

DISPATCH

AUGUST 2020

ISSUE NO 33



InterManager

CAPTAIN KUBA SZYMANSKI

INTERMANAGER SECRETARY GENERAL

Dear Members,

When we delivered the last Dispatch at the end of the first quarter of 2020, we knew the situation ahead of us was going to be interesting and challenging.

There were many “unknowns”. We have moved on and found many different solutions to the problems the COVID pandemic laid in front of us.

Both ship and crew certificates were expiring with very limited chance of being extended by actual inspections, but a solution was found fairly quickly. Then we had problems with supplying our ships with spare parts and provisions: again, working together with our partners, a solution was found. However the biggest challenge was finding a permanent solution for crew changes. It has now been over four months since 23rd March when lockdowns and other drastic measures were undertaken by many administrations, leaving our crew departments in a desperate fight for

solutions. I am very impressed with members of InterManager who have shown serious leadership. We have created the Maritime Champions League (<https://www.intermanager.org/maritime-champions>) which paved the way for many non-members, and provided an excellent communication platform for seafarers and journalists, highlighting the scale of the problem.

Our website showed proven numbers, and the routes our members were able to utilise when organising crew changes. At the time of print, our most recent figures show that 42,825 seafarers have been repatriated, while the whole industry figure should show roughly 400,000. It is believed that the industry is well behind with crew changes, which places InterManager members well at the front of those who really did what they promised to do: look after their crews. Thank you members – we are very proud of you.

Innovative ways of sending people on board and home had to be invented. Charter flights, proxy destinations, temporary crew members, employing cruise ships as a transport media, and

using airports never used before in order to ease the pressure on other airports were among the tricks used and shared with fellow managers.

Our Pooling Resources for Crew Changes service is on its 42nd message, with members: pooling resources to help each other; sharing the latest information on charter flights and both positive and negative developments in particular countries; and helping each other by providing crew.

Four months into the crisis - and I am not afraid to use that word - and we are still dealing with administrations who are extremely selfish with regards to the shipping industry and our needs, especially seafarers' contractual needs. Right from the beginning, shipping NGOs got together and worked tirelessly to create communication channels with all major players, frequently educating other non-shipping partners on the urgent needs of our industry.

There are two parts of our industry which suffered the most: the cruise industry and off shore. Cruise ships were hit most, as the shore put serious restrictions on crew disembarkation, which is still the case in some places.

Off shore suffers most in areas such as Brazil and West Africa, where country lockdowns mean extremely difficult procedures for crew changes.

Lack of regular flights meant serious disturbance, however, when I write this

welcome message, we can definitely start to see the light at the end of the tunnel, with more and more regular flights being available for our seafarers. We are in serious talks with the IATA and individual airlines. It would only be right to mention Berlin, Amsterdam, Aberdeen, and Colombo as 'leader airports' who were/are true partners in these difficult times.

Unfortunately, places such as the UAE, Qatar, Singapore, Panama, and the US have let us down. They are everything but shipping-friendly jurisdictions, and I hope we will remember this when the proverbial dust settles. Hard times will always reveal true friends, and we will be hard pushed to see Dubai, Fujairah, Qatar, Singapore, Panama, and the US as friends.

As we enter the fifth month of a COVID reality, members continue to work on new projects. Our Enclosed Space Deaths project has just completed its first phase: we held a workshop on 30th July where committee members signed-off this first phase and decided on objectives for Phase 2.

Members are also working on New US Guidance to Address Illicit Shipping and Sanctions Evasion Practices trying to find the best workable solution for our members.

So as you can see, the ship management sector is in full swing with new challenges coming from left, right, and centre.

GE Shipping joins InterManager

The Great Eastern Shipping Company Limited (also known as GE Shipping) was incorporated in 1948, and has expanded steadily, first under the leadership of the late Vasant J. Sheth, Mr. K.M. Sheth, and now Mr B.K. Sheth to become India's largest shipping company in the private sector.

Although established in 1948, the company traces its roots back to the First World War. The company enjoys a formidable presence in the international maritime industry, and GE Shipping is headquartered in Mumbai, the financial capital of India.

The company has two main businesses: Shipping and offshore.

The shipping business is involved in the transportation of crude oil, petroleum products, gas, and dry bulk commodities, while the off shore business provides services to oil companies by carrying out off shore exploration and production activities through its subsidiary Greatship (India) Limited.

The shipping business operates under two main businesses: Dry Bulk Carriers and Tankers. Backed by an enviable clientele comprising industry leaders, international oil companies, and governments who vouch for its services, the business has earned the status

of being the most preferred shipping service provider. With a pulse on the global market and a thorough understanding of ever-evolving market needs, the company is well-equipped to anticipate the demands of its clients and to deliver on its commitments successfully and satisfactorily. The company has been certified to ISO 9001: 2015, ISO 14001:2015 and ISO 45001: 2018 standard by DNV.GL.

The company currently operates 11 crude oil carriers, 17 product carriers, 5 LPG carriers, and 13 dry bulk carriers under its shipping business: these ships are flagged in India and registered in Mumbai. The company operates its vessels on voyage charter (spot) as well as period charter (time), and has a robust quality, safety, and environment management system integrated with requirements of various international codes and conventions, national regulations, industry practices (TMSA), and voluntary subscription of standards of ISO.

The company has certain fleet vessels fitted with Exhaust Gas Scrubbers (EGCS) and retrofitting Energy Saving Devices viz. Mewis duct, high-efficiency propellers, propeller boss cap fins etc. are installed on its vessels with beneficial results.

Some of the fleet vessels are fitted with sensor-based monitoring systems for the enhanced energy-efficient operation of the vessels. The data is accessible in real-time from the shore office through IT tools that have been developed in-house for monitoring energy efficiency parameters of fleet vessels.



COVID-19 Champions Club Results

27th March will go down in history as the date when the shipping industry started facing the 'new norm'.

Personally, I sincerely hope this is not going to be the 'new norm' at all. Countries responded differently, but most importantly airlines stopped flying and countries closed their air space. On top of that, shipping faced multiple challenges, including:

- Crew certificates expiring, and the departments responsible for their issuing being closed
- Visas
- Passports
- Medical certificates
- Courses and their certificates
- Licences
- Ship certificates
- Inspections certificates

In this article, we will concentrate solely on crew changes.

In March 2020, we immediately started facing problems with seafarers whose tour of duty had expired, and whom were due to be relieved by a fellow seafarer eager to start his tour and earn money. This being an industry-wide problem prompted 25 organisations (associations, NGOs, administrations etc.) to set up a COVID Task Force. We have been meeting weekly and exchanging news, working

out solutions, lobbying with governments, and basically working to facilitate crew changes in the face of the crisis.

As a result, many important documents were quickly produced, allowing different stakeholders to resume their positive role in crew changes. This is extremely important, as it shows that there is a vital chain of organisations who constitute an extremely essential part of a very elaborate network of people involved in crew changes. This had to be realised right from the beginning, and all representatives were invited to participate in the workings of this COVID Task Force.

- Seafarers
- Crew managers
- Union representatives
- Owners
- Ship managers
- EU representatives
- IMO representatives
- WHO representatives

Meetings started at 1pm on Tuesdays, and different sub-committees were also meeting on Wednesdays and Thursdays at the same time: this was a massive undertaking in resource pooling.

Right from the beginning, we at InterManager concentrated on providing first-hand experience from crew and ship managers, as well as seafarers. This experience was important for positive PR, as we had to

R E S U L T S

deal with the dark side posed on us by some journalists who preferred to report on bad news all the time.

As a result, we quickly realised how valuable the work of our members is, particularly those who didn't waste time on simply talking, but those who have worked out how to conduct crews changes positively and successfully. We have publicised this in the form of our Maritime Champions Club, which highlights companies who have championed crew changes (<https://www.intermanager.org/maritime-champions>).

This became an overnight success, especially among those at the peripheries of the industry such as local governments and journalists, but also seafarers' families.

The below graph was produced after consultation with other stakeholders and our own club members' numbers. It is assumed that InterManager is representing 30-40% of the industry, and definitely the better half of the industry. I am saying this, as we can clearly see who is successfully completing crew changes, and who is merely talking about the

“impossibility of crew changes”: our members definitely lead by example.

Bearing in mind that Club Members alone performed 50,000 crew changes (roughly 35% of the whole industry) I am confident to say that as an industry, we have done 140,000. This is still only 30-40% of all 400,000 seafarers awaiting repatriation from the end of March 2020. Please look at the graph and see that the blue and red lines are not converging, and that is an extremely worrying sign.

One can say that “we can only do so much”, but in the last six months I can argue that we have done far, far more. After identifying problems, we were able to get to the source of it, and subsequently influence it. Admittedly, the UAE, Qatar, and Singapore are the most stubborn jurisdictions, who are taking their time, and in some cases completely denying responsibility for shipping.

We are still working on them, and the UAE press has just issued its crew change procedures, which will hopefully be the final ones.



Crewing Costs Soar as Shipping's Spat with Airlines Leaves Seafarers Stranded

BY MICHELLE WIESE
BOCKMANN

Costs related to crew changing have soared by about 150%, with some flights to Asia from Europe up to five times higher than usual, if they are available at all, according to shipmanagement association InterManager.

The global logistics challenge of trying to change over crew amid constantly changing and inconsistent travel, quarantine and health regulations in key supplying and entry hubs, as well as a lack of commercial flights, has affected some 40% of the world's 1.5m seafarers.

Only a quarter of crew changes have gone ahead since March, according to latest estimates, with 300,000 seafarers stranded on ships with expired contracts and a further 300,000 unemployed and unable to relieve them.

Quarantine costs for several days while awaiting test results or for longer periods were adding an extra \$4,000 per person in

some countries, with additional tests, higher-costs flights, accommodation, transport and personal protection equipment blowing out budgets for shipmanagers and owners, InterManager Secretary General Kuba Szymanski told Lloyd's List.

InterManager is collating information about the additional costs, showing that flights, if they could be found, were double usual fares, with some as much as €3,000 (\$3,400).

"Fares are slowing dropping as flight options are slowly rising," he said. "The biggest share (of costs) is quarantine."

The disconnect between shipping and aviation has emerged as a key issue as shipmanagers and crew operations departments at shipping companies at the coal face look to repatriate crew.

"One of the challenges here is that governments have not opened up their borders yet for scheduled service," said Miami-based Chris Podolsky, general manager North America, from Global Marine Travel.

"If they have, they're only limiting a very small number of flights in. So the airlines are not able to reestablish their schedules the way they want."

Mr Podolsky said he was moving "a fraction" of normal volumes of crew, for ten times the effort and at significantly greater cost.

The operational, commercial and regulatory challenges were significant, he added.

A Filipino crew member signing off in Rotterdam, for example, would be tested before getting off the vessel, tested again before flying at the airport and resumes the same testing procedures again upon arrival



at Manila, as well as quarantine costs in both countries.

Chartering aircraft meant “incredible amounts of paperwork” to organise he said, explaining a recent flight to Manila from Amsterdam involving 210 crew from 65 ships and 15 different companies.

“We had to gather fit-to-fly certificates from every crew member. There had to be spot checks throughout. The airline wants you to sign the charter agreement and that means putting down a very large non-refundable amount on the charter without you having the assurances that you're going to be able to fly.

“We did not get the final clearances for these crew members until within 12 hours prior to the flight leaving.

“If any one of these companies had bailed out at the last minute, or found alternate means they're not obliged to pay for those seats until we've got a signed charter contract and an agreement with them to go.

“So how do you herd cats like this together; to get them off of all of these different vessels, get all of this put in motion on the chances that it's not going to happen because somebody's going to fall out?”

Maersk repatriated seven of its seafarers on July 16 from the containership Rhine

Maersk via Panama. They disembarked at the Panama Canal to take connecting flights to Amsterdam and Copenhagen. A similar repatriation in Panama happened on July 12 for 13 crew who caught a humanitarian flight.

Stories of crew taking as many as five flights and several weeks to arrive home are now emerging, while others refuse to leave their ship for fear of being exposed to coronavirus.

Crew costs comprise about half of the operating capital expenditure for vessels, according to the BDO annual OpCost survey.

Wages accounted for about 80 percent capex with provisions and ‘other’ expenses — which cover travel — making up the remainder.

“Shipping is now getting around to a new normal,” one shipping accountant told Lloyd's List. “For the past few months, it has all been very reactive, but that period is over. This industry is incredibly resilient and while it's clearly been very tough on seafarers, owners and managers are doing the best they can.”

Additional costs vary depending on the country, according to InterManager. There were increased flight costs in the US but other costs remained unchanged. Hotel costs for quarantine purposes awaiting test results were rising, with some crew managers booking business class tickets in order to get confirmed seats.



**SPECIAL RECOGNITION FOR MERCHANT VESSELS
AND THEIR CREW INVOLVED IN THE RESCUE OF
MIXED MIGRANTS AT SEA**

*Captain Joshua Peris Bhatt
and the crew of the M/V CS Caprice*

*Campbell Shipping Company Ltd.,
The Commonwealth of the Bahamas*

are commended for their display of bravery, professionalism and compassion,
upholding the highest traditions of the sea

Issued on the twentieth day of January, two thousand and seventeen

Kitack Lim
Secretary-General
International Maritime Organization





Fair Treatment of All Humans

Campbell Shipping – a Member of InterManager – seems the best example of illustrating different standards the shipping industry is requested to operate in.

On one hand, seafarers are always expected to:

- Rush to save fellow human beings
- Act without any undue delay when providing their shipping/transport services
- Put up with problems other are facing
- Show full understanding of any shortcomings affecting their own situation
- Extend their contracts

But when asked for similar treatment and appreciation, face:

- Prejudice (every seafarer must be a source of potential COVID-19)
- Lack of empathy
- Bureaucratic barriers
- Misunderstanding

Let me remind everyone of an example that best describes those different standards.

Please note that when called upon, Campbell shipping undertook one of the largest humanitarian exercises by saving 510 lives of migrants at sea. The company and seafarers



on board took enormous risks from both a safety and economic point of view. The recognition by IMO (attached) is a testimony to those efforts. Today, it stands as the largest rescue operation by a commercial vessel since the migrant crisis exploded.

The very same seafarers are now facing a humanitarian crisis, and they look to the people in position of influence to assist them.

Let's take Indian seafarers as an example; there is ray of hope in crew change in Europe as some flight travel corridors have been established, however, the road block they face is now the Schengen visa. The Schengen countries' consulate offices in India have shut down operations due to the explosion of COVID cases in India.

Please note a huge difference in the approach demonstrated by seafarers versus their shore counterparts: we do everything to succeed, and the shore does everything to comply.

The results are poles apart. While seafarers almost single-handedly rescued 510

immigrants, many individuals working for different administrations seem to have one goal: to make crew changes as difficult as possible.

It is extremely difficult for seafarers who always demonstrate a "can do attitude", who are taught that you are "only as good as your last tour of duty" to understand the attitude and approach of those who seem to be doing everything to comply with ever-changing rules and regulations, completely forgetting that fellow humans are seafarers awaiting help and support.

Do we really have to remind everyone that many industries collapsed completely or seriously reduced their services, or that shipping is still serving international communities?

It is time that these communities show their appreciation, especially that we are only asking for a safe way home.

20 January 2017

Captain Joshua Peris Bhatt
Master of the M/V **CS Caprice**
Campbell Shipping Company Ltd.
The Commonwealth of the Bahamas

Dear Captain Bhatt,

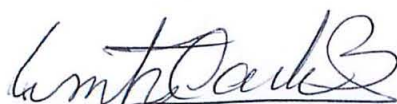
I refer to the attached resolution on *Special recognition for merchant vessels and their crew involved in the rescue of mixed migrants at sea*, adopted by the Assembly of the International Maritime Organization (IMO) on 2 December 2015.

In this connection, I am pleased to inform you that the Government of the Bahamas has nominated you and your crew to receive such recognition for the crucial role everyone on the M/V **CS Caprice** played in rescuing and assisting 510 migrants from a boat in distress in the Mediterranean Sea, on 22 October 2014.

In conveying the commendation of the IMO Assembly through this special certificate, I also wish to take this opportunity to add my own warm appreciation for your remarkable effort, of which you can be rightly proud. The bravery, professionalism and compassion, embodying the highest traditions of the sea, displayed by all of you are truly noteworthy.

With best regards,

Yours sincerely,



Kitack Lim
Secretary-General



The Future's Bright for Warsash School of Maritime Science and Engineering

Warsash School of Maritime Science and Engineering – formerly Warsash Maritime Academy and part of Southampton's Solent University – has been providing first-class maritime education, training, and consultancy to the maritime and offshore industries for over 70 years.

Since his appointment as dean of the Warsash School of Maritime Science and Engineering in 2016, Professor Capt. Syamantak Bhattacharya has led its strategic and academic development in line with the University's strategic priorities, and together with his colleagues, has ensured the School maintains the University's academic standards and infrastructure by continuing to forge close links with the maritime industry.

His recent appointment as the Pro-Vice-Chancellor of the Research and Knowledge

Exchange at Solent University has paved the way for his colleague, Lars Lippuner (former Head of Commercial Operations at Solent) to fill the position of Director, and InterManager would like to extend our most sincere congratulations to them both.

Speaking of Lars' appointment, Capt. Bhattacharya said: "I am delighted that from 1st August, my colleague Lars Lippuner is going to take over the leadership of Warsash Maritime School, Solent University as the new Director.

"Lars has been at Solent for nearly ten years, during which time he held various roles within the School's senior management team and knows Warsash inside out. He holds an MSc in Environmental Sciences (Applied Physics) and an Executive MBA, and had a corporate career, mainly in telecommunications, before setting out for a second career at sea.

"Lars is passionate about the maritime industry and constantly seeks to improve diversity in the sector. With strong communication and managerial skills, he is ideally placed to take the standard of maritime education and training in Warsash

School to the next level."

Often hailed as one of the best maritime colleges in the world, the unfolding of Britain's exit from the European Union and the subsequent government report on the impact of Brexit on higher education cast doubt on the future of Solent University and its independent maritime college, but under the leadership of Capt. Bhattacharya, Solent University's maritime strategy has led to significant investment in its maritime technology and facilities, with a spend of around £43 million between 2017 and 2020.

The investment began with the relocation of officer cadet training to new premises at the St Mary's campus in Southampton city centre in September 2017. This was followed in September 2018 with the transfer of tuition for Merchant Navy senior officers, yacht certification, maritime safety management, leadership, and security courses from the Warsash campus into fully refurbished premises at the University's main East Park Terrace (EPT) campus in Southampton city centre. Bridge, engine, and liquid cargo simulation courses are also now run out of EPT in Southampton in their new maritime simulation centre.

The University remains committed to investing in high-quality maritime education and training and will continue to build upon the heritage associated with maritime training at Warsash on the new premises.

We have no doubts that the future of the School is bright, especially with Lars and Capt. Bhattacharya leading in their respective roles. Well done to all.



I N F O R M A T I O N B O O K L E T

MEMBERSHIP



Everything Starts with Our Members

For in-house or third party ship managers, crew managers, and related organisations, it's essential to have representation on the global shipping stage and to have an association which advocates industry efficiency, quality, and safety on your behalf.

As the international trade association for the ship management industry, that's precisely what we do.

Representing our members and lobbying on their behalf to ensure their views and needs are considered within the international maritime industry is InterManager's primary concern, and our mission is to be the frontline

for global advancements within the shipping and maritime industries.

Providing world-class guidance, support, and advice, our members have access to the latest in shipping news, regular updates on potential security issues and information on essential areas of shipping, and exclusive access to InterManager-endorsed events, conferences, and regional meetings.

With an increasing number of seafarers entering the maritime industry, there must be an organisation to protect their interests and the interests of maritime professionals, no matter where in the world they are.

Our newly-produced membership booklet explains in depth the benefits of becoming a member.

Our members are involved in the management of more than 7,500 ships and responsible for more than 250,000 seafarers, and we are

InterManager's Mission

To federate and serve the needs of all companies involved in the management and crewing of ships.

To encourage the highest standard of ship operations through innovation, creativity, and the sharing of knowledge.

To provide a forum for discussion on matters of common interest.

To be the collective voice of ship managers in international forums and with international regulators.

To advocate efficiency, quality, and ethics in ship management.

To promote the image of shipping and careers in seafaring.

Membership Benefits

Gain access to an extensive network within the ship management industry.

Knowledgeable and experienced Executive Committee driven towards creating a safer environment for seafarers.

Have the opportunity to be given a voice within the shipping management industry.

MEMBERSHIP REQUIREMENTS

Quality Requirements:

Organisations wishing to become members of InterManager must satisfy one of the following criteria:

- They must have established, implemented, and maintained a quality management system in accordance with the requirements of ISO 9001:2000, and have obtained a corresponding ISO certificate, OR
- They are willing to undergo a Certification Process and obtain and maintain certification from an Approved Certification Body no more than eighteen months from the date of its admission as a member, OR
- They have exemplary records and are acknowledged by peers as leaders in their geographical market sectors and publicly committed to advancing research and implementation of Corporate Social Responsibility in shipping.

Other Requirements:

In addition, the organisations wishing to become members of InterManager must:

- Sign the InterManager Code of Conduct as confirmation that they agree to the rules of the Code.
- Prove that they provide the full complement, including the master for at least one vessel trading internationally.
- Directly employ crew or be responsible for the general administration processes for the selection and recruitment of crew members.
- Agree to InterManager's Cadet Policy.
- Be responsible for the establishment and control of the crew's certification and qualification records.
- Abide with the InterManager Cadet Policy, stating that they must maintain at least one cadet per ship under full management onboard their vessels, during the period that they are members of the Association.
- Agree with the Mission of the Association as stated below.

welcoming applications for membership from companies operating within the shipping industry.

There are a number of quality requirements that an organisation must possess, including a quality management system per the requirements of ISO 9001:2000, and they must hold exemplary records and be acknowledged by peers as leaders in their geographical market sectors and publicly committed to advancing research and implementation of Corporate Social Responsibility in shipping (a breakdown of our full membership requirements can be found in our membership booklet). In return, members will receive a hands-on personal service from InterManager's Secretariat.

We are one of the only organisations dedicated to representing the ship and crew management industry, and we are an internationally-recognised and well-respected trade association, pioneering legislation in important maritime issues, such as our Enclosed Space Death committee, and CyberSail, an online platform built specifically for the maritime industry, which allows members to share, discuss, and combat cyber threats.

We've compiled our membership booklet (which can be found on the InterManager website), which details all InterManager's members' benefits, and we encourage those interested in joining InterManager to get in touch with our Secretary General, Capt. Kuba Szymanski, on kuba.szymanski@intermanager.org.

Please share our membership benefits and booklet with contacts whom you believe this may be of interest to. Thank you in advance for your assistance.



IMO Updates

BY CAPTAIN
PADDY MCKNIGHT

The advent of COVID-19 led to the cancellation of all IMO sub-committee and committee meetings during the summer months to date. However, the 32nd Extraordinary session of the IMO Council commenced on the 4th May, by correspondence, and is still under way. A full report of the meeting is due on 29 July 2020 which is expected to feature the reconstruction of the IMO Meetings schedule. Priority

will undoubtedly be given to the Maritime Safety Committee and Marine Environment Protection Committee meetings, which will probably take place via video conference, details as yet unknown.

A draft summary of decisions taken during the Council meeting will be published in IMO DOCS on 29 July and I hope to provide you with a synopsis of the ones that are of interest to InterManager members.

Industry Service Awards

Seafarers who are helping to make working life at sea safer for their industry colleagues have been honoured by InterManager, the international trade association for the ship management sector.

InterManager is leading industry calls for improved safety measures to avoid crew members losing their lives while working in dangerous, enclosed spaces. A key component for InterManager's campaign to address these dangers is feedback received from the seafarers who regularly face these risks.

InterManager Secretary General, Captain Kuba Szymanski, explained: "We wanted to hear from the seafarers themselves to find out why fatal mistakes are still being made. Is there something the industry hasn't taken into consideration?"

To obtain these views, InterManager conducted an industry-wide survey – and received an overwhelming response from seafarers and shore staff around the globe. In recognition of this important assistance, InterManager has presented a number of respondents with awards and iPads. Some were presented during the Crew Connect Global event in Manila in November 2019, one has already been presented in Hamburg,

and further presentations will take place in London soon.

The recipients were:

Leadership Award (presented to shore staff):

- Capt. Venkat Kesav, Campbell Shipping
- Capt. Frank Lasse, Bernhard Schulte
- Himadri Shikhar, MSI Shipping

Seafarer Award (presented to crew members):

- Pumpman Florencio Boongaling, Bernhard Schulte
- Capt Avinash Serafino Carrasco, MSI Shipping
- Second Officer Sheshendra Chaturvedi, Campbell Shipping
- Second Engineer Mr Asokan Exhilaran, MSI Shipping
- Chief Officer Sunny Tagappan Kannan, MSI Shipping
- Deck Cadet Vishal Kumar, Campbell Shipping.
- Michael Lloyd, retired.
- Chief Officer Leigh Musselwhite, Tidewater Marine
- Capt. Somesh Singh, Campbell Shipping

Last one to receive the award was Vietnamese seafarer: Thanh Tung Nguyen, TMM Ship Management, pictured here with his daughter.

A W A R D S

Due to the COVID pandemic, presentation in person was not possible, however, the iPad was safely dispatched and happily received.

Presentation of the iPads was made possible thanks to the generous sponsorship of the following companies, all InterManager members:

- Columbia Ship Management;
- Ecochlor;
- ISSA;
- Philippines Transmarine Carriers;
- SCF Group;
- Seagull;
- Scorpio Ship Management;
- SOFTImpact,
- The Standard Club Asia.

Captain Szymanski said: "Our Enclosed Spaces campaign has obviously struck a chord and we were pleased with the response we received from throughout the maritime community.

"This campaign put seafarers in the driving seat and gave them the chance to take charge of this risk to their lives. We are delighted that so many of them took the time to respond to us." He continued: "We received some very interesting suggestions and this feedback will help to inform our campaign as we endeavour to bring about industry-wide improvements. I am delighted to be able to recognise those seafarers and shore staff who went out of their way to help us." "Thanks to the great feedback we received from seafarers and marine sector workers throughout the international shipping industry, we have the information we need to be able to lobby the International Maritime Organisation and other key maritime stakeholders and work towards eradicating these risks," he said.

As a result, IMO Human Element International Group created the Enclosed Space sub-committee which is chaired by InterManager. The objective of this subcommittee is to reduce or even eradicate completely fatalities resulting from Enclosed Space Entries. Phase one of the subcommittee work plan was discussed at the workshop organised on 30.07.2020, and a full report will be made available shortly.



On the Wire

Snippets from across social media

InterManager
Published by Kuba Szymanski [?] · 9 April ·

Dear Seafarers and HR departments, please find attached Template Joining Letter with EU regulation quoted. Hope this will help you when moving across the borders joining and leaving ship.

For those who are reading this and are not seafarers but wonder why seafarers are not staying home:

Because someone has to bring fuel, gas, medicine and other vital supplies to you. Every truck and lorry and even plane needs...fuel, grease, spare parts etc., and these can only make to your place on board of the ship. Therefore please help us, seafarers to move from A to B.

and here is the link for EC "Communication":
<https://ec.europa.eu/.../2020-03-23-communication-green-lanes...>

WANTED NOTIFIERS

Name: _____ the ship in (name of port) _____

This might concern: _____ the ship in (name of port) _____

Medium: _____ fully: _____

ATE FOR INTERNATIONAL TRANSPORT WORKER - SEAFARERS

As for your assistance in ensuring that we can continue to supply the ship in our everyday lives and that you will allow the seafarers who I believe to travel between their home country and their ship and is recommended circumstances. It is requested to ensure that the goods, energy, food, medicine and many other products to not also requiring the safe and efficient movement of ships and the seafarers. Therefore the United Nations bodies, namely the International Law of the Sea and the International Maritime Organization (IMO), among others, have asked that seafarers should be allowed to travel in and granted exemptions from their restrictions as they can carry out their duties without interruption, while complying with safety.

For the State representatives and relevant authorities to recognize the seafarers' essential role, with the international community, we are aware of the need to ensure that seafarers can continue to work in a safe and secure environment, while complying with safety.

Verify that this seafarer should be allowed free passage to travel and their vessel and has participated in a medical screening.

Name: _____ of shipping _____

Number: _____

3 Book Number: _____ (if applicable)

4 Identity Document Number: _____ (if applicable)

5 Board ship: _____

Name: _____

Number: _____

Get more likes, comments and shares
When you boost this post, you'll show it to more people.

6,679 People reached **782** Engagements **Boost post**

Marcin Parlak, Luis Trejo and 11 others 16 shares

Like Comment Share

Tweet activity

InterManager @InterManagerOrg
We often receive wonderful artwork like this from children enrolled in our Adopt a Ship initiative, which aims to increase awareness of #seafarers, #shipping, and the #maritime community, particularly at a grassroots level among the younger generation
<https://bit.ly/2KPf1AL>
pic.twitter.com/U3qwb1ReW

Reach a bigger audience
Get more engagements by promoting this Tweet!

Get started

Impressions 3,753

Total engagements 81

Media engagements 48

Detail expands 13

Retweets 6

Profile clicks 6

Likes 5

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InterManager @InterManagerOrg
The outbreak of COVID-19 has affected hundreds of thousands at sea, and a new campaign initiative led by @LloydsList aims to highlight the human cost of this crisis by giving everybody working through this problem a voice, not just the people at the top.

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We are extremely and highly appreciative of the set of guidelines for crew changes from **INTERTANKO**, which has been developed by tanker owners and has set a precedence in helping owners to revise their procedures: please use the Intertanko guidelines as widely as possible
<https://bit.ly/2Y0T6Ac>.

It is hoped that these guidelines will be widely adopted by the industry, especially owners that we #ship managers work with.

We appreciate that our members face much tougher requirements, and we have been working very hard with all stakeholders to produce much tougher #embarkation procedures which are still to be approved by owners.

We are yet to receive guidelines from ICS, which should be with us next week.

INTERTANKO
Crew Change Management Plan
TWENTY 20

Reactions

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InterManager
Published by Martyn Anderson [?] · 3 April ·

Do you think there are more ships or planes in the world?

The below image highlights there are 91,000 ships on our seas and in our ports, compared to just 20,000 planes. Shipping is a more widespread industry, carrying 90% of all goods the world consumes, including vital commodities such as food, fuel, and medicine.

Seafarers are there for you.

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21,384 People reached **3,701** Engagements **Boost post**

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InterManager welcomes applications for Membership from companies operating within the shipping industry.

We are one of the only organisations dedicated to representing the #ship and #crew management industry, and we are an internationally-recognised and well-respected trade #association, representing our members at an international level, lobbying on their behalf to ensure their views and needs are taken into account within the worldwide #maritime industry, and working alongside members to create a safer environment for #seafarers.

We've compiled this handy booklet that details all InterManager's members' benefits, and we encourage those interested in joining InterManager to get in touch with our Secretary General, Capt. Kuba Szymanski, on kuba.szymanski@intermanager.org.

Please share this document with others who you may believe this to be of interest to. Thank you in advance for your assistance.

MEMBERS

InterManager - Membership Information Booklet
issuu.com

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DISPATCH

Get in touch

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Photography by Danny Cornelissen
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