

# CESMA NEWSLETTER

THE EUROPEAN UNION SHIPMASTER INFORMATION CHRONICLE

**CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS**

**SECRETARIAT:** MUNTPLEIN 10  
NL-1012WR AMSTERDAM  
THE NETHERLANDS

TEL: 0031 650275519  
TEL: 0031 206253515  
E-MAIL: [cesma-eu@introweb.nl](mailto:cesma-eu@introweb.nl)

Website: [cesma-eu.org](http://cesma-eu.org)

**PRESIDENT:** CAPT. W-V. VON PRESENTIN TEL : 0049 3 82 20 / 8 03 74  
NORDERSTRASSE 2 FAX : 0049 3 82 20 / 6 68 43  
18347 OSTSEEBAD WUSTROW  
GERMANY E-MAIL: [wolfvpressentin@web.de](mailto:wolfvpressentin@web.de)

**DEP.PRESIDENT:** CAPT. G. RIBARIC` TEL(GSM) : 00386 31375823  
OBALA 55  
SI – 6320 PORTOROZ  
SLOVENIA E-MAIL : [zpu.slo@siol.net](mailto:zpu.slo@siol.net)

**GEN.SECRETARY:** CAPT. F.J. VAN WIJNEN TEL: 0031 182 613231  
JUNOLAAN 10  
2741 TJ WADDINXVEEN MOB:0031 650275519  
THE NETHERLANDS E-MAIL: [cesma.vanwijnen@planet.nl](mailto:cesma.vanwijnen@planet.nl)

**HON.TREASURER:** CAPT. A.A. DE LIJSTER TEL: 0031 172 491821  
EMMALAAN 23  
2405 GA ALPHEN A/D RIJN  
THE NETHERLANDS E-MAIL: [lijster@tip.nl](mailto:lijster@tip.nl)

**HON. VICE PRESIDENT :** CAPT. R. SERRA  
**HON. MEMBERS:** CAPT. H.B. BOER  
CAPT. J. CHENNEVIERE  
CAPT. J-D. TROYAT  
CAPT. G. KIEHNE

**ADVISORS:**  
PROF. J. SPAANS  
CAPT.J-D TROYAT  
CAPT. W. MUELLER

**Opinions expressed in articles are those of the sources and/or authors only**

## CESMA IN ZADAR, CROATIA 7 MAY 2011 LOCATION : IMPACT BUILDING

The CESMA Annual General Assembly in Zadar, Croatia, was preceded by a seminar at the invitation of the Croatian Ministry of Sea, Transport and Infrastructure and by the Union of Croatian Shipmasters' Associations under the title "Places of Refuge, including Safety of Navigation in the Adriatic Sea area".



Mr. L. Cicovacki

After the customary introductions, the first speaker was Mr. Luksa Cicovacki, head of the Maritime Safety Division of the above Ministry. Title: "Maritime Safety in the Adriatic "Challenges and Opportunities". He began his presentation with an overview of the Croatian maritime industry and some historical facts. Croatia is a maritime nation with 1.196 vessels under its flag and 30.000 seafarers, sailing worldwide. There are 4 maritime faculties and 10 maritime high schools in the various coastal regions and cities. To enhance maritime safety, the first lighthouse was built in 1816 in the Austro-Hungarian period and today 48 lighthouses are still in function.

Maritime safety in the Adriatic Sea was developed further during the years. In 2002 the Maritime Safety Committee of the IMO adopted the so-called ADRIREP mandatory ship reporting system in the Adriatic Sea with the participation of Italy, Slovenia, Albania, Montenegro and Croatia. The aim is to track and observe all oiltankers (150 tons and above), all general cargo ships (300 tons and above) carrying dangerous or polluting goods in bulk or in packages. The system entered into force on 1st July 2003.

In November 2010 a VTS radar system was placed into trial operation to be able to further monitor shipping movements. This VTMISS system was co-financed by the European Union "PHARE 2006" programme together with the Croatian government. The system facilitates full coverage of the Croatian sea area of responsibility. This was followed by the introduction of CIMIS, the Croatian Integrated Maritime Information System, creating a National Single Window with a central contact point to all national authorities. This means that master/agent has to provide necessary data only once and a reduction of other conventional reporting requirements. The system will be implemented for the maritime administration in 2012 but full implementation (including custom formalities) will follow only in 2015.

The ultimate goal is the development of a Common Adriatic VTMISS system which includes unified procedures in the VTS areas in the Adriatic Sea. Also unified training and certification of all VTS operators. ADRIREP will be simplified as AIS exchange and a better exchange of traffic data will be established at operation level. It will also include further development of appropriate routing and other measures.

Mr. Cicovacki concluded his presentation with the question how to make it possible to enhance safety of navigation in the Adriatic while reducing the workload on board.

Apart from being head of the Maritime Safety Division in the Croatian government, Mr. Cicovacki is also Head of Department for development and strategic projects and works together with the European Maritime Safety Agency (EMSA)





The final presentation of the seminar was given by Captain Zeljiko Bradaric (MSc) of the Hydrographical Institute of the Republic of Croatia.

## PLACES OF REFUGE IN NEED OF ASSISTANCE - THE CROATIAN SOLUTION -

Captain Bradaric began his presentation with his definition of Places of Refuge:



The panel of speakers

Location where a ship in need of assistance can be temporarily moved to and where actions can then be taken to stabilize the vessel, protect human life, reduce a hazard to navigation and/or protect sensitive natural resources and or usage of the area (collect mussels, fishing or recreative boating). Places of refuge may be constructed harbours, natural ports or bays, temporary grounding sites or part of inshore waters.

**Fltr: Chair: Capt. G.Ribaric, Capt. Z. Braderic, Capt. F.J. van Wijnen, Capt. E. Castioni, Capt. L. Cicovacki**

### Why is it necessary to provide a place of refuge?

Taking these actions would help to prevent or minimize potential adverse effects to the public environment and resource users. The reason that the principle of Places of Refuge has become important, are some maritime disasters which attracted the public opinion and the attention of politicians. The accidents with the "Erika" and the "Prestige" caused widespread oil pollution on the coasts of France, Spain and Portugal. Especially the accident with the "Prestige" called for extra attention. On 13 November 2002 a crack was reported in its hull. The tanker was located off the westcoast of Galicia in Spain. Several thousands of tons of oil escaped in the sea. It was decided to tow the vessel further into the sea. On 19 November the ship broke in two and sank approximately 100 miles off the Spanish coastline. If it would have been decided to tow the ship to a place of refuge, the immense pollution could have been (partly) prevented according to salvage experts.

If we want to discuss initial assumptions and resolve complex and sensitive problems such as the selection of places of refuge for ships in distress, it is essential to offer solutions based upon the exact scientific and expert investigations, using the appropriate methodological and computer support. Yet the realization of the project on places of refuge which includes sensitive and complex problems, has to be resolved legally, organizationally and technically.

The study on Places of Refuge in Croatia has already been delivered. The legislation together with a plan for accommodation for ships in distress is in force since 3rd January 2008. The Adriatic version GIS database and application for selecting and ranking Places of Refuge is already in operational use since 1st December 2007.

The Croatian concept is a combination of two existing models, the procedural one and partly a pre-selection model. The procedural model implies clear procedures to be followed by the competent authorities in every particular case of a ship's request for a Place of Refuge. These procedures are based upon the scenarios which have been identified by research. This is partly a pre-selection model as there is a large selection of potential Places of Refuge. The number of places are reduced in the iterative procedure for each particular case and/or using a decision support system.

In principle any natural bay with sufficient waterdepth, sheltered from the wind and sea or any part of the mainland or island or a port could be indicated as a place of refuge. If such a place is uninhabited or there no large settlements in the vicinity, important economic interests or protected parts of nature or heritage which might be endangered and if there are sufficient overland approached routes for transport of equipment and personnel, it is considered a highly acceptable place of refuge.



There were two more presentation during the seminar which we will highlight in our next issue of the Newsletter.

The seminar was followed by the CESMA Annual General Assembly which produced many fruitful discussions. As a result seven resolutions were drafted:

## RESOLUTIONS FROM THE CESMA GENERAL ASSEMBLY ON 7 MAY 2011 AT THE IMPACT BUILDING, ZADAR, CROATIA.

### **Resolution nr. 1: Piracy and armed robbery.**

The 16<sup>th</sup> Annual General Assembly in Zadar, Croatia, again discussed the problem of piracy and armed robbery against ships in various parts of the world, Somalian and adjacent Indian Ocean waters in particular. All means to prevent these criminal acts should be activated to protect the lives of seafarers. Yet CESMA still denounces the use of fire arms on board and is critical about the employment of armed guards on board ships as it could escalate violence. It will however adopt a practical position in line with European and international organisations on the condition that the responsibility and liability of shipmasters is efficaciously stipulated and that their position remains unaffected even in the case of armed guards on board.

### **Resolution nr. 2: Criminalisation of seafarers.**

The Assembly also noted that the problem of criminalisation of seafarers continues to be a matter of great concern. Motives are not only environmental offences but, among others, also the finding of drugs on board. Recent cases have again shown that co-operation between all parties concerned is the best solution to tackle the problem of criminalisation.

**Resolution nr. 3: Fatigue and safe manning.**

The Assembly still noticed with concern that the problem of fatigue is not attracting enough attention, The requirement of three certified bridge watchkeepers, including the Master, on each seagoing vessel of 500 GT and more, is still supported by CESMA. The introduction, during the recent IMO/STCW meeting in Manila, of a flexibility clause in the stipulation of hours and work, enables the system of the six on six off watch schedule to be continued. The European project HORIZON, which investigates the consequences of fatigue via simulation, will be closely monitored by CESMA as an observer.

**Resolution no. 4: Safety of ro-ro- and large passenger ships.**

The Assembly discussed the safety of ro-ro- and large passenger ships and noted that many accidents still occur. It has approached the European Commission to express its concerns. Large passenger ships with thousands of passengers and crew have appeared to be very vulnerable, notwithstanding the many tests that newbuilding passenger ships have to undergo before all certificates are issued by class.

**Resolution nr. 5: Introduction of e-Maritime.**

The Assembly discussed the participation of CESMA in the e-Maritime concept, initiated by the European Commission. The concept aims at introducing electronic means to govern the entire chain of maritime transport. e-Navigation will be integrated in the system. As the concept looks also at the reduction of paperwork on board, future introduction could work out positively for the ship's staff. As the concept looks also at the transfer of duties from ship to shore, other parameters such as liability and responsibility of the shipmaster, should be stipulated before CESMA supports the concept fully. We suggest a positive but critical approach.

**Resolution nr. 6: Safety of life saving equipment.**

The Assembly discussed again the safety of life saving equipment on board seagoing vessels including many incidents and accidents during drills such as a recent case on a CGM/CMA containership in China. It urges international bodies and flag states to introduce proper legislation to improve the safety and design of life saving equipment in order to improve efficiency and avoid other fatal accidents.

**Resolution nr. 7: Safety, Search and Rescue in the Northern Black Sea / Sea of Azov.**

Latest info again shows that the situation in the above waters have not improved with regard to maritime safety and Search and Rescue. The Bulgarian Shipmasters' Association proposes a conference to be organised in Rumania in the autumn 2011 with the co-operation of IMO, EMSA, the Bulgarian Administration and CESMA. This initiative is supported by the CESMA Assembly.



## PROBLEMS WITH USING ECDIS

**Still seagoing captain on board a VLCC, I plan to speak about problems I meet when using technological answers one of them: ECDIS**

This is a very useful navigational device. On one screen is a lot of information coming from different sources: chart, position, heading and speed (water and ground), targets representing other vessels in vicinity as ECDIS is connected to radars, GPS, gyros, logs and other AIS, therefore a centralization of all information which leads to a better overall view.

Chart corrections are easier, as coming from a file, so less errors possible during writing and applying. Ideally, the extra time used by officer for chart corrections now saved by computer would be dedicated to lookout, which normally should be the first duty of the bridge team (often made of one man only). But do not dream, somebody found very quickly other duties to give to deck officer in charge of chart corrections.

Nevertheless, in heavy traffic zones, there is a risk for the screen to be overloaded. Sometime it could be judicious to limit or remove the targets from radar or AIS.

There is also a heavy risk of a wrong use by persons in charge as there is a large difference between paper chart and the one on screen. Human eye can see the paper chart in totality. Therefore the officer in charge sees further than the next few minutes of navigation, and so he is able to better anticipate on manoeuvring. Same does not exist on the actual screens. This will come when the screen will be of the same size than the paper chart, but due to available place and price, when could it be possible? On the ECDIS screen, to see the near future while keeping own position on it, one should change range. But this erases a lot of information which could be important, even essential, for navigation, manoeuvring or passage planning.



**Capt. Hubert Ardillon**

#### **Now two difficulties I met:**

China coasts charts: ports and associated channels are moving quickly, and one can find oneself in a totally unknown environment. It happened to me to navigate, for anchorage, pilot or berth, outside the borders (latitude or longitude) of a chart. This is a bit worrying. To be with a 20 metres draft on a chart where depths are between 6 and 10 metres only, even after receiving information from the agent that there was no draft problem for this occasion because there is a channel, is not what one calls safe navigation.

In another area, updates do not exist. Once, I was proceeding to load at Lavan Island and Kharg Island – both in Iran. I checked on charts in order to prepare passage planning and I found in Lavan a berth with a draft restriction, so I decided Lavan to be the first load port. But no. I checked with local agent who answered that I am not the first to go there for loading on Lavan SBM. SBM ? But there is no mention of SBM on my chart (BAC). Finally I succeeded to get information on this SBM, and while loading I asked why it is not on the chart. Clear answer: we do not tell to the English because we do not like them. During loading I took information and pictures and we corrected our paper chart. Of course I send all information through my manager to the British Admiralty. OK, paper chart is « corrected », but what about the next paper chart. And for the electronic chart, how to keep this useful correction?

Soon all vessels should be equipped with ECDIS and deck officers who should use ECDIS will have to carry two certificates: one for general ECDIS and one for the specific vessel ECDIS.

And, do not delude oneself about training. Most managers are recruiting at lowest possible cost, so poorly trained and educated officers, even if all certificates are always valid. Who will be responsible of final (and initial) training given to these users? And who will be held responsible after an accident following a wrong use of ECDIS?

**Captain Hubert Ardillon (AFCAN President) at Safer Seas Seminar Brest (May 2011)**



## HOW TO SAVE ALL THOSE PASSENGERS

**M**aritime disasters make fantastic headlines but fortunately they occur relatively seldom. There is however that gnawing Titanic feeling about the growth of shipping, the increased size of passenger ships and the near flippant use of the word "unsinkable".

Next year will mark the centenary of the most infamous maritime disaster in history. The lessons learnt and changes made, are remarkable, in terms of escape and evacuation. This is a consequence of the regulations by the International Maritime Organization (IMO) and therefore manufacturers have had a captive market selling all kind of liferafts and lifeboats, immersion suits and emergency beacons. With these the capability of evacuating a ship is



"Allure of the Seas"

safeguarded. However we are curious in suggesting that evacuating a ship of the size of the "Allure of the Seas" with 5.000 mainly corpulent and silver haired Americans, some of them in wheelchairs, may take a few hours before they are landed in small lifeboats and plastic rafts in the water. If the sea is rough and the weather cold, what we can expect according to the growing interest in Polar cruises, this could become too much for some of the weaker souls.

The rescue services around the world are aware of this. The memory of the "Estonia" disaster still echoes in rescue centres around the Baltic where a lot of work has been done to ensure that there is a future response for when a similar disaster happens again. To suggest it may not, is too fatalistic and naïve. International rescue centres know very well that that there is no possibility of them rescuing hundreds of people from stricken vessels, let alone thousands of people. The International Maritime Rescue Federation knows this and is trying to raise this issue in maritime circles. The IMO has been digesting this issue for far too many years but has still not found an answer which is acceptable to all.

A ship's master is bound, by the laws of the sea, to render all assistance possible to a vessel in distress, despite the quite likely fact that his ship will not have sufficient equipment on board to render it. The man overboard boat (MOB), now compulsory on ships, to be used in such an occasion, is considered as much a liability as the lifeboats with their notoriously unreliable davits and release hooks.

Telling shipowners that their ships should be capable of rescuing hundreds of passengers from a stricken cruise ship's lifeboats is a noble but impractical thought. The rescue boats will fall under the same level of basic maintenance and crew awareness as the lifeboats a ship already carries and could therefore transform the rescuers in need of rescue.

**Yet the problem remains and will be cruelly illustrated when we least expect it. There is simply no quick way to get thousands of people out of the water when it counts.**

(From a comment in Lloyd's List 11.01.2011)



## CREWMEMBERS DIE IN LIFEBOAT EXERCISE

**T**wo crewmembers of the CMA CGM containership "Cristophe Colomb" have died in a lifeboat exercise accident while the vessel was alongside in the Chinese port of Yantian. The incident comes after a number of recent fatalities as a result from lifeboat drills.



The victims were a deck officer and a cadet. They were taking part in a mandatory lifeboat exercise on board, together with a Filipino rating, when the release mechanism failed, throwing them both into the water. Colleagues on board tried to come to their aid, with the master and chief officer diving

into the sea in a bid to help. However the officer and cadet did not survive the fall while the other crewmember was seriously injured.

CMA CGM stated that regular safety exercises are held on board their vessels and every care is taken with regard to the health and safety of the crews. The particular lifeboat and davits were duly inspected and certified by an approved company in September 2010 when the ship was delivered. They were again tested in January this year during a regular drill. The system was fitted with so-called fall preventer devices as per International Maritime Organization recommendations. CMA CGM is currently working with French authorities, manufacturers and safety experts in order to ascertain exactly what occurred and will do everything possible to ensure that such tragic accidents are not repeated, according to a statement by the company. (From report by Capts. Derennes, Vanoosten / Lloyd's List 21 April 2011)



## HOW CAN WE MAKE LIFEBOAT TESTS SAFER?

**S**o many seamen have lost their life or have been seriously injured while testing life saving equipment. Too many.

Shipmasters face difficulties in performing the mandatory periodic lifeboat tests while the ship is alongside her berth. Most of the time, such an operation is not allowed by port authorities due to security or safety reasons. Therefore, shipmasters have no alternative than to carry out the tests at anchorage or at sea where weather conditions can quickly change which add an additional risk to the recovery of the lifeboat.

We, AFCAN and ACOMM, demand that Ports Authorities do their utmost in order to allow these tests to be carried out while the ship is alongside. This should not bring any additional port fees.

Unlike what happened on board a French container vessel last April (which resulted in two deaths), lifeboat lowering and recovering operations should be carried out with **NO** crew on board. Depending on the vessel's arrangement, a shipmaster should be allowed to transfer some crew members on board the lifeboat using:

- Own rescue boat
- Accommodation ladder
- Pilot ladder
- External means like pilot or mooring boat if no other suitable means on board.

Same arrangements should be used to transfer the crew back on board the mother vessel.

#### On lifeboat design:

- For lifeboat lowering and recovering, using davit and two hooks, the boat structure should be strong enough to support the weight of 125% of the total weight of the lifeboat and the weight equivalent to 3 crewmembers on **ONE** hook, even in vertical position in case of failure of one of the two hooks. This should be periodically tested.

Periodical tests of the lifeboat system should include a **dynamic** load test of the whole equipment; davit + hook(s) + boat loaded 125% total weight of the lifeboat and the weight equivalent to 3 crewmembers and **NOT** davit + hook(s) only as is the case today.

(Capt. H. Ardillon, Capt. B. Derennes (AFCAN) , Capt. F. Vanoosten (ACOMM 95)

Doubts about the safety of on-load releasehooks were already raised at IMO in 1999. After 11 years of debate and discussion in IMO committees, sub-committees and SolaS III/1.5, the LSA Code will be amended to reflect the requirements for new hook systems. These are due to come into force in 2012 for new vessels. There remains the question of how to decide which of the existing hook systems are "safe to use". The Industry Lifeboat Group (ILG) has expressed concerns that the design review in the guidelines relied heavily on an assumption that the anticipated wear rate of the critical parts over the service life of release mechanisms was the critical determining factor. (Seaways 12/2010)



## PEOPLE FIRST

**W**hen I was coming over this morning, I was thinking that there could not be a better place than Gdansk to celebrate maritime Europe. Everywhere around us we are reminded of thousand years of maritime history. This city can also teach us something about the future of maritime Europe. In Gdansk people know how important it is to keep the EU's maritime knowhow alive. The Gdynia Maritime Academy has high standards to prepare young people to become the skilled professional of tomorrow's maritime industry. This is a crucial point: to boost maritime sectors, the first thing to do is to provide excellence in education and training and make maritime careers appealing to young people. These new people bring new ideas and new ideas can produce new jobs for the 88 millions Europeans who work in the coastal regions of Europe. They need to have proper employment opportunities. Entrepreneurs need a stable investment climate with a guaranteed quality workforce. Researchers are calling for accessible marine data and everybody wants the seas, surrounding the European Union, to be safe. The Integrated Maritime Policy lays all the conditions to provide all these and for economic growth to come from the seas.

Next year, the European Commission will recommend actions for several established, emerging and future maritime sectors. We want to remove the barriers hindering sustainable growth coming from the sea. We want to mix and match the skills, research and capital needed to drive forward Europe's maritime economy. We want to recapture Europe's genius to exploit our seas and oceans sustainably.



**Mrs M.Damanaki / Adm. E. Mitropoulos  
at EU Maritime Day in Gdansk**

Going back to my initial point on knowhow and education. I already pointed out that we need enough people with the right qualifications, skills and experience to perpetuate the EU's maritime heritage. And we need to attract young people towards a maritime career. We have to offer long-term job perspectives along a variety of maritime sectors. While general unemployment is growing, we face a shortage of maritime professionals and officers. How can we make a maritime career more attractive? And moreover:

How can we promote mobility between jobs and sectors in the maritime industry?

Job mobility is one of the aspects of our strategy for local development. Maritime policy is all about interconnections, all about acknowledging the complex network that all policies related to the sea inevitably form. If those links are not exploited at local level, if communities don't diversify their economies, if people don't move across sectors, it will make no sense. This is why we believe, for example, that the maritime knowledge and experience of the fisherman are important for the whole maritime sector. Apart from fishing they can use their boats to carry out sea-cleaning operations or to supply offshore windparks. They can also share their maritime and technical knowledge with onshore maritime industries which need their expertise. In the next financing exercise, through European Funds, we may have these opportunities when fishery is not providing enough jobs. I think this is where public money should go to: reinventing job opportunities for coastal communities and feeding entrepreneurial initiatives in new sectors. Priorities, needs and challenges will vary from one sea basin to the other. This is why the maritime policy is geographically specific.

The example that comes from these shores, is also our best success story. It is the Baltic Sea strategy. Representatives from education, maritime industry and maritime authorities of the different countries are setting up a "network of centres of excellence for maritime training". The idea is to make maritime careers more flexible and offer young people more tailor-made opportunities. Another ten countries around the Baltic and North Sea are now working to improve the search and rescue (SAR) functions for people in distress at sea.

The results borne by the Baltic Sea Strategy in a relatively short time, suggest that sea basin approaches can be economic drivers. They target the needs of the players and operators more precisely and directly. They channel European, national and regional funding into commonly agreed objectives. They move steadily toward social goals like employment and quality of life. The maritime economy has the potential to meet the 2020 objectives of smart, sustainable and inclusive growth but without your help and participation, this will never actually happen.

Here in Gdansk, we are reminded of why we need an Integrated Maritime Policy. Right now there is someone out there, in a laboratory, on a beach, in an investment firm, on a ship or in a city council who is starting to benefit from our new political approach to the seas. This year's European Maritime Day put these **people first** and we need to find ways to improve their lives. Let the discussion begin and I hope you will all join in.

From a speech by Mrs Maria Damanaki, European Commissioner for the Seas and Fisheries (DG MARE) during European Maritime Day 19<sup>th</sup> May in Gdansk, Poland.



## **U.S. House Committee Blocks FCC Approval of LightSquared Wireless Broadband**

**Jac Spaans**

In the last months there has been an uproar in the US from the GPS-community to the plans of the company Lightsquared which wants to install strong communication transmitters in the frequency band adjacent to the GPS L1 frequency. Tests have shown that the Lightsquared signal jams the GPS signal several miles around a transmitter. A US committee now has blocked these plans. The following message was released:

**"The powerful U.S. House of Representatives Appropriations Committee voted June 23 to insert language into a spending bill that would block the Federal Communications Commission (FCC) from spending any money approving LightSquared's plan to launch a controversial Long-Term Evolution broadband system until concerns about interference with GPS signals are resolved.**

**The prohibition on expending any federal money means that the FCC is effectively barred from any further consideration of LightSquared's plan since even meeting to discuss the plan spends federal funds through employee salaries. In short, until LightSquared comes up with a plan that completely protects all existing GPS navigation devices from any interference, the company cannot operate its satellite-based broadband service.**



Prof. J. Spaans

**The hearings, held June 23, were marked by strong opposition from the U.S. military and other agencies, including the Federal Aviation Administration, which testified that the LightSquared plan would prevent the use of GPS in critical applications. According to the testimony, the U.S. Coast Guard would be unable to perform search and rescue operations, airlines would be unable to use GPS in landings at airports and other services would have their defense missions compromised".**

**Prof. Spaans is advisor to CESMA and will represent us during the European Maritime Radionavigation Forum (EMRF) in Paris, France, on 29 June 2011**



## NEAR MISSING THE MARK

A recent fatal accident, in which a Chief Engineer died, has prompted renewal of a call for shipping to adopt a blame-free system for seafarers to report near-misses. While there were several other contributory factors in the incident that occurred last year in a containership's lift-shaft, investigators noted the company's safety system suffered from poor communication between shore and ships that left management unaware of developing problems.

Near-miss reporting, in particular, was relatively low in comparison to the number of actual incidents on the company's ships and on the ship in question there had been no reports at all in the six months prior to the fatal accident. The report by the UK's Marine Accident Investigation Branch (MAIB) says there is **"widespread evidence that for every accident there will normally have been several near-misses"**. Under-reporting of near-misses or hazardous incidents has been cited as a problem throughout the industry. The reluctance of those involved is being attributed mainly to the fear they will be penalised. In other industries such as aviation where near-miss reporting is standard, concern has grown in recent years that the fear of internal disciplinary action or criminal prosecution stifles disclosure of potentially critical information in near-miss reports and as a consequence safety throughout the industry suffers. This has led to the development of the "just culture" concept, not just in aviation but in other industries like energy and healthcare and more recently shipping. Designed to promote free and frank reporting of mistakes without fear of penalty, it has won a growing number of adherents but has yet to be fully accepted and is treated with caution by some who point to daily to the lack of a clear and universally accepted definition and the mistaken belief that safety can

override justice. The International Civil Aviation Organisation (ICAO) did, however, adopt a resolution last year calling on governments to recognise just culture in a bid to curb post-incident criminal prosecution of aviation workers. And, as the recently published report into the death of the Chief Engineer on the UK-flag containership notes, a just culture has also been recommended by the IMO.

In the 2010 version of the International Safety Management (ISM) Code, the IMO defines a just culture as one in which people are encouraged to provide essential safety-related information without fear of negative consequences. A report last year by the UK's Maritime and Coastguard Agency (MCA) said a just culture is founded on two principles: human error is inevitable and organisations should shape their policies and processes around that fact. And individuals should be accountable for intentional violations of safety procedures or policies. It has also been defined within aviation as "A culture in which frontline operators or others are not punished for actions, omissions or decisions taken by them that are commensurate with their experience and training, but where gross negligence, wilful violations and destructive acts are not tolerated". The MAIB report into the fatal accident notes the containership operator had a system of near-miss reporting but had also adopted a "zero tolerance" policy on breaches of safety rules, with dismissal one of the penalties. Its twin objectives of increasing near-miss reporting and of disciplining crew members including safety officers were, the report says, "confusing and contradictory". The report added, "The policies were inconsistent and did not reflect the 'just safety culture' described in the ISM Code. The message to personnel was unclear as to whether reporting a near-miss would have a positive or negative outcome."

The company involved has, among other safety initiatives, subsequently placed “anonymous mailboxes” on its ships to encourage crewmembers to report near-misses while maintaining its zero tolerance policy on breaches of safety rules. It has also been recommended by the MCA to develop a plan to achieve a just safety culture on its ships.

While a just culture might be successfully implemented throughout a company, there is as yet no guarantee that it will shield it and its employees from criminal prosecutions. Recent cases in which air traffic controllers in Japan and Italy have been found guilty, have been criticised as examples of the persistence of criminalisation of aviation workers who are as, if not more, exposed to the risk of prosecution as seafarers.

Seafarers have also been the focus of an industry-wide campaign calling for their fair treatment by governments, with the IMO’s legal committee recently drafting a resolution that would, if adopted, urge states to turn existing guidelines into national law.

The main difference between the two groups is that in aviation, **safety** is the over-riding reason why companies and their workers are prosecuted, while in shipping (with the exception of passenger ships) it is the **environment**. Aeroplanes crash and kill passengers,

ships spill pollutant cargoes or bunkers. In both cases governments and victims seek retribution and redress, riding roughshod over industry complaints of criminalisation. Appealing to governments to adopt a less punitive approach is likely to be frustrated by their reluctance to be seen to be soft on safety or pollution, unless they can be convinced that fear of prosecution in its stemming of the flow of vital warning signs is a worse evil. Companies too, faced with the risk of prosecution or loss of business, want to be known, both internally and externally, to be taking an aggressive stance. Like governments, they are likely to say they have a zero tolerance policy that imposes suitably severe punishments such as instant dismissal for serious violations of laws or company rules. Sending mixed messages, however, can lead, as in the case of the containership operator, to confusion among employees, uncertain as to whether they should risk their jobs or even imprisonment by admitting to errors or, by remaining silent, endanger themselves and their colleagues. Spreading a culture of any sort throughout an organisation requires a high level of commitment from the top and a sustained effort by middle management. When it is something as relatively new and sophisticated as just culture, it is, as the MCA report acknowledged, even more challenging. **Source: Bimco**



## CARING FOR CREW ACCOMODATION

**T**he theme which keeps coming back in international and European maritime fora, is the ever increasing shortage of seafarers and the measures which should be taken to overcome this problem.

One of the obvious reasons for the shortage is the treatment of seafarers which is based on the lowered image of the seafaring profession which experienced a downturn after the introduction of the STCW95 Convention, allowing minimal educated seafarers from third world countries to join the international fleet.

The low image of seafaring is illustrated by reports on the accommodation of the crew on newly built large containerships. Reports are originating from pilots in west European ports such as in Lloyd List, some time ago. They have the impression that nobody is really interested in the living conditions of seafarers on board. On top of this lack of interest, there is the fact that one can really assess the annoyances that can make life so uncomfortable if one is actually on board a ship at sea. Pilots have the opportunity to talk to seafarers about the quality of accommodation and they have the possibility to find out some aspects themselves.

On many ships it is practically impossible to stay outside on the rear of the accommodation block because of the noise of the ventilators. From watching passing containerships, it is obvious that most of them have hardly any windows on the sides of the superstructure, some have none. So there remains the front, with the container stacks only a few feet away. Anyone can imagine how it is to have no view at all from one's cabin or are these remarks from a spoiled western seafarer? On seven or eight stories high containerships, which originally all had elevators, these have been omitted on many newly built ships. Imagine climbing all these stairs during a day's work on board or do designers see this as a possibility to loose weight for the seafarers concerned. It is no wonder that pilots have reported on this issue, they are victims too. And there is also a constant squealing, banging and rattling from containers on a ship rolling at sea. There are some companies however, among others, that seem to be able to afford cabins for the crew that have windows with a view. It seems that there are still companies left that do care a little about their crews and these are not known for wasting money. It would be interesting if somebody, who is involved in a study to make seafaring more attractive, would do a study about the standards of crew accommodation on comparable ships, such as large containerships. (From letter in Lloyd's List, Capt. Georg Fries, (Brunsbüttel, Germany)



**A Round Table in Zagreb:** Croatian Captains visiting Dr. Ivo Josipovics, President of the Republic of Croatia. Present: Captains Pasko Kolombatovic (Split), Darko Glazar (Kostrena), Edo Deskovic (Rijeka) President of ZHUPK, Slobodan Vrdoljak (Zadar), General Secretary ZHUPK, Juraj Krnincic (Rijeka), Jadran Skugor (Sibenik).

(Photo: Office of the President of Croatia)

## PROVING THE OBVIOUS, FOR MORE SAFETY

**A**n experiment to show that a three-watch system is better. Sometimes, it seems, it is necessary to prove the blindingly obvious. Last week, I had an inside view of an experiment designed to do just that. This is all to do with hours on watch and fatigue. Somewhere way back in the days of sail, the three-watch system evolved and became almost universal and is still the standard practice today. This traditional system is based on three watchkeepers each working for four hours and then resting for eight. It seems to fit in well with the rhythm of a long sea voyage and each watch fitted in with the hierarchy of the ship. Originally, the eight-to-twelve had been the master's watch, and was the one which most suited the body's natural sleeping and waking pattern, or the circadian rhythm. It became the practice for the senior cadet to stand the watch under the supervision of the master. In time, this became the third officer's watch. This is appropriate because it means the most inexperienced officer is on watch when the master and other senior officers are likely to be around.

The most difficult watch for the body is the twelve- to-four, and particularly the midnight-to-four in the morning watch, which was the lot of the second mate. This is universally known as the graveyard watch. At the risk of perpetuating a myth, I have retrieved the following from the Internet: 'Gershom Bradford, in A Glossary of Sea Terms, 1927: Graveyard watch, the middle watch or 12-4am, because of the number of disasters that occur at this time.'

The most senior of the watchkeepers - the chief officer, or chief mate - takes the four to eight. Until 20 or 30 years ago, the chief officer would demonstrate his prowess at taking sights and plotting the ship's position at morning and evening stars, which usually fell within his watch.

What I have just described still survives, more or less, on many oceangoing ships. Around the North European coast, particularly, but also elsewhere, the practice of having only two watchkeepers - working six hours on, six off - has long been common on small coasters. This arrangement has become accepted as quite normal and nowadays extends to large vessels that shuttle through busy sea areas between ports which have fast turnarounds. In other words, the work is intense and never stops.

Common sense dictates that this is not good practice. After investigating 66 incidents between 1993 and 2004, the UK's Marine Accident Investigation Branch (MAIB) concluded: 'The study has confirmed that watchkeeper manning levels, fatigue and a master's ability to discharge his duties are major causal factors in collisions and groundings.'

The MAIB took the reasonable view that two- watchkeeper systems lead to fatigue and accidents. Attempts at the International Maritime Organization (IMO) to get rid of the two-watchkeeper system, ran into the sand, however, because of opposition from certain national shipowners' associations and their countries' maritime administrations. It was argued, by some, that the now-common six-on, six-off system is perfectly safe.

So that brings us back to the experiment. A largely European Union-funded programme, **Project Horizon**, has been underway over the past 18 months or so and is now drawing to a close. It has used sustained virtual 'voyages' employing a range of simulators to test selected watchkeeping patterns under the same conditions. The aim is to capture empirical data on watchkeeper fatigue and its effects on performance and to develop a fatigue management tool kit for industry.

Some would say that shipping already has a 'fatigue management tool kit', called the four-on, eight-off watchkeeping system. Nevertheless, the politics of shipping, at IMO and elsewhere, dictate that it is necessary to demonstrate scientifically the effect of having only two watchkeepers. The simulator-based experiments have been carried out at Chalmers University in Sweden and at Warsash Maritime Academy in the UK. I visited Warsash last week when the last of 10 virtual voyages was underway. This 3 million euro (\$5.4 million) project involved healthy bridge and engineer watchkeepers, of any nationality, age and gender, with some tanker experience, who were recruited through a management agency. The Warsash experiments used a full-mission bridge simulator as well as engine and tanker cargo simulators to create a 'voyage' from Fawley to Rotterdam and back.

Participants joined their 'ship' at Fawley on Saturday night and were on six-on, six-off watches for a week. The conditions created were surprisingly realistic. Participants had sleeping accommodation and a mess room close to the simulators and that was the extent of their world for a week. They were not allowed to wander around, let alone off, the campus and had almost no interaction with anybody other than the experiment supervisors, who acted out the roles of the other crew members.

Some information have been released in June with final results and analysis expected by December. From peeping in, through CCTV, at watchkeepers who were more than halfway through their voyages and talking to the supervisors, nobody should expect this study to be a resounding endorsement of the six-on, six-off system; I saw a couple of very sleepy-looking faces last week. If these virtual voyages eventually lead to the actual scrapping of the two-watchkeeper system for vessels of any significant size, then Project Horizon will be worth every euro spent on it.

From: Business Times by Mr. David Hughes (13-04-2011)



## INTRODUCTION BY CAPTAIN JANKO MILUTIN

### (SHIPMASTERS' ASSOCIATION OF MONTENEGRO)

. Captains,



Let me first send greetings from all of our members at home and on deep seas. Hope that our application for membership should be considered as support and assistance toward common aim – joining of EU both, as state and as Association.

The Shipmasters' Association of Montenegro – Kotor, was founded on June 20th, 2001, and was enlisted in the register of Non-Governmental Associations at the Ministry of Justice of the Republic of Montenegro on June 25th, 2001.

Total number of Masters who enrolled is, at this moment, 43.

Any citizen, who has passed the examination for Master Mariner, may become member of the Association. The basic aims of Association are development and improvement of shipping, protection of the marine environment, supporting and advising of maritime education system, maintaining of the tradition of Masters, as well as the continuing of the tradition of this region which lasts for centuries and which is, as that, recognizable in the world. Association's day is St. Nicolas - December 19th.

Slogan of the Association is the old Plutarch's saying:

**»Navigare necesse est – Vivere non est necesse«**

Let me know to introduce you with some of relevant events and dates from where you should get an overview of our Association.

- 809 - first notes about the organization of seamen from the Boka Bay
- 1453 - association called "Brotherhood of Seamen" was founded and this was the forerunner of the present Boka Marine.
- 1571 - battle at Lepant, seamen from Boka took part in it.
- Captain Petar Zelalic, from Bijela, (second half of XVII century) got a medal for courage and the rank of Maltese knight.
- Matija Zmajevic, from Perast, (second half of XVII century), was an admiral of the Baltic Fleet under the Russian Tsar Peter the Great.
- Marko Martinovic, Captain and maritime teacher, taught 17 Russian dukes and dyers in 1698 in Perast about maritime skills and navigation.
- In the XVII and XVIII century, Boka had about 300 ocean going sailing ships and 400 ships for coastal navigation.
- 1850 – on the basis of Imperial Chart from 1849, the first one-year state run Nautical School in Kotor was established.
- Captain Ivo Vizin, from Prcanj, Montenegro, was the first Slav who circumnavigated the world with his sailing boat "Splendido" (1852 – 1859). For this undertaking he was decorated by tsar Franz Josef.
- 1884 – Book of regulations for acquiring the rank of Master Mariner was published and the exams were taken in Pristan and Ulcinj.
- 1885 – Montenegro gets its first steamboats for navigation.
- 1888 – Shareholding company "Montegrin Duke Steamboat Society" with headquarters in bar, was founded.
- 1921 – The Nautical School in Kotor becomes a four-year school under the name of Maritime Academy.
- 1953 – Foundation of association of seafarers of the People Republic of Montenegro
- 1955 – Shipping company "Jugoslavenska Oceanska Plovidba" (Jugooceanija) was founded.
- 1959 – Foundation Maritime University in Kotor.
- 1960 – Shipping company "Prekookeanska Plovidba" in Bar was founded.
- 1966 – Association of Maritime Engineers of SFRY was founded.
- 1973 – Association of Maritime Engineers was founded in Kotor.
- 1993 – Association of Master Mariners (Captains) of Yugoslavia was founded.
- 1996 – Due to UN imposed sanctions, shipping companies from Kotor and Bar, with 43 oceangoing vessels with about 1.700.000 DWT, collapsed.
- 2001 – Shipmasters' Association no longer exists in Montenegro.
- **2001 – Foundation of Shipmasters' Association in Montenegro" .**

Today, our most valuable assets are about 4.500 seafarers who are employed mainly by reputable European owners, two nautical schools and a Maritime Academy with growing interest for a career at sea. Although, recently, a new established shipping company called Crnogorska Plovidba from Kotor, has ordered two new-buildings in China (Handy size bulk carriers) with possibility to extend the contract on 2 units more. Shipping company Barska Plovidba from Bar, with their two RO-RO ferries maintaining regular ferry services between Italy, Slovenia, Albania and Montenegro and they are also in process of acquisition of one more RO-RO ferry vessel.



Those are good signs of the recovery of shipping activities in Montenegro which would be of interest to all parties involved. We do expect that it should have positive impact on our flag administration, maritime education system, maritime legislation, etc.

Our Government is in process of implementation of EU standards as well as unification of local maritime laws with EU legislative and hopefully it should be completed very soon.

If it would be up to us, presume we all would be in the EU as of beginning, due to the fact that we are facing same system, regulation and practice and are, de facto, mixture of many nations on board ships. Presume this was also one of your thoughts when discussing our joining. We shall do our best to keep up our standards and fulfill with proud all the requirements set to us, both by CESMA and challenges ahead of us.

So, dear Captains, let us to sail together, at sea with own ships, always with three feet under the keel and favourable winds to the same destination port called – CESMA. (Capt. Janko Milutin, Zadar, 07.05.2011)

During the 16<sup>th</sup> CESMA Annual General Assembly in Zadar, Croatia, the Shipmasters' Association of Montenegro was welcomed as an associated member of CESMA. Montenegro has applied for full membership of the European Union

## CESMA LOGBOOK (2011 – 2)

We were represented at the following occasions

11 Apr	Rotterdam	Pre-discussion EMPA seminar
07 May	Zadar	CESMA Annual General Assembly
12 May	Brest	Safer Seas Conference
19 May	Gdansk	European Maritime Day
26 May	Amsterdam	EMPA Seminar
08 Jun	Alphen a/d Rijn	Notary Execution of CESMA Statutes
14 Jun	Brussels	SAGMAS



## FROM THE EDITOR

- Deputy prime Minister of the Transitional Federal Government of Somalia, Mr. Mohamed Abdullahi Omaar has called for support to install a Somali solution for piracy with international backing on Somali soil" rather than spending money on containing the piracy problem at sea.
- As a result of the extreme high prices of fuel oil and the approaching heavier limits of sulphur emissions, shipping, especially in European waters, shall have to look for other sources of energy. According to leading constructor of ship's engines, Wärtsilä, propulsion by liquid gas (LNG) will become more and more important.
- The European Commission has warned the Philippines' administration to improve training standards for seafarers. Failing to do so will result in Philippine seafarers being banned from ships under a European flag. The action follows an unfavourable report, compiled by EMSA, on standards of some training establishments. If not rectifying the problems, Manila, as the world's number one maritime labour supplying nation is set to find itself in the same boat as Georgia, which last year suffered withdrawal of the recognition accorded to its Standards of Training, Certification and Watchkeeping certificates.
- On 1st October 2010 the National Maritime College of France (École Nationale Supérieure Maritime) was created. The four former National Merchant Marine schools, Nantes, Marseille, Saint Malo and Le Havre have merged into this new structure under a unique management.
- On the Dutch flagged containervessel "Maas Trader" a quantity of drugs has been found in the port of Cristobal in Panama. The cocaine was discovered in the bowthruster room. The Master of the vessel has been arrested after indication by his (Philippino) crewmembers. Our colleague of Bulgarian nationality, who pleads to be innocent, is kept now in the infamous La Joya prison in Panama. CESMA is following the case closely and will take action if appropriate.
- Key shipping industry organisations remain deeply dissatisfied with new amendments and guidelines agreed at the recent IMO Maritime Safety Committee meeting on lifeboat release hook mechanisms and remain determined to keep the issue high on the agenda. CESMA is supporting these initiatives.
- CESMA have been asked to participate in the MARISK Conference which will be organized in Nantes, France, at the La Cité Nantes Event Centre and was first scheduled for September 2011. The new dates are 25, 26 and 27 January 2012. The main subject will be: "Security & Safety: a marriage of convenience?"
- Italian shipowners, proud of their maritime heritage, still come together to support each other in hard times. Today's piracy epidemic in the Gulf of Aden and the Indian Ocean highlights this community spirit. They work together with the Italian government to bring about a decree that will allow Italian flagged merchant ships to have armed guards on board when transiting pirate infested waters.
- Mr. Pottengal Mukundan, director of the International Maritime Bureau's piracy reporting centre, has recently warned that Somali piracy is becoming an industry. More hijackings are expected, also during the monsoon season, as more and more "motherships" are used to carry out the attacks. Mr. Mukundan has asked for more naval ships to be made available to protect ships off Somalia. Violence is rising against seafarers and hostages in the past six months. He urged countries to prosecute pirates captured at sea and not to release them. More than 80 percent of captured pirates are released. It is sending a wrong signal to the pirates.





AIMS OF THE ORGANISATION

(ABRIDGED)

- TO IMPROVE MARITIME SAFETY
- TO PROTECT THE MARINE ENVIRONMENT
- TO WORK IN THE INTEREST OF EU SHIPMASTERS IN ORDER TO PROMOTE HIGH PROFESSIONAL MARITIME STANDARDS
- TO INFORM THE PUBLIC IN THE EU ABOUT PROBLEMS IN THE EUROPEAN MARITIME INDUSTRY
- 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 COLLEAGUE SHIPMASTERS WHO ENCOUNTER DIFFICULTIES IN PORTS WITHIN THE REACH OF NATION REPRESENTED BY CESMA MEMBER ASSOCIATIONS

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

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

CONFEDERATION OF EUROPEAN  
SHIPMASTERS' ASSOCIATIONS



MUNTPLEIN 10  
NL-1012WR AMSTERDAM  
THE NETHERLANDS

TEL +31 206253515  
+31 650275519

E-mail: [cesma-eu@introweb.nl](mailto:cesma-eu@introweb.nl)

APPLICATION FOR (ASSOCIATED) CESMA MEMBERSHIP

Association full name: .....

Full address:.....

Phone/fax/E-mail:.....

Name president: .....

Name vice president:.....

Name secretary:.....

Name Treasurer:.....

Number of:                      seagoing masters     :.....  
   shorebased masters :.....  
   retired masters        : .....

THE PRESIDENT OF THE ASSOCIATION OF SHIPMASTERS, MENTIONED ABOVE, DECLARES THE PARTICULARS TO BE CORRECT TO THE BEST OF KNOWLEDGE AND HEREWITH APPLIES FOR FULL OR ASSOCIATED MEMBERSHIP OF THE CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS (CESMA).

NAME AND SIGNATURE:

DATE:

## LIST OF CESMA MEMBERS AND REPRESENTATIVES

MEMBER REPR VDKS GERMANY	CAPT. E. MUELLER PALMAILLE 29 22767 HAMBURG	TEL: 0049 40 384981 FAX:0049 40 3892114 E-MAIL: <a href="mailto:vdks.office@t-online.de">vdks.office@t-online.de</a>
MEMBER REPR AFCAN FRANCE	CAPT. B. DERENNES RUE DE BASSAM 29200 BREST	TEL: 0033 2 98463760 FAX: 0033 2 98468361 E-MAIL: <a href="mailto:courrier@afcan.org">courrier@afcan.org</a>
MEMBER REPR ACOMM2005 France	CAPT. F. VANOOSTEN SECR. GEN. F. LANCON 26 AVENUE DE LA DIVISION LECLERC 92320 CHATILLON	E-MAIL: <a href="mailto:vanoosten.francis@wanadoo.fr">vanoosten.francis@wanadoo.fr</a> E-MAIL: <a href="mailto:lancon.f@orange.fr">lancon.f@orange.fr</a> TEL : 0033 140849475
MEMBER REPR NVKK NETHERLANDS	CAPT. L.J.H. GEENEVASEN WASSENAARSEWEG 2 2596 CH THE HAGUE	TEL: 0031 70 383 6176 FAX: 0031 70 383 5911 E-MAIL: <a href="mailto:nvkk@introweb.nl">nvkk@introweb.nl</a>
MEMBER REPR CTPC ITALY	CAPT. L. TOMASINI VIA MAZZINI 30 34121 TRIESTE	TEL: 0039 040 362364 FAX: 0039 040 362364 E-MAIL: <a href="mailto:collegio69@collegioditrieste.191.it">collegio69@collegioditrieste.191.it</a>
MEMBER REPR CNPC ITALY	CAPT. O. BOZZO VICO DELL' AGNELLO 2/28 16124 GENOA	TEL: 0039 010 2472746 FAX: 0039 010 2472630 E-MAIL: <a href="mailto:info@collegionazionalecapitani.it">info@collegionazionalecapitani.it</a>
MEMBER REPR ACCM SPAIN	CAPT. JORDI. JUAN-TORRES POST OFFICE BOX : 20006 08080 BARCELONA	TEL: 0034 93 2214189 FAX: 0034 93 2214189 E-MAIL: <a href="mailto:JORDIJTL@telefonica.net">JORDIJTL@telefonica.net</a>
MEMBER REPR KBZ BELGIUM	CAPT. J. CUYT ITALIELEI 72 ANTWERP	TEL 0032 3 6459097  E-MAIL: <a href="mailto:kbz.crbm@pandora.be">kbz.crbm@pandora.be</a>
MEMBER REPR IIMM IRELAND	CAPT. B. KAVANAGH NMCI RINGASKIDDY / CORK	:  E-MAIL: <a href="mailto:kavanagh.bill@gmail.com">kavanagh.bill@gmail.com</a>
MEMBER REPR ZPU SLOVENIA	CAPT. G. RIBARIC OBALA 55 S1 – 6320 PORTOROZ	TEL(GSM): +386 31 375 823  E-MAIL: <a href="mailto:zpu.slo@siol.net">zpu.slo@siol.net</a>
MEMBER REPR BSMA BULGARIA	CAPT. D. DIMITROV 17 PANAGYURISHTE STREET 9000 VARNA	TEL : +359 52 683395 E-MAIL : <a href="mailto:chairman@bsma-bg.org">chairman@bsma-bg.org</a> <a href="mailto:mitko652001@yahoo.com">mitko652001@yahoo.com</a>
MEMBER REPR LKKA LATVIA	CAPT. J. SPRIDZANS TRIJDIBAS STREET 5 RIGA, LV-10 48	TEL: +371 67099400 FAX: + 371 67323100 E-MAIL: <a href="mailto:jazeps.spridzans@lja.lv">jazeps.spridzans@lja.lv</a> .
MEMBER REPR ZHUPK CROATIA	CAPT. N. DUNAT TRG PAPE ALEKSANDRA III,3 23000 ZADAR - HRVATSKA	E-MAIL: <a href="mailto:udrugakapetana@zd.t-com.hr">udrugakapetana@zd.t-com.hr</a>
MEMBER REPR SAOM MONTENEGRO	CAPT. J. MILUTIN PELUZICA b.b 85330 KOTOR	E-MAIL : <a href="mailto:captain@t-com.me">captain@t-com.me</a> TEL : +382 32 304 672 FAX : +382 325 107

