July and August are usually rather slower months as our industry is on holiday. Having said that, our ships and therefore seafarers are not, so consequently our industry keeps performing as usual.

October is the month when our members gather for our Annual General Meeting. We are very pleased to advise that this year we have partnered with Willis Towers Watson and as a result our AGM will be held on the 16th of October in London in the Willis Towers Watson Head Quarters at 51 Lime Street. Please let me know as soon as possible if you are able to attend as we will need names etc in advance for security.

The agenda is being prepared as we speak. Please contact us should you have comments, suggestions or ideas how to make it even more interactive and therefore interesting.

In addition, I am delighted to announce that the Summit (ISSS) will also be held on October 16 at the Willis Towers Watson HQ. The summit will take place in the morning with our AGM immediately following it in the afternoon. The event is coming together with some interesting discussion topics – so make a note in your diary and we will let you know the details as soon as they are finalised.

In this issue of the Dispatch we are delighted to report how the International Maritime Organization (IMO) has taken on board the results of our Project Martha.

In this edition, I also invite you to read about how InterManager, together with the TK Foundation, were able to sponsor, mentor and organise 30 students into five teams to participate in the iconic Seafarers UK 24 Peaks Challenge event – no mean feat!

Happy reading!
Everyone likes when his work is appreciated by others. This is precisely how we felt in July 2018 when the International Maritime Organization (IMO) revised its guidelines on fatigue during the recent 5th session of its sub-committee on Human Element, Training and Watchkeeping (HTW5).

Results from our Martha Project provided very solid support and enabled the IMO to discuss:

1. Managing the risks of fatigue as part of a company’s Safety Management System (SMS) would allow for better control of such risks;
2. The revised Guidelines should not deviate from the principles agreed at HTW3;
3. The direction of the work carried out so far was not heading towards the accomplishment of the revision in a timely manner, nor did it facilitate a proper implementation;
4. Appendices to the revised Guidelines would be a toolbox useful for the management of fatigue on all ships; and,
5. A work plan should be developed in order to expedite finalisation of the revision.

Following this, a Working Group on the Guidelines was established and given instructions to finalise the draft Guidelines based on the proposal contained in HTW5/8/1 (USA).

The Group organised the contents of the Guidelines in modules as follows:

1. Introduction;
2. Fatigue and the company;
3. Fatigue and the seafarer;
4. Fatigue awareness and training;
5. Fatigue and ship design; and,
6. Fatigue, the Administration and Port State authorities.

The Sub-Committee approved the report in general and endorsed a draft MSC circular on Guidelines on fatigue prior to forwarding both to the MSC for approval. The introductory MSC Circular and Report plus various Annexes amount to 57 pages of A4 closely-typed text but should anyone wish to dive further into the detail, it can be supplied quite easily by the Secretary General of InterManager Capt. Kuba Szymanski or InterManager IMO permanent representative, Capt. Paddy McKnight.

Captain Kuba commented: “Our work on the fatigue issue continues. However it is extremely rewarding to see how our members are influencing the production of this important legislation on behalf of the entire ship and crew management sector.”
Your chance to join the IMO on World Maritime Day

This year’s World Maritime Day takes place around the globe on Thursday 27 September 2018, taking the theme “IMO 70: Our Heritage – Better Shipping for a Better Future.”

It is 70 years since the treaty establishing the United Nations International Maritime Organization (IMO) was adopted at the United Nations Maritime Conference held in Geneva, Switzerland. The Convention entered into force 10 years later when the 21st State ratified the treaty.

Since then, IMO Member States have pursued their mission to develop the global regulatory framework for international shipping. Today IMO has 173 Member States and three Associate Members, and 81 Non-Governmental Organisations (NGOs) of which InterManager is one.

IMO continues its work to improve maritime safety and security, the efficiency of navigation and the prevention and control of pollution from ships, as well as the fair and effective implementation of its regulations.

“We are celebrating 70 years of achievement, in which the truly vital industry of shipping has become safer, cleaner and greener, thanks to the work of IMO. We are also looking ahead to the exciting new challenges on the horizon,” said IMO Secretary-General Kitack Lim.

“Billions of ordinary people, all over the world, rely on shipping every day of their lives – even if they don’t realise it or understand it. It is our role to ensure shipping can continue to make this vital contribution to global well-being,” he said.

As part of its 2018 celebrations the IMO is opening its doors to give members of the maritime community an opportunity to visit its London headquarters and gain a deeper understanding about its international work.

The tour includes a welcome from the IMO Secretary-General Kitack Lim, and a presentation of the IMO’s work with an opportunity to ask questions, as well as a visit to the Main Hall, Delegates’ Lounge and the Terrace.

InterManager has been invited to provide a list of up to 10 guests from any rank or background, to join this tour. Members are invited to contact our Secretary General as soon as possible to nominate any members of their staff who may benefit from such an experience. Guests will also be invited to attend the official World Maritime Day reception in the evening.
Meeting the ballast water challenges

InterManager member company and ballast water treatment specialist SGS Marine Services considers the challenges facing ship operators as they comply with the IMO’s Ballast Water Management Convention, one year on from its adoption

With the IMO Ballast Water Convention now in force, there are many unanswered questions for the industry.

As governments consider their own ballast water regulations, we see three notable challenges that the industry will face:

• how to ensure a suitable sample connection is installed to vessels
• how to collect a ballast water sample large enough to be representative of all the ship’s ballast water, and
• how to gain clear understanding of regulations

The International Convention for the Control and Management of Ships’ Ballast Water and Sediments, 2004 (BWM) was adopted on 13 February 2004 and entered into force on 8 September 2017.

As a member of the ISO Committee on ‘Aquatic Nuisance Species’, SGS is part of the effort to identify a ballast water sample connection that can be standardized for the industry. An international standard for the size, type, and location of the sample tap will remove any doubt vessel operators may have about the suitability of the sample tap. After all, ballast water cannot be tested if it cannot be properly collected in the first place.

The Convention has specific requirements for a ballast water sample tap. In our experience of performing more than 3,000 ballast water tests, we have observed a wide variance of installed ballast water sample taps, including:

• sample taps that are in the wrong location
• improperly sized
• corroded
• inaccessible
• unknown to vessel crew
• or even non-existent.
Ballast water testing to the IMO D-2 standard requires a large volume of treated ballast water to be sampled. SGS has developed the BWS1, our sampling device, as a solution to the industry to meet the sample volume requirement. The BWS1 can sample the large volume of treated ballast water required (up to several cubic meters) with minimal interruption to ship's operations. Because our sampling device can be configured in a “closed loop” arrangement, the filtered ballast water can be discharged back into the ship’s Ballast Water discharge line after the sampling point, meaning no contribution to ship’s bilge tanks.

A common misconception about the IMO D-2 Ballast Water Performance Standard is that this standard will become the law for every port in the world. It is actually the decision of each IMO member state to interpret the IMO D-2 Performance Standard and create their own legislation to govern ballast water discharges for their country. There are currently two such examples of a national law based on the IMO D-2 Ballast Water Performance Standard – The United States and Saudi Arabia.

The United States Environmental Protection Agency (EPA) Vessel General Permit 2013 (VGP) mentions the IMO D-2 Performance Standard limits for each organism class size, but only requires annual monitoring of organisms <10 µm in size (bacteria).

This is an example of how a national law can be aligned with the IMO D-2 Performance Standard for Ballast Water, but only require monitoring for a portion of the organisms covered in the IMO guidelines.

The Saudi Arabia regulation requires for indicative testing for every discharge of ballast water. As a Saudi Arabia-approved body to conduct ballast water testing, SGS is imbedded in this regulation scheme.

SGS is collaborating with several countries as they start to apply the IMO D-2 Performance Standard for ballast water to their own regulations and enforcement schemes. We foresee that the most stringent law from a country that sees a large amount of the world’s tonnage will become the default industry standard by which ballast water compliance testing is carried out.

Countries and Port State Controls are increasingly interested in developing a testing protocol to enforce a discharge standard for the ballast water being discharged into their harbors. SGS is working closely with several governments to share our experience and expertise on the practicalities of sampling and testing ballast water.

There are many indicative testing technologies that are coming to market – these are the fast, easy, handheld devices that measure the organisms in ballast water. We expect to see more and more technologies coming to market.

As an Associate Member of InterManager, SGS has been able to participate in many IMO meetings and IMO working groups. SGS also regularly participates in the meetings of the ICES/IOC/IMO Working Group on Ballast and Other Ship Vectors (WGBOSV). Additionally, SGS is a member of IMarEST and participates in the meeting of the IMarEST ballast water expert group.

Participating in these meetings and working groups allows SGS to better anticipate upcoming challenges and opportunities in the field of ballast water and other marine environmental issues.

SGS is the world’s largest testing, verification, and certification company. With more than 95,000 employees, we operate a network of more than 2,400 offices and laboratories around the world.

Starting a decade ago, we observed the advent of numerous maritime environmental regulations and a pipeline of future regulations driving a need for the maritime industry to have access to internationally-recognized laboratory testing that is available along global shipping routes. Today SGS Marine Services operates in nearly every major port around the globe, helping customers navigate the increasingly regulated seas with our global service of environmental monitoring and testing.

For more information see the SGS website: www.sgs.com
News from the IMO

It has been a pretty busy summer following my previous ‘News from the IMO’ report in early May. Since then, the Maritime Safety Committee (MSC) held its marathon eight working days meeting, followed by the IMO Council and, more recently, the Sub-Committee on Human Element, Training and Watchkeeping (HTW). Whilst all three of these meetings have been the subject of comprehensive reports on the InterManager web-site, the following is a brief summary of the most important points emerging from them, and decisions taken:

Maritime Safety Committee (MSC 99), 16 – 25 May.

• Agreed amendments to IMO Mandatory Instruments;
• In considering a number of measures to enhance maritime security, agreed to validate Model Course 3.24 on security awareness training for port facility personnel with designated security duties;
• With regard to the use of Maritime Autonomous Surface Ships (MASS), endorsed the framework for a regulatory scoping exercise and established a correspondence group for same, reporting to MSC 100;
• Included the output on ‘Safety measures for non-SOLAS ships operating in polar waters’ in the agenda for SDC6;
• Approved the report of the fourth session of the sub-Committee on Implementation of IMO Instruments and also that of the fifth session of the sub-Committee on Ship Design and Construction;
• Noted the outcome of the fifth session of the sub-Committee on Pollution Prevention and Response (PPR5), in particular the draft amendments to the IBC and BCH Codes, with a view to submission to MEPC73 and MSC100;
• Recognised that the most heavily loaded sub-Committee at IMO is that of Navigation, Communications and Search and Rescue (NCSR). Having approved the report of NCSR5, it was decided to extend the meeting time for each session of NCSR6 and NCSR7 to eight days for a trial period given Council’s authorisation;
• Noted progress made on the functional requirements for onboard lifting appliances by the sub-Committee for Ship Systems and Equipment;
• Took note that reports on 203 incidents of piracy and armed robbery against ships were received by the organisation in 2017, the lowest for 20 years, confirming the downward year-on-year trend; and,
• Noted that the meeting on a Global Compact for Safe, Orderly and Regular Migration will be held in Morocco from 10 to 11 December 2018.

IMO Council (C 120), 2 – 5 July.

Readers will recall that the IMO Council is the executive body comprising 40 Member States elected (every two years) by the IMO Assembly, charged with considering issues of governance and good practice in addition to Strategy, Planning and Reform, Resource Management and Budget matters. In addition to discussing such issues, Council:
• Noted the report of the Legal Committee (LEG105) and in particular agreed to two new outputs, namely ‘Measures to prevent unlawful practices associated with the fraudulent registration and fraudulent registries of ships, also a Regulatory scoping exercise on MASS;
Following a secret ballot, announced Mrs Birgit Solling Olsen of Denmark as winner of the International Maritime Prize, 2017;

- Noted the Annual Report of the World Maritime University (WMU) for the calendar year 2017 and the revised Budget for 2018;
- Thanked Mr Yuri Melenas of the Russian Federation, the outgoing Chair of the Facilitation Committee and took note of FAL’s continuing role in finding electronic means for the submission of information and electronic data exchange;
- Noted that this year, World Maritime Day will be celebrated at IMO on Thursday 27 September, the theme being “IMO 70: Our heritage – Better Shipping for a Better Future”;
- Took note that the Integrated Technical Cooperation Programme (ITCP) for 2017 included the delivery of 215 technical cooperation activities, the training of 3,522 persons worldwide and the provision of 64 fellowships in the maritime field; and,
- Following the IMO S-G’s proposals for improvement to the IMO Maritime Ambassadors Scheme (IMOMA), Council authorised him to take action as appropriate and to consider further the resourcing of the scheme.

### Human Element, Training and Watchkeeping (HTW 5), 16 – 20 July.

The most extensive item at this meeting was that of draft IMO Model Courses. In all, six new and four revised model courses were validated whilst a further nine will be considered at HTW6 and HTW7. Other matters of interest discussed were:

- The proliferation of fraudulent certificates of competency and endorsements noting that MSC had approved a Circular and Assembly 21 adopted a Resolution on the subject;
- Set up a Correspondence group to finalise draft amendments to table B-1/2 in order to provide better guidance during the implementation of the 2010 Manila Amendments to STCW;
- Under the item ‘Role of the Human element’, invited proposals to develop guidance on the application of maritime casualty cases and lessons learned to seafarers’ training and education; and,
- Approved the report of a Working Group instructed to finalise the draft Guidelines on Fatigue and also endorsed a consequent draft MSC circular for MSC’s approval.

### Looking Ahead:

Following this month’s traditional summer holiday, the next meeting at IMO is that of CCC5 (Carriage of Cargoes and Containers). To whet the appetite, matters to be discussed include the following:

- Amendments to the IGF Code and development of guidelines for low-flashpoint fuels;
- Amendments to the IMSBC and IMDG Codes and supplements;
- Amendments to the CSS Code with regard to weather-dependent lashing;
- UI on IMO safety, security and environment-related conventions; and,
- Incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas. Here’s looking forward to a productive round of autumn meetings.

Captain Paddy McKnight
InterManager, the international trade association for shipmanagers, has canvassed members’ opinions on the use of scrubbers and has found an interesting range of opinions.

As an organisation, InterManager believed that scrubbers are not a long term solution to achieve a real impact on the environment.

When asked for their opinion, shipmanagement members considered the long and short term benefits and disadvantages of scrubber use, some citing potential short-term commercial disadvantage if operating in a market where competitors have installed scrubbers.

Capt Kuba Szymanski, InterManager Secretary General, said the potential solution lies in the hands of fuel producers: “What we as an industry need to do is to push the problem back to the oil companies and fuel suppliers to encourage them to provide the planet with cleaner fuel. New fuel - not some heavy fuel grouped with filters, which gives an illusion of cleanliness when it erroneously complies to a good regulation that lacks a clear process of easy global enforcement.

“To make life simpler, and therefore more sustainable, heavy fuel should not exist at all. That would make it easier to enforce a level playing field for everyone and scrubbers would not be needed,” he added, pointing out that “from a practical point of view, shipmanagers and their owners are being asked to do something almost impossible. Not knowing the price tag of fuels (low sulfur and regular bunkers) in 2020 is like asking us to look into a crystal ball.”

InterManager has conducted an investigation among its membership into the use of scrubbers and considered whether their use does carry much weight. The feedback indicated that the decision depends on various factors, such as the size of the ship, fuel oil consumption, trading area, operational profile and the availability of high sulfur fuels, now and from 2020 onwards. In order to determine whether there is a sound business case, the price difference between high and low sulfur fuels is a paramount factor.

Installation issues also need to be taken into account. The majority of the scrubbers offered nowadays require a lot of space and additional pumps and ancillary equipment. Then there is the choice for either an open, closed or a hybrid system. The latter two systems require even more space. Whether an open system remains allowed is uncertain – rules are expected to be more stringent in this respect.

Several InterManager members stressed the need for crew training and competency if scrubbers are installed and were concerned about manning levels. Others expressed fears that they may adversely impact crew health.

It remains unclear as to whether high sulfur fuels will remain available in the Sulphur Emission Control Areas (SECA). Some of the members whose vessels trade mainly in SECAs are, as far as practically possible, utilising speed optimisation and lower fuel consumption, having taken into account the size of vessels and their fuel consumption level.
Capt Szymanski concluded: “We are proud that our industry is committed to reducing its carbon footprint – let’s show the world that we are genuinely concerned by making the whole process simpler, more fluid and therefore more efficient”

Viewpoints from InterManager members:

- The topic of scrubbers is brought up and supported by shipowners who are short sighted and motivated by short term financial gains, trying to take advantage of a gap in the enforcement regime. This is not an example of sustainable behaviour.
- To make life simpler and therefore more sustainable HFO should not exist at all, it should be easier to enforce a level playing field for everyone and forbid scrubbers completely.
- There is also an increased risk to human health due to the chemical residue, which is highly dangerous for the crew. Another important issue from the shipmanager perspective is the considerable resources needed in operating/maintaining scrubbers in addition to BWTS and manning remaining same!
- From a shipmanager point of view, we have little say on whether to install scrubbers.
- From a shipowner’s perspective we install what our timecharterer wants, we install it. At one time, we had two ships fitted with scrubbers and they were just two among nine on the water at that time!
- We have changed all our vessels to MGO.
- There is a doubt on the usability of a scrubber as there is no specific info that LSFO would not be available after the 2020 deadline. There are serious views that it may turn out to be a deadweight after a few years.
- There are also concerns that it may require charterparties to be amended to incorporate a scrubber clause - w.r.t non-operation of it causing delays, as some ports may not allow other fuel to be burnt, byproduct issue, etc.
- We as owners build ships once a timecharter is fixed. If the charterer wants, we install it. At one time, we had two ships fitted with scrubbers and they were just two among nine on the water at that time!
- We have contemplated the use of scrubbers.
- Whether the use of scrubbers does carry much weight depends on various factors, such as the size of the ship, fuel oil consumption, trading area, operational profile and the availability of high sulfur fuels, now and from 2020 onwards.
- To see whether it is a sound business case the price differential between high and low sulfur fuels is also a paramount factor.
- The majority of the scrubbers offered nowadays require a lot of space and additional pumps and ancillary equipment. Then there is the choice of either open, closed or a hybrid system. The latter two systems do require even more space. Whether an open system remains allowed is uncertain. We expect the rules will be more stringent in this respect.
- In case scrubbers are installed, the crew needs proper training to operate the systems.
- Our vessels trade mainly in SECAs. As far as practically possible, we use speed optimisation and thereby lower the fuel consumptions. Taking the size of our vessels and their fuel consumptions into account led us to the conclusion to deploy low sulfur fuels and focus on speed optimisation. Another factor we are not sure about is whether high sulfur fuels will be available in SECAs.
- The above considerations are applicable to our existing fleet. Whereas for our newbuildings, we opted to build vessels powered by LNG. At this moment in time, LNG is one of the most eco friendly fuels available and reduces SOx and NOx significantly. The first eco friendly tanker powered by LNG will be delivered at the end of this year.
- This is quite a complicated issue.
- At the moment the decision whether to install a scrubber or not is largely an economic one. The current spread between IFO and HFO is about $350 per tonne.
- So for larger ships the payback is not that long assuming the HFO will be available.
- Based on discussions we have had with oil suppliers/traders, it is possible to buy HFO for 2020/2021 delivery.
- The HFO consumed by the world shipping fleet is about 4 mill barrels per day. So it will clearly take some time for the refineries to be able to switch over and deliver enough LSFO.
- The spread is likely to increase for a time until the refineries have adjusted. Having the refineries adjust is clearly the long term solution – especially since it will be impossible to fit the world’s fleet of 60,000 ships with scrubbers within a reasonable time frame. Most estimates indicate that there will be about 2,000 ships with scrubbers by 2020.
- The economics for scrubbers are best for the larger, high consuming ships. So there will be a drive in these segments to install scrubbers. The problem you are up against as an owner is that if most of the ships in your segments install scrubbers, the freight will be set by these ships with much lower fuel costs and you will have a real economic problem without fitting a system.
- An average VLCC burns 75 tonnes of fuel per day, and with a spread of say $350 per tonne, the daily fuel cost will be $26,750 per day lower using HFO. Let’s say you retain half to finance the spread of say $350 per tonne, the daily fuel cost will be $26,750 per day lower using HFO. So for larger ships the payback is not that long assuming the HFO will be available.
- Over time, we would expect the refineries to adjust and the price spread to decrease. Meanwhile the refineries will maximise profits.
- So my view is that the scrubbers will be a temporary economic response to an expected fuel spread for a part of the industry.
- Although it is always finally the shipowners’ decision what action to take in this matter, I feel that we, as shipmanagers, certainly have an obligation to support our clients with technical advice on these important changes.

Have your say...
Do you have an opinion about the use of scrubbers? Get in touch to tell us your views.
Email: secretary@intermanager.org
Enterprising officer cadets representing V.Ships and InterManager took part in this year’s 24 Peaks Challenge to raise funds for Seafarers UK, demonstrating excellent leadership qualities in the process.

Five teams took part in the July challenge – three from V.Ships, managed by Cadet Training Manager Lee Clarke, and two teams of Polish cadets managed by InterManager Secretary General Captain Kuba Szymanski.

Stepping out at 4am, the cadets scaled the first 18 smaller peaks in 14 gruelling hours. They refueled and refreshed overnight in a local hostel before setting off again at 4am the next morning to tackle the final ‘big six’ peaks.

Injury and exhaustion hit and some fell by the wayside during this challenging event but, despite this, all were made to feel welcome and an important part of proceedings as cadets of all nationalities supported one another.

The three V.Ships teams, joined mid-way by Polish team cadet Paulina Kugaczewska, successfully completed the challenge within 24 hours.

A delighted Lee Clarke said: “The cadets demonstrated excellent leadership skills and everyone pulled together. It was a fantastic, well-organised event which gave our cadets every opportunity to test themselves. We are all so pleased that they dug deep and did themselves proud – well done everyone.”

In particular he highlighted cadet Timothy Dixon who found the energy to assist other teams with their travel logistics after successfully completed the 24 peak challenge himself. “He was our star,” said Mr Clarke.

The Seafarers UK 24 Peaks Challenge is one of the toughest team-building events in the UK. Within 24 hours the teams have to climb 24 peaks, all over 730 metres, in the UK’s Lake District – renowned for its mountainous terrain.

The course is 31 miles long and includes Scafell Pike, the highest peak in England. Over two days, teams of up to six people trek through stunning countryside, including rivers, moorland and forests.

The V.Ships and InterManager teams were able to take part thanks to a generous donation by the TK Foundation which was boosted by several thousand pounds raised by the cadets themselves.

Mr Clarke said: “This is the first time our cadets have taken part in this challenge but I think it is now set to become a firm fixture in our calendar.”

The teams take a break midway.
In recognition of his work on important industry projects on behalf of the InterManager membership, our Secretary General, Captain Kuba Szymanski, has been awarded the honorary degree of Doctor of Maritime Studies by Solent University.

Announcing the award the University said: “Capt Szymanski became involved with the University after witnessing the experiments being carried out at the Warsash Campus for the HORIZON project on seafarers’ fatigue. InterManager became a partner on the subsequent MARTHA project, and he was directly responsible for the dissemination of the findings to the shipping industry. He has also endorsed the recent Solent-led Effective Crew Project and Seafarers Mentoring Project. Kuba is a great educationalist and a firm believer in supporting young seafarers.”

Kuba responded: “I am truly humbled to receive this award. I am proud to be able to support the pioneering research carried out by Solent University which will benefit today’s and tomorrow’s seafarers as well as the global shipping industry.”

In addition to his role at InterManager, Captain Szymanski sits on the Executive Board of The Nautical Institute, is a Director at TK Foundation, and a Director at Seafarers Rights’ International.
Through the Porthole

Captain Kuba Szymanksi receives his Honorary Doctorate.

The successful V.Group teams celebrate completing the Seafarers UK 24 Peaks Challenge.

The 24 Peaks Challenge builds team spirit and leadership skills.

The Lake District terrain is challenging and beautiful.

Want to see your company 'Through The Porthole'? We welcome photographs from all our Members. Email them to: kuba.szymanski@intermanager.org

July/Aug 18 / InterManager Dispatch Issue 25 /11
**IMO Careage of Cargoes and Containers meeting (CCC5)**
Details: [www.imo.org](http://www.imo.org)

**Official launch of London International Shipping Week 2019**
Details: [www.londoninternationalshippingweek.com](http://www.londoninternationalshippingweek.com)

**Seagull Seminar: Career Development and the Human Element**
Details: [www.seagull.no](http://www.seagull.no)

**International World Maritime Day**
Details: [www.imo.org](http://www.imo.org)

**International Ship Management and Ship Owning Summit (ISSS)**
Details: [https://www.shippinginnovation.com/event/the-5th-annual-international-shipowning-shipmanagement-summit/](https://www.shippinginnovation.com/event/the-5th-annual-international-shipowning-shipmanagement-summit/)

**InterManager AGM**
Details: [www.intermanager.org](http://www.intermanager.org)

**Crew Connect Global**
Details: [https://maritime.knect365.com/crew-connect-global/](https://maritime.knect365.com/crew-connect-global/)

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<tr>
<td>IMO Carriage of Cargoes and Containers meeting (CCC5)</td>
<td>London</td>
<td>10-14 Sept 2018</td>
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<td>Official launch of London International Shipping Week 2019</td>
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<td>International World Maritime Day</td>
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<td>International Ship Management and Ship Owning Summit (ISSS)</td>
<td>London</td>
<td>5-7 November 2018</td>
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On The Wire
Snippets from across social media.

International Seafarers’ Welfare & Assistance Network
What is fatigue and how does it affect those working at sea? Find out what seafarers said when we asked them about their experiences...

IMO
In case you missed it – IMO recently agreed revised guidelines on fatigue: http://www.imo.org/…/Meeting…/HTW/Pages/HTW-5th-session.aspx

InterManager
InterManager is proud to be one of the Supporting Organisations for the VPO Forum, Singapore.

Seafarers UK
Every donation to Seafarers UK goes towards supporting projects and organisations that support seafarers and their families. Find out more: https://www.seafarersuk.org/about-us/

Sailor’s Society
It’s that time of year where we’re looking for volunteers to run the @LondonMarathon 2019 and raise money for the work we do at sailorssociety Head over to: http://ow.ly/xoYs30lAuIc to apply.

ISWAN
Do seafarers stay hydrated when they are on board? Find out what we discovered in our pilot hydration campaign on four @NakilatQatar ships here: http://bit.ly/2MnhUNB #WorldWaterWeek

Seaspan
Another busy day for Vancouver Shipyards as our hardworking team brings a barge into the yard with a fresh coat of paint #SeaspanShipyards.

IMO
Rescue diver from China who saved three from sunken cargo ship to be recognized with the 2018 IMO Award for Exceptional Bravery At Sea: http://www.imo.org/…/PressBriefin…/Pages/14-C120Bravery.aspx

ISWAN
One of the many ways #seafarers can get in touch with our helpline, no matter where they are in the world, is via WhatsApp. All other contact details for SeafarerHelp can be found at http://seafarerhelp.org. #maritime #shipping

InterManager
We are delighted to advise that InterManager’s #AGM will be held in #London on 16 Oct 2018. We are very pleased to inform that it will be organised in @WTW_uk Headquarters in London. Watch this space for further details...

InterManager
InterManager is proud to be one of the Supporting Organisations for the VPO Forum, Singapore.
Get in touch

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