

CESMA NEWS

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CESMA UNTIL WHEN ???

The concept of autonomous ships is not new. The subject has been a matter of discussion for a long time. But we can now observe that the issue of autonomous movement of cars, airplanes and ships has become more than fashionable. This means farewell to drivers, pilots and seafarers.

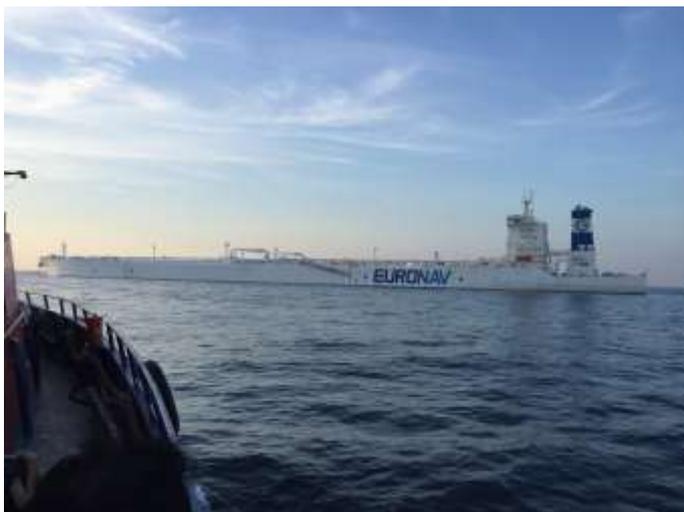
Technicians are working very hard to create prototypes and in the maritime field big steps have been made. A well known ship construction firm and a tugboat company in Scandinavia are proud to have introduced a 28 meter long tugboat which moved automatically, guided from a distance.

The president of one of cooperating companies indicated that he considered it as an honor to have participated in this first worldwide attempt which he considered a historical moment for the maritime industry. The tugboat company added that it was actively involved in these projects to improve safety and efficiency of tugboat operations to the advantage of its clients and crews. Which crews did he mean? During the test, the tugboat involved was duly manned, just in case something went wrong.



CAPT. BERTRAND DERENNES

Shipbuilding companies and ship owners in Japan have announced to be ready to invest millions of dollars to develop technical possibilities which enable autonomous navigation for large vessels in 2025. Moreover it aims to develop a better optimization of routes based on weather information. This also includes economizing on fuel consumption and reduce the number of maritime accidents, which are estimated at 2.000 cases yearly, by 50 percent. There remain a thousand accidents to prevent by artificial intelligence.



At this moment, I command an ULCC (Ultra Large Crude Carrier) with a length of 380 m, a width of 68 m and a draft of 24,50 m which can load 430.000 tons of crude. The effective minimum manning consists of 16 persons. Which maritime authority will sign a document for such a vessel without crew, loaded with a cargo consisting of such an amount of polluting produce? Which insurance company would allow a mega container carrier with a value of about a billion euro including vessel and cargo?

We can be confident to say that these developments have a long way to go and that CESMA still has a reason to exist for many years, but a fact is that the Port of Rotterdam expects to welcome autonomous vessels within 3 years from now.

Translated and adapted from an article in AFCAN Informations by Captain B. Derennes (AFCAN President and Councilmember of CESMA)



NOT IN MY LIFETIME



MR. SOREN SKOU

The chief executive officer of the world's biggest shipping company says it's unlikely container vessels will operate without humans in his lifetime. A.P. Moller-Maersk A/S has already pushed through enough cuts to reduce crew sizes in response to the spread of automation, CEO Soren Skou said in an interview. He says the workforce has now reached a floor and there's no more room to get rid of humans.

"Even if the technology advances, I don't expect we will be allowed to sail around with 400-meter long container ships, weighing 200,000 tons without any human beings on board," the 53-year-old CEO said. "I don't think it will be a driver of efficiency, not in my time."

There are more than 6,000 ships in the global container fleet and they can transport 22 million standard 20-foot boxes (TEU) industry consultant Alphaliner estimates. Ships have grown bigger, but efficiency and automation have kept crew sizes in check, meaning Maersk needs less than half as many sailors to transport a container as it did 20 years ago.

Container ships are unlikely to grow much bigger, Maersk has said. Mr. Skou says there's little cost benefit in getting rid of more humans. To be sure, Maersk has developed a self-sailing tug boat at its Svitzer towage unit, but the concept won't be rolled out to container vessels because "is not a cornerstone of our strategy," Mr. Skou said.

It's not that Maersk is a stranger to innovation. The Copenhagen-based company, which often has led the industry in new ship designs, is investing more than ever in going digital. Last month, it formed a joint venture with IBM to develop the use of block chain technology to manage and track cross-border trade.



The marine unit of Rolls-Royce Holdings is the pioneer in developing self-sailing technologies. Its CEO, Warren East, has sharpened the focus on autonomous shipping as a future business to address a downturn in the offshore oil industry. But even after cutting 4,200 jobs, the unit has remained unprofitable and was put up for sale last month. **"I must admit, it's not hugely interesting for us," Mr. Skou said. (From: Bloomberg)**



SHIPPING COMPANIES SHOULD SUPPORT HFO BAN IN POLAR AREAS

The MEPC committee of the International Maritime Organization (IMO) meets from 9 to 13 April in London. Amongst the items to be discussed will be a ban on the use of Heavy Fuel Oil (HFO) by ships in the arctic area. The shipping route via the North Pole area is becoming more and more popular because of the diminishing sea ice conditions.

Russian President Mr. Vladimir Poetin has recently predicted an tenfold increase of ships passing the polar area. Caused by the presence of remaining sea ice, in combination with insufficient traffic management systems and search and rescue services, the possibility of shipping accidents is a reality. Therefore the risks for the marine environment are imminent. In the Netherlands, the authorities support the ban on HFO and the Dutch maritime sector could play an important role to improve conditions by signing the Arctic Commitment.

SEABLIND, a film by Dutch artist Bernice Notenboom, gives an impression of the development of worldwide shipping. Among other issues, the film features shipping in the North Pole area and reports on the old dream of Dutch discoverer Willem Barentsz to sail to Asia north of Russia. This dream appears to come true. By declining sea ice in arctic areas, it has become possible to navigate the northerly route during the summer period, increasingly without employing ice-breakers.

The challenges for shipping in the arctic seas are enormous. Darkness is reigning for six months yearly. The low temperatures are causing ice structures on ships and ice mountains are blocking the way. Moreover the areas are not well charted and there is hardly any traffic management. In case of incidents or accidents, there are no search and rescue services.

The most important risks of shipping trading in the ecology of the North Pole area are:

- Emission of carbon particles, also known as black carbon. Soot comes down on snow and ice areas causing same to warm up and quickens melting.
- Oil pollution. In a moderate climate, cleaning up of oil residues is already a big issue. In sea ice this is almost impossible. The kind of oil plays an important role at the ecological damage. Accidents with the tankers "Erika" and "Prestige", loaded with Heavy Fuel Oil, used by large ships, have shown that this kind of fuel is many times more harmful than the usual diesel oil.

Is the solution to close the arctic areas for shipping a reality? From the viewpoint of environmental protection, it is perhaps the best option but from an international judicial point of view impossible. The right of freedom of navigation at sea, more than 400 years ago stipulated by Hugo de Groot, is still valid. What remains, is the limitation of risks that ships may cause by making them safer and cleaner. There is hope concerning that last issue. During the next meeting of MEPC, a ban of the use of HFO in arctic areas will be discussed. Seven nations have submitted a proposal. The Netherlands was one of them after the Government adopted an amendment to strive after such a ban.

The Clean Arctic Alliance (CAA), a cooperation of 18 international nature organizations, which are involved in a responsible governance of the Arctic area, is very much in favor of this proposal. An increasing group of industries, organizations and important persons, also in the Netherlands, calls for the CAA to support the ban of HFO in the arctic area. The maritime sector in general will gain from using the northerly sea route. Therefore we call for European shipping companies and ports to support the actions of the CAA in this respect. **(Netherlands Association of Shipmasters (NVKK)**



CYBER SECURITY VERSUS TRADITIONAL NAVIGATIONAL SKILLS

Cyber security and cyber security breaches are the most modern threats on board commercial ships. There are already a lot of cases reported in the breach of communication between ships and shore, GPS failures, etc. As a result the industry made its traditional steps to prepare guidelines on cyber security, to include the problem in the contingency plans, in the safety management system and security plans for ships and companies.



CAPT. DIMITAR DIMITROV

There is just one thing missing in the whole process – the mentality of the personnel on board. We are all used to stay in front of our computers, to wake up in the morning with our facebook, twitter updates and to check our e-mails before doing anything else, any single day. In general, you cannot progress if you don't follow recent technologies. Technology makes life easier and more effective and efficient. But, what if we lose connection to the network and/or the e-mail does not reach the recipient? Are we prepared how to proceed? I'll not repeat all the measures written in the guidelines or various companies' procedures, but I'll try to stick with the human element.

Nowadays, we have more and more information and our problem is to find enough time and resource to get acquainted with it. And, in a way, we started ignoring some of the traditional skills used on board ships, as they are no more in use. One simple example is more than indicative. There was mass spoofing attack involving over 20 vessels in the Black Sea in June 2017, as reported in the Maritime Executive by Dana Goward. Finally nothing happened, the operation of GPS had been restored and everything went fine.

But it could be worse. Imagine that a ship is approaching a port or she is going to pass a shallow water area and her position is not accurate. Do we really have an alternative to GPS and are the officers of today on the bridge and young shipmasters able to plot the ship's position in a traditional way and to take the right decision to avoid incidents? Electronic charts are already compulsory and even if the officers are able to take bearings and distances with the radar or visual bearings through the compass repeater and distances with any measuring device, could they plot the position and could they do it in sufficient time to take the proper decision and to navigate safely?

It is already compulsory for all deck officers to have general and specific training in ECDIS. In theory they should be able to do this. It comes to my mind how often officers are using the above said options for training in order to be ready to act in case of an emergency. Even if included in the safety management system, training in modern busy shipping include a lot of exercises which are done automatically or even the tics in the boxes are usually done with the explanation "That's very easy to do, I do not need to train it in reality, and I'll do it when necessary."

In our modern world we skip a lot of minor activities to save time and it becomes a habit to do it. Unfortunately there are enough emergencies and investigations showing omission of such simple activities, leading to groundings, collisions in clear weather and good visibility simply because of loss

of situational awareness. The only reason is absence of traditional skills to plot ship's position, to evaluate it immediately and to take the proper action or in general, most of modern seafarers do not have at hand the next step if there is failure in ship's electronics.

Going a bit further. we come to the change of style of life in our modern society. Usually we neglect the probable threats and dangerous situations with the simple explanation that "Will it happen now or to me at this moment?" And with all the modern equipment and facilities, fatalities still happen and the reasons are more trivial than years before. Typical cases are heavy collisions during 2017 involving a US navy ship and large container carrier in the Far East with loss of live of seamen and huge material losses, a lot of groundings and other collisions, etc.



A SUDDEN TURN

How to improve the situation or to reduce the risk of incidents due to human error? Most probably we have to come to the basics, starting from the education of seamen. How many of officers and seamen are able to splice a wire rope or fiber rope. The ropes come on board spliced. And how many seamen of today, graduating their basic qualification or officers graduating at merchant academies at the time of graduation and completion of their apprenticeship, are able to do it? Without making representative research on that, I would answer "no more than ten percent of the entire number, maybe less". The students in the merchant academies prepare their lessons, using internet and the web. It is more than normal to use those possibilities. The academies are saving money by reducing real practice and students are not obliged to go to the severe conditions in practice. They stay in front of computers, watch the screens and learn everything. And very often they forget it immediately. In my green years, there was no GPS system on board commercial ships and satellite systems when available on board large ships gave ships' positions once during four hours watch. When sailing close to the shore we had nothing to do but to take bearings using radar or the compass repeater and to plot the ship's position on paper charts. It was routine and in case of emergency, all of us were able to do it immediately without any doubt.

That is not the case today. Even if some of the old fashioned professors insist on the above mentioned knowledge, there is no time during the educational process and there is no time once on board ships, busy with daily routines and busy schedules of ships. Examinations are more and more simple tests done on computers and there is no practical examination done by qualified professional ashore. The reliance on experience of shipmasters on board ships is really very limited, as masters are 25 hours out of 24 busy. A comprehensive research on masters' time use, made by Danish non-governmental organizations, showed 75 percent of the time spent by the shipmaster is occupied by administrative burdens and time spent on navigation is less than 20 percent. Unfortunately it's more or less the same with the time of officers.

More and more young professionals accept navigation as a computer game but unfortunately they do not realize that they have no more than one life on board the ship. Nowadays most shipmasters are already from the above mentioned generation and traditional skills disappear little by little. Further worsening of the situation comes from the fact that most of the companies are owned and

managed in industrialized countries and crew is provided usually from third parties/countries. Managers make everything good on paper but they do not care too much until an accident happens. Most managers of today are without maritime background or they have made one or few voyages as junior officer. Without experiencing the responsibility, you can hardly understand the need of traditional practical knowledge and skills in case of emergency.

What have to be done to change that not so good trend? First of all, when discussing safety of life and pollution matters, we do not have not to look solely and primarily at the financial aspects. In the period of prolonged crisis in the shipping industry, finances are important but in the long term solving today's problems by cutting the educational, training and safety expenses is really killing the good practice and will create huge problems in the future. Future generations will not be able to understand where problems come from. Deepening of the gap between management and labor supplying countries, is worsening the situation. Decision making and management people are going more away from real problems of crew members on board ships. Thus the safety culture and need of safeguarding traditional skills, is becoming more important for the future of the industry.

We could say that the autonomous ship concept could solve these problems. Automation is a really important tool to improve safety and new technologies should be used. But traditional skills still do not have an alternative. Moreover, the developers of autonomous ships will need the knowledge on traditional skills to create the necessary tools to navigate ships from a distance. And managers need to have knowledge on traditional skills to be able to manage the entire process properly.

Capt. Dimitar Dimitrov, IMO Ambassador, Pilot in the port of Varna (Bulgaria)



ECSA WELCOMES EU PROPOSAL FOR PLASTIC REDUCTION

The European Community Ship owners Association (ECSA) released a recently released statement welcoming the proposal by the European Commission to reduce the plastic in ports. This is the first European strategy aiming to decrease plastic amounts, showing a tendency for a transition towards a more circular economy also included the long awaited revision of the Ports Reception Facilities Directive.

The new proposal aims to achieve a higher level of protection of the marine environment and introduces measures to prevent marine litter. It aims to ensure there are adequate port reception facilities available, require an advance waste notification from ships and transparency of the waste delivery fee charging structures. The majority of marine litter originates from land-based activities but shipping has an important role to play in controlling the ship-generated waste.

“ECSA fully supports the aim of the Port Reception Facilities Directive to prevent illegal discharges of ship-generated waste and cargo residues into the sea by encouraging vessels to discharge all waste to shore-side reception facilities”, said Martin Dorsman, ECSA Secretary General.

“We agree that further harmonization of the current practices is vital to ensure that proper reception facilities are available for current and new waste types in ports. A reasonable, consistent and functional fee system, forming an incentive to ship owners to deliver waste ashore, is also welcomed. However, we have some concerns. ECSA also wants to ensure that there are the necessary port reception facilities available, to promote a waste notification from ships and transparency of the waste delivery fee charging structures.

The procedures in ports should be as efficient as possible, to keep costs at acceptable levels. It may not provide an incentive to reduce waste at source, meaning the vessel or the companies delivering supplies to the vessel, as the fee is the same no matter how much waste you deliver. This might also create challenges in defining the fixed price of waste delivery as the port reception facility operators will not know how much capacity is needed but they need to ensure their waste handling costs will always be covered”, he added.



MR.MARTIN DORSMAN

“We agree that further harmonization of the current practices is vital to ensure that proper reception facilities are available for current and new waste types in ports. A reasonable, consistent and functional fee system, forming an incentive to ship owners to deliver waste ashore is also welcomed. However, we have some concerns. The procedures in ports should be as efficient as possible and to keep costs at acceptable levels,” commented Mr. Martin Dorsman, ECSA Secretary General. However, he added that the proposed indirect fee system for waste delivery, allowing the delivery of unlimited amounts of waste is possibly problematic. That is because it does not provide an incentive to reduce waste at source, meaning the vessel or the companies delivering supplies to the vessel, as the fee is the same, no matter how much waste you deliver.

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SIMPLE STEPS TO IMPROVE CYBER SECURITY ON ECDIS

The cyber security risks to ECDIS navigation systems, many of which run on old, and unsupported operating systems, are well known, and ABS director of cyber security Paul Walters offers some very simple advice on how to help keep them safe. When it comes to information exchange ECDIS is very critical. An ECDIS system can be taken offline by the simple act of crew member plugging their phone into charge on the computer on which the ECDIS system is run. The ECDIS reacts and looks for the drivers for the phone, can't find it, so it crashes. And it is very difficult to reset it. This has to do with software quality, a lot of them run XP, which is very vulnerable because Microsoft is not supporting it. A few simple measures to improve the security of ECDIS system.

To stop crew members from charging their phones or other devices on the ECDIS

It is recommended to buy a system to block the ports. These systems are available cheaply from the likes of Alibaba or Amazon, and stop crewmembers from charging their phones or others from plugging in USB sticks and devices without checking with the crew.

For ECDIS chart updates:

Download encrypted updates from the internet onto a dedicated USB stick. Check the USB stick for malware or viruses on a PC dedicated to the task. If all clear, then upload updates onto the ECDIS.

source : Seatrade Maritime News

HOW CONDITIONS AFFECT PERCEPTION

CHIRP released a book , called “Perception, Decision Making and Fatigue at Sea”, addressing how we see, and how the resulting perception is affected by the conditions seafarers face and how this affects their decision making.

The book, which was created in cooperation with the Arts & Sciences and Neuroscience Departments at University College London, provides important recommendations for seafarers and maritime operators, regarding the correlation between vision and perception. Namely, it presents the way that eyes work with the brain. It specifically gives attention to the so-called “what and where”. The “what and where” is very important as it provides information about detail and color. In order for the “where” system to work better, dim light is necessary, using peripheral vision and it adapts more easily to moving objects. However, “what and where” require different brain activity. This means that they can’t both peak simultaneously.

Moreover, the report says that there are five limitations that can affect someone’s vision, which are the following:

- **Lighting**
- **Attention**
- **Size and distance**
- **What and where**
- **Adaptation**

Furthermore, the book highlights the importance of human element during ship design and operating procedures as well. It notes that, the matter of vision must be further addressed by the shipping industry, as it can be proven a crucial factor for the safe operation of a ship and the safety of seafarers in general.

“Knowing about and understanding these issues and knowing how to avoid them, is the route to first class and ever-improving seamanship. These guidelines highlight key issues in the areas of Perception and Decision Making, with makes recommendations on how we can combat them together, helping to make our ships more efficient, prevent accidents and keeping our seas safe,” the report said. You can learn more information about the book, released by CHIRP.



IMO CELEBRATES 70 YEARS ANNIVERSARY

IMO announced that the World Maritime Day theme for 2018 will be “IMO 70: Our Heritage – Better Shipping for a Better Future”, celebrating the 70 years since the adoption of the Convention establishing the Organization.

This year’s theme provides the opportunity to take stock and look back, but also to look forward, addressing current and future challenges for maritime transport to maintain a continued and strengthened contribution towards sustainable growth for all.



To remind, the Geneva conference opened in February 1948 and on 6 March 1948 the Convention establishing the Inter-Governmental Maritime Consultative Organization (IMCO) was adopted. The name was changed in 1982 to International Maritime Organization (IMO).

A series of activities and events are planned to mark the 70 years, including:

18 March 2018 a ceremony to mark the date when the IMO Convention was adopted will be held at IMO Headquarters.

15 May 2018 – a high level forum will be held at IMO Headquarters to discuss the Organization’s history, its future challenges and role within the global trade in a changing world.

25 June 2018 – the annual “Day of the Seafarer”.

Late September 2018 – World Maritime Day will be celebrated at IMO Headquarters and around the world. In addition, **during 2018** a photography contest will be held, while, in conjunction with the International Congress of Maritime Museums, a travelling exhibition will tour participating maritime museums.

The World Maritime Day parallel event will be hosted by the Government of the Republic of Poland in **June 2018**. Last year, it was held in Panama under the theme “Connecting ships, port and people”, on 1-3 October.



CREATION OF A EUROPEAN COASTGUARD FUNCTION

More than 110 participants from various European and national entities gathered on 2nd June 2017 at the premises of the European Maritime Safety Agency (EMSA) in Lisbon for the Closing Workshop of the pilot project "Creation of a European coastguard function". Frontex, EFCA and EMSA presented the results of the project.



COOPERATION HANDSHAKE

During the event the European Border and Coast Guard Agency (Frontex), the European Fisheries Control Agency (EFCA) and the European Maritime Safety Agency (EMSA) jointly presented the project results. The 18 months pilot project was launched in January 2016 in order to provide the test bed for the co-operation mechanism proposed by the Commission within the framework of the European border and coastguard package. The project aimed to raise cross-sectorial awareness of Frontex, EMSA and EFCA’s activities between the three Agencies and amongst pilot project stakeholders and to create operational and technical synergies among different coastguard functions at EU level.

In the framework of the project, the three Agencies explored and tested ways to further enhance their cooperation in four areas:

- **sharing of information generated by fusing and analyzing vessel movement and earth observation data.**
- **providing surveillance and communication services based on state-of-the-art technology**
- **capacity building**
- **capacity sharing, including multipurpose operations and the sharing of assets and capabilities across sectors and borders**

The enhanced cooperation among EMSA, EFCA and Frontex will enable them to support in an effective and cost-efficient way the activities of more than 300 civilian and military authorities in the EU Member States, responsible for carrying out coastguard functions in a wide range of areas, such as maritime safety, security, search and rescue, border control, fisheries control, customs control, general law enforcement and environmental protection. **(EMSA NEWSLETTER)**



CITY OF ROTTERDAM AND PRIMULA SEAWAYS COLLISION REVISITED

It is not so difficult to disagree with the fact that the pilot and the captain on board the "City of Rotterdam" caused the collision. The pilot suffered from "Relative Motion Illusion" while the captain must have lost situational awareness, relying on the advice of the pilot.



DAMAGE "CITY OF ROTTERDAM"

We should not forget two basic aids to navigation, namely the compass and the chart. Surely a glance at the compass repeater on the centerline of the ship, would have alerted the pilot that his true heading was not what he thought it was. If the Master and the officer of the watch had kept track of the ship's true position on the chart and if they also had kept an eye on the compass and listened to everything the pilot said, the multi-million collision might have been avoided. The pilot would not have been fined 45.000 pounds and the pilot and

the captain might not have lost their jobs.

We often admonish bridge personnel for not looking out of the window, but in this case, the pilot's errors were a result of him looking out of the window. The basic problem is the design of the ship's bridge.

SOLAS has very clear regulations about bridge design, but rules are often broken by ship owners and builders if it can be shown that they are making adjustments to compensate. For example, bridge windows bridge windows may slope inwards from the top down but not from the bottom up. I spoke at IMO on the subject of bridge design. This time, the topic was the necessity to be able to see the ship's side and the wharf from the wing of the bridge. It was obvious that most of the IMO delegates had no idea of the importance of this rule. It is now a SOLAS requirement, but the bridge wings of the "City of Rotterdam" barely comply.

Surely, a navigation bridge should be designed primarily to serve the purpose of navigation. The semi-circular bridge of the "City of Rotterdam" was so designed in order to improve fuel economy. No part of the ship forward of the bridge can be seen from the bridge. It is only from the centre window that it is possible to feel comfortable about the true heading of the ship. Through the other windows, one experiences "relative motion illusion". Other pilots confirm that they had difficulties with handling the "City of Rotterdam" for the same reason. They have developed strategies to cope with the challenges, resulting from the bridge lay-out. In spite of this experience, other ships have been built with a similar bridge design. Authorities and classification societies should be aware of the dangers of such a bridge design and should not allow these practices.

**Based on an letter by Captain M.C. Armstrong (FNI)
SEAWAYS (NI) February 2018**



RELEASE OF FINAL REPORT ON EL FARO ACCIDENT

Better hurricane alerts for mariners, mandatory personal locator beacons and modern, enclosed lifeboats on all U.S.-inspected oceangoing vessels are just a few of the detailed recommendations from the National Transportation Safety Board's final report on the El Faro disaster.



"EL FARO"

The definitive, 282-page account of the Oct. 1, 2015 sinking and loss of all 33 persons on board the 40-year-old, 790' ro/ro containership was recently released by the National Transportation Safety Board (NTSB) in the USA. There were no big surprises – NTSB commissioners who met in December to discuss their own findings largely echoed conclusions from the Coast Guard Marine Board of Inquiry issued in October 2017.

Their formal report however is by far the most extensive review of the worst U.S. maritime accident in three decades, since the sinking of the bulk carrier "Marine Electric" off Virginia in a 1983 blizzard. Like the Coast Guard, NTSB officials placed a lot of blame on "El Faro" Captain Michael Davidson, for sticking to his vision of ducking south out of an early anticipated path for Hurricane Joaquin as it barreled across the "El Faro" normal route from Jacksonville, Fla., to San Juan, Puerto Rico. Davidson held to that route despite warnings from his deck officers, who were seeing more updated weather information on the night of Sept. 30-Oct. 1. The report devotes nearly five pages to those exchanges, and possible explanations for Davidson's decision-making.

That was also related to a failure of bridge resource management on the "El Faro", the agency found. While the deck officers could have been more assertive in their objections to the voyage plan, Davidson should have been more open to their input, the report says. This points to a larger problem in the maritime industry, compared to commercial aviation, where subordinate officers have more leeway for raising critical questions on the flight deck, NTSB officials suggested.

“The authority of the captain is traditionally treated as absolute, and mariners are accustomed to deferring to the captain’s decisions,” the report notes. “Although training in bridge (crew) resource management is required for mariners, it has not been as widely accepted or studied as in the aviation realm.” One NTSB commissioner, Bella Dinh-Zarr, attached a dissenting opinion to the report, saying that it was unrealistic to expect the deck officers should have done more to dissuade Davidson from his navigation choices. “El Faro” operators Tote are assigned blame in the report, for failure to promote better bridge resource management and use of the company’s safety management system.

As did the Coast Guard’s own investigation, the NTSB probe documented problems with the Alternative Compliance Program and its use of classification societies to maintain surveys and inspections of U.S. flag vessels. The NTSB concurred with Coast Guard findings of shortfalls in its supervision of the program, and poor qualifications of its own inspectors. Close examinations of a sister ship, “El Yunque”, found major corrosion in ventilation shafts which investigators suspected admitted down flooding into the “El Faro” cargo holds and engine spaces. Both of the 1970s steamships were to be transferred to Tote’s Northwest Pacific routes with the arrival of new liquefied natural gas fueled, Marlinclass containerships for the Puerto Rico trade. Instead, corrosion problems on the “El Yunque” were so severe that the company sold her for scrap in late 2016, the report notes.

Like the Coast Guard, the NTSB calls for requiring modern enclosed lifeboats on all U.S. flag oceangoing vessels. Regulations allowed ships built under rules in effect until the mid-1980s to retain old open lifeboats launched with gravity davits, like the pair carried on the “El Faro”. In the U.S. bluewater fleet, 49 percent of the ships were delivered prior to 1986. “Thus, roughly half of US-inspected oceangoing vessels are equipped with lifesaving appliances that have been considered insufficient for over 30 years,” the report says. Experts consulted by the investigators estimated equipping a ship like the “El Faro” with modern lifeboats would have been an upgrade of around \$1 million, and may have given some of the crew a chance to survive. **Source : Workboat**



SAFETY AND SECURITY IN THE NORTH SEA - MAiDEN PROJECT LAUNCHED

One of the keys enablers towards maritime security is having fast and reliable exchange of information between the different authorities policing the sea. But linking up different data and information systems is no easy task. Through its maritime fund the European Commission is therefore providing support to national maritime authorities wishing to open up and interconnect their data.

One of the projects being supported at the moment is called MAiDEN (MARitime Information Data Exchange Network), and has just been launched in Brussels. Over the next two years, MAiDEN will seek to establish an advanced and secure communication channel among the various Belgian authorities operating in and for the North Sea.

Belgian authorities, performing coastguard functions, such as the Maritime Rescue Coordination Centre, the Maritime Defense Component, the Customs and the Shipping Police would then get a much clearer and more exhaustive picture of the situation at sea at any given moment. Better 'situational awareness', as they call it, means in turn more effective patrolling, more targeted interventions and faster rescue, for the benefit of all the users of the sea basin.

MAiDEN was awarded a €750,000 grant following last year's call for proposal "**Implementation of the Common Information Sharing Environment (CISE) for the EU maritime domain**". The various national networks developed through projects such as MAiDEN will eventually feed into the **Common Information Sharing Environment (CISE)** - the pan-European platform for voluntary information exchange between EU Member States in the maritime domain that the European Commission is developing in the framework of the EU's Maritime Security Strategy Action Plan.



INTERNATIONAL INTEREST FOR STM CONTINUES TO GROW PRESENTATION AT IMO

The progress of STM and its alignment with IMO e-Navigation strategy was the focus when the STM project presented to the delegates of the IMO sub-committee NCSR February 21st. The warm reception indicates the ever-improving attitude to the STM ideas. And the message to the audience was clear: Get involved!

The ever-growing interest in STM comes in many varieties. At the e-Navigation Underway International conference, STM was one of the test



beds that was given the most presentation time. Several other international projects and initiatives are making their solutions “STM-compatible”. And on 21st February, STM was invited to share the STM progress to the 5th session of the IMO Sub-Committee on Navigation, Communications and Search and Rescue (NCSR).

“As the probably largest e-Navigation project in the world, the interest was high as expected,” says presenter Ulf Siwe, Communications Officer of the STM Validation project. The presentation took place in the main hall, attracting a large audience. The progress of STM was in focus as well as the alignment of STM with IMO Strategic Implementation Plan and the Maritime Services.

The delegates were curious and asked many questions, during the presentation and afterwards. STM project member Fredrik Karlsson was also present to help answering the questions: – Could you send the presentation? Yes! – Will this affect COLREGs? No! – What services can a bulker with STM on-board use? They can use all STM-enabled services in operations that they would like, e.g. enhanced monitoring in Danish waters, winter navigation in the Baltic, weather optimization, and better synchronized arrival information from the 13 ports in the project plus Port of Rotterdam, a new cooperation!



JON LEON ERVIK

Jon Leon Ervik, Norwegian Coastal Administration and IMO-delegate to NCSR5, says “STM is an important contributor to the realization of several e-navigation services and solutions. The standards that STM have developed, and are continuing to drive, make the infrastructure for information exchange interoperable. The cooperation between the STM consortium and Norwegian initiatives, like Norway’s Single Window ship reporting system and Sesame 2, enable digital services to be developed faster while making them more coherent. Projects and test beds like these connect the industry, R&D, users and authorities in the necessary process, taking e-navigation from theory to practical solutions.”

The final message to the IMO delegates was crystal clear. “Get involved” and help the STM solutions become even better.



PROFESSOR E. LIJNZAAD APPOINTED JUDGE AT THE INTERNATIONAL TRIBUNAL OF THE LAW OF THE SEAS

From 1 October 2017, Professor E (Elisabeth) Lijnzaad from the Netherlands has been appointed as judge at the prestigious International Tribunal Of the Law of the Seas (ITLOS) in Hamburg (Germany)



PROF. ELISABETH LIJNZAAD

She was born in Rotterdam (the Netherlands) on 2nd October 1960. She is a Dutch lawyer and professor. She studied at the University of Amsterdam and obtained a doctoral in International and Dutch law. She promoted in 1994 in international law at the University of Maastricht in the Netherlands. She was active as judicial cooperator at the Dutch Foreign Office where she became manager of the department of international law in 2006. From this position, she advises and represents the Netherlands at international courts of justice.

In 2013 she successfully represented the Netherlands at ITLOS, concerning the case of the Greenpeace vessel "Arctic Sunrise" which was taken by Russian authorities and kept at Moermansk, while the crew was not allowed to leave Russia.

The International Tribunal for the Law of the Sea (ITLOS) was established by the 1982 United Nations Convention on the Law of the Sea as a body to settle disputes between States Parties to the Convention regarding the interpretation or application of the Convention's provisions, including provisions concerning the exercise of the powers of States over shipping and the discharge by states of their responsibilities and obligations in relation to ships.

ITLOS is competent to deal with disputes in which a State is alleged to have wrongly interfered with or otherwise restrained the operation of a vessel when it is in a port of the State or within the territorial sea or exclusive economic zone of the State.

In its previous judgments, ITLOS has provided clarifications of some important areas of the law of the sea concerning the operation and regulation of shipping by flag States and other states.

ITLOS plays a key role in the regime of the Law of the Sea Convention relating to the prompt release of ships and their crews that are arrested or detained in a foreign port.

ITLOS also has the possibility to serve as a judicial organ for the settlement of disputes under other maritime agreements and contracts, if the parties to the agreements or contracts agree to confer jurisdiction on it. **There are many advantages to be gained by States and shipping operators from using ITLOS as the body for the settlement of disputes under agreements. These advantages include savings in time and expenses. (De Telegraaf)**



ITLOS IN HAMBURG



NEW SECURITY GUIDANCE FOR THE SOUTHERN RED SEA AND BAB-AL-MANDEB STRAIT

In response to the threats arising from the conflict in Yemen, BIMCO, ICS and INTERTANKO have published interim guidance on maritime security in the southern Red Sea and Bab al-Mandeb, to assist ship owners and operators to assess the presence of new threat patterns in the area.

The conflict in Yemen has introduced additional maritime security threats, other than piracy, to the Southern Red Sea and Bab al-Mandeb. These include collateral damage due to conflict between groups in the region and a potential deliberate targeting of ships. The guidance contained in this publication is specific to known threats in this particular region.



The purpose of this guidance is to help Company Security Officers(CSOs) and Masters in conducting a threat assessment in respect of transits through the Southern Red Sea and Bab al-Mandeb. Experience has shown awareness of other threats and application of the recommendations contained within this guidance, in conjunction with application of the BMP 4 recommendations, may prevent a successful attack.

The guidance highlights the use of the Maritime Security Transit Corridor, the registration with MSCHOA and reporting to UKMTO, as well as reviewing and updating risk assessments and plans to include new threats.

The security transit is based on the principle that the coast of Yemen should be avoided as much as possible, when passing Bab al Mandeb Strait.



NEW BOOKS By : Frank NEYTS

Ship Handling Dokmar Maritime Publishers BV in Holland recently issued an updated, second edition of "Ship Handling", written by Hervé Baudu. "While sailors have always considered manoeuvring a vessel of any size to be an art, nonetheless it remains a science." Based on this premise, 'Ship Handling' undertakes to address manoeuvring from a theoretical perspective, together with practical examples and the valuable experience of marine pilots, who have made significant contributions to this book. The work consists of three parts: the first sets out the ship's capabilities and its manoeuvring gear; the second considers the forces which set the ship moving, and the last one describes the ship as it manoeuvres (mooring, sailing in shallow waters, port manoeuvres, etc...) Special attention is paid to the behavior of a vessel subject to external forces, with a basic approach to these concepts suited to novice pilots, together with a more thorough study into ship dynamics, of interest to sailors more familiar with the subject. Hervé Baudu, professor of maritime training, worked on-board ships for fifteen years, reaching the position of commanding officer. After teaching manoeuvring at the 'Naval Academy', he taught manoeuvring and navigation at the Marseille centre of the National Maritime College of France (ENSM). Highly recommended. "Ship Handling" (ISBN 978 9071 500367), a 308 page hardback publication costs 69.50 euro. It can be bought in the specialized bookshop or direct with the publisher, Dokmar Maritime Publishers BV, PO Box 5052, 4380 KB Vlissingen , The Netherlands. Phone +31(0)612.50.61.50, e-mail: info@dokmar.com ,

CESMA AGA 2018 IN KOTOR, MONTENEGRO



Montenegro(Black Mountain) is a sovereign state in southeastern Europe. It has a coast on the Adriatic Sea to the southwest and is bordered by Croatia to the west, Bosnia and Herzegovina to the north-west, Serbia to the northeast, Kosovo to the east and Albania to the southeast.

Its capital and largest city is Podgorica, while Cetinje is designated as the Old Royal capital. It was a part of the Kingdom of Yugoslavia in 1918. After the break up of Yugoslavia in 1992, the republics of Serbia and Montenegro together established a federation. On the basis of an independence referendum, held on 21 May, Montenegro declared independence on 3rd June of that same year. It was officially named Republic of Montenegro from 22nd October 2007. Montenegro is a member of the United Nations, NATO, the Organization for Security and Cooperation in Europe, the Council of Europe and the Central European Trade Agreement and has applied to become a member of the European Union. It is also a founding member of the Union for the Mediterranean. (Wikipedia)

The CESMA Annual General Assembly is organized at the invitation of the Montenegro Shipmasters Association in the old medieval city of Kotor which is on the list of the World Heritage. It offers a lot of historic sides and harbors a faculty for the education and training of seafarers. Shipmasters and ship officers from Montenegro man ships all over the world.

THE COUNCIL VENUE (3rd May 2018)



KOTOR MARITIME MUSEUM

The chosen venue for the CESMA council meeting is located at the Maritime Museum of Kotor, showing objects from the rich Montenegro heritage of ships and seafaring. It is located at the centre of the city. Prior to the meeting, CESMA council members will have an opportunity to visit the museum by way of a tour with explanation. After the Council meeting CESMA representatives will pay a visit to the Kotor Maritime Faculty (see front page)

THE AGA VENUE (4th May 2018)

The venue for the CESMA Annual General Assembly is at the historic Cattaro Hotel. The building stems from the middle ages and underwent a thorough restoration with all the historic elements remaining.

TENTATIVE PROGRAM CESMA ANNUAL GENERAL ASSEMBLY

09.00 – 09.30 Registration

09.30 – 12.00 Maritime Seminar (“MARITIME IN EUROPE”)

Subjects: Marine environment, Maritime Education & Training, EMSA

09.30 opening by CESMA President Captain Hubert Ardillon.

09.35 – 10.15 Implementation of EU marine environment in view of Boka Kotorska Bay by Mrs. Ranka Vukasovic (Naval Architect)



10.30 – 11.15 “Simulator versus Seetime” by Captain Boudewijn Baert
Former Shipmaster, Secretary-General Royal Belgian Seaman College, (CESMA Council member)



11.15 – 12.00 Future working plan European Maritime Safety Agency (EMSA). Its position in the maritime industry in the E.U. by Mr. Markku Mylly, Executive Director EMSA



12.00 – 13.00 LUNCH

13.00 – 16.00 CESMA ANNUAL GENERAL ASSEMBLY

SUBJECTS: CRIMINALISATION OF SEAFARERS

(A.O) MARITIME SECURITY - PIRACY

SAFETY OF PASSENGER/RORO SHIPS

MARINE ENVIRONMENT IN POLAR AREAS

EDUCATION AND TRAINING OF EU SEAFARERS

16.00 – 20.00 CRUISE IN KOTOR BAY

(LADIES PROGRAM TO BE ADVISED)



[On the front page: "AIDAsol", new cruise ship for AIDA LINES](#)

[Captain Nicole Langosch \(first female captain for AIDA\)](#)

[Maritime Faculty, Kotor \(Montenegro\)](#)

CESMA LOGBOOK

(2018 – 1)

We were represented at the following occasions:

09 Jan	Amsterdam	NY Reception Zeemanshoop
23 Jan	The Hague	Piracy debate Dutch H.O.R.
31 Jan	Haarlem (NL)	GNSS Workshop
06 Feb	Brussels	CESMA BM
07 Feb	Brussels	Interview Maritime Security
28 Feb	Lisbon	SAGMAS
28 Feb	Lisbon	Visit EMSA
20 Mar	Barendrecht (NL)	Visit Simulator Centre SIMWAVE



FROM THE EDITOR

- On 8th March, the International Women's Day 2018 was celebrated. Shipping has been a male-dominated industry and that tradition runs long and deep. However, through its global program on Integration of Women in the Maritime Sector, IMO is making a concerted effort to help the industry move on from that tradition and to help women achieve a representation within what is more in line with twenty-first century expectations.
- Rolls-Royce has introduced a situation awareness and intelligence system to reduce the risk of ship collisions and groundings at night. Its Intelligent Awareness (IA) system combines multiple sensors with intelligent software to mitigate against safety risks that navigators face when operating vessels in adverse weather conditions, in darkness or in congested waterways. IA uses data collection and information display to enhance navigational safety and operational efficiency. It provides bridge personnel with a much greater understanding of the ship's surroundings, especially with the totally enclosed bridges of today's ships.
- European logistic company STENA Line has confirmed its initiative to test environmental friendly, electrical driven ships. This originates from signing a contract with Swedish electric company Callenberg Technology Group. STENA was also the first company which introduced a roro ferry ship driven by methanol as fuel.
- The Netherlands Association of Merchant Navy Shipmasters (NVKK), founded in 1943 in London during the Second World War, celebrates its 75th anniversary on 12th April in Rotterdam. Her Royal Highness Princess Margriet, Patroness of the Netherlands Merchant Navy, will be present at the celebrations.
- IMO has issued a revised SOLAS regulation on safe mooring. This regulation is expected to be finalized during a meeting of the IMO Sub-Committee on Ship Design and Construction (SDC) and aims to prevent accidents and injuries when ships are mooring or unmooring in a port. Many accidents are still occurring and most go unreported.
- CESMA has been officially invited to attend the celebration of the European Maritime Day 2018 which this year takes place in the coastal city of Burgas in Bulgaria. We will be present at this important event for the European maritime industry.
- Other important items on the agenda of the IMO meeting (SDC) include guidelines and regulations for passenger ships in the event of flooding. Ships should be designed in such a way that essential systems, such as emergency electric power, remain operational after a casualty as a result of flooding from side raking damage. This item clearly stems from the "Costa Concordia" accident where the emergency power station was situated in such a location that it became useless soon after the relevant compartment became flooded.
- As of 1 July 2018, Masters, Chief Officers, and officers in charge of a navigational watch on board ships, operating in polar waters, must be qualified in accordance with STCW Convention Regulation V/4 and meet the standard of competence for training found in the STCW Code Selection A-V/4.
- CESMA has been invited to attend the 2018 Annual General Assembly of EMPA, the European Maritime Pilots Association, in Antwerp on 12th April. President Captain Hubert Ardillon will represent CESMA and will present a paper on the theme: "Education and Training: How to improve the attractiveness of careers in the Blue Economy."
- The English MAIB (Maritime Accident Investigation Board) has called for the urgent necessity to provide dedicated tugs and salvage personnel in Dover Strait to assist vessels in distress. This call is based on the high risk of ship collisions in Dover Strait due to the ever increasing traffic. MAIB made this recommendation because of lack of sufficient local salvage assets.
- The Helsinki Shipmasters' Association has joined CESMA as an observer member. We are pleased that one of the important Scandinavian maritime nations is now represented in our Confederation.



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 DEVELOPMENTS 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
- TO PROMOTE THE SEAFARING PROFESSION IN EU MEMBER STATES

ANNUAL SUBSCRIPTION: EURO 16,- PER SEAGOING MASTER (WITH A MINIMUM OF 25)
EURO 8,- PER SEAGOING MASTER FOR ASSOCIATED MEMBER
ASSOCIATIONS (WITH A MINIMUM OF 25)

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