

DISPATCH

A large orange and red ship hull dominates the background. A yellow and black tugboat, labeled 'KRV 2', is positioned in the foreground, pulling the larger ship. Two thick ropes connect the tugboat to the ship's hull. A person is visible on the ship's deck. The water is a murky brown color.

ISSUE NO 34





CAPTAIN KUBA SZYMANSKI

INTERMANAGER SECRETARY GENERAL

Dear Members,

The 3rd Quarter of 2020 is upon us. For InterManager – as for many of you – this has been one of the busiest years so far.

We were working flat out as we had been in previous years when all of a sudden, COVID-19 arrived. Should we have sat down and started crying? Would that have helped? I don't think so.

Our members quickly adjusted their operations and performed superbly, showing real leadership when it came to crew changes.

We are now receiving information from different companies who are reporting that they are 'back to normal'. Considering that 40% of countries were refusing to assist us in performing crew changes, this is a serious achievement, which is very often overshadowed by the news of 400,000 seafarers still being trapped at sea.

Maybe this is a good time to make an even bigger attempt to show the world and ship owners that it is high time

they employed professional ship and crew managers, especially those who can demonstrate and deliver in any circumstance.

This year will see our Annual General Meeting organised remotely and digitally. This is going to be a challenge, but given the challenges we have overcome this year already, we will do it: preparations are well underway.

This will not be a regular conference, but more a short webinar. The subject for this year is time pressures, which has been identified as one of the root causes of many problems that the shipping industry is facing. The interface between managers and charterers, and managers and owners is something that ship managers are very familiar with, and it is having an adverse effect on our seafarers.

Hopefully, dear reader, you will notice that this issue of DISPATCH is full of members' articles, and we would love for you to continue to share your stories with us. We are also trying to populate DISPATCH with topics of interest to you, so please be vocal: tell us what you want, and what you need, please.

Mark O'Neil: Candidate for InterManager President

The InterManager Annual General Meeting is due to take place on Thursday 26th November where, among other matters, we will elect the company's next President, who will succeed Bjørn Jebsen, who has been InterManager's President since 2016.

Mark O'Neil is currently the President and CEO of Columbia Shipmanagement, and the current candidate for tenure as InterManager's president.

Mr O'Neil's background is in law, having earned his Law Degree at Southampton University, and subsequent First Class from Guildford Law School, and he has worked for 20 years as a maritime lawyer in London with leading international law firms: he assumed his role as Columbia Shipmanagement CEO at the beginning of 2017.

Outside of his Law studies, Mr O'Neil also received a Medal of Honour from the Royal Military Academy in Sandhurst, and completed operational tours in Ireland and elsewhere, culminating in Operation Desert Storm in 1991.

As potential President of InterManager, Mr O'Neil is keen on creating a single industry standard which managers achieve or aspire to as part of their membership with InterManager, and believes in the strength of collective voice when the maritime industry speaks to governmental and international



institutions about maritime issues. His manifesto for InterManager is the ONE Approach, and follows the below principles:

- ONE Industry Standard – We need to set up a single industry standard which managers achieve or aspire to as part of InterManager membership. The bar should not be set too high initially, so as to be unnecessarily exclusive, but we should equally not shy away from excluding those



managers whose practices do not come up to standard. There should also be an associate membership for those members who are working towards the standard but do not achieve yet.

- ONE Voice – Rather than adopting unnecessarily disparate views, sometimes for commercial gain, we should speak with one powerful voice to governmental and international institutions on maritime matters. Managers are uniquely placed to assume this responsibility and our clients expect it. We should not shy away from controversial issues.
- ONE Market – We should focus our considerable marketing abilities on selling the advantages of third party management to the maritime and energy sector as a whole, rather than engaging in damaging competition for clients which already use third party managers. All this achieves is to drive returns down and inevitably reduce standards.
- ONE Membership – All of the major third party managers need to be

encouraged to join, actively engage, and participate. If we are to achieve anything we must do so together as a collective industry. There can be no major outliers.

- ONE Team – InterManager (and the role of President) should be there for the benefit of the entire membership and should implement the ONE Approach accordingly.

This ONE Approach would call for a far greater interaction between InterManager and international institutions, governments affecting maritime sector, operators, managers, and crew, with InterManager assuming the role of the voice for shipping.

His election would also lead to enhancing the recognition of the value of membership (and increasing membership) of InterManager and ensure the active nature of such membership.

It would also lead the PR effort to recognise the importance and value of quality third party management, and introduce an industry standard for quality ship management.

Intership Joins InterManager

Intership Navigation Co. Ltd. was founded in 1988, principally as a ship-owning company. The company has since expanded into full management and currently manages a fleet of around 50 vessels. In addition, Intership partly manages more than 100 ships on a crew-management basis and employs some 5,000 seafarers of various nationalities.

Intership strives to be globally recognised as the most reliable shipping company for its standards and completeness of services. It aims to increase competitiveness via improved effectiveness, efficiency, and minimisation of costs, while at the same time providing service excellence via high-quality, reliable, and secure services.

Intership's full management fleet is mainly comprised of bulk carriers, cement carriers, and general cargo vessels. Through its affiliated company Donnelly Tanker Management,

the company also manages product and gas tankers. Intership provides a range of specialised technical consultancy services including Naval Architecture Marine Engineering, Specialist Marine Project Management, Newbuilding / Conversion Consultancy (Plan approval - site supervision), Vessel Inspections, and Class Record and Pre-purchase Surveys.

Intership's values underpin its day-to-day activities allowing the company to enjoy close relations with its clients, charterers, and industrial partners beyond the transport of cargo from A to B. Intership offers tailor-made solutions and continues to develop new buildings in close liaison with its industrial partners, so that new ships meet the customers' needs. Master mariners, chief engineers, electricians, and naval architects (as well as other specialists) make up a team ready to respond at any time.

For Intership, human capital is considered as its main asset. In 1994, Intership Navigation established its own training centre in Manila, Philippines and has seen hundreds of cadets graduate, many of whom serve as Captains on their ships today. The Group-owned manning agency in Manila supports seafarers and their families with a Family Center and educational activities that aim to empower crew and their



families. The wellbeing of its seafarers is paramount.

Ashore, Intership Navigation was the first shipping company on the island to be certified for compliance with the “Investors in People” shore staff development program in 2013 and achieved Silver accreditation in 2019. Intership prides itself in being an employer of choice, employing more than 180 high-calibre personnel ashore.

Intership continuously invests in its people by developing their skills and providing them

with an environment that is characterised by constant and open communication, transparency, and equal opportunities for career advancement.

The company’s continued commitment to training saw the establishment of the Hartmann e-learning web portal in 2011, which currently has over 5000 registered users. This initiative offers seagoing and office personnel, as well as other Hartmann Group company employees, access to over 100 e-courses online.



Total Marine Solutions Joins InterManager

For more than 20 years, Total Marine Solutions (TMS) has supplied the industry with MARPOL compliant products and services, and a commitment to customer service.

Focused on working with ship owners and operators in complying with the ever-changing regulations related to environmental protection, TMS represents quality manufacturers specialising in the treatment of waste streams, development of monitoring devices, and analysis support. Headquartered in Fort Lauderdale, Florida, Total Marine Solutions provides training, customer service, technical support, and environmental solutions to vessels and fleets around the world.



“The regulatory environment is more complex today than it ever has been, and the stakes are high,” said Alexandra Anagnostis-Irons, president of Total Marine Solutions. “We collaborate with our customers to provide high-quality solutions that not only meet but often exceed regulatory requirements, aligning them in the best possible position for the future.”

In 2017, Total Marine Solutions launched Ocean Guardian, a digital tool that simplifies environmental compliance for vessels and fleets. The tool pairs a comprehensive, verified, and vetted global regulatory database with an easy-to-use interface that allows an operator to immediately identify which waste streams are permissible for discharge in the vessels current or future location. Ocean Guardian integrates with the world’s leading e-navigation tools, providing unparalleled access to critical information for voyage planning.

“There’s no room for error with today’s regulatory environment. We developed Ocean Guardian to simplify compliance for operators and fleet managers, providing at-a-glance guidance and detailed information for more than 4500 regulations worldwide,” said Anagnostis-Irons.

Recently, Total Marine Solutions added fuel consumption and energy monitoring solutions to its product base through collaboration with TX Marine.

At a time when so many of our clients are looking to optimise voyage planning and reduce costs – with an eye on sustainability – it makes sense to add these solutions,” said Anagnostis-Irons.



Total Marine Solutions has brought innovative land-based technologies to the marine industry as well, partnering with Minus Global, manufacturer of food waste diversion technology, ORCA to develop a marine-specific food waste solution. The ORCA OG50 transforms food waste at the source into an ocean-friendly liquid free of plastic and other contaminants while maintaining critical space in the galley for food preparation operations.

“Innovative thinking always has, and will continue to propel our industry forward,” said Anagnostis-Irons. “We need to think outside the box to see the future of what we can be.”

With the COVID-19 pandemic, Total Marine Solutions has pivoted to an online platform for providing technical support and maintenance. Weekly technical forums, as well as a training and maintenance video library, have provided shipboard operators and fleet managers with technical service and support while under the “Gangways Up” orders and movement restrictions.

“Excellence in customer service has been a hallmark of our business since the beginning,” said Anagnostis-Irons. “We knew the pandemic couldn’t stop us from supporting our customers, so we brought our training and maintenance knowledge to them.”



InterManager Annual General Meeting

InterManager's Annual General Meeting will be taking place on Thursday, 26th November at 10:30GMT. Due to the on-going pandemic, this will be held digitally and virtually using Microsoft Teams. You can join on the day using the following link: <https://bit.ly/2IOe5AU>

The programme of the day will be as follows:

10:30GMT – Welcome address by Capt. Kuba Szymanski, Secretary-General of InterManager

10:35GMT – Webinar: 'Time Pressure: Shipping's Clear and Present Danger' – Panel Discussion

11:30GMT – Annual General Meeting commences

12:00GMT – Executive Committee Meeting commences

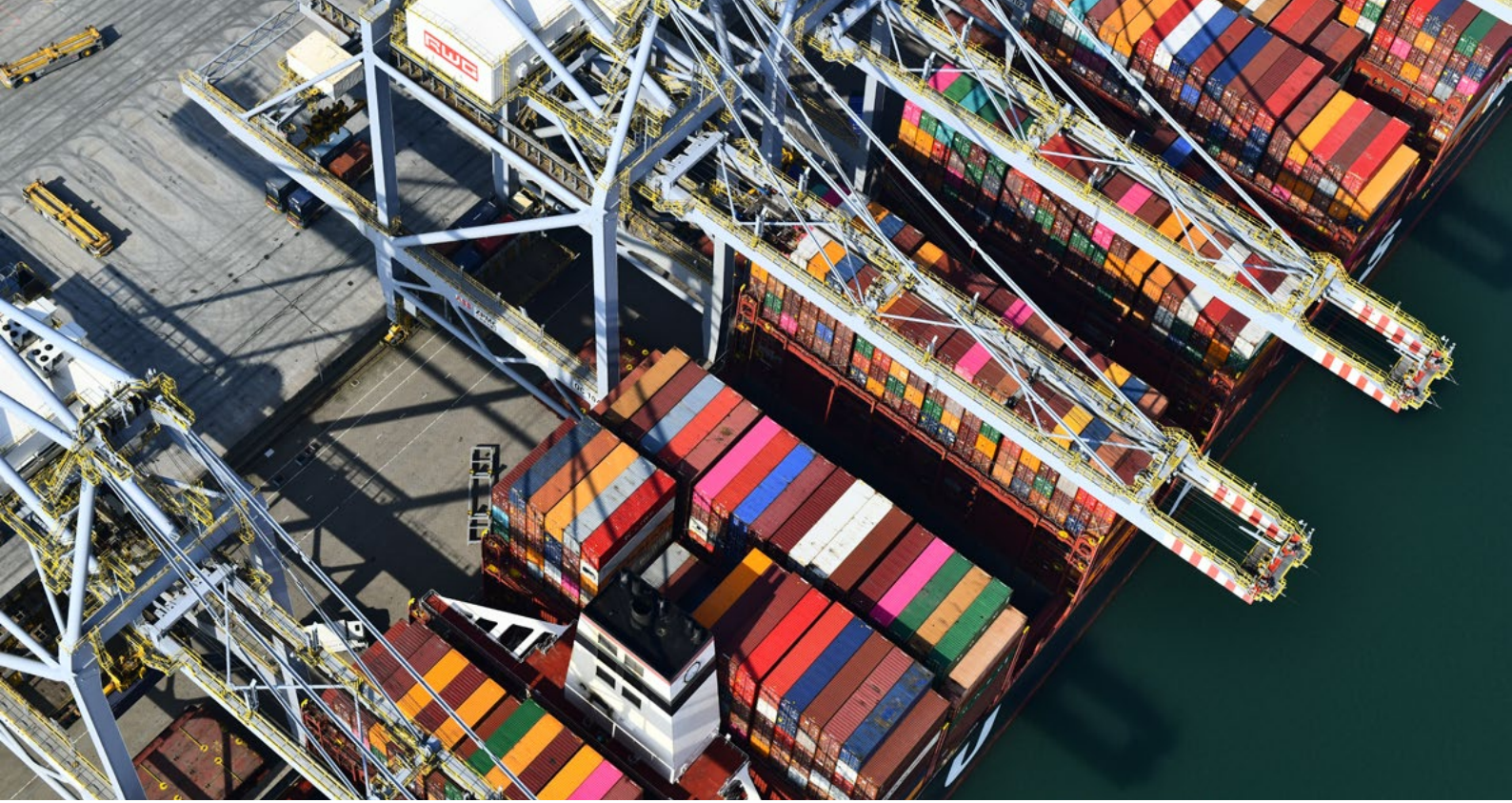
12:30GMT – Meeting concludes

The AGM will this year be preceded by a short webinar, which will follow the format of a panel discussion on 'Time Pressure: Shipping's Clear and Present Danger' and will cover the following topics:

1. Time Pressure webinar for DOC holders during InterManager AGM

2. Goals & Objectives

- a. Identify root causes of the time pressures in shipping
- b. Identify players and their roles
- c. Identify possible defence strategies
 - i. Concentrating on DOC (ship managers) aiming to provide them with tools which could help them defend their position (role of DPA, relationship with owner and charterer, and support for master and ship's crew)
 - ii. Provide Best Industry Practice
 - iii. Discuss other options
- d. Identify allies
 - i. Formulate strategies for engagement



Philippine Transmarine Carriers

The Philippine Transmarine Carriers (PTC) crew change story is an evolution in fast forward mode, amid a world that was in seeming slowdown.

The onset of the global pandemic left ship owners and crew members alike hanging in the balance, imposing unprecedented quarantine regulations. The resulting impromptu repatriation of Filipino seafarers from all over prompted the next important task: re-manning those remaining active vessels at sea to ensure that world trade remained minimally impaired.

From a volume-driven repatriation of 15,000+ in April and May, we quick-drew a plan for the immediate crew change of long-serving seafarers, and these plans held-up under an

uncertain and unpredictable environment: still, the numbers ended up bigger and the timing shorter than expected. In the end, the number of crew changes was growing and continues to happen to this day.

It was in these fast and continuously evolving regulatory environments that our Fortified Framework for Crew Change in the Manila Bay anchorage was formed.

Working relationships forged with the regulators and the ship owners enabled two key results: first, we addressed the local/Philippine sensibilities of private sector stakeholders (crew, crewing team, shipping principals, and principal representatives here and overseas;), which secondly allowed us to shape and inform the government's later issued protocols.

Amongst the sensitivities, we learned that the most precious to address were:

- That crew members come first and foremost. The adverse effects on overstayed and exhausted crews must always be in serious consideration. It is imperative to act upon the IMO health and psychology calls and initiatives, put into action with documentation of rationale and milestones to form part of forthcoming global regulations.
- The plight of the maritime industry remains underappreciated. A significant majority of communities and industries are ignorant to the maritime industry's plight, which remains underrated and underappreciated. It is only when apprised of the many negative consequences and the huge costs borne of delays in crew changes that the inevitable domino into more complex problems – such as delayed and overlaid vessels – that the maritime sector receives serious attention and consideration.
- Consider the real cost of crew changes. Amidst confusing urgencies, risks, and varying interests & priorities, a simple work process can come with a mind-boggling price tag that can tip the balance of economies that we are familiar with. Establishing the real cost of crew changes is the next paramount consideration to attend to.
- PTC Agency & Transport, Inc. is a Philippine forerunner. Going back to its foundations, PTCAT can be the Philippine forerunner of a professionalised and well rationalised crew change and crew change-driven ancillary product that can withstand the forthcoming conditions

and environments in ways that are economically viable and compliant with social responsibility.

- We give our Global Maritime Professionals the value they deserve. A redefined/ recalibrated product that can complement the Filipino's volume in the global seafarer demographic with aligned perks and value takeaways.

From our perspective, the following seemingly basic areas have the potential to make the greatest impact on the cost of crew change works:

- Interpretation (practicable and expedient) of regulations
- Management of the timing gaps when regulations over or underlap
- Ability to flex and bend with less knowledgeable regulators and gatekeepers
- Swiftness of response, ability to pivot midstream
- Constant presence of conversant and tireless team members on the ground
- Willingness to invest in the fringe and freebies
- Managing the anxieties of crews
- Willingness to perform 24/7
- Documenting the red flags for immediate group cascade and solutions formulation
- Capability to print documents 24/7
- Easy access to a decent revolving cash fund
- Mobility

Leaders in Today's Maritime Industry

At sea today, there is an almost complete lack of leadership. For our young seafarers, this means that direction and guidance are at a premium.

We are seeing cadets enter the maritime industry without a firm idea as to the direction their careers are going to take and without anyone there to guide them. This is a terrifying thought for those of us who understand how important the maritime industry is for the world. When we hear about a lack of leadership, we recognise that disasters are soon to follow, and we need to solve this problem before it becomes any worse.

The last five years have highlighted to me how dire our situation is. Every day, there are maritime companies reporting losses and seafarers reporting unemployment. The system,

as it is now, is not working for everyone.

This is shocking, given the unique role that the maritime industry plays in the global economy. Without maritime, food and other commodities would never move from one place to another, and planes would not make it to their destinations, for the manufacturers that sell them use our ships to do so.

It would be difficult to exaggerate how central our industry is to the well-being of all countries and all people, which makes failed leadership all the more troubling. I have personally witnessed many instances of failed leadership in recent years. Accidents, incidents, and even casualties: they are all due to a lack of leadership.

In one case, a vessel master failed to nurture his relationship with his wife, and instead of solving it while he was living up to his duties, he exhibited negligence that caused his vessel to collide with a group of cranes, in turn costing his shipping firm millions of dollars in

finer. Although he was not at fault alone, he was responsible for the damages.

In another case, seafarers were celebrating a birthday in the Gulf of Mexico. They were not paying attention to their vessel, which became grounded as a result of their carelessness. In yet another, there was poor communication with masters, leading one to drop luggage onto a dock from a high point on deck. These situations are inappropriate and dangerous, and sooner or later, they catch up to us, causing us more trouble than we can handle.

In the new maritime era, we must empower our leaders to head off these situations before they ever come to be. We need our leaders to acknowledge their roles and to sense the gravity of their positions. Without them, ships fail, people get hurt, and we all suffer. This is the reality of the maritime industry: there is a great deal at stake, and we cannot abide anything less than excellence. We should be able to expect that maritime leaders will set a positive example for seafarers, exhibiting responsible and careful behaviour.

Leadership is about one thing above all else: responsibility. Our leaders should embrace accountability and independence, cherishing their authority as a means to help and serve others. We should motivate all seafarers to think of themselves as leaders, taking charge of their own duties and respecting their superiors.

This is the way forward for our industry, and strong leadership could have prevented every incident that I have witnessed. The trouble and difficulty that poor leadership has caused cannot go on any longer. I foresee a brighter future for the maritime industry, and it begins with capable, effective leaders.

LEADERS IN TODAY'S MARITIME INDUSTRY



DR BINAY SINGH



NanoVapor Tank Degassing – Saves Time, Money and is Safe for the Crew

BY SOREN SCHEID, NANOVAPOR BRAND MANAGER, ECOCHLOR

In the shipping industry, time is money. A shipping company loses money when a vessel is not in service. In these difficult times, losing money is the last thing that any company wants to be doing, especially when the cause of the loss is often avoidable.

Despite strict regulatory guidelines for entering enclosed spaces to handle tank cleaning, cold work or hot work, seafarers are often under pressure to make things happen more quickly, and this can lead to an erosion of safety protocols. Tragically, overlooking these safety measures to save time has resulted in a surge in injuries and fatalities of crew members entering unsafe enclosed spaces.

Wouldn't it be nice to be able to apply a "magic blanket" that significantly reduces the risks associated with entering enclosed spaces? The NanoVapor technology dramatically improves workplace health and safety while significantly reducing time and the environmental pollution related to "degassing" bunker tanks and cargo tanks on ships and barges.

Using the NanoVapor ST-1000M unit (ST-1000M) and the TankSafe™ technology, the risk of explosion is quickly mitigated, and health hazards to crew and the environment are reduced to the lowest possible level.



Additionally, residual fuel and sludge can stay in the tank, saving disposal cost.

How does NanoVapor work?

Ventilation of the tank involves the removal of hydrocarbon vapours or VOCs from heavy fuel oil, marine diesel oil, or cargo residue. These fumes are dangerous, not only due to their toxicity, but also because they are highly flammable and explosive.

Hydrocarbons continuously evaporate into the atmosphere. To maintain a safe workplace concentration, either the tank has to be cleaned completely, or high flow-forced ventilation is required for as long as residual liquid is inside the tank or enclosed space.

The NanoVapor technology creates an extremely thin molecular layer on the surface of the hydrocarbon liquid, which effectively stops further evaporation: to achieve this

effect, the ST-1000M unit is connected to the tank. A fine nano-spray of the patented TankSafe liquid is created by means of compressed air and injected into the tank. The liquid's active molecules settle on the surface of any liquid to form a suppressant layer.

With NanoVapor technology, safe workplace levels can be reached much faster and maintained for extended periods of time. The TankSafe liquid is non-hazardous, bio-degradable, and does not leave any residue on surfaces. The amount of liquid required to stop evaporation is extremely small, and there are no negative effects on the tank content: it can be directly refilled without cleaning.

NanoVapor Hot Work Application

The bulk carrier Tai Prize required an urgent weld repair in the cargo hold. The weld area was directly adjacent to fuel oil tank containing 250,000 litres of HFO. Repair work required the fuel tank to be gas-free in order to complete the hot cutting and welding work in a safe manner.

Normally, the tank would need to be completely emptied and cleaned, followed by lengthy degassing into the atmosphere. Due to the extremely short time frame available for the repair, NanoVapor was selected as the

quickest method to safely obtain a safe gas-free atmosphere in the fuel tank.

NanoVapor Process

The ST-1000M unit was configured to deliver the TankSafe into the fuel tank. Gas analysers were checked, and the oval tank plate was removed. Electrical grounding was established before the NanoVapor hardware was connected to the air supply line, the installed TankSafe container, and the tank plate adaptor. A test run was conducted to ensure that there were no leaks on the high-pressure side and that the tank adapter was airtight. The total set up time of the NanoVapor system did not exceed 20 minutes.

VOC measurements at the beginning of the process, as the tank access plate was removed, were at 245 ppm and at the end of the work it was 14 ppm. Readings of VOC concentration were taken at the tank top at frequent intervals and were recorded with continual monitoring in places adjacent to the hot work area, primarily at the tank top connection.

Utilising the NanoVapor technology, emptying the tank was avoided, and a safe atmosphere in the fuel tank was achieved in minutes. During the five-hour repair project, the atmosphere inside the tank remained well below hazardous levels. In comparison, off-hire cost and loss of time for a traditional tank degassing would have been immense. With NanoVapor's time-saving technology, the Tai Prize was able to quickly slip her moorings and load her cargo within the required time while providing a safe environment for the crew.

For further information, please check <https://ecochlor.com/ecochlor-nanovapor-nano-suppressant/> or send an e-mail to nanovapor@ecochlor.com.





News From the IMO, November 2020

BY CAPTAIN PADDY MCKNIGHT

Following disruption to business over the summer caused by the COVID-19 pandemic, IMO has slowly, but surely, been slipping through the gears in seeking to resume its role as controller of maritime regulation. A number of virtual meetings were held on line, notably the Facilitation Committee (FAL 44) followed by Council (C124), both of which were subject to Summary reports sent to you by the Secretary-General of InterManager. In addition, there was an Intersessional meeting of the Greenhouse Gas Group which will submit a progress report to the Marine Environment Protection Committee (MEPC).

Looking ahead, the Maritime Safety Committee held its 102nd meeting (MSC 102)

for six working days commencing on 4 November, followed later in the month by the Marine Environment Protection Committee at its 75th meeting (MEPC 75) on 16 November for five working days. The final meeting prior to the Christmas break will be that of the Legal Committee (LEG 107) which will convene on 27 November for two working days.

Of note, IMO is using the Kudo platform for all these meetings and given the requirement for simultaneous interpretation into six languages (Arabian, Chinese, English, French, Russian, and Spanish), progress is a great deal slower than that achieved at 'physical' meetings, thus necessitating a curtailed

agenda dealt with in priority order. Reports on all these meetings will be circulated by Captain Szymanski in due course.

The programme of IMO meetings for 2021 has yet to be finalised but the S-G and I will let you know of any decisions taken.

Those of you who read the Summary report of Council Meeting C 124 will recall that Council endorsed the Panel of Judges recommendation that this year, the award for Exceptional Bravery at Sea should be shared and in addition, awarded four Certificates of Commendation and a further ten Letters of Commendation. Alas, space in this short article does not permit a detailed description of the bravery displayed by those awarded either Certificates or Letters of Commendation, however, I will attempt to describe the remarkable circumstances leading to the shared IMO Award for Exceptional Bravery at Sea as follows:

Two nominations were adjudged worthy of the highest recognition. The first was that of Mr Marcio Santos Teixeira and Mr Fabio Rodrigues Alves de Abreu, members of the São Paulo Pilots, for their decisiveness, professionalism, and ship-handling expertise demonstrated in an emergency caused by extreme weather conditions during a ship-to-ship oil operation at the Terminal Almirante Barroso in Sao Sebastião.

On 28 April 2019, Pilots Teixeira and Abreu were alerted by the Terminal manager that, due to unprecedented wind gusts of 70 knots, the mooring lines of two tankers berthed in a ship-to-ship operation were breaking. Under poor visibility caused by heavy rain and high waves in the channel, both pilots boarded the pilot boat to attempt boarding the tankers, when they noticed that the tankers

were already adrift. Under very challenging conditions, Pilot Teixeira managed to board tanker Rio 2016, where he encountered an extremely apprehensive bridge team. He then communicated with both Masters and got the information necessary to plan the best approach to the critical situation, since both vessels were still connected by oil hoses and mooring lines whilst drifting towards a nearby city. In the meantime, also taking serious risks, Pilot Abreu managed to climb the pilot ladder of tanker Milton Santos. Having a pilot on board each vessel was essential for communication purposes and as a back-up plan.

Pilot Teixeira proceeded with the navigation of the Rio 2016, towing the Milton Santos alongside, at a maximum speed of 1.5 knots, towards an anchorage. After 40 minutes, a challenging evacuation of a seriously injured crew member of the Milton Santos had to be coordinated with the assisting tugboats, though sadly this was to no avail as the crew man died shortly thereafter. Meanwhile, the wind speed had decreased to 30 knots and, while the anchor of Rio 2016 was being dropped, the vessels were disconnected. Both pilots then carefully manoeuvred the Milton Santos away from the Rio 2016 with tugboat assistance and, after more than five stressful hours, the Milton Santos finally also dropped anchor. As a result of the courageous actions of both Pilots, loss of life was minimal, serious damage to pier structures and oil facilities were prevented, and a major marine pollution incident was averted.

The second nomination was that of Petty Officer Second Class Ralph Ofalla Barajan of the Philippine Coast Guard, for the leadership and determination he displayed, while off-duty, during the flooding and sinking of



the M/V Siargao Princess, where he was a passenger along with 54 others.

On the morning of 7 November 2019, alerted by the battering of big waves and screams of other passengers, PO2 Barajan quickly assessed the danger of the situation and called the Coast Guard to request immediate assistance, as the cargo hold was quickly flooding, affecting the vessel's stability. He immediately took charge of the situation and provided instructions to both passengers and crew members to grab life jackets, transfer to the other side of the ship and prepare for evacuation. After calmly but firmly persuading the Captain to declare abandon ship, he assisted all passengers to jump off

the vessel, making sure that no one was left behind. The Siargao Princess sank less than 10 minutes after the order to abandon ship had been given and in the meantime in the water, PO2 Barajan tied the life jackets of passengers and crew members together in groups, for their own safety, and also with a view to facilitate the search and rescue operation by the Coast Guard, which took place a little over an hour later. Thanks to the courage and decisiveness of PO2 Barajan, all 62 people onboard survived the sinking, and he greatly contributed to their subsequent successful rescue by the Philippine Coast Guard. Wishing you all a quiet and happy end to an eventful year.

On the Wire


Snippets from across social media

InterManager
Published by Martyn Anderson · 30 October at 15:29 · ...

If you're a seafarer, we want to hear from you!

The Wellbeing at Sea tool is a short anonymous questionnaire that aims to assess seafarer wellbeing and the changes that need to be made to improve the health and wellness of crews worldwide.

Have your say!
<https://bit.ly/3ljgYHH>



Wellbeing at Sea Questionnaire

7,373 People reached 286 Engagements [Boost post](#)

8 25 shares

InterManager @InterManagerOrg
Welcome to this week's video round-up. We are appealing to all ship and crew managers who have completed successful crew changes in Angola to please get in touch.
<pic.twitter.com/gw3VtPqGA3>

[Reach a bigger audience](#)
Get more engagements by promoting this Tweet!

[Get started](#)

InterManager @InterManagerOrg
It has become apparent that there is a myth that ONLY CHINESE CREW CAN BE REPATRIATED IN CHINA. Clyde Travel was able to do as follows, and would be happy to do similar for you:

(Lithuanian)- 12 Aug PLQ/CPH/HEL - SAS, overnight Glo Hotel (airside), 13 Aug HEL/PVG - Finn Air

[Reach a bigger audience](#)
Get more engagements by promoting this Tweet!

[Get started](#)

Impressions	1,953
Media views	257
Total engagements	29
Media engagements	10
Detail expands	8
Likes	4
Profile clicks	4
Retweets	3

Impressions	1,768
Total engagements	36
Detail expands	27
Likes	5
Profile clicks	2
Replies	1
Retweets	1

InterManager
Published by Martyn Anderson · 29 October at 11:09 · ...

Attached is the latest infographic from the Information Fusion Centre (IFC) regarding sea thefts and attempted actions in the eastbound lane of the Singapore Strait between July and October 2020.

With 5 sea thefts and 7 attempted actions within four months, it's evident that the Singapore Strait still poses a clear and present danger to the maritime community.



Summary of Sea Theft and Attempted Actions in the East Bound Lane of Singapore Strait between Jul to Oct 20

Number of Incidents & Vessels Type

Key Facts

- Most incidents occurred within hours of darkness between 2300H to 0300H
- Majority of targeted vessels (>90%) were east bound
- Incidents occurred in east-bound lane of Traffic Separation Scheme in Singapore Strait, North of Batam and Bintan

Modus Operandi

Perpetrators usually (a) are in group of 4-6 persons, (b) use small boats, target slow-moving vessels (7-12 knots) with low freeboard, and (c) are non-confrontational

Tankers & Bulk Carriers

- May be armed with weapons like knives and steel bars
- Usually target ship's engine parts and stores
- Some group of perpetrators may target few vessels in succession, in same night

Tugs & Barges

- Usually unarmed
- Usually target ship's stores

3,063 People reached 117 Engagements [Boost post](#)

6 16 shares

InterManager
1,544 followers · 1mo · ...

Congratulations to our Secretary-General, Capt. Kuba Szymanski, who has been awarded the Safety4Sea Leadership Award at their 2020 event.

"I am absolutely honoured, delighted, and humbled to accept this award. This award is not just for me: it is for everyone who has worked side-by-side with InterManager, and for everyone who supports and assists me.

"There are a lot of issues to deal with: Capt. Lasota and the criminalisation of seafarers being first, and this requires lots of leadership from many different people. We have to work together and collaborate, which has been especially important since the global pandemic commenced in March, and the industry was able to work together in the face of adversity get our seafarers home safely.

"InterManager's Maritime Champions Club was one idea, which helped seafarers and their families, and helped ship and crew managers to understand where we are, what we do, and how we do things.

"The shipping industry is blessed with good people, and I am very proud to have worked in this industry for the past 35 years. I would like to thank all those people who helped me and who made me who I am today, and who have made it possible for me to receive this award. Thank you."



Capt. Kuba Szymanski receives the 2020 SAFETY4SEA Leadership Award
<youtube.com>

78 Comments

InterManager
1,544 followers · 1mo · ...

At the end of November, we will be holding our AGM where InterManager will elect its new president.

Mark O'Neil is currently the President and CEO of Columbia Shipmanagement, and the current candidate for tenure as InterManager's president. Mr O'Neil's background is in law, having worked for 20 years as a maritime lawyer in London with leading international law firms: he assumed his role as Columbia Shipmanagement CEO at the beginning of 2017.

If elected as president, Mr O'Neil hopes to bring a greater interaction with international institutions, governments affecting the maritime sector, operators, managers, and crew, and to lead the PR effort of the importance and value of quality third party management. He also intends to bring all managers together for the common good and development of the sector.

Mr O'Neil is keen on creating a single industry standard which managers achieve or aspire to as part of their membership with InterManager, and believes in the strength of collective voice when the maritime industry speaks to governmental and international institutions about maritime issues.



76

DISPATCH

Get in touch

Captain Kuba Szymanski
InterManager Secretary-General

12 Brisbane Street, Douglas,
Isle of Man, IM1 3JJ

Telephone: +44 7624 498 266

Email: kuba.szymanski@intermanager.org

Skype: kubaalom



Photography by Danny Cornelissen
dcornelissen@chello.nl • Portpictures.nl



InterManager