did not think the risk through before embarking on whatever it was that led to the casualty. Before the commitment, attitude and motivation can be of use, you first need the skills, knowledge and experience.

Alan Knight

I believe that the introduction of check-lists was done with good intentions, (it has worked well in the aviation industry), but I believe that in the marine industry, check-lists have become nothing more than an excuse for ship owners to use cheap, inadequately-experienced crews, whilst pretending to have a "Safety Culture". The ship owner is aided and abetted in this farce by the Classification Societies, which themselves "check the boxes" during the I.S.M. Annual Audit. Repeatedly in my 22 years as a Port State Control Officer, I have inspected the ship's latest I.S.M. audit after finding deficiencies, only to find "Observations" that should have been recorded as Minor N/Cs, and Minor N/Cs that should have been recorded as Major N/Cs. I cannot remember seeing a Major N/C recorded by a Classification Society! Worst still, a major neighbouring state uses inexperienced military Port State Control personnel, equipped with checklists, and who report to a Petty Officer who has never sailed on a merchant ship. I have lost count of the number of times that Masters have told me that "We were just inspected by X X X X who found no deficiencies". All too often, our inspection reveals serious problems (in one such case, the ship's lifeboats were rusted solidly in position, and the gripes had to be burned off using oxy-acetylene torches. Both boats were filled to the gunwales with water, because no-one had removed the drain-plugs!) However, the X X X X had signed the ship off four days previously as "No Deficiencies"! In the middle of the deepest recession since the 1930's, the marine industry is in the midst of an enormous skills shortage. What will happen when the world's economy recovers, and the demand for mariners grows, will be truly terrifying.

John Twiss

Mindful of the fact when working as a Chief Security Officer (SECO) on cruise ships, I was once told to remove the word competence from a letter of complaint I had written about a particular ship's Safety Officer (1st Off) when questioning his competency after many acts of incompetence. I was told that unless I held equivalent certificates of competence I could not question his competence.

I have been to sea on and off all my adult life, from being a Royal Marines Landing Craftsman to being a Commercial Yacht Captain to Cruise Ship SECO to working on various vessels in various marsec rolls worldwide. I have various STCW certificates of competence, Professional Yachtmaster certification and a Royal Navy Ocean Navigation certificate to boot.

While not holding the seagoing competencies of many on here, I do have one competence in line with many, Common dog!

Common dog combined with a range of seagoing experience does qualify me to comment on the watch keeping aspects of this debate.

I find it incredulous on a lean manned ship that an OOW can be on the bridge whether in a High Risk Area (HRA) or not, play loud music or have headphones on and only venture out of his chair for a coffee or to enter details in a log. Very rarely and especially in HRA have I seen an OOW pick up a pair of Bino's and do a sweep, never mind step on to the bridge wing to do it with a clearer field of vision. Too much reliance on having security specialists onboard and forgetting the basics.

How many OOW and ABs are actually taught to lookout and more importantly, what to look out for? If not directed and mentored many ABs will not leave the bridge, I have seen them sat in the dark in a chair in a corner of the bridge and get up twice in 4 hours. The example in many cases is not being set from on high and the situation is not getting better with too much reliance on electronic aids to surveillance and not enough attention paid to the good old Mk1 eyeball.

And before anyone thinks that I am having a one sided dig at merchant seaman I can say that much of the above goes for many of the so called professional security providers. Guys not understanding the environment they are in, sitting in the Masters chair, feet on the bridge console with an I Pad on the go is just one example.

Conscientiousness seems to have gone out of the window across the board and it's not surprising given the example being set by many of those that guys look to as the standard bearers.

Capt. Nishant Dhir

I am also not really in agreement with Mr Samuel Pecota. I do not think that advent of e-navigation requires and change in ROR. E Navigation and technology is only enabling a navigator to make more informed or uninformed choices (as is evident in many cases). Also to have different sets of maneuvering guidelines for open sea situations and confined waters, narrow channels, TSS and the like would only lead to more confusion among mariners. Also a great point made by Capt. Ken Wahl, about application of rule 2 in a situation involving more than 1 vessel.

However I do not agree with Capt. Wahl regarding usage of radio for collision avoidance.

Even though English is the main language used world over by mariners, the level of English proficiency among mariners is very varied. Add to it different accents and radio communication can often lead to more confusion. I was once approaching a pilot station. The custom of the port was that inbound vessels would remain north of fairway bouy and outbound south of it. The pilot for my vessel was going to disembark from an outbound ship. The pilot called me and asked that I cross the fairway bouy and proceed in the channel. He will disembark and the outbound vessel would alter to stbd slightly before the fairway bouy. I confirmed understanding his instructions and also confirmed that I would meet the other ship "PORT TO PORT", promptly the pilot replied "NO PORT TO PORT, CAPTAIN MEET ME RED TO RED". Just one example where radio comms could lead to more confusion.

Marine Safety Investigations & Reports

Collision between the Liberian registered bulk carrier *Grand Rodosi* and the Australian registered fishing vessel *Apollo S* in Port Lincoln, SA on 8 October 2010

Investigation Number: 279-MO-2010-008

What happened

At about 1450 on 8 October 2010, the partially loaded Liberian registered bulk carrier *Grand Rodosi* collided with the Australian fishing vessel *Apollo S* in Port Lincoln, South Australia. As a result of the collision, *Apollo S*, which was unmanned, was crushed against the wharf and sank shortly afterwards. *Grand Rodosi* sustained several relatively small holes in its bow shell plating.

What the ATSB found

The ATSB investigation found that, despite the pilot ordering astern movements, the ship's main engine did not run astern in the 5 minutes leading up to the collision. The chief engineer, who was operating the main engine start/fuel lever in the engine room control room, did not allow sufficient time for starting air to stop the ahead running engine. Consequently, when fuel was introduced into the engine, it continued to run ahead, despite the astern telegraph orders.

The investigation also found that the chief engineer's mistake was not identified by anyone on the ship's bridge or in the engine room control room until after the collision; that the master/pilot information exchange was less than optimal; and that bridge resource management principles could have been better applied during the passage to the berth.

What has been done as a result

Newlead Bulkers, the ship's managers, have amended their on board procedures to ensure crew monitor the direction of

main engine turning after each engine order. They have also increased awareness through their fleet about this type of incident occurring.

Flinders Ports, the provider of pilotage services in Port Lincoln, have revised their risk assessment for the manoeuvre being undertaken during *Grand Rodosi's* berthing to include new preventative, as well as restorative, measures to be followed. Flinders Ports has also revised the port's pilotage passage plan to include indicative courses to be followed, both while transiting the channel and outside of it, and speed zones. This will enable the crews of visiting ship to be better informed about the pilotage passage their ship is about to undertake.

Safety message

It is of paramount importance that pilots and ships' crews maintain awareness of main engine movements and check engine tachometers following every movement to ensure that the engine is operating in the desired direction. This is particularly important when main engines are being operated in manual control.

In addition, pilots and the bridge teams should ensure that all the necessary information is exchanged at the beginning of a pilotage, including courses to be followed and speeds at critical positions during the passage to or from the berth/anchorage, so that all members involved in the pilotage have a shared mental model and therefore, a good understand of the pilotage before it begins.

<https://www.youtube.com/embed/svFwsJsHHGs?rel=0>

Nun Provides Ship with Rags for Engine because Crew had no Money

A nun provided rags to clean the engine on a cargo ship because the crew had no money to buy them, as they had not been paid for nearly three months.

Sister Marian Davey, Apostleship of the Sea (AoS) chaplain to the Haven East Anglia ports, was asked by a Special Branch officer to visit a general cargo ship in Ipswich because he was concerned about the welfare of the crew following a routine visit.

When she went on board, she was told by an angry crew that they hadn't been paid for nearly three months.

"The chief engineer said that he had no rags to clean the oil from the engine. So I went and bought some sheets in a charity shop. I also mentioned the problem to a port worker and he gave me two bags of compressed rags," she said.

Following negotiations between the ITF and the shipping company the crew were eventually paid up until the end of August. But they then spent 37 days anchored two miles off Felixstowe waiting for new orders.

"The cook contacted me to say that they had very little fresh water, which meant they couldn't shower or use the toilet or wash their clothes. They also had no cigarettes or TV. Being

in these conditions on a small ship puts a crew under serious psychological stress," she said.

When the ship returned to Ipswich she provided the crew with bread and fresh vegetables and also phone cards and top-ups so they could contact their families back home in Russia and Cape Verde.

But the company again failed to pay the crew their next month's salary on time.

"When a crew isn't paid it also affects their families. One of the crew said to me, 'My children can't eat stones.' Another member of the crew had medical bills to pay," Sister Marian said.

Following further negotiations between the ITF and the shipping company the crew eventually received their last salary before returning home.

"I think this practice is becoming more widespread in the shipping industry. When owners find themselves under financial pressure paying the crew ceases to be a priority."

www.apostleshipofthesea.org.uk

People Managing People

10/09/2012

"Human resources" is perhaps an unfortunate term, which suggests that people are a "resource" – like the lubeoil, antifouling or deck stores which keep a ship running! The term disguises the added value of people – the human component without which nothing, ashore or afloat, could possibly work.

The management of people has also been recognised in recent years as very much more important than hitherto and whether they are termed HR managers, personnel managers or simply people managers, the essential nature of this role in any company requires its own special qualities. The latest issue of the International Maritime Human Element Bulletin Alert! focuses upon the role of the people managers, with a series of articles suggesting that those who deliver this service, need, in addition to their professional knowledge of HR practice, a deeper understanding of shipping and the "ways of the sea", along with the challenges faced by seafarers, which makes them rather special employees.

Alert! argues that because of the importance of this work in any company, it is often the "people managers" who will be identified in the minds of the employees with the ethos and value of the company. Thus it is important that those who do this job are true professionals in their own right, as their work will heavily impact upon the motivation and enthusiasm of the seafaring workforce. They will frequently be the first point of contact for seafarers when they join the company, so they will have an influence on both recruitment and retention.

It is often the personal qualities of the "people managers" in the delivery of their services which will have a major impact upon attitudes of employees to their employer. And while wages and associated benefits are important, it is the relationship between those afloat and those in the office which will transcend any material matters. A personnel department that is sensitive and fair in responding to seafarers' needs, and which tries to assist with the human problems that arise because of distance between seafarers and families, will be one that does a great deal to maintain both motivation and morale. Sympathy, professionalism and trust are important qualities additional to any professional



qualifications in this specialist role. It is suggested that professional HR qualifications are not an "optional extra" for personnel department people, but increasingly justifiable.

Well-trained and highly professional "people managers" can play an important part in ensuring that the employees who are recruited are the very best available and are properly interviewed and that the selection processes are fully fit for purpose. Additionally, there can be no doubt that the role is becoming more complex, with the increasingly complicated maritime training regime, and the new pressures that are emerging with the implementation of the Maritime Labour Convention (MLC). The peculiarities of the maritime industry now see the personnel managers involved in many different types of contract, reflecting the multinational nature of the maritime workforce. The personnel managers of any company will clearly see their responsibilities increased and must play their part professionally and well if the company is not to be exposed to problems, should contract deficiencies emerge during MLC inspections.

Source: BIMCO

Dockwise BLUE MARLIN completed a 10 week delivery from Spain of the new LHDS CANBERRA for the RAN, into



Tired of Talking Green: ECDIS Systems - "Not for Navigation"?

Wednesday, October 17, 2012

"Discussing maritime technology - without the marketing clichés."

By Wendy Laursen

From a pilot's perspective, the main concern with ECDIS (Electronic Chart Display & Information System) is the standard of onboard training coupled with poorly designed software and user interfaces. This is making the introduction of ECDIS a painful process for the industry.

That's the view of Neil Doyle, formerly of Deep Sea & Coastal Pilots in the UK and now working in Australia. With the phased introduction of the compulsory carriage of ECDIS on merchant vessels well underway, training institutions are busy trying to put the many thousands of deck officers around the world through the compulsory IMO generic and type-specific training. This has created a backlog in the system and, in particular, a shortfall in those officers with type-specific training.

Training & Design Issues

"In order to address some of the concerns over ECDIS training shortcomings, the Australian Maritime Safety Authority recently undertook a concerted program of shipboard inspections, which resulted in a number of detentions," says Doyle. "One interesting side effect was that managers and owners removed mention of ECDIS units from their Safety Equipment Certificates where possible and introduced a policy of switching off these units in Australian waters. As a pilot, I have on several occasions been confronted with a perfectly serviceable unit covered over with a cloth and marked 'NOT FOR NAVIGATION'. Surely this was never the intent."

Poor design means many systems are unintuitive to use, says Doyle. "The outcome is that ships' officers tend to leave the system in default settings, which may or may not be appropriate for the ship's location or draft. Poor design of night display settings has also meant that it can be difficult to see important information under low-light situations."

Many pilots have not received any ECDIS training or only undertaken the generic course. With 30 different ECDIS manufacturers in the market to date, it is impractical and ultimately pointless for them to try and gain training on every one, says Doyle. Therefore every time a pilot arrives on the bridge of an ECDIS-equipped ship he is faced with a chart display that has been customized by someone else and has a

menu options layout that will be inaccessible to him unless he is lucky enough to be familiar with the system. "Paper charts, for all their drawbacks, have had the same set of instructions since Gerardus Mercator drew up the first one in 1569."

As a result, many pilots now arrive with their own PPU's (portable pilot units) with charting software and position-fixing hardware installed so they don't need to reference any shipboard ECDIS systems. "However, PPU's need to be both reliable and quick and easy to set up. Too many times have I observed pilots struggling with cables and adaptors in the middle of the night when they should have been concentrating on what was happening outside. In short, they can be a critical distraction, very often in the crucial first few minutes after boarding."

"The Horse Has Bolted"

The technology will improve but, as with most things maritime, it will be a slow process; and to a certain extent this can be blamed on the regulators, says Doyle. Any ECDIS system (both hardware and software) has to be type-approved to ensure it meets the requirements of SOLAS V and IMO Resolution 817(19). This is normally the job of the classification societies and monitored by both flag state and port state control. Once a system has received its type approval it cannot be changed or upgraded without gaining type approval once again, an expensive business. Consequently, system designers are reluctant to upgrade their systems and ship owners are unwilling to pay for it, particularly in these constrained times. So it will be long wait for truly intuitive display systems designed by and for mariners.

"In many ways it's a pity that the regulators had to get involved at all. If all concerned had had a free rein with the systems we might all be working with large iPad-type displays, pinching to zoom and running bearing lines with our fingers, instead of delving three-deep into menu layers to undertake a process we used to be able to do with a ruler and pencil. But the horse has bolted, as they say." – **MarEx**

If you would like to propose viewpoints or topics for future articles, please contact Wendy Laursen:

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Panama Canal



MSC Jenny

Libraries Aboard Ship

There's nothing like a good book to help while away the hours on a long voyage. This is something that has been appreciated by both passengers and crews for a very long time, although it is the latter who probably value books the more.

As far back as 1920, the UK-based Marine Society Seafarers' Education Service began to place libraries aboard ships, something that has been hugely appreciated by generations of seafarers. Selected by the Society's librarians, who have made it their business to know what books their seafaring clients liked to read, these were hard backed books, delivered in crates into the custody of the ship, and invariably one of the junior officers would be appointed the ship's Librarian, who would open the library at certain times, and whose job it was to keep track of the books being read by the crew members.

At the conclusion of the voyage, the books would be returned to the SES, and a fresh crate of reading material would be delivered. Sometimes the library would be swapped with that of another ship during a long voyage, which would be a welcome distraction for the "speed readers" in a crew, who got through their books fast! And like all good librarians, the society's staff have been able to advise and assist seafarers whose hobbies, or educational needs have required special books.

Recently the library service has been given an overhaul and "relaunched" as Books@Sea, a new scheme which sees the libraries being supplied as paperbacks on a "non-returnable" basis. This reflects recent trends in the book trade while being a good deal easier to manage, with the society still selecting the books that seafarers wish to read, delivering them to the ships, but no longer requiring their return, which saves a lot of management time and freighting costs.

The service is undertaken on a "not for profit" basis and is available to any shipping company, under any flag. It remains up to the ship operators to decide how often they wish their books to be "refreshed", while the size of the crew will clearly determine the number of books that are needed. Perhaps only seafarers, in their somewhat isolated lives, will appreciate fully the value of such a service, but such is now given international and "official" backing with a recommendation in the new Maritime Labour Convention, which clearly prescribed regularly refreshed reading material for ships' crews. It is also going to be interesting to see how the advent of "e-books" and computerised readers like Kindle might affect leisure time at sea.

The Marine Society has "new technology" very much in mind as it seeks to maintain a service which has been part of life at sea for more than 90 years.

Source: BIMCO



'Fine examples of high standards of merchant ship design and construction of half a century ago'



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