

# CESMA NEWS

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## COSTA CONCORDIA, ONE YEAR SINCE

In our previous CESMA NEWS we have reported on what happened before and after the "Costa Concordia" hit a rock near the island of Giglio, now more than a year ago. 32 lives were lost as a result of the accident and the huge cruise vessel has been declared a total loss.



In an interview with the "Telegraph", (Nautilus International), Captain Francesco Schettino has told his own story once again. He is of the opinion that he has been treated as a scapegoat to conceal the real causes of the accident. He has also concerns that the desire to blame people would prevent important safety lessons from being learned. He also hopes that the accident will leave a "legacy" for improved maritime safety, especially with regard to safety of passenger vessels. He again wants to have his side of the story heard, following all the media "gossip" that has been circulated since the accident.

Captain Schettino is now the centre of a criminal investigation and has been accused of manslaughter, causing a shipwreck and abandoning the remaining passengers on board the ship. Prosecutors are now deciding on an indictment for Captain Schettino to face trial. Five other members of the crew, including the first officer who was officer of the watch during the accident and three of Costa Cruises shorebased staff are also facing criminal charges arising from the accident.



Mr. Ciro Ambrosio, 1st Officer

Captain Schettino has never denied responsibilities for what happened. He arrived on the bridge only 11 minutes before the "Costa Concordia" hit the rocks near the island of Giglio. He then noticed that the vessel was already off course after which he took the con to prevent disaster. He rejects testimonies from his crew that he had panicked after the grounding. The evidence by the VDR will prove that he had followed the right procedures to try to prevent a catastrophic accident and a greater loss of life. This could be the first shipping accident where the VDR recordings and the numerous photos made by smartphones of crew and passengers could play an important role by finding out what really happened on the bridge and elsewhere during that terrible night.



The way the accident was treated by the media showed a lack of understanding for all aspects involving work at sea. Captain Schettino has been shocked by the way he had been portrayed after the accident. It did not only try to ridicule him but also the entire maritime profession and no respect was shown about the role of officers and captains doing their duty under sometimes difficult circumstances. He also claimed that the entire industry is suffering from a shortage of skilled and experienced seafarers. His team of officers on board Costa Concordia was for the greater part young and inexperienced, therewith contributing to the disastrous event. He maintained that the accident should lead to measures to improve maritime safety such as the survivability of ships after water ingress, improved evacuation arrangements and improved communication facilities between crew members. All in all, lessons learned from the accident.

(Based on Telegraph February 2013)



# ELECTRONIC SYSTEMS ARE VULNERABLE TO SABOTAGE AND DISRUPTION

Modern vessels rely increasingly on electronic navigation systems, most of which have a strong reliance on global satellite systems.

To meet this reliance, trials are underway on how a backup system such as e-loran can be integrated into bridge systems to improve reliability, given how easy it is to jam a weak GNSS signal. GNSS includes the best-known system, Global Satellite Positioning (GPS) system and the high-profile European Galileo programme and the Russian GLONASS system. India, Japan and China have their own systems that are either operational or in the making.

For a number of years, organisations such as Institutes of Navigation have been warning of the ease with which vessels can have their navigational satellite signals disrupted by handy, cheap and easy to acquire jammers. All these years, things have hardly changed. Although there is an increased commercial interest ashore that have also become reliant on GPS for both timings and positions, the problem of overreliance remains serious, particularly in the maritime world. Experts maintain that the maritime world has not thought through the implication of GPS failure and has certainly not incorporated this into its training and procedures.

Shipping is going through a process where all commercial vessels are required to have electronic chart display and information systems installed. If a vessel has two ECDIS, independently functioning, it can become a paperless vessel, meaning it is allowed to navigate without the traditional paper charts. The problem is that navigation officers increasingly rely on technology and not on traditional navigational skills. Although modern navigation is now generally accepted,

there remains a strong need for the industry to have backup for GPS signals.

In the United Kingdom, the General Lighthouse Authority (GLA) has for many years been trying out a land-based long range radio signal transmission (e-loran). The system is now up and running in Dover and will be trialled on one of the ferries crossing the Dover Strait. GLA will also conducted a "failure of signal" exercise in which the GPS signal on a vessel will be deliberately jammed to test whether an inbuilt e-loran system will seamlessly take over. It was surprising to see which systems failed after disruption of the GPS signal. It is also alarming that GPS signal disruption is not detected, leading navigation equipment to give incorrect, yet plausible information that may not be easily noticed.

The failures are not limited to the ECDIS. A host of other systems that have GPS receivers inbuilt, are disrupted. They include automatic identification signal transmission, radar, gyro- and satellite communication systems and even ship's clocks, dynamic positioning systems and helipad stabilisation systems,

There is always the risk of malicious disruption targeting a vessel's GPS but also – and this is being seen more frequently - small GPS jammers installed in stolen luxury cars being shipped in a container. That jammer can not only disrupt the GPS signals of the ship on which the container is loaded, but also the GPS signals of surrounding vessels. Also seen is deliberate military jamming, with North Korea jamming GPS signals in South Korea causing maritime disruption. South Korea is reported to be considering e-loran as a back up to counter this disruption.

(based on Lloyd'List 22-01-2013)



# WHY ARE RORO SHIPS SO DANGEROUS?



The accident with the car carrier “Baltic Ace” on 5<sup>th</sup> December 2012 after water ingress due to a collision with another vessel in the North Sea has caused the death of 11 seafarers. The vessel sank within 15 minutes, giving the victims little chance to survive the disaster. The cause of the accident, as is being presently assumed, was a fatal human error by bridge personnel not correctly applying the anti-collision regulations (COLREGS).

In almost all transport modes, personnel and passengers are reasonably protected against the consequences of accidents. Not so on board RoRo carriers such as the “Baltic Ace”. Expert ship designers of all times have indicated this type of vessel as “floating coffins”. In fact RoRo ships are essentially floating parking garages that allow vehicles to be driven aboard the ship at the loading port and driven off at the destination. The use of the vehicles’ own wheels makes the loading and discharging of RoRo’s much faster and more effective than traditional ships which require massive cranes to unload, therewith increasing the possibility for damages.

On conventional ships, the hull is divided into a number of separate compartments by means of transverse bulkheads, many of which are supposed to be watertight. In the event of hull damage, the bulkheads will limit or delay the ingress of water. This results in the ship sinking slowly enough for the evacuation of those on board or even preventing the ship from sinking at all. This is not the case aboard most RoRo vessels, making them extremely vulnerable.

Another problem is the freeboard, the height of a ship’s side between the waterline and the deck. Cargo access doors fitted on cargo-only RoRo’s (passenger RoRo’s are now subject to stricter regulations) are often very close to the waterline. These cargo access doors (often located at the stern or bow of a RoRo) can become damaged or twisted during a collision or by averse weather (“Estonia”), especially when the door also serves as a ramp. Another problem is that the movement of cargo on the vehicle deck can effect the stability of the ship, causing it to list, increasing the tension on the still lashed cargo. The sudden ingress of water following a collision can cause vehicles to break loose from their lashings and pile up on the low side of the capsized vessel (“Finnbirch”). Even a moderate list can cause cargo to break loose if it is not correctly stowed and secured.

All of the above factors can shorten the amount of time that the crew has to escape a RoRo before she sinks, once the alarm is given. Abandoning a RoRo that is listing can be a dangerous exercise. Even if the crew can manoeuvre themselves across a heavily listing deck, the high sides of many modern RoRo’s pose another problem. The higher the lifeboat is stowed above the waterline, the more difficult it can be to launch, especially if the ship is listing badly. And 15 minutes does not give much time to escape to safety.

After the tragic accident with the “Baltic Ace”, one thing is certain. The industry’s best minds will have to continue to improve regulations to make ocean transport safer for its seafarers. Shipmasters, as the ultimately responsible for a vessels safety, should indicate to the responsible international authorities not to permit anymore “floating coffins” navigating in our seas and oceans. And no talk about risk assessments and the limited number of accidents happening. The tragic event of eleven dead colleague seafarers is showing the facts.

(From Press Reports – IMO)



## E-NAVIGATION IN THE NORTH SEA



It is a wellknown fact that shipping traffic in the North Sea belongs to the most dense in the world'. It is also no secret that this traffic will increase considerably in the coming years and that concerns are raised on the present means to control the movement of shipping in the area. Another concern is the human factor. It is generally known that the quality of ship's crews will certainly not improve in the time to come, to say the least. All in all enough reason for Europe to raise the alarm and try to come with measures to prevent unsafe practices for ships crossing the North Sea and therewith avoid accidents and environmental disasters.

The Interreg IVB North Sea Region Programme, ACCSEAS, sponsored by the European Regional Development Fund, tries to give a solution to this problem with the help of the internationally invented concept of e-Navigation, in which e stands for enhanced and not electronic. In the programme, the question is asked, given the many competing demands on European and neighbouring marine areas, just how available can the open waters of the North Sea remain to shipping in the future. What solutions can be found to maintain and promote maritime accessibility across the North Sea with safe and efficient access to ports? As the room for ships to navigate is decreasing due to other appliances, how can increased congestion, to be expected, be avoided and the risk of vessels colliding or grounding be reduced or prevented? Het ACCSEAS (Accessibility for Shipping, Efficiency Advantages and Sustainability) project was initiated in 2012 to start for the North Sea a regional test bed to introduce parts of e-Navigation. In the project administrations from Germany, Sweden, Denmark, Norway, UK and the Netherlands are participating together with renowned knowledge and research institutes. It runs from 2012 until 2015.

Before starting the project, ACCSEAS (3<sup>rd</sup> Working package) has already surveyed several aspects of the traffic on the entire North Sea such as traffic streams, diversity in traffic, incidents and accidents, actual and to be expected or already planned developments. They included increase of shipping traffic, already foreseen routing measures, offshore developments and already granted permissions for locations of windmill parks to be built, nature and fishery areas and no-go locations.

All these aspects will be charted by means of a geographical information system (GIS). On the basis of these findings and analyses, the present and expected problematic areas will be identified. As a result a number of functional and technical services within the possibilities of e-Navigation will be selected. Of this selection, it is expected that they can contribute to the future safety of navigation, including the accessibility of the North Sea and the neighbouring seaports. Before actually starting proceedings these tests, it was envisaged, also on urgent request of the partners from the Netherlands in the project, to try the test bed according to practical experiences, the experience of the various users, such as seafarers, ports and service providers) and their needs. It is for this reason that CESMA became involved in the project. The first meeting we attended was on 12<sup>th</sup> December 2012 at Amsterdam/Schiphol, the Netherlands. The next yearly meeting will be in Flensburg, Germany. (ACCSEAS)





# COMBATING PIRACY IN THE GULF OF GUINEA

The European Commission has at last reacted on the piracy danger in West African waters by recently announcing a new €4.5 million EU initiative aimed at combating piracy in the Gulf of Guinea.

The new project, called the "Critical Maritime Routes in the Gulf of Guinea Programme" (CRIMGO), is expected to help governments across West and Central Africa boost the safety and security of the main shipping routes through the piracy-prone region, by providing training for coastguards and establishing a network to share information between countries and agencies.

The project will be rolled starting this month in 7 African coastal states including Benin, Cameroon, Equatorial Guinea, Gabon, Nigeria, São Tomé and Príncipe and Togo. According to the European Commission, the Gulf of Guinea accounts for approximately 13% of oil and 6% of gas imports to the EU. However, piracy and armed robbery, as well as drug, arms and human trafficking, pose a real threat to the security in the region. In Nigeria alone, some 98 cases of piracy, armed robbery at sea and marine pollution were recorded between 2008 and 2012.

The region suffers from a lack of coordination between coastguards, as well as between regions, and there is also currently no common standard for maritime training and weak conditions for information sharing between the countries involved.

The €4.5 million for the CRIMGO project will be provided under the EU's "Instrument for Stability," a strategic tool that links security and development with objective of supporting measures aimed at safeguarding or re-establishing the conditions under which the partner countries of the EU can pursue their long term development goals.



IMB LIVE PIRACY MAP 2013



## NEW SHIPPING ROUTES FOR THE NORTH SEA

The Dutch part of the North Sea is one of the busiest shipping routes in the world. Moreover, it is now also being used more and more intensively for other purposes, such as wind energy, nature protection and sand extraction. In order to keep the waterways safe for maritime traffic and to ensure a more efficient use of the available space, it has been decided to adapt the shipping routes. What is to change? The new shipping routes come into effect at midnight UTC (2 a.m. local time) on 1 August 2013. The main changes are:

- a new Traffic Separation Scheme (TSS) - already in force in Rotterdam - will be introduced in the approaches to IJmuiden. This will ensure that vessels sailing in opposite directions have their own sea lanes.
- the routes will be located farther from the coast
- the routes will intersect each other less often
- anchorage areas will be relocated or abolished
- the space around objects (platforms, etc.) will be configured differently
- 'areas to be avoided' and 'precautionary areas' will be introduced. Vessels will no longer be allowed to sail in 'areas to be avoided', while vessels sailing in 'precautionary areas' will be explicitly advised to navigate carefully.

Planning

- April 2013: 1st messages to shipping with advance information about the adjustments and the availability of new nautical charts
- between 30 May - 15 June 2013: new nautical charts available
- from 15 June onward: daily navigation messages and Notices to Mariners
- 30 and 31 July and 1 August: relocations of buoys on the North Sea
- 1 August 2013 - midnight UTC (2 a.m. local time): the new routes (PDF, 972 Kb) become effective

Impediments and measures

From April 2013 onward, maritime traffic will regularly receive messages focusing on the new routes. Maritime traffic will be deemed, and explicitly advised, to monitor the messages through the usual channels. The messages will be displayed on the websites of:

- the Netherlands Hydrographic Office
- the United Kingdom Hydrographic Office

Rijkswaterstaat will relocate the buoys on 30 and 31 July and 1 August 2013. During that time, maritime traffic may still pass through unobstructed. Various measures will be taken to guarantee safety during the transition period. Before and during relocation of the buoys, maritime traffic will be kept informed by means of live navigation messages and Notices to Mariners. During relocation of the buoys on 30 and 31 July, the old navigation routes remain operational. Extra availability of ETV and VTS

From 31 July 2013 up to several days after the new routes have come into effect, extra vessels (Emergency Towing Vessels (ETV)) and Vessel Traffic Services (VTS) will be deployed to supervise maritime traffic and, where necessary, lend assistance. In addition, a Coastguard aircraft, a helicopter and the Arca (equipped with anti-pollutant materials) will be on standby should assistance be required. Source: Rijkswaterstaat (NL)

## ASKING FOR VOLUNTARY POLLUTION

The French Association of Ship Captains (AFCAN) fears "a significant increase" in voluntary pollution at sea after a recent judgment of the Court of Appeal of Rennes, confirming the guilt of a captain, but acquitting the shipowner.

In an open letter to the French Minister of Justice, Mme Christiane Taubira, the president of AFCAN, Captain Hubert Ardillon, believes that the judgment of the Court of Appeal of Rennes on 10 January in the case of the Liberian flag cargo vessel "Matterhorn" establishes a "jurisprudence." The Russian captain of the "Matterhorn", prosecuted for voluntary pollution, was sentenced on March 2010 by the correctional court of Brest and fined one million euros. However the court ruled that it was up to the Greek owner, Eastwind Hellas, to meet 90% of the fine. The captain had appealed the decision, but not the owner. On January 10, the Court of Appeal of Rennes acquitted the shipowner and upheld the fine of one million euros against the Russian captain who must now carry the fine alone. (Le Marin)

# MARITIME PIRACY

## STRENGTHENING THE EU RESPONSE

The European Economic and Social Committee (EESC) organised a public presentation on maritime piracy on 24<sup>th</sup> January 2013 in Brussels under the heading "Strengthening the EU Response". Attending the conference were high-level European Union representatives from the European Commission, European Parliament, the Transport Council and a considerable number of stakeholders in the maritime industry, including CESMA.



Vice president of the EESC employer's group and apparent initiator of the presentation, Dr. Anna Bredima, introduced the EESC's position, calling on the EU to move away from the present incoherent approach to piracy. According to Mrs. Bredima, piracy is not only a maritime problem. It is also humanitarian, trade and even a global problem which affects consumers and taxpayers around the world. In this respect the piracy problem belongs to the aims of the EESC.

It is an illusion that short-term measures can wipe out piracy. Europe is called to adopt long-term strategies, combining capacity building and direct economic incentives to offer credible alternative financial income for those employed in the piracy industry. At present the shipping industry has been forced to employ its own short-term protective measurements to enable it to continue its trade.

In her keynote speech, the EU commissioner for maritime affairs and fisheries, Mrs. Maria Damanaki, said that the EU Commission was drafting a new "EU security strategy" for the global maritime domain. The first step would be to generate an actual situational awareness of all activities at sea. Although this could be a welcome step forward, it remains the question how willing the various bodies will be to share their intelligence. It could also become just another layer of paperwork stored among the already many in the offices of the Commission.



The EESC backs the EU's decision to extend the mandate of the Navfor-Atalanta mission until 2014. It called for those in charge to extend its geographical scope to include the Gulf of Guinea. This could be an important step forward, but there are questions about how such an operation could be coordinated with the existing West African coastal states. The operations in the Gulf of Guinea would need to be handled much more delicately than in Somalian waters. An onshore attack is out of the question in this respect. The EESC is of the opinion that military measures should go hand in hand with decisive action to disrupt the pirates' financial networks. The first step should be the better tracking of financial flows. This should include setting up an EU blacklist of institutions involved in laundering money originating from piracy. It also gave a tentative blessing for deploying qualified private armed guards on board vulnerable ships under the provision that the use of private forces is subject to stringent EU and international conditions that do not yet exist. The issue of responsibility was not discussed although the general opinion is still that the ship's master stays in overall control under all circumstances.



Mr. Peter van Dalen (MEP) insisted on the need to strengthen the prosecution capacity of the countries off whose coast pirates operate. Effective persecution of pirates is paramount.

Next a number of representatives of industry stakeholders had the occasion to say their piece. It is the industry which had to shoulder the burden of piracy for the last few years. Attacks are dropping for so far unknown reasons but could be due to short-term industry-led measures such as private guard teams and to a naval presence that in the future will prove to be difficult to sustain.



Allan Graveson

There was also frustration, expressed by Mr. Allan Graveson of seafarers union Nautilus International. He was of the opinion that meetings in Brussels offered little more than talk and criticized European politicians and officials for not addressing piracy properly. He called it a crime against humanity and expressed his belief that no other generation has neglected its seafarers as this one. These sharp words were followed by remarks by Mr. Peter Swift, chairman of the Piracy Humanitarian Response Programme. Mr. Swift mentioned poignantly the suffering the crew of the hijacked vessel "Iceberg", which was recently released, had to undergo. All captives were beaten and tortured and only 22 of the original crew of 24 returned.

According to the Committee members present, it was the responsibility of the media to relay these atrocities to the public. CESMA remarked that the real reason for the seafarers, still held captive, is that shipowners are not timely paying ransom or abandon their crews altogether. In that last case nobody seems to worry anymore.

If politicians in Brussels are made more aware by the public of what is really happening in piracy infested areas, more activities could be expected. The initiative of the EESC can be considered a welcome contribution in solving the problem of piracy.



## EMSA GRANTED MORE POWERS

The European Maritime Safety Agency (EMSA) will be able to help EU member states fight pollution from offshore oil and gas platforms if asked, after MEP's approved on 11 December 2012 a proposal to extend its responsibilities. The agency will also assist with the fight against piracy and reduce red tape in EU ports. The regulation will enter into force in all member states within the next few weeks. Under the new rules, EMSA will be able to deal with pollution caused by offshore oil and gas rigs at the request of the member states involved. Today its specialised anti-pollution vessels can intervene only in cases of pollution from ships.

In addition, EMSA will contribute to fighting piracy by providing data, simplifying administrative procedures for ships by informing national customs authorities of ships' movements via its monitoring system SafeSeaNet and improving the training of seafarers by sharing best practice. "EMSA will not replace or duplicate member states' work: it will bring added value. It should play a much bigger role in supporting national authorities," said German Social Democrat MEP Knut Fleckenstein, who was responsible for steering the proposal through Parliament.

Source: European Parliament



# CONSIDERATIONS ON CURRENT BRIDGES

Current bridges are modern. A lot of different devices, each one electronically dependent, but also dependent on each other, such as GPS, ARPA or ECDIS. One can say it is very nice to have a radar screen, associated with ARPA, directly on the ECDIS screen. Same for the GPS routes and the way points on the ECDIS screen. This is really very helpful to the Officer on Watch as this allows him to have all the information for navigation and anti-collision on the same screen, to have a global view of how the sea is around his vessel. Really a very great help to him to determine in advance, for example, if the next way point is free, if he can alter course at the way point or a bit before or after, due to traffic encountered.

## BNWAS

However, whoever thinks about an electronic device, also considers about adding an alarm to this device. And we are facing a problem. Number of alarms will depend mainly on the number of electronic devices located on the bridge. These alarms will give a lot of different sounds, and the Officer on Watch has to know all these sounds and to be able to determine instantly where the alarm is coming from. Is it from ARPA (collision), from GPS (approach to way point), from ECDIS, or even another device? Thus, to help the Officer on Watch, the bridge designers created the Bridge Navigational Watch Alarm System (BNWAS) or Conning System, which centralises all alarms generated on the bridge from whichever device they are generated. So only one sound? No, of course not. Alarms are ringing at two different places: on the device itself and also on the BNWAS. Hopefully, sometimes it is possible to acknowledge such alarm on the device only to remove both sounds (or noises). Sometimes not. The two alarms, or, to be more precise, the same alarm should be acknowledged at two different places, on the device itself and on the BNWAS.

Now consider two different situations: at sea with one man on the bridge alone or during manoeuvring or close to shore with Captain, Pilot, Officer and Wheelman.

At sea alone, the Officer on Watch has to acknowledge the same alarm twice.

First the good side of this situation: the Officer on Watch cannot ignore there is an alarm. In case the "double rings" arise at places not accessible by the Officer without moving

between the two, we can say that this keeps the Officer awake. I say awake, not concentrated, which is quite different. But at least the Officer will be informed about which device is ringing. But then why to have a BNWAS? Just to push the Officer to move away from his position? One can think that only one place to acknowledge the alarm arising should be enough, and preferably on the device.

During manoeuvring, one man, cadet if any, is often dedicated to acknowledge alarms. And only that. As soon as he will move off his position to watch how the manoeuvre is going, he will be recalled by the BNWAS. Good training for him. After several manoeuvres during which he would have only seen the acknowledgement push button, would he be able to say that he has received the correct education and training?, And would he feel himself ready to act as an Officer during the next manoeuvres?

So the BNWAS was created to help the Officer on Watch to manage the alarms. It could be the case. Instead of having to check different devices (mainly if they have quite the same noise), and so to loose some time on the bridge, all alarms arising at same place would give the Officer a good opportunity to acknowledge the sound immediately, then to read which alarm arose and to act accordingly. But the condition, for efficient help, is that only one alarm sound is heard, not two. Do not forget that it is easier to read the alarm text if the sound is already off.

Another condition, at sea and during manoeuvring, is to have devices with good settings, which means settings for current navigation, which means settings should be modified for each case. Modified, not cancelled. Temptation is too great to cancel the alarms on GPS or ARPA when manoeuvring. The problem is to not forget to put back the usual settings after manoeuvring, when back at sea or at berth. In your opinion, what a Port State Control or Vetting inspector will think if he can notice that the ARPA alarm settings were 0.0 nm for CPA and 0.0 min for TCPA?

#### AIS on ECDIS

As already said, all devices are now connected. AIS information can be seen directly on the ECDIS screen. This is good on condition that such information is not considered as the most important thing to watch on ECDIS. This is a good help for anti-collision watching and reflexion by the Officer on Watch. Now let us see one problem: even if it is forbidden to do that, we should recognize that often the Officer on Watch calls the other vessel when he is expecting he will have to manoeuvre, in order to arrange with the other Officer a soft anti-collision manoeuvre, even if sometimes contrary to the COLREGS. So AIS is a good help, since before AIS when we have to call some one at sea, we should be able to give a position (latitude/longitude or bearing /distance from own vessel), which, although obvious when giving bearing/distance, it is not the best way for the vessel called to recognize that she is called. Now the Officer on Watch has a lot of information on the vessel he wants to call, mainly her name. So the Officer is sure to call the right vessel, and thus he is also sure the right vessel is answering. Sure ? Why ? How can he be sure ? OK we can expect that the vessel called is answering, because we are between Seamen. But is it reason enough? Suppose a third vessel who wants to make a joke (of course, not a funny one), what would be the result of a supposed agreed manoeuvre? In the Gulf of Aden, when you are requested by the Task Force to give a lot of information on your vessel, your voyage,

age of captain, etc. How to make sure that it is not a pirate who asks this information in order to organise a bad surprise? So how to make sure who is speaking with you? We can imagine that ECDIS, through AIS, could change the colour, or flashing, of the station which is speaking. Quite sure it is possible to create such a system. But at considerable consequence to the safety of navigation. Then, as most people ashore, we would consider AIS as an anti-collision system. Actually it is not.

As a conclusion, what to say?

Electronic, modern and current communication facilities are good for safety at sea. As the Officer on Watch is at least spending less time to update paper charts, which normally gives time to the Officer on Watch to learn, to practice, to train to improve himself in his knowledge and in his confidence during watch. Condition: not to give him or her a lot of other duties to perform during his watch. Watch is watch. The only duty the Officer should have is 100% attention, dedicated to the watch.

A lot of information is sent to the bridge during a watch, nautical, weather or search and rescue. All this information should be sent directly to the ECDIS for immediate updating. But it should be seen and noticed by the Officer on Watch. The best chart is an updated chart, even permanently updated. But if nobody onboard is aware about what the updating was, can this be considered as safe? An update made "manually" and voluntarily by an Officer is a read (and understood) update. An automatic one made above the man in charge is unknown.

Thus, that supposes it is necessary for the authority (state or owner/manager) to receive an acknowledgement, why not automatically generated in order not to overload the already overloaded duties of the man in charge and Captain – often in charge of communications, that the update is done. Yes agreed, done does not mean read and understood, but this is about the human factor.

The fact: almost 100% of accidents are consequences of human error.

Thus, I understand: the ultimate goal for some people ashore is to have nobody on the bridge (even on vessels), but to drive vessels directly from shore. But even ashore, human factor exists, and errors can also be made. Seamen do not have the exclusivity of errors.

On the bridge, we should keep Officers on Watch. They will be able to acknowledge

alarms with a finger on the push button, and that means it will be necessary to keep men with nautical knowledge to act accordingly to the COLREGS if a CPA alarm occurs. And still essential, eye lookout is still one of the best ways to see outside.

(Captain Hubert Ardillon)  
President AFCAN



## FIRST DETAILED KNOWLEDGE REQUIRED



According to Mr. Francis Vallat, it is impossible to steer the European maritime economy without detailed knowledge of the maritime sector in Europe. We can not talk of growth without scientifically quantify what constitutes Europe's maritime economy. Mr. Francis Vallat is President of the French Maritime Cluster and also president of the European Network of Maritime Clusters, with 18 members in the various EU maritime member states. He addressed the European Commissioner for Maritime Affairs and fisheries, Maria Damanaki, on 7<sup>th</sup> February, during "Euromaritime" in

Paris. "The French Maritime Cluster would not have existed if we had not had a clear awareness of what constitutes the maritime economy in France, by sector and globally. The same work should be done at European level. It is assumed that there are 5 million maritime jobs in Europe, but although this figure may be correct, it is not based on real facts". Mr. Francis Vallat considers that it is for the Commission to fund a study of this kind, prior to any action to further promote the European maritime economy. (Le Marin)



## DATE IS APPROACHING

8<sup>th</sup> February was the deadline. After weeks of discussions, despite the outcry from European owners gathered in the ECSA, the European Commission indicated that it would not allow France or another Member State to take action before the committee protection of the marine environment (MEPC) of the International Maritime Organization (IMO) for filing a request for postponement of the new standards on sulphur emissions. The file is Community competence but only Member States - who need a green light from Brussels - are represented at the IMO.

For several months, the French shipowners requested an additional period of three years to implement the goals of MARPOL vessels already in service in the English Channel / North Sea. In this area, known as emission control of sulfur (Seca), owners must apply, effect from 1 January 2015. a sulfur content of 0.1% (against 1 January 2020 in other regions) in their ship's fuel burnt.

Despite its initiative in December which received broad support, the French government has not managed to gather around him a majority of Member States. "We need the French Government and the Commission to faster submit a global action plan for the companies concerned," implores Armateurs de France.



## EUROPEAN COMMISSION REINFORCES SAFETY FOR EU SHIPS

The European Commission adopted a proposal for a new directive on marine equipment (the "MED"). Marine equipment represents a significant fraction of the value of a ship, and its quality and good operation are critical for the safety of the ship and its crew, as well as for the prevention of maritime accidents and pollution of the marine environment. The marine equipment industry is a high added-value sector with high levels of investment in research and development.

Vice-President of the European Commission in charge of transport, Siim Kallas stressed that "this new legislation will mean improved safety of EU vessels and their crews, the prevention of maritime accidents with a positive impact on the marine environment, and a boost for the marine equipment industry with the creation of jobs and growth." Marine equipment is any equipment that is placed on board a ship. The marine equipment sector constitutes the key supply industry of shipyards and the whole maritime industry, including offshore activities. It comprises a wide range of products and service categories, from navigational equipment to propulsion/power systems, and from cargo equipment to safety and life-saving systems (such as lifeboats, lifejackets, etc.).



Important equipment

With this proposal the Commission aims at simplifying the regulatory environment, thereby reducing costs for business and ensuring better application. As such, the reform will contribute to a proper functioning of the internal market and strengthen the competitiveness of EU industry. The proposal will also introduce provisions on the control of "notified bodies" – i.e. certifiers – and market surveillance, as well as obligations for manufacturers, importers and distributors (with certain adjustments specific for the marine equipment sector). Furthermore the wheel mark, which is a specific mark for demonstrating that the equipment installed on board of a ship complies with the IMO/MED requirements for marine equipment, has been retained. The possibility to supplement or replace it with electronic tags has been opened, in order to facilitate the inspection of ships calling at an EU port, as well as to help combat counterfeiting, which is an important cause of unsafe practices.

Finally, the proposal will significantly improve the implementation of IMO standards within the EU, reduce safety risks and facilitate the smooth functioning of the internal market for marine equipment, by shortening and simplifying the procedures for transposition of amendments to those standards. Marine equipment in a nutshell. The EU remains a world leader in this sector, with an estimated 5,000 to 6,000 companies and close to 300,000 direct jobs. The European marine equipment industry is a high value added sector. Europe acts as a net exporter. The global market share of the marine equipment sector in Europe is higher than the share of ship construction, reflecting the strong export position of this sector (export share of 46%). The value of marine equipment constitutes 40-80% of the value of a new ship, depending on the type of vessel. What happens next? The Commission's proposal will be considered by the European Parliament and the Council of the European Union. Once agreed, the revised MED will become EU law.

(EU Commission)





# THE ROLE AND REWARDING OF THE SHIPMASTER

In an editorial in "Fairplay" the "excessive" power and responsibility of the shipmaster was questioned. In the article a debate was provoked to rethink the role of the captain, particularly because of its bearing on recent shipping tragedies, such as the accident with the "Costa Concordia". It is suggested that lives have been lost because shipping continues to overlook the changing role of the captain within a partnership.

While the role of the shipmaster might have changed little in the past 200 years, his status in society certainly has, if we look at the remuneration which nowadays can be compared with those of traindrivers, police officers and schoolteachers. Yet the captain's position on a ship stays unique in that only he or she can fully consolidate and evaluate the different factors that affect the safety of his or her ship at any given moment in time, at any particular location in the world and only he or she can make the best decision needed to confront the problem. Start devoting this responsibility to that of a "partnership" and many more lives will be lost.

It is obvious that the concerns about lives being lost at sea is very important. We have to realise however that shipping is by far the safest form of transport in the world. This safety must be mainly due to the professionalism of captains now and in the past and not in spite of. Captains still have the right to undertake any course of action which they consider detrimental to

the safety of their ship. This in spite of certain individuals, particularly charterers, who try to ignore national and international laws in trying to overrule decisions made by the captain.

Changes in bridge team management have ensured that other officers are more aware of their responsibilities in advising the master, particularly when they are not happy with the decisions or actions he is taking. These developments are acceptable and even advisable but they have not changed the captain's overall fundamental role.

We seldom meet a captain who is not prepared to confront any person in power ashore if he felt that the safety of his ship was being compromised. However, the differential in salary between those in power ashore and those at sea is seriously eroding the perceived responsibility of the master, particularly when viewed by others outside the maritime industry. Very few people ashore can understand how someone with a modest salary can legally tell his superior who earns ten times as much to go and take a running. In doing so he remains fully protected in law. This reality confuses many ashore, particularly the media, to demand more corporate responsibility rather than blame just the captain when an accident occurs. In this respect if a captain causes an accident, he still should shoulder the blame regardless of any pressure he was put under by others to do so.

Based on letter by Captain Peter J. Newton in the Telegraph



## IN MEMORIAM CAPTAIN H.B (HARRY) BOER



After a seagoing career of more than 35 years, Captain Boer retired as master with Holland Bulk Transport (HBT), a subsidiary of Nedlloyd, which specialized in bulk transport including tankers. He joined the Board of the Netherlands Association of Shipmasters (NVKK) as Vice President in 1988. Captain Boer represented NVKK in many national and international bodies, including pension funds, national IMO working groups and the International Federation of Shipmasters' Associations (IFSMA).

In IFSMA Captain Boer chaired the then existing European Community Working Group which dealt with shipmasters' and other maritime affairs from a European Union's perspective. During the 19<sup>th</sup> IFSMA Annual General Assembly in Marseilles in 1993, it was decided that expenses as a result of the European Working Group's activities, were not anymore refunded by IFSMA. The reason was that IFSMA preferred its international role to represent shipmasters instead of the regional (European) function. Following this decision, Captain Boer decided to step down as chairman of the EU working group. A number of shipmasters' associations from EU nations reacted with disappointment, especially after the confirmation at the next IFSMA General Assembly in London in 1994.

In the meantime Captain Boer had already contacted several shipmasters' associations from different European countries in an effort to create an European devoted association. Three associations were found ready to invest the necessary funds to create such an European organisation. The first preparatory meeting was convened in Brussels in April 1995 and many topics including the budget and statutes were discussed. A second meeting was held in Maassluis, the Netherlands, on 10 and 11 September the same year and the formal birth of the Confederation of European Shipmasters' Associations became a fact. Present were representatives of NVKK, VDKS (Germany) and AFCAN (France) and of course, Captain Harry Boer. It must be stated that without his endeavour and energy CESMA would have never been initiated. Due a lot of other activities, among others with the Red Cross, he preferred to further assist CESMA as an advisor to the Board until 1998 when his illness became evident. He then accepted to become an Honorary Member of CESMA.

Captain Harry Boer died on 30 December 2012 in his home in the Netherlands at the age of 83 after a long illness which he bore in his own confident way. Those who worked with him will remember him as an inspired and energetic colleague shipmaster and a gentleman. May he rest in peace.

Capt. F.J.van Wijnen



## FORWARD POSITIONED BRIDGES REQUIRE CAREFUL NAVIGATION



6,130-gt Bahamas flagged cruise ship "Silver Explorer" was struck by a large wave in heavy weather near South Georgia on 4th January 2013. The vessel encountered stormy weather with wave heights of up to eight meters. One window of the wheelhouse was crushed, four persons injured, and the ship headed back to Ushuaia.

Experts have warned unceasingly for the forward bridge design as huge waves can have a disastrous effect on the forward bridge windows. On modern vessels all controls including engine-

room and communication devices are positioned on the bridge, making these vessels extremely vulnerable for the striking force of huge waves when speed and course are not adjusted accordingly.



## BAD MEN TAX

There have been many wild and varied supposed solutions to the Somali piracy problem – the latest suggestion has been to pay the pirates to go away. According to Lloyd's List a trio of professional economists performed an "econometric analysis" of the welfare costs generated by the upsurge in Somali piracy in recent years. Their purely theoretical reasoning, states that Somali piracy costs the industry around \$1.5bn a year, while the pirates net an annual revenue of just \$120m for their criminal activities. You don't have to be an intellectual to work out that it would seemingly be cheaper to pay the \$120million as a form of "naughty boys" tax, so long as the pirates left the ships alone. It is potentially a "win-win", albeit a completely morally bankrupt one. So the pirates could receive a helicopter drop of cash on condition they stop attacking merchant shipping immediately. According to Lloyd's List, that would potentially leave the industry \$1.25bn a year in pocket in comparison to the current situation and "everybody goes home happy"...quite literally in the case of seafarers. Though we're not so sure the insurance and private security industries would be so supportive of such altruism. Utilising mathematical modelling techniques, the economists calculate the effective tax rate on shipping in the Gulf of Aden that would yield the same revenue now going to pirates. Their conclusion is that a 0.9% levy on freight rates would be sufficient to generate the \$120m a year that that pirates currently extort. The economist trio apparently don't actually commend this immoral course of action, they're just, you know, putting it out there. Which doesn't seem overly helpful or useful. We guess that if the same "professional economists" were asked about marriage, they would suggest that you would perhaps be better just finding a women (or man) you hate and give them half your house...thereby saving years of aggravation. (from Shiptalk)

## EVENT AGENDA OF TARGHE S. GIUSTO 2012 IN TRIESTE

On December 21<sup>st</sup> the annual event "Targhe San Giusto 2012" took place in Trieste.

An introduction, providing a brief description of the initiative and its purposes was made by Capt. M. Carobolante, President of the Collegio Patentati Capitani di Trieste (hereafter the College, the Trieste Association of Italian Master's and Ch. Eng's, STCW certified). Welcome speech and greetings to all participants. Some highlights on the 20th anniversary of the event "Targhe S. Giusto" were then given.

Since 1992 this ceremony has been taking place in December every year, each time in a different location and with the support of several sponsors. This year, thanks to the long-lasting partnership with Italia Marittima S.p.A. (branch of Evergreen Group), the ceremony was held in their stunning meeting-room. The main purpose of such an event is to celebrate and make visible to our sponsors the brilliant results achieved by students, graduated from the local Nautical Technical High School, of the three courses (deck officer, engine officer and shipping design) upon completion of the five-year course of studies.



Left to right: Capt.G.Ribaric (CESMA), Eng.S.Beduschi (Italia Marittima), Pres. P.L.Maneschi (Italia Marittima), Capt. W.Reggente (Wartsila),Capt.M.Carobolante (Pres. Collegio TS),Capt.G.De Cubellis (Vice Pres.CollegioTS)

The President of the College went through the history of the Association, which dates back to its establishment in May 1946. It should be noted that the College is a no-profit association, self-financed through its members’ annual contributions in the form of annual subscription fees. One of its activities consist in supporting and providing a start-up for the career at sea of students willing to undertake such an experience. The large sponsorships involved (namely Italia Marittima, Wärtsilä Italia, TAL/SIOT, Tripmare, International Propeller Club) allow us to organize this event. We proudly spread the fundamental principles of integrity and the code of conduct undertaken by seafaring people and, at the end, the values linked to the human and professional relationships between them. A special thanks for the participation also to Capt. G. Ribaric Deputy President of CESMA.

In the following order, individual speeches were given by:

- Mr. P. L. Maneschi – President of Italia Marittima S.p.A.(formerly Lloyd Triestino), our main sponsor.
- Mr. H. van Boxtel – Service Unit Italy Director of Wärtsilä Italia S.p.A.
- Don A. Amodeo – President of the local delegation of Stella Maris Institution.
- Prof. R. Marchione – Principal of Nautical Technical High School
- Representatives from the local Authorities

Finally, Capt. G. De Cubellis – Vice-President of the College introduced the students awarded with the “Targa” (the plaques in the pictures attached)

- 1 – Mr Giovanni COCCOLUTO (deck cadet officer) ..... 98/100
- 2 – Mr. Tullio GOIA (engine cadet officer) ..... 99/100
- 3 – Ms Tea ISLER (shipping design) ..... 100/100
- 4 – Mr Stefano PASQUINI (shipping design) ..... 100/100

All participants were then invited to a small reception with exchange of season’s greetings.

(Capt. M. Carobolante)



# CESMA LOGBOOK (2013 – 1)

We were represented at the following occasions

15 Jan	Amsterdam	Interview SELEX Galileo (piracy)
24 Jan	Brussels	Piracy Seminar (EESC)
06 Feb	Brussels	SAGMAS meeting
07 Feb	Trieste	Workshop on ECDIS
06 Mar	Flensburg	Yearly meeting ACCSEAS
21 Mar	Brussels	Consultation on PEC



## FROM THE EDITOR

- The work to clean up and remove the wreck of the containership "RENA", which ran aground on the Astrolabe reef in New Zealand in October 2011, will be completed shortly. 1.007 of the 1.368 containers, originally on board, were salvaged. The captain and second officer, convicted by a New Zealand court for endangering life and property and falsifying ship records, have since been released from jail after serving half of their sentences, which is customary in New Zealand.
- The EU Commission has announced that it plans to track shipping emissions as from early 2013. It will be the first step towards delivering a global solution for cutting the the sector's impact on climate change. The proposed measurement regime would form the starting point to either a global mechanism for curbing emissions or the potential inclusion of shipping in the EU's emissions trading scheme (EU ETS). A simple, robust and globally-feasible approach towards setting a system for monitoring, reporting and verification of emissions based on fuel consumption is the necessary starting point, according to the European Commission.
- USCLAC, our associated shipmasters' organisation in Genoa, Italy, has recently held its General Council Meeting. During the meeting, Captain Claudio Tomei was unanimously elected President while Captain Guido Schiappacasse was elected Vice President. Both colleagues will be in office until 2015.
- The two largest container carriers in Germany, Hapag-Lloyd and Hamburg Sued are in merger talks to form the fourth largest-container carrier in the world. The two lines together would have capacity less than only AP Moeller Maersk, CMA CGM and Mediterranean Shipping Co. While Hamburg Sued focuses on North-South trade, Hapag-Lloyd operates on East-West lanes such as Asia to Europe.
- Seven major carriers a.o. MAERSK, BP and STENA have announced their joint collaboration with the United Nations Development Programme (UNDP) to provide US\$ 1. million to support job creation in Somalia. This collaboration is the first step in an initiative, launched in February 2012, designed to make a contribution to the rebuilding of a stable Somalia and thus reduce the risk of piracy.



- The sword of Damocles threatens the KG (Kommandit Gesellschaft) construction. The famous German KG (financed by “dentists”) which funds many merchant- (often container-) ships is supported by a tax-exempt regime. The finance committee of the Bundestag (German Parliament) is considering the possibility to levy an additional tax of 19% on income generated by KG constructions with a possible retro active over 7 years. According to the VDR (German shipowners), whose growth in recent years owes much to this famous tax system, a thousand KG’s would go bankrupt if such a tax would be actually applied. (Le Marin)
- Koper, the only Slovenian commercial port, will be further privatised. This action by the Slovenian Government which is against the will of the employees running the port, intends to reduce 25% of its stake in the company which is managing the port.
- CESMA will attend European Maritime Day in Malta on 21 and 22 May. We will participate in a panel organised by the European Cruise Council on the disposal of ship’s waste in the various ports in the European Union.
- France has adopted the Maritime Labour Convention, agreed in 2006. France is the 35<sup>th</sup> nation to ratify an accompanying text which will be adopted this summer.
- During an interview, the President of Somalia, Mr. Hassan Cheikh Mohamoud, has proposed an amnesty for young pirates, hoping to offer them a better life if they stop the attacks on ships near his country’s coasts.
- According to the latest information, the Tribunal in Grosseto which is handling the case of the accident with the “Costa Concordia” has notified the ship’s master Captain Francesco Schettino that his property including his house are under judicial attachment. This legislative measure is extended to all the other accused, including the Designate Person Ashore (DPA) of Costa. Expenses incurred by the DPA will be covered by the P&I Club, whereas the ship’s owner is excluded from this legislative measure which is taken to cover the cost of the legal proceedings. In this case the ship’s master, who has been discharged by Costa, is considered as freelance with no legal relationship with the ship’s owner or operator who is covered against mistakes by the ship’s crew by the rules of the P&I Club.

We consider these proceedings as an insult against justice as Captain Schettino has not yet been convicted of any crime before a criminal court. Until proven guilty, any citizen, also a shipmaster, is considered innocent. This again is a violation against the rights of seafarers and a pure case of criminalisation.



On the front page Mr. Peter van Dalen, Member of European Parliament and vice president of the Transport Committee in the Parliament. Mr. Van Dalen shows a great interest in maritime affairs and is regularly present at meetings discussing maritime topics such as piracy.

The Nantes castle which is characteristic for this beautiful old city in France, harbours the 18<sup>th</sup> Annual General Assembly at the invitation of the two French member associations AFCAN and ACOMM.

Container giant, MAERSK LINE, presents its new type triple EEE vessels which will be the biggest container carriers in the world.

CONFEDERATION OF EUROPEAN  
SHIPMASTERS' ASSOCIATIONS



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**CESMA ANNUAL GENERAL ASSEMBLY 2013  
IN NANTES, FRANCE**

**AT THE "MAISON DE LA MER"  
(54 QUAI DE FOSSE – NANTES)**

**(COUNCIL MEETING ALSO AT MAISON DE LA MER)**

**Friday 10 May 2013**

10.00 - 12.30 Council meeting  
12.30 - 13.30 Lunch  
13.30 - 17.00 Council meeting (continuation)

**Saturday 11 May 2013**

10.00 - 10.05 Introduction by CESMA President Captain W. von Pressentin  
10.05 - 10.10 Welcome by Captain H. Ardillon (AFCAN)  
10.10 - 10.15 Welcome by Captain Y. Lauri (ACOMM 95)  
10.15 - 12.00 Maritime Seminar at the "Maison de la Mer"  
10.15 - 11.00 **Reform of Maritime Education and Training in France**  
( by Ecole Nationale Supérieure Maritime) of Nantes  
11.00 - 11.45 **Introduction of Maritime Labour Convention (MLC)**  
(by Nantes University of Maritime and Ocean Law)  
11.45 - 12.00 Conclusions and closure by CESMA President W. von Pressentin  
12.00 - 13.00 Lunch  
13.00 - 17.00 CESMA Annual General Assembly  
19.00 Dinner for Councilmembers and invited guests  
At Restaurant O' Deck (alongside River Loire)



## AIMS OF THE ORGANISATION (abridged)

- TO WORLDWIDE PROTECT THE PROFESSIONAL INTERESTS AND STATUS OF EUROPEAN SEAGOING SHIPMASTERS.
- TO PROMOTE MARITIME SAFETY AND PROTECT THE MARINE ENVIRONMENT.
- TO PROMOTE ESTABLISHMENT OF EFFECTIVE RULES WHICH PROVIDE HIGH PROFESSIONAL MARITIME STANDARDS AND PROPER MANNING SCALES FOR VESSELS UNDER AN EUROPEAN NATION FLAG.
- TO INFORM THE PUBLIC IN THE EU ABOUT PROBLEMS IN THE EUROPEAN MARITIME INDUSTRY AND THOSE CONCERNING SHIPMASTERS IN PARTICULAR.
- TO CO-OPERATE WITH OTHER INTERNATIONAL MARITIME ORGANISATIONS.
- TO RETAIN AND DEVELOP THE HIGHEST MARITIME KNOWLEDGE AND EXPERIENCE IN EUROPE
- TO BE INVOLVED IN RESEARCH CONCERNING MARITIME MATTERS IF APPLICABLE IN CO-OPERATION WITH OTHER EUROPEAN INSTITUTIONS AND/OR ORGANISATIONS.
- TO ASSIST MEMBER SHIPMASTERS WHO ENCOUNTER DIFFICULTIES IN PORTS WITHIN THE REACH OF NATIONS REPRESENTED BY CESMA MEMBER ASSOCIATIONS

### ANNUAL SUBSCRIPTION:

EURO 14,- (EXCL EURO 5,- ENTR. FEE)  
PER SEAGOING MASTER  
(WITH A MINIMUM OF 25)  
FOR FULL MEMBER ASSOCIATIONS

EURO 7,- PER SEAGOING MASTER  
(WITH A MINIMUM OF 25)  
FOR ASSOCIATED MEMBER ASSOC.)

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