

DISPATCH

| Issue 3 | May 2014

Working together at international level benefits us all

I cannot believe I am writing for our DISPATCH again. Where is the time gone? The past two months have been extremely busy for InterManager.

First of all, InterManager was present in Geneva when the ground-breaking International Labor Organisation met to consider amendments to the Maritime Labor Convention 2006 and we were delighted with its great achievement – abandonment insurance finally sorted!

The amendments, which now need to be approved at the ILO's June meeting, will ensure the provision of financial security systems to assist seafarers in the event of their abandonment and for compensation for seafarers' contractual claims for death and personal injury.

InterManager welcomes this protection for seafarers. The tremendous effort demonstrated at this Special Tripartite Meeting, to resolve this weak link in the coverage of the Convention, sends a very clear and important message to the world: that we very much care for our global maritime professionals, our seafarers, who are the heart and soul of a ship.

Once in force, the amendments will require vessels to carry on board a certificate proving their coverage, in the form of either insurance, a national fund, social security

scheme or similar arrangements.

I believe that coming to a resolution on the issue of abandonment further strengthens the MLC in the years to come and this progress will be an important boost to improving the recruitment and retention of seafarers.

I wonder now whether ship owners will wait until it is compulsory to have insurance in place (2½ years from now) or whether they will pro-actively insure themselves knowing that this is the industry best practice?

MLC amendments were one of a number of issues discussed at the influential annual shipping conference CMA in Connecticut, USA attended by our President Gerardo Borromeo and some 2,000 delegates. In particular he took part in an in-depth discussion on the State of the Industry with other maritime leaders.

Sadly we have recently had another shipping disaster – the sinking of the ferry SEWOL in Korea. The world is watching closely as the Koreans seem to be doing far more than their western counterparts have demonstrated in similar cases.

They did not only blame and fire a Master of the vessel. They seem to be trying to get to the root cause of the problem. I personally am watching them very closely, as I would

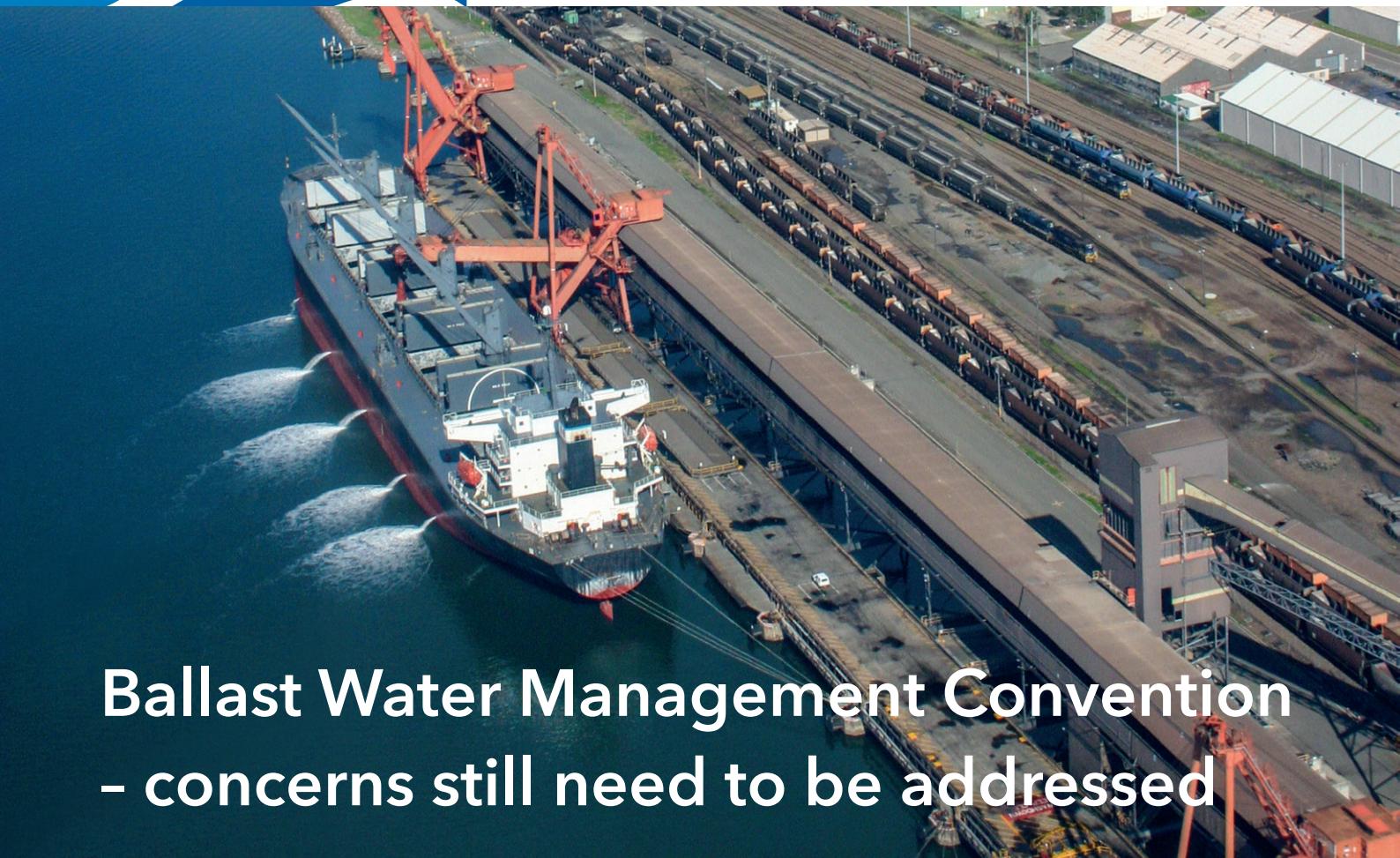
hope this could be a start of something big our industry will benefit greatly from. I hope lessons will be learnt.

Inside this edition of Dispatch we discuss industry concerns over lifeboat safety. The best way we can address industry issues like this is to be involved in the international decision-making processes. In line with this thinking, InterManager attends key industry meetings, forums and workshops. In this edition our IMO representative Paddy McKnight reports on the latest meetings he has attended on behalf of InterManager.

And finally, InterManager's team is getting ready for the charity event 24 Peaks Challenge – see the back page for details of how you can support us in raising funds to help seafarers.



Captain Kuba Szymanski
InterManager Secretary General



Ballast Water Management Convention - concerns still need to be addressed

***InterManager Secretary General,
Captain Kuba Szymanski, reports
on the latest developments
regarding the Ballast Water
Management Convention***

I recently attended an industry conference which focussed specifically on the latest developments on the road to implementation of the Ballast Water Management Convention (BWM).

Unfortunately, this conference left participants with more questions than answers. It is now very clear that 10 years after ratification this very poorly conceived Convention will not enter into force this year and I personally very doubt it will do so even next year.

Biologists discussed and highlighted the

lack of universally agreed standards and definitions, which in turn makes life difficult for manufacturers who are supposed to meet these impossible regulatory requirements.

That leaves us, the ship managers, in absolute limbo, not knowing what exactly is required and also not knowing which equipment to buy and fit.

It was estimated that all of the 33 manufacturers present would need to work flat out once the Convention does finally enter into force in order to provide equipment for 40-50,000 vessels within just one year. It is envisaged that once the Convention is implemented it will have a 'testing period' of two to three years.

InterManager representatives strongly voiced concerns regarding the Human Element perspective of this legislation, including the lack of standardisation of equipment

interface and the lack of training material available.

We pointed out the huge pressure the industry is experiencing from commercial and political stake holders which is creating a very unsafe environment for seafarers who face failing Port State Control inspections if these issues are not resolved.

The global shipping industry has collectively voiced continuing concern about serious implementation problems associated with the IMO Ballast Water Management (BWM) Convention and advises that it cannot recommend that further member states ratify the BWM Convention until confidence building measures on resolving these concerns have been set in place.

At the latest IMO Marine Environment Protection Committee (MEPC), governments

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decided neither to discuss in full nor to resolve pivotal issues including concerns about the lack of robustness of the current IMO type-approval process for the expensive new treatment equipment; the criteria to be used for sampling ballast water during Port State Control inspections; and the need for 'grandfathering' of existing type-approved equipment that has already been

fitted. Member governments decided not to address these proposals until after the Convention has entered into force – which has not yet occurred due to a lack of member State ratifications.

The shipping industry maintains that the legal changes needed to make the ballast regime truly global and fit for purpose – such

as making IMO Guidelines on type-approval mandatory – are relatively straightforward and could still be agreed in principle by governments quickly.

The industry therefore intends to make another full submission outlining concerns and proposing a possible way forward to the next IMO MEPC meeting in October.

Lifeboat safety continues to be a serious issue for the shipping industry

A recent accident where a ship's engineer on board a Maltese registered bulk carrier was seriously injured when a lifeboat was accidentally released during an inspection, demonstrates that the issue of lifeboat safety remains at the top of the international maritime safety agenda.

InterManager Member Ajay Tripathi, Executive Officer of MMS, comments: "Accidents like this show that not only typical enclosed lifeboats also but stern launching lifeboats too are victims of a technology which though claimed to have been invented to save lives but has killed more in just handling it!"

"Innocent lives are being lost not only while practicing drills but also when maintaining or servicing a lifeboat!" he said.

Mr Tripathi reports that more than 23 seafarers have been killed and 44 seriously injured, with a further 18 sustaining minor injuries, since July 2006 when the Chapter III, 19.3.3 was amended.

Following this latest incident in Australia, an initial report by the Australian Transport Safety Bureau found that the lifeboat release mechanism was not fully and correctly reset after it was last exercised.

The hook was released when the engineer topped up the release system hydraulic oil reservoir and manually operated the pump to pressurise the system.

The Bureau also found that two simulation wires designed to hold the lifeboat on release failed at a load significantly below their rated safe working load. The ship's crew took five hours to retrieve the lifeboat before resuming their voyage.

ATSB has urged that operators of ships fitted with similar freefall lifeboats take appropriate action to prevent similar accidents.

Ship managers help produce industry reference book

InterManager is collaborating with Dr Malcolm Willingale to produce and publish a new reference work for the ship management sector.

Managing Ships, is a work to be written by shipping industry practitioners. The book will provide insight into each of the key components of ship management, including people, money, technology, risk & reputation, regulations and information, as well as highlighting the importance of managing relationships between the different industry stakeholder groups.

Concepts such as the ship lifecycle and stakeholder relationship management will be explored from the ship management standpoint. Managing Ships will also look through a strategic lens at how the management of the world fleet has changed over the past 30 years and what challenges are currently faced as the industry enters the 'big data' era and gets to grips with technology change.

Malcolm Willingale is an independent consultant. He is currently a Director of the Cambridge Academy of Transport and is a regular lecturer at various industry training courses

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including the WMU, ICS and the CPS/Princeton programme. He has worked in the ship broking, port and ship management sector and his first-hand experience of ship management was derived from a number of senior management positions he held at V.Ships. He was the editor of the Third edition of Ship Management published in 1998.

Malcolm is currently seeking contributors with experience of managing the different aspects of ship management. He is keen

to work in particular with senior figures working for InterManager members.

Captain Kuba Szymanski said: "I am excited at the prospect of working with Malcolm and our Members on this new project. InterManager is delighted to be able to play a part in the production of what will be a 'must read' reference work for those companies that utilise ship management services as well as those working in the ship management industry." If any member representative is keen to

Social Media Report



To keep in touch with our members and to make sure we keep you informed of what we are doing on your behalf, InterManager has embraced social media by operating a Facebook page, a Linked-In profile and a Twitter account.

The Facebook page is particularly popular, especially with seafarers and already has almost 350 'likes'.

Dorota Busko, who oversees the InterManager Facebook page, reports: "InterManager's Facebook account range is growing! At the beginning of April our FB insights showed a total reach of 14,881 recipients with an average amount of post

clicks around 50."

Recent discussions have included maritime accidents such as the recent shooting of a seafarer during a pirate attack off the West Coast of Africa, health advise about Middle East Respiratory Syndrome Coronavirus, important maritime industry updates – and also fun photographs to raise a smile.

Are you missing out? Follow InterManager on Facebook at <https://www.facebook.com/pages/InterManager/613029888710949>

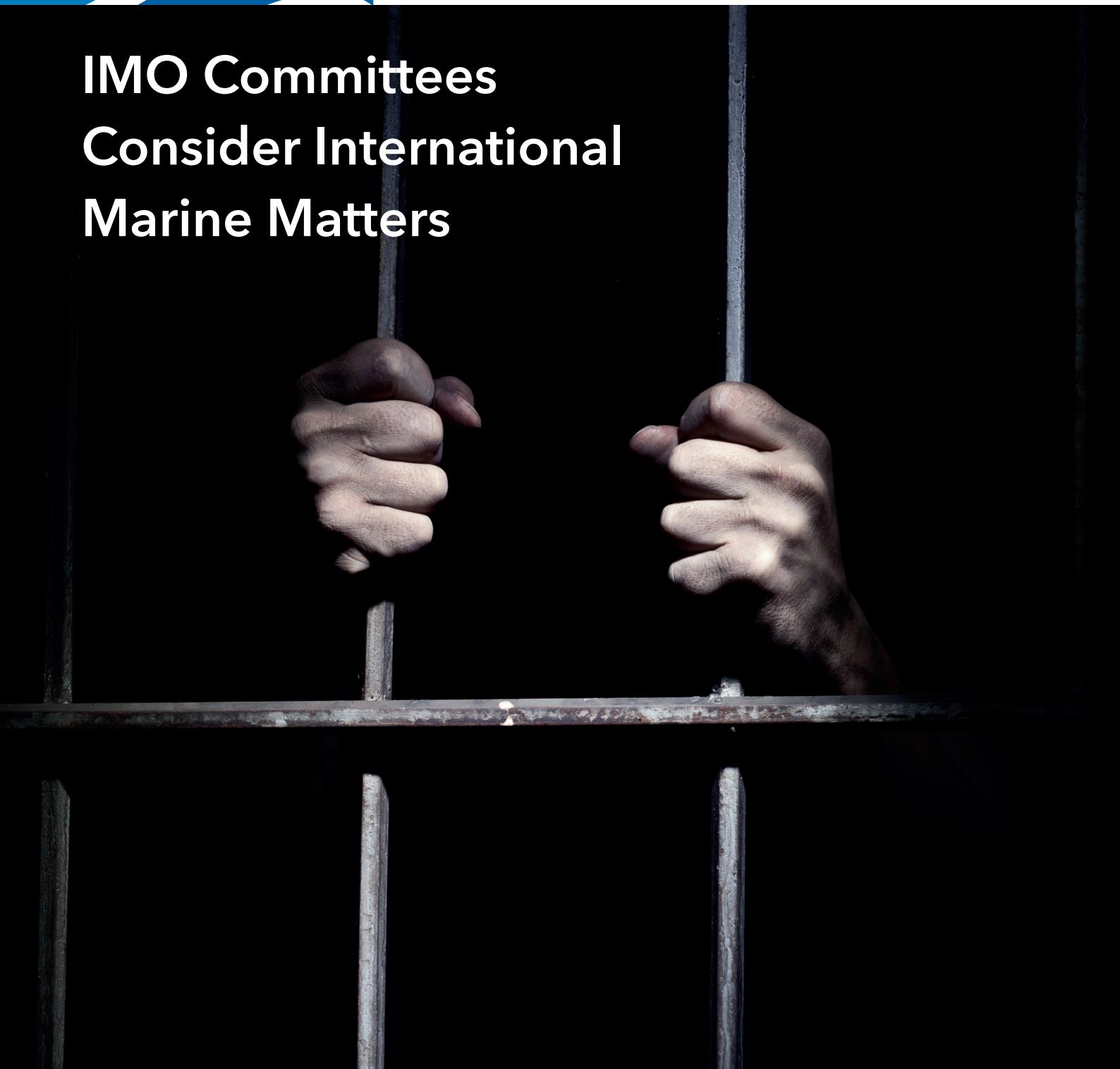
Or click on the link from the home page of our website: www.intermanager.org

Google Glass – what's in it for shipping?

If fire fighters are thinking of it, when do you think we will have it on board of our vessels? Is it something we are looking forward to?

Do you have an opinion? Join us on InterManager's Linked-In discussion page to tell us what you think.

IMO Committees Consider International Marine Matters



April was fairly quiet for IMO Committees and Sub-Committees. It kicked-off with a meeting (number 66) of the Marine Environment Protection Committee (MEPC) and ended with the one hundred and first session of the Legal Committee (LEG).

Some of you may have read my short report on LEG 101 but for those who either missed it or found it not short enough, I will try and encapsulate the highlights before concluding this article.

By way of introduction, the Legal

Committee is one of the three major Committees in IMO, the other two being the Maritime Safety Committee (MSC), which will meet for two working weeks from Monday 12 May, and the MEPC which recently met as mentioned above. It may be worth noting

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that LEG conducts its business differently to the other IMO Committees and Sub-Committees in that all members of each delegation sit in Plenary throughout, which in this instance, I estimated to be approximately 400 – 500 people.

There are no working groups (WG) or drafting groups (DG) during the Committee's sessions and correspondence groups (CG) tend to be the exception rather than the rule. However, a CG has just been instituted in respect of the HNS Convention and will report to LEG's next session, 102.

Following IMO's recent revamping of its committee structure it is fair to say that, although successful in general, the loading of the newly formed Sub-Committees may need further adjustment. In particular, the Ship Design and Construction (SDC) Sub-Committee, so ably led by Mrs Jost (GERMANY), did extremely well recently to complete its agenda in the allotted five days but was clearly over-stretched.

Turning to the three main Committees, the MSC and MEPC both continue to be as busy as they were before the re-organisation. However, the LEG is currently in a quiet phase of its work and struggling to fill the space available.

As the IMO restructuring process was conducted for cost-saving as well as efficiency, the programming of a five-day LEG meeting to complete a very short agenda is difficult to justify. Apparently, the IMO Constitution states that LEG shall meet once a year and any diminution of that frequency would require a majority (active) vote. Another alternative would be to reduce the length of LEG meetings and this in fact is what will be done for LEG 102, the length of which will be restricted to three days.

Now for the LEG 101 highlights:

- SEWOL. A one-minute silence was observed to mark the considerable loss of life on board the ferry SEWOL which sank off the coast of the Republic of Korea on 16 April 2014.
- HNS CONVENTION, 2010. A correspondence group (CG) was formed

to work intersessionally on the HNS Convention, 2010 coordinated by CANADA which will report to the next session of LEG. Following a 'devil's advocate' question by GERMANY, it was unanimously agreed that shipowners from States that are not part of the HNS Convention can limit their liability in States which are party to it.

- FAIR TREATMENT OF SEAFARERS. A mere 22.5% or 39 in number of IMO Member States replied to SRI's questionnaire relating to fair treatment of seafarers in the event of a maritime accident. Other States were encouraged to respond following which a further analysis will be conducted and the findings reported to LEG 102.

- PIRACY. Working Group 2 (WG2) met between 10 and 14 November 2013 in Djibouti as part of the Fifteenth Plenary Session of the Contact Group on Piracy off the coast of SOMALIA (CG PCS) as reported by the IMO Secretariat. Of particular interest was:

1. the development of a three-year training plan to assist Somali (Maritime) legal capacity building, also development of a draft law to establish a coastguard / maritime police;
2. legal aspects of PCASP and guidelines for Private Maritime Security companies;
3. UNODC's prisons and correction work in Somalia; and
4. detention and human rights aspects in the counter-piracy context.

WG2 will henceforth meet on an ad hoc basis, renamed the 'Legal Forum of the CGPCS'

- IMO INTERNATIONAL MARITIME LAW INSTITUTE (IMLI). The 25th anniversary of Malta-based IMLI was celebrated. 683 students from 130 States and territories worldwide have graduated.

- TECHNICAL COOPERATION. The (possible) use of IMLI graduates on legal matters in the IMO roster for technical cooperation will boost IMO's capacity-building efforts in the Integrated Technical Cooperation Programme (ITCP) of activities related to maritime legislation. Only 59 IMO Member States have completed their country maritime profiles on GISIS and others were encouraged to do so.

- STATUS OF CONVENTIONS. The Nairobi International Convention on the Removal of Wrecks, 2007 will enter into force on 14 April 2015, making shipowners potentially liable for the costs of wreck removal. Meanwhile, the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974 entered into force on 23 April 2014.

- ILO MLC 2006. Now in force for 39 countries, the first 30 reports on national implementation of MLC 2006 are due from August 2014. Following scrutiny by ILO's Committee of Experts, these reports will be considered by the International Labour Conference in June 2015.

The Special Tripartite Committee adopted amendments to the Code of the Convention addressing the issue of financial security for seafarers / crew members and their dependants with regard to compensation in cases of personal injury, death and abandonment for approval at the International Labour Conference in June 2014.

- PLACES OF REFUGE FOR SHIPS IN NEED OF ASSISTANCE. The Industry made the point that a ship will request a place of refuge only if it is in distress or in need of assistance and that early, decisive intervention will minimise the risk of structural deterioration and mitigate the threat of pollution from the ship's cargo and bunkers. The most telling intervention in a long debate was that by CMI who observed that the Guidelines on places of refuge for ships in need of assistance are not working as intended for shipowners and their insurers; indeed he advised that the Committee may need to reconsider the need for imposing an obligation (on coastal States), including reservations to grant access.



Captain Paddy McKnight
InterManager's IMO representative



News from Members

Advertise your crew vacancies for free



InterManager members can advertise their vacancies free on a new online sea-going jobs board.

Crewtoo provides a service advertising crew vacancies and is offering InterManager members a special free trial of its service. The company's Crewtoo Jobs website is designed to actively promote vacancies available in the market and bring employers and employees together.

The website – www.crewtoo.com – has separate pages for crew and for employers/recruiters. Employers are able to register and load vacancies choosing from various options to meet their individual requirements.

An employer can create an online profile, upload and post vacancies and access a searchable database. Vacancies are then viewed by the Crewtoo member directly on the jobs board or directly in their

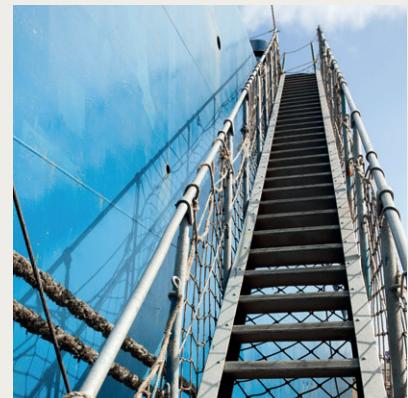
Crewtoo feed.

Crewtoo keeps its users abreast of the new roles being advertised whilst also sending weekly alert emails that match job to jobseeker. The website also provides social pages for crew members.

Anneley Pickles, Head of Business Development for Crewtoo, said: "From web to social we aim to help seafarers find the right job and to help companies find the right people, using our customised solutions. We have already had some fantastic feedback from seafarers and clients alike and we hope InterManager members will enjoy utilising our service also."

InterManager members are invited to access the Crewtoo website on www.crewtoo.com/recruitment to register for a free trial enabling them to post up to 10 job vacancies free of charge.

LR launches new safety guidance



InterManager Associate Member, Lloyd's Register, has issued a new short film entitled Safe Boat Transfers to help provide marine surveyors with comprehensive instructions on how to safely transfer between two vessels at sea.

Working over water and, in particular, boat transfers during which surveyors switch from a transfer vessel to the boat they are surveying, are very high-risk activities.

The film, originally developed for Lloyd's Register employees, aims to raise awareness about the associated risks and hazards and to provide instruction for every stage of the transfer.

A Lloyd's Register spokesman said: "It is hoped that Safe Boat Transfers will help to significantly reduce the accidents associated with boat transfers."

The DVD can be ordered from the Lloyd's Register webstore:
<http://www.webstore.lr.org>

Videotel Multi Media Training Wins Multiple Awards

InterManager Associate Member

Videotel has received a series of awards for outstanding performance on the international media stage in recognition of the effectiveness of the company's films, animation and e-learning CBTs as a training medium.

The recent awards include:

Making the Difference, Passenger Mustering and Crowd Control –

highlighting the importance of psychology in effective passenger evacuation – has been awarded 'Best in Category' in the Horizon Interactive Awards, an international competition which recognises outstanding achievement among interactive media producers

Catering On Board Ship Series, (Programme 9, Dry Heat Cooking Methods) – the

important new MLC focused training series which aims to help improve the standard of catering on board every class of vessel – has been awarded two Gold medals, one from the Horizon Interactive Awards

and a Golden Reel from the MCA-I Media Festival which celebrates excellence in media communications, creativity and advancement in technical applications

COLREGS & IALA Buoyage Training Course

– addressing the International Regulations for Preventing Collisions at Sea -- has won two Gold medals, the first from the Horizon Interactive awards and the second from the World Media Festival (Hamburg) in the category of Web Based Training

Maritime Security Training Course – which provides a general introduction to maritime

security and raises awareness of security issues when alongside, at anchor and at sea – has been awarded a Gold medal from the Horizon Interactive Awards

"We are delighted that the consistent quality of our productions and the technical expertise of the Videotel production team have been recognised across the film and media industry," said Nigel Cleave, CEO of Videotel Marine International. "These awards are peer-reviewed and, as such, provide a real vote of confidence to our painstaking and unique approach to creating the very best user training experience."



Communications Specialist Joins InterManager

The SingTel Group, one of Asia's leading communications specialists, has joined international ship management trade association InterManager.

Headquartered in Singapore, SingTel's satellite broadcast infrastructure, modern digital media exchange and multi-format distribution hub are connected to a global network with more than 37 offices in 19 countries, backed up local expertise, reliable operations, ground support and an eco-system of top-tier vendors and service providers.

SingTel provides a portfolio of services including voice and data solutions over

fixed, wireless and internet platforms as well as infocomm technology and pay TV. With 434 million mobile phone customers in 25 countries, including Bangladesh, India, Indonesia, Pakistan, the Philippines and Thailand, SingTel has a network of 35 offices in 19 countries and territories throughout Asia Pacific, Europe and the United States.

With a strategic focus on maritime communications, SingTel engages the key needs of maritime customers with ICT applications in crew welfare, operational efficiency and control & monitoring, bridging mission critical communication gaps between ship and shore.

Welcoming Singtel, Captain Kuba Szymanski said: "Communications at sea and on shore are important factors for the shipping industry and we are pleased to have Singtel on board to guide us through this highly technical sector."

InterManager now has 105 members – 45 Full members comprising ship and crew managers and 61 Associate members representing a wide range of maritime businesses. Together these third party and in-house managers oversee the management of almost 5,000 vessels and more than 250,000 crew members.

Orange explains its role in the EIS Project

The "Exzellenzinitiative Schiffsmanagement" is a project partly sponsored by the European Fund for Regional Development and the City Of Hamburg. Participants are Columbia Ship Management, DNV/GL, evidanza AG, Humance Maritime Services GmbH, MarDynamics, Portal Systems and Orange Business Services. Filip Vanheer, Gobal Business Development Manager, Maritime Satellite Solutions at Orange explains about the background.

What is the biggest difference between a ship manager and someone with a similar function in another industry? A ship manager is always too late.

Whether it is engine performance, fuel use, crew problems, a malfunctioning of I-don't-know-what, you never have real-time information available. An operations manager in a biscuit factory knows on the spot if there is something wrong with a burner in an oven and can take appropriate action on the spot.

A superintendent, responsible for an \$100m vessel, a load of the same value and about 20 to 25 human lives, learns about a problem at best a day later. Before one can take action, the problem might already be escalated to a level with high operational and financial impact.

This is the first element we want to tackle: implementing an Enterprise Resource Planning (ERP) system that gives ship management the same tool set as business managers on shore. How do we do this: via an end-to-end managed Very Small Aperture Terminal (VSAT) solution, backed up by a strong Service Level Agreement (including Site Availability), we realize an always-on connection to the vessel, which indeed allows the fleet manager to monitor

what is happening on board.

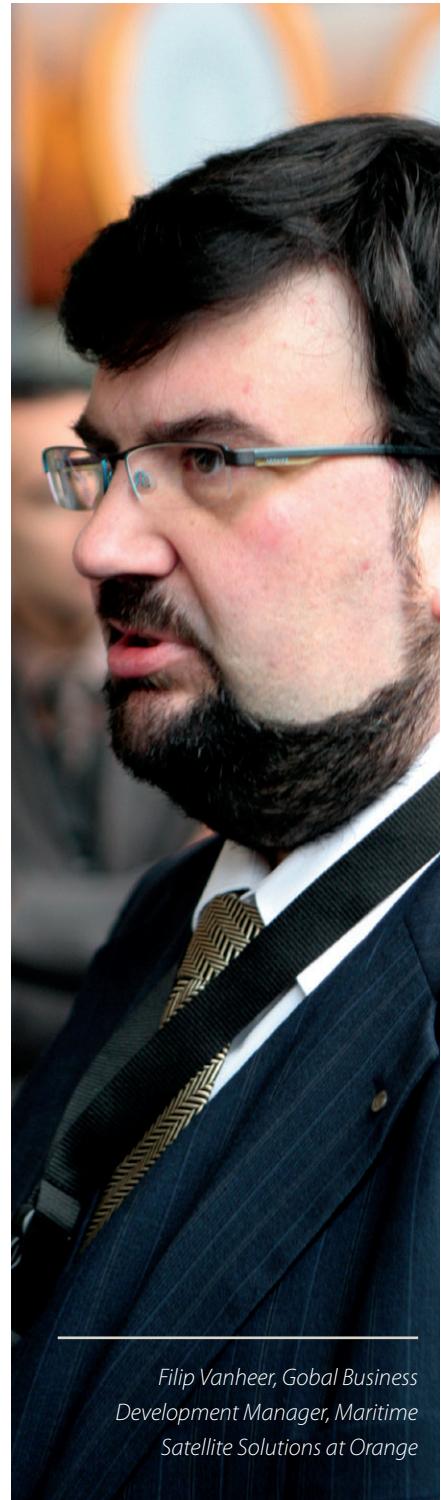
Second element is the cloud aspect: one of the key advantages of a cloud solution is its flexibility and the possibility to out roll a solution very fast. What we do is we virtualize the solutions from the other partners in the project so an out roll can happen very fast, not to say overnight, once all hardware is in place. Allow me to take a step outside the EIS project here: we are talking with other maritime IT service providers too to bring their offer in the cloud as well.

Security, user management and bandwidth optimization are integrated elements of this solution

Obviously other elements of the Orange portfolio are within hand reach: IP telephony, which allows free on-net calls, unified communications, videoconferencing solutions (yes indeed, over satellite), our integrated Electronic Chart Display and Information System (ECDIS) solution with Maris with a very powerful Voyage Decision Support (VDS) solution, telemedicine, Closed Circuit Television (CCTV) monitoring,...

The aim of this project is to realize significant operational saving, by allowing better management. Columbia is the partner with whom we'll test the solutions in real life, after which they will become available for the entire industry.

Ship communication has always been a 'do it yourself' thing: no global view, ad hoc solutions, no uniformity from the shipping side; from the providers side: often offering consumer grade service (which often was sufficient, as there were no business critical applications that ran over the system – and I can't emphasize enough: email is not a business critical application) with huge



Filip Vanheer, Gobal Business Development Manager, Maritime Satellite Solutions at Orange

contention ratio's and fair use policies. We want to make a stop to that. Communication is an investment, not a cost, and a ship owner that doesn't realize this, is going to lose the battle for the future.

www.orange-business.com/shipping



Help us to help seafarers

Raising vital funds for seafarer welfare is as simple as putting one foot in front of the other — for 26 miles!

Seafarer welfare charities such as Seafarers UK do a fantastic job on behalf of our industry and InterManager is proud to be able to support the work they do.

Seafarers UK provide grants to specialist maritime charities and organisations in the UK and Commonwealth, often small local ones, that are working to help serving and ex-serving seafarers and their families who are

experiencing hardship. The charity's key aim is to provide sustainable funding and improve the quality of life for those in greatest need.

The charities supported provide services that have a direct and positive impact on the lives and well-being of individuals, their families and their local communities.

Uniquely, this grant-making charity assesses the welfare need across the whole of the maritime sector, which enables it to target funding efficiently and effectively to those in greatest need.

Seafarers UK is supported by donations from a range of long-term regular donors, corporate partners, volunteer fundraisers, Trusts and Foundations. Challenge events such as the 24 Peaks Challenge are a vital part of the support needed to enable the charity to achieve the national impact it does through our grant-making.

InterManager has already raised almost £900 for Seafarers UK after Jakub Szymanski (pictured) was sponsored to take part in this year's London Marathon in April. Running for the first time in a race this length, Jakub completed the 24 mile event in four hours 18 minutes.

Now he will join his father Kuba and team members from Bernhard Schulte, SOFTImpact, Shipserve and ALLMode and Hill Dickinson to take part in the gruelling 24 Peaks Challenge.

Organised by Seafarers-UK, the 24 Peaks Challenge involves walking up 24 high UK peaks in just 24 hours and takes place on the weekend of July 12-13.

Taking part in the 24 Peaks Challenge, particularly when combining seafarers and office personnel can help bridge the gap between ship and shore.

Kuba reports: "This will be my sixth time of taking part and I love doing it. It's a great opportunity to challenge yourself and to build team spirit."

To support InterManager's fundraising please e-mail Kuba at:
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