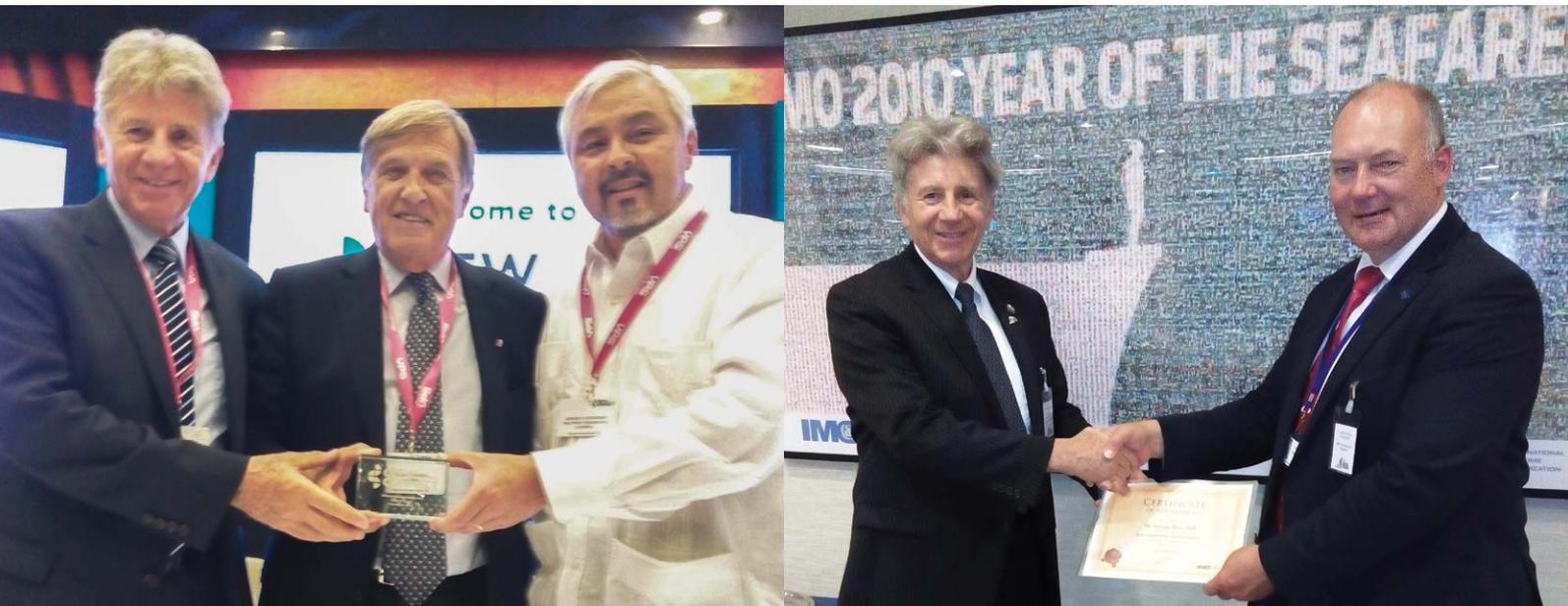




DISPATCH

| Issue 11 | December 2015



Honours for InterManager stalwarts

Congratulations to InterManager President Gerardo Borromeo and past President Roberto Giorgi on receiving two prestigious industry awards and to InterManager Vice President George Hoyt on being appointed to an IMO ambassadorial role.

Gerardo Borromeo, InterManager President since 2012, was named Personality of the Year at the Seatrade Maritime Awards Asia in Hong Kong.

And Roberto Giorgi was presented with a Lifetime Achievement Award during this year's Crew Connect Global conference in Manila.

InterManager Vice-President George Hoyt said: "Their leadership and hard work over many years has helped to increase the safety and welfare of our seafarers. In doing so, they have raised the profile of InterManager and brought distinction to the important contributions that ship managers are making to the industry."

In addition, Vice President George Hoyt has been appointed an IMO Maritime Ambassador by The Nautical Institute.

The IMO Maritime Ambassador Scheme intends to help attract "the best and the brightest" into shipping. A particular aim is to encourage young people to consider seafaring and other maritime professions when making choices concerning their careers or further education. In his role as Maritime Ambassador, Mr Hoyt will tell young people how rewarding, satisfying and fulfilling the shipping world can be.

Congratulating Mr Hoyt, IMO Secretary-General Koji Sekimizu, said: "I have no doubt that you will work enthusiastically and diligently to promote and highlight the positive benefits of choosing a career at sea."

Secretary General Capt. Kuba Szymanski added: "These are fantastic achievements and I would like to add a big thank you from InterManager to Dito, Roberto and George for their continuous support of our association."

Ballast Water – We address member's concerns

InterManager consulted our members regarding potential issues with some Ballast Water Management Systems.

We have had strong indications that some systems might be unable to effectively work in some ports. This might be due to filters clogging (even if the water is more challenging in test conditions); low UV transmittance for UV systems; or low salinity for EC systems. For the filters, if they clog, we are not sure whether they would be allowed to be bypassed?

Shanghai is a fairly large transport hub – would they expect vessels to not ballast (i.e. avoid “uptake in certain areas”)? What happens if a vessel had to in order to address stability issues?

For conditions outside of the systems range, most of the (good) systems will be monitoring different parameters when the system is running. Most of the systems are going to have operating parameters in which they work (temperature, salinity, UV transmittance). We are concerned what happens when the vessel

is ballasting and the system alerts the staff that it is operating outside of its parameters? Should they stop? Again what happens if they have to ballast for stability issues?

We are not too sure how these issues are dealt with in the Ballast Water Management Convention. For the United States Coast Guard (USCG), although the conditions are more strict, they do only apply in the 12nm range, so we can exchange problematic water in deep ocean. When IMO Convention comes into force, we are not sure how this will all look.

IMO response

InterManager put your views, questions and concerns to the International Maritime Organisation and received the following response from Stefan Micallef, the IMO's Director Marine Environment Division.

The issues that have been described have been recognized by MEPC as well and at its 68th session, the Committee agreed to a roadmap for the implementation of the BWM Convention, which addresses many of the concerns raised.

The roadmap inter alia states that “shipowners who have installed, maintained and operated correctly BWMS approved in accordance with the Guidelines (G8) (MEPC.174(58)) should not be required to replace these systems, for the life of the ship or the system, whichever comes first, due to occasional lack of efficacy for reasons beyond the control of the shipowner and ship's crew.”

This could include situations where sediment loads or other environmental conditions exceed what the BWMS is capable of handling. However, it would still remain the shipowner's/ crew's responsibility to be aware of the limitations of the BWMS on board before entering areas with conditions that the BWMS cannot handle.

The roadmap also states that “The port State, flag State and shipowner should work together to agree on the most appropriate solution to allow for the discharge of ballast water found to be non-compliant” and furthermore MEPC 68 agreed that contingency measures in this regard are to be developed. There is no doubt that in the latter case more work is needed and I have just returned from a conference in the RoK where the issue of contingency measures was identified as needing more work.

Indeed, sediments are problematic, not only due to filter clogging and UV transmittance, but also because they accumulate in ballast

tanks and provide a suitable habitat for many organisms and resting stages in the ballast tanks. In this regard, the IMO has developed Guidelines on design and construction to facilitate sediment control on ships (G12). But more importantly for the situations described, the Guidelines for ballast water management and the development of ballast water management plans (G4) recommend that every effort should be made to avoid the uptake of sediments when loading ballast.

Therefore, the answer to your question regarding a blocked filter would be: if it is possible to avoid ballasting in areas with a very high sediment load or otherwise problematic water qualities, then ships should try to do so.

Finally, in accordance with regulation A-3 of the BWM Convention, the requirements of the Convention would not apply to ballast water uptake or discharges necessary for the purpose of ensuring the safety of a ship in emergency situations or saving life at sea.

InterManager welcomes new NI publication

HUMAN PERFORMANCE AND LIMITATION FOR MARINERS



The Nautical Institute



InterManager has welcomed the publication of a new book by The Nautical Institute. *Human Performance and Limitation for Mariners*, builds on a concept first introduced in the aviation industry that was responsible for a massive reduction in accidents.

The Nautical Institute says this concept will enable seafarers to make the best use of their physical and mental abilities in the challenging shipboard environment.

InterManager members can benefit from a 40% if they order 10+ copies of the book, which aims to give mariners insights into physical and psychological difficulties they may face at sea.

InterManager President Gerardo Borromeo has provided a foreword to the book in which he states: "The shipping industry has relied on the excellent abilities of seafarers since humans first ventured on the seas. Life at sea can be rewarding, but also challenging. All mariners need to be aware of how to protect themselves physically and mentally and to make best use of their physical and mental abilities to manage modern ships in an exceedingly complex and dynamic maritime environment."

He points out that the maritime sector has to overcome different challenges to the aviation industry: different motions and effects, such as noise, heat, and vibration, and the fact

that ships are homes as well as workplaces.

Mr Borromeo says: "This book has been written for individuals, for all those mariners who go to the sea in ships'. It is a personal approach to help mariners understand what the limitations of their bodies and minds are in this special environment. It is aimed at ensuring they are protected and able to contribute effectively to the special team that is the ship's crew."

There are practical examples of HPL in the book, from explaining the effects of fatigue to the time it takes eyes to adjust to the change from light to dark – particularly crucial for reading the bright displays on bridges.

All crew members have a part to play in the safety and commercial success of their vessels. Crews are responsible for the lives of all those onboard, for millions of dollars of company assets in the form of the ship itself, hundreds of millions of dollars in cargo value and billions of dollars in terms of liabilities and environmental impact.

Human Performance and Limitation for Mariners is available from The Nautical Institute price: £40; ISBN: 978 1 906915 34 6

www.nautinst.org/pubs

InterManager members can benefit from a 40% discount if they order 10+ copies.

Seafarer views sought

Were your seafarers happy with their last port visit? Did the facilities and services meet their needs?

A new survey organised by ITF Seafarers Trust seeks to establish what seafarers think about the various port services they encounter around the globe.

Accessed via the 'survey monkey' system, the survey asks seafarers to rate a variety of port services ranging from internet access and medical facilities to chaplaincy services and sports opportunities. It also asks questions about any shore leave the seafarer may have experienced recently.

This is an important survey which will help ITF Seafarers Trust to improve facilities for seafarers. Please encourage your crew to take part.

The survey can be found at <https://www.surveymonkey.com/r/H3H6K8R>



Seaspan enjoys a 'big year'

InterManager member Seaspan has enjoyed a "big year" of growth and improvement in 2015 and has recently taken delivery of its 100th ship.

The 14,000TEU containership, *YM Warmth*, was delivered on October 8, 2015 from Hyundai Heavy Industries in South Korea.

Seaspan reports that it recently became the number one non-operating owner in the container shipping market, delivering 18 new 10,000 and 14,000 TEU SAVER vessels in the past twelve months, for a total current fleet of 100 owned and managed ships.

To meet the support demands of a growing fleet, Seaspan also recently expanded its offices in Vancouver, Mumbai and Hong Kong, and the company's team now includes approximately 350 shore staff and 4,000 seafarers worldwide. Seaspan says its cadet program continues to thrive and it remains one of the few companies to provide cadet training ships with dedicated instructors onboard. Training is also central to Seaspan's growth strategy, and to that end it has invested in a bridge navigation simulator for its Mumbai office's in-house training center.

The company believes that an increased focus on quantity requires an equivalent focus on quality. 2015 has seen elaboration of Seaspan's new Safety in Action campaign, which works toward reducing accidents and improving safety onboard. It has also entered into a Voluntary Environmental Compliance Program in an effort to ensure full compliance with environmental standards and regulations.

And the growth continues: 2016 will usher in another 10 projected new deliveries for Seaspan.



InterManager member takes delivery of LNG New Builds

InterManager member Nigeria LNG Management Services has taken delivery of two brand new LNG tankers.

LNG Bonny II and *LNG Finima II* will sail under the Bermuda Flag for Bonny Gas Transport (BGT) Limited, a wholly

owned subsidiary of Nigeria LNG Ltd.

LNG Bonny II was built by Hyundai Heavy Industries Ulsan South Korea, while *LNG Finima II* was built at Samsung Heavy Industries Geoje Shipyard in South Korea.

Nigeria LNG supplies about 80% of Nigeria's annual domestic LPG (Cooking Gas) consumption. NLNG Ship Management Limited was set up in response to rapid changes and challenges in the maritime business and the scarcity of ship board

personnel worldwide. The company delivers on NLNG's strategic plan to have a shipping management service, supported by a dedicated manning company to develop and supply qualified and competent shipboard personnel on board its ships.



Joe Pitcher Joins Videotel as Sales Director

InterManager associate member Videotel has appointed a new Sales Director.

Joe Pitcher has extensive experience working with shipowners and shipmanagers and will oversee Videotel's business development and liaise with Videotel's global network of agents and sales offices.

"Joe brings with him a wealth of maritime sales experience and I am confident he will develop our already impressive client list and achieve further growth for Videotel," says Nigel Cleave, CEO of Videotel. "Our team looks forward to working with him to promote our comprehensive range of training solutions."

Previously, Mr Pitcher was head of sales at V.Group Marine Services, providing a broad range of business support solutions to shipowners and shipmanagers as well as shipyards, oil and gas services, and marine equipment suppliers. Prior to that position, he worked in sales roles in the commercial maritime travel sector.

"Despite the tough market conditions out there, Videotel has continued to grow by producing high-quality products that meet the training needs of the maritime market," says Mr Pitcher. "My aim is to continue this trend by selling the benefits of quality training to shipowners and shipmanagers. Properly trained crew will not

only carry out their duties safely, making serious accidents less likely, but they will be more motivated, loyal, and happier in their work."

VideotelTM is a company of KVH Industries, Inc., (Nasdaq: KVHI). Videotel's extensive selection of 950 maritime training programs is available in a range of formats, including computer-based training, e-Learning, Videotel on Demand, and DVD. In addition, Videotel's Basic Training Package of 20 essential maritime training programs is available via KVH's IP-MobileCastTM content delivery service, which multicasts entertainment and operations content to vessels at sea, and through an agreement with Inmarsat.



IMO Assembly meets in London

The International Maritime Organisation's (IMO) Committee on Maritime Safety (MSC) held The IMO Assembly held its 29th session from Monday 23 November through Wednesday 2 December 2015 under the Presidency of His Excellency Mr D. Federico Trillo-Figueroa of SPAIN.

InterManager's permanent representative to the IMO, Capt Paddy McKnight, reports on the meeting:

InterManager Members will recall that the IMO Assembly is the highest Governing Body of the organisation and meets every second year to approve the work programme, endorse the budget and generally check the workings of the various committees within IMO. It also elects an Executive Body, known as the Council, for the two year interim period, charged with supervising the conduct of IMO's work, and on this occasion, selection of a candidate for the post of Secretary-General given that the present incumbent, Mr Koji Sekimizu chose not to stand for a second term of office. In this regard, Council's recommendation was unanimously endorsed by the Assembly.

In his opening address to the Assembly, the out-going Secretary General referred to many achievements over recent years, in particular, the adoption of the Polar code (Entry Into Force 1 January 2017), the adoption of a new

mandatory code [IGF] for ships fuelled by gases or other low flashpoint fuels and the entry into force of the Nairobi International Convention on the Removal of Wrecks. The last mentioned fills a gap in the existing international framework by placing strict liability on shipowners for locating, marking and removing hazardous wrecks and making it compulsory to have financial security for liability, such as insurance.

Later in the week, a symbolic hand-over of documents was made by Mr Sekimizu to the Secretary-General elect, Mr Kitack Lim (REPUBLIC OF KOREA) who then addressed the Assembly, mentioning many important areas of work. In his statement which he referred to as a "voyage together", Mr Lim said that such a voyage should include efficient implementation; capacity building in developing countries, particularly the least developed and small island developing states; promoting the global status of the IMO; continuing to develop an efficient Secretariat, and an emphasis on his desire to listen to Seafarers also the shipping industry in addition to co-operation with Member States as much as possible.

Council members fall into three categories, viz:

- **Category (a)** 10 States with the largest interest in providing international shipping services,
- **Category (b)** 10 other States with the largest interest in international seaborne trade, and
- **Category (c)** 20 States not elected under (a) or (b) which have special interest in maritime transport or navigation and, importantly, whose election to the Council ensures the representation of all major geographic interests of the world.

The 10 sitting States in Categories (a) and (b) were unchallenged whilst 154 valid votes (1 invalid) were cast for 23 contenders vying for the 20 places in category (c). Member State candidates additional to the outgoing 20 were: SAUDI ARABIA, IRAN and EGYPT. In the event, only EGYPT of these 3 was voted onto the Council, displacing JAMAICA in the process.

The composition of the new Council is therefore:

- **Category (a)** CHINA, GREECE, ITALY, JAPAN, NORWAY, PANAMA, REPUBLIC of

KOREA, RUSSIAN FEDERATION, UK and USA.

- **Category (b)** ARGENTINA, BANGLADESH, BRAZIL, CANADA, FRANCE, GERMANY INDIA, NETHERLANDS, SPAIN and SWEDEN.
- **Category (c)** AUSTRALIA, BAHAMAS, BELGIUM, CHILE, CYPRUS, DENMARK, EGYPT, INDDONESIA, KENYA, LIBERIA, MALAYSIA, MALTA, MEXICO, MOROCCO, PERU, PHILIPPINES, SINGAPORE, SOUTH AFRICA, THAILAND and TURKEY.

COMMITTEES OF THE ASSEMBLY. Two Committees were formed in order to focus specialist skills, the first (Committee 1) on Administrative, Financial, Legal and Technical Cooperation, the other (Committee 2) on Technical matters. In consideration of the Committees' reports, the Assembly most notably:

1. adopted the High-Level Action Plan of the Organisation and priorities for the 2016 – 2017 biennium and associated resolution;
2. approved the Legal Committee report on its 101st and 102nd sessions;
3. approved the Technical Cooperation Committee reports on its 64th and 65th sessions;
4. thanked Member States and other donors for their contributions which made technical assistance possible;
5. adopted a draft resolution on the 'Results-Based Budget for the 2016 – 2017 biennium;
6. adopted the following resolutions:
7. revised guidelines for the onboard operational use of shipborne automatic identification systems (AIS);
8. entry into force and implementation of the 2012 Cape Town Agreement urging Governments to consider accepting the agreement at the earliest opportunity thus promoting flexibility in meeting essential safety requirements in respect of fishing vessels;
9. amendments to the Recommendation on pilot transfer arrangements in Resolution A.1045(27) concerning the provision of adequate handholds at the point of embarking/disembarking from the ship and requirements for the bulwark ladder;
10. survey Guidelines under the Harmonised System of Survey and Certification

(HSSC), 2015 with a view to harmonising the Guidelines relating to the IBC, IGC and BCH Codes; and

11. 2015 Non-Exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code comprising 70 pages listing documents concerning legal obligations.
12. approved the MSC reports on its 93rd, 94th and 95th sessions;
13. encouraged Member Governments to continue applying the provisions of MEPC.1/Circ.810 on 'Adequate port reception facilities for cargoes declared as harmful to the marine environment under MARPOL Annex V', until further action is taken by MEPC 69 to which Member Governments and international organisations are invited to submit information on the availability of reception facilities for HME residues. MEPC 69 was accordingly invited to consider the issue as a matter of urgency; and
14. approved the MEPC reports on its 66th, 67th and 68th sessions, also that of the Facilitation Committee on its 39th

PERIODICITY OF ASSEMBLY MEETINGS.

The COOK ISLANDS stated that it is difficult to justify the Assembly meetings every two years, given the austerity measures leading to a reduction of the number of sub-committees, less meeting days etc and that every four years should sufficient in which to meet. After a short exchange of views it was agreed that the proposal should first be discussed in Member State capitals and subsequently considered during Assembly 30.

INTERNATIONAL MARITIME PRIZE.

The Prize for 2014 was awarded to Mr Yohei Sasakawa, Chairman of the Nippon foundation.

IMO BRAVERY AWARD. The IMO Award for Exceptional Bravery at Sea was bestowed on Aviation Survival Technician Christopher Leon, crew member of rescue helicopter CG-6531, for his display of courage, strength and stamina, in rescuing, at very high risk to his own life, four people from the sinking ocean rower BRITANNIA, in gale force winds and darkness.

FLOATING ARMOURIES. In several

instances over the course of the meeting, INDIA expressed deep concern over 'floating armouries' and was advised that the UK will be making a relevant submission to MSC 96 thus INDIA could do so too.

FAREWELL TO MR SEKIMIZU. Numerous speeches in appreciation of Mr Sekimizu's work at IMO, particularly as Secretary-General, were made. His lengthy and understandably emotional reply drew a standing ovation from a packed Plenary. Indeed, the Assembly passed a resolution expressing gratitude and sincere appreciation to Mr Sekimizu for his "loyalty, commitment, dedication, enthusiasm and contribution to the overall purposes of the IMO Organisation over a period of 26 years" bestowing on him the honour of Secretary-General Emeritus of the International Maritime Organisation with effect from 1 January 2016.

RELATIONS WITH NON-GOVERNMENTAL ORGANISATIONS.

InterManager retains the consultative status with IMO granted in 1995 however, PIANC, the World Association for Waterborne Transport Infrastructure (PIANC) had its status withdrawn. In addition, the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), presented a paper outlining a planned change of status within IMO from a non-governmental to an intergovernmental organisation, including the envisaged adoption of a new treaty instrument. Two other NGOs were welcomed, the International Water Mist Association (IWMA) and the International Port Community Systems Association (IPCSA).

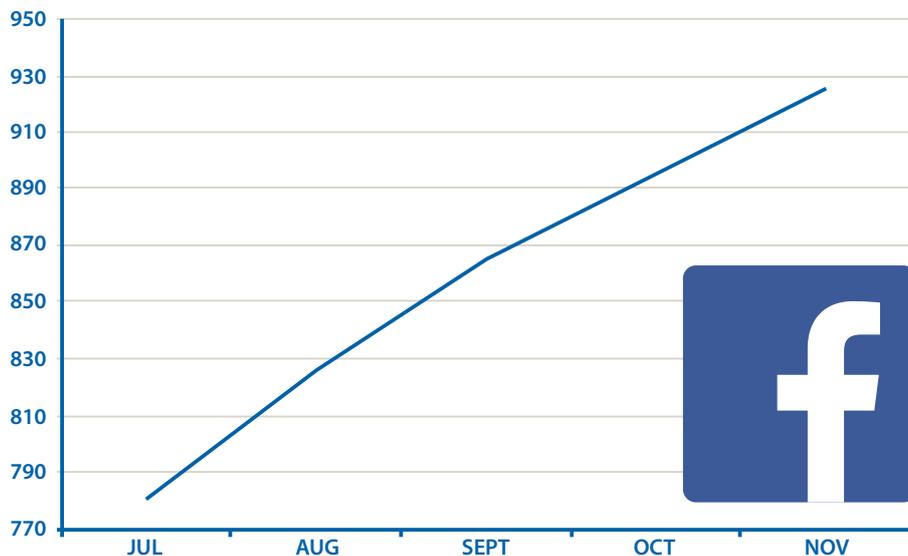
MEMBER STATE AUDIT (MSA) SCHEME.

This will become mandatory from January 2016. A new GISIS module on MSA, developed by the Secretariat, will provide a common platform for the implementation of the scheme.

WORLD MARITIME DAY 2016. The theme chosen for WMD 2016 is 'Shipping, Indispensable to the World'.

DATE OF NEXT MEETING. Assembly 30 will be held during Autumn 2017. Council will decide on the number of Interpreter-days and Plenary sessions.

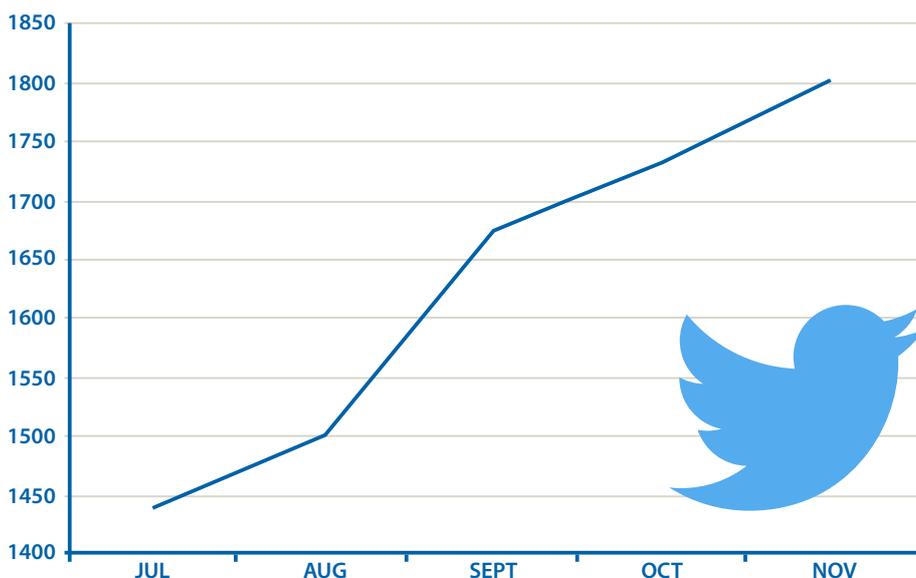
InterManager takes social media in its stride



What a difference six months makes. Casting our minds back to July, we are reminded of the role social media played in InterManager's objective; a dedicated following with general discussions and comments.

Fast forward to December and we can see a hive of activity through Facebook, Twitter and LinkedIn, where membership is in excess of 3,000, compared with 2,300 in July. The reason for the increase? Working member-led social media profiles has opened up the platforms to allow people to discuss, debate and comment on news and issues that are important to them. From discussions on fatigue with seafarers to debates on the importance of training with ship managers; drawing members in with their own opinions and to tell their story.

In an age where social media is a communication tool as well as a diary, InterManager is taking full advantage. Join InterManager on Facebook, Twitter and LinkedIn in 2016, where new campaigns and initiatives being rolled out include discussions on lifeboat safety, paperless shipping and the 'single window'.



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