

DISPATCH

| Issue 4 | July 2014

A message from the Secretary General

Welcome to the 4th issue of our magazine. As you read this, the majority of our members will be either getting ready for annual holidays or already relaxing in their summer retreats.

In the previous edition I reported that we were facing a few challenges:

- We needed to raise £4,000 for Seafarers UK in order to participate in the 24 Peaks Challenge and
- We needed to conquer 24 peaks in the British Lake District on the weekend 12-13 July.

I am very pleased to advise that, with enormous help from our members, we have met both challenges with flying colours. For the full story please turn to page eight.

Our Annual General Meeting takes place in Singapore in October and we are also co-hosting a Shipping Summit alongside our meeting – so make sure you read page two for details and do get in touch to book your place.

Unfortunately Pilot Ladders continue to be a danger and therefore we would like our members to read carefully Paul Davidson's article on page three.

Capt. Paddy McKnight has been very busy at the IMO and reports on latest developments for our members on pages four and five.

In the past two months InterManager's family has expanded and on page seven we welcome SGS – our latest new Associate Member.

Finally, I would like to draw our members' attention to the great new publication by the Nautical Institute "The Navigator". To receive free copies of The Navigator visit the website: www.nautinst.org/navigator to sign up or download e-versions.



Captain Kuba Szymanski
InterManager Secretary General

Tee off with us to raise charity funds

Keen golfers are being sought to take part in a fund-raising event on behalf of the King George V Fund for Sailors.

InterManager aims to put together a team of four to take part in the charity golf event being organised by the Isle of Man Ship Registry on Friday, August 29.

Captained by Paddy McKnight, InterManager's representative to the IMO, the one-day competition will be

run on the Stableford format where the highest two scores at each hole count.

Tee-off is at 13.30pm at the par 70 Rowany golf course in Port Erin and the day will conclude with a hot buffet, raffle and presentations in the clubhouse.

The Isle of Man Ship Registry is hoping to exceed last year's £2,000 raised for the Fund. Captain McKnight points out: "The leisurely afternoon tee-off time will

enable participants to arrive in the IOM in the morning and, if so desired, fly out in the evening."

If you would like to join the InterManager team please contact Kuba Szymanski on email: kuba.szymanski@intermanager.org or tel: +44 7624 498266.

The Registry also welcomes sponsors for each hole on the course.

International Shipping Week) in association with InterManager, will conclude with a cocktail reception for all participants.

The Shipowning and Shipmanagement Summit will take place at the SingTel Comcentre Podium Block II, SingTel Podium Theatre, Level 3, 31 Exeter Rd, Singapore, 239733.

For further information please see the event website: www.shippinginnovation.com

Ship managers to gather in Singapore for two days of debate and networking

The role of the ship manager will take centre stage during an influential industry conference scheduled to run alongside the InterManager Annual General Meeting in Singapore in October.

Taking place on Tuesday October 14, the day after the InterManager AGM on Monday October 13, the International Shipowning and Shipmanagement Summit will examine the strength of the relationship between ship owners and third party managers.

Industry developments, international concerns, relationships throughout the

shipping chain will all come under the spotlight as leading ship managers and ship owners join industry specialists, representing sectors including broking, insurance and chartering, meet for this one-day Summit.

Pressures are mounting in the shipping industry with greater demands for quality operation vying for prominence against a rapidly increasing world fleet and falling freight levels. How can an efficient ship manager bridge that gap?

The Summit, being run by Shipping Innovation (organisers of the recent London

Our new social media assistant

Social media to communicate with our members and seafarers is in good hands following the appointment of a new



InterManager administrative assistant.

Jakub Urbanczyk joins us to replace Dorota Busko who has moved on to another company.

Jakub will provide administrative assistance to InterManager Secretary General Captain Kuba Szymanski as well as being responsible for updating the InterManager social media sites.

Manchester United fan Jakub graduated with an MSc in Social Media from Krakow's Academy. Jakub, who is affected by Multiple Sclerosis, will be working from his home in Poland.

Capt Szymanski said: "I look forward to working with Jakub and further developing our administrative systems and social media sites."

In Praise Of Our Seafarers

InterManager added its voice to the global praise for seafarers and the work they do.

Speaking on the International Day Of The Seafarer, InterManager Secretary General, Captain Kuba Szymanski, said: "We are delighted to have the opportunity to sing the praises of the world's seafarers.

"Without seafarers there would be no shipping industry – and that means there would be no cars, gas or electricity anywhere! Too often these guys are out of sight and therefore out of mind.

"On this special day let us remember the 1.5million seafarers around the world and thank them for their continuing hard work."

Pilot Ladder Checks Save Lives & Money



Every year pilots are injured and even killed while boarding and disembarking vessels. Such events are not only traumatic, but also come with the consequence of legal liabilities to the vessel. Ensuring that vessels can be accessed safely is a key loss prevention issue.

Pilots come aboard ships to ensure the safe arrival and departure of vessels from ports about which they possess particular local knowledge. Pilots usually board and disembark the vessel via a traditional rope ladder due to the lack of other alternatives.

In some circumstances this can be extremely dangerous and has resulted in a number of deaths and serious accidents. In addition to personal injury claims that arise from defective pilot transfer arrangements, pilots also have the right to refuse to use defective ladders which may significantly delay the vessel.

Pilots may also choose to report defective ladders to port state control authorities which may also cause delays and possible

financial penalties. Therefore, in order to reduce claims and delays arising from pilot transfer arrangements, it is important to ensure compliance with all requirements.

A high proportion of accidents to pilots occur at the top of the pilot ladder due to poorly designed access arrangements or inadequately rigged equipment. Further causes of accidents involving pilot ladders include defects in the ladder treads and/or side ropes and lack of proper attachment of the ladder to the vessel.

The condition of the pilot ladder should be regularly checked by a competent person prior to rigging to prevent accidents. The primary requirements for the rigging of pilot transfer arrangements are detailed in Regulation No. 23, Chapter V of the Safety of Life at Sea Convention (SOLAS) 1974, as amended. New SOLAS requirements have come into force from 1 July 2012 and ships constructed after this date must comply with these new equipment and arrangement requirements. Equipment and arrangements replaced on or after 1 July 2012 must also comply with the new requirements, so far as is reasonable and practical. The technical specification for ship's pilot ladders is set out in the IMO Resolution A.1045(27).

When rigging pilot ladders, the following considerations must be kept in mind:

- The pilot ladder should be situated on the side of the vessel and at a height above the water in accordance with the pilot's instructions.
- The pilot ladder should be rigged in an appropriate place, along the parallel body of the vessel and, as far as is practicable, within the mid-ship half length.
- The pilot ladder should be properly secured to the vessel in way of pad eyes or similar. The appliance should not be fastened to ship's side rails.

- The rigged pilot ladder should be situated near a gate through the side rails or a bulwark ladder should be placed adjacent to the top of the pilot ladder.

- A simple load test should be carried out once the pilot ladder is rigged to ensure that it is properly secured to the ship. Seafarers are reminded to ensure their own safety in doing so by wearing a suitable floatation device and/or lifeline.

- Means should be provided to ensure safe, appropriate and unobstructed passage for pilots embarking on or disembarking from the ship between the head of the pilot ladder or accommodation ladder.

- If the distance from the waterline to the boarding point exceeds nine metres, then a combination arrangement i.e. the accommodation ladder combined with a pilot ladder, must be used.

Shipowners / technical managers should ensure that:

- Seafarers are appropriately trained in the correct rigging of pilot transfer arrangements;
- Supplied pilot ladders are compliant with SOLAS;
- The inspection and maintenance regime of pilot transfer arrangements are up to date and documented;
- A replacement ladder is available on board the vessel.

The rigging of the pilot ladder should be supervised by a responsible officer. The embarkation / disembarkation of pilots should be closely monitored by a responsible officer, ensuring that SOLAS requirements are observed. A lee should be provided for the pilot launch and subsequently maintained until the pilot launch is well clear of the ship.

By Paul Davidson, Master Mariner of Brookes Bell, Singapore

This article was originally published by marine insurer Skuld

Captain Paddy McKnight reports on the recent IMO NCSR1 Meeting

The IMO's Sub-Committee on Navigation, Communications, Search & Rescue (NCSR) held its 1st Session (NCSR1), following re-organisation of the IMO Sub-Committee structure, from Monday 30 June through Friday 4 July 2014. 74 Member States and 1 Associate Member State were represented; in addition, 8 Inter-Governmental together with 22 Non-Governmental organisations (bolstered by members of a United Nations and a Specialised Agency) also lent representation. Mr Carlos Salgado (CHILE) was unanimously elected Chairman for 2014 at the opening of the session, as also was his Vice-Chairman, Mr Ringo Lakeman (NL); both were subsequently re-elected for 2015.

During the course of the meeting, three Working Groups (WG) and one drafting group (DG) were formed and chaired as follows:

WG1	Search and Rescue, Mr N Clifford (NEW ZEALAND)
WG2	Ships Routing, Mr R Lakeman (NETHERLANDS)
WG3	Technical, Mr A Schwarz (GERMANY)
DG	Finalisation of Draft Circulars and Resolution, Mr Yijiang Qu (CHINA)

The following salient points will be of particular interest to InterManager members :

- **ECDIS – CARRIAGE REQUIREMENTS.** IHO, CIRM and IEC co-sponsored a report (NCSR 1/4) on the revision of ECDIS standards (related to reported anomalies), which also addressed the transition to the new standards. Actions taken by IHO to monitor and address implementation of the SOLAS carriage requirements were also considered. In discussion, views were expressed that:

1. there are a number of ECDIS issues pending resolution;
2. 'ECDIS that is not updated for the latest version of IHO Standards may not meet the SOLAS chart carriage requirements (SN.1/Circ.266/Rev 1); and
3. there may be unintended consequences arising from the updating of existing standards on an ad hoc basis without proper control/oversight from IMO.

Of most note was an Information Paper submitted by the REPUBLIC OF KOREA (ROK), reporting on a user survey of ECDIS with regard to anomalies identification, level of seafarer satisfaction, and requirements for functional improvement. The results indicate a need for improvements to the ECDIS performance standard to meet the needs of users. The most significant gaps in the current ECDIS being:

1. ENC information display;
2. route planning;
3. route monitoring and alarm; and
4. updating.

The new ECDIS standards being developed, as reported by IHO, CIRM and IEC, will hopefully take the findings of the ROK survey into account during the revision.

- **CONSOLIDATION OF ECDIS-RELATED IMO CIRCULARS.** The Sub-Committee endorsed a draft MSC Circular on ECDIS-Guidance for good practice. The draft will be forwarded to the HTW Sub-Committee for review then the provisions relating to ECDIS training and the use of simulators will be sent to MSC for subsequent approval. It effectively consolidates the text of seven ECDIS-related circulars into one thus permitting easy upkeep of information without the need for continual cross-

referencing or indeed, having to sort out duplication.

- **LRIT-RELATED MATTERS.** The Secretariat was instructed to modify the web interface of the DDP, allowing the LRIT Coordinator to upload summary audit reports and related information conducted directly in the DDP, making such information available to GISIS users. Measures to promote a wider and more efficient use of the LRIT system were agreed, in particular, the use of the system by SAR services during SAR-related technical cooperation activities. The Sub-Committee recognised the need for a review of the LRIT system and to perhaps consider whether the objective might be met by other means, such as the use of satellite augmented AIS.

- **DEVELOPMENT OF AN E-NAVIGATION STRATEGY IMPLEMENTATION PLAN.** There were four major submissions:

1. NCSR 1/9 and NCSR 1/9/1 (NORWAY) containing the report of the CG on e-navigation along with a draft SIP and four related draft guidelines;
2. NCSR 1/9/2 (GERMANY) commenting on 1/9; and
3. NCSR 1/9/3 (CIRM) also commenting on 1/9 and proposing the removal of reference to the development of S-Mode from the SIP.

An additional seven INF papers were also submitted.

During consideration of the draft SIP, views were expressed that IMO should continue to lead this work in order to ensure structured and coordinated global implementation, also that a project management approach should be adopted.

GERMANY agreed to consider the proposals in NCSR 1/9/2 under a different agenda item whilst CIRM's recommendation to delete references to S-Mode from the SIP in NCSR 1/9/3, was roundly opposed by a majority of delegations.

The Sub-Committee finalised the SIP for MSC approval and endorsed NORWAY's draft Guidelines in Harmonisation of test beds reporting. Further, it agreed to establish a CG on Harmonisation of Guidelines related to e-navigation as coordinated by AUSTRALIA. The CG was instructed to consolidate the draft Guidelines on: Human Centred Design (HCD); Usability Testing, Evaluation and Assessment (UTEA); also Software quality assurance (SQA) into a single and harmonised guideline. Human element aspects generating specific questions will be addressed to HTW2 and a final report submitted to NCSR2.

• REVIEW AND MODERNISATION OF

GMDSS. The Sub-Committee noted that the Joint IMO/ITU Expert Group has finalised the draft outcome of the High-Level review of the GMDSS, based on a draft prepared by the CG. In this context, the Sub-Committee

1. endorsed the proposal to add a new functional requirement for ships to be capable of transmitting and receiving safety related information, whilst retaining the functional requirement to receive MSI;
2. noted that sea areas A1 and A2 should be retained separately whilst sea areas A3 and A4 would be further considered;
3. noted that currently, there is no compelling case for developing a GMDSS Code; and
4. noted that it is too early to decide which systems and equipment will be included in a modernised GMDSS.

Terms of reference for a Correspondence Group on the Review of GMDSS, under the coordination of the USA were approved (reporting to NCSR2 by 19 December 2014) as also were those for the tenth meeting of the Joint IMO / ITU Expert Group on Maritime Radio-communication Matters to be held at IMO from 6 to 10 October 2014.

• THE SAR WORKING GROUP.

Regarding

'Actions Requested' by the SAR WG, the Sub-Committee:

1. endorsed a revised circular for approval by MSC regarding 'Guidance on Cospas-Sarsat' International 406 MHz Beacon Registration Database (IBRD);
2. drew attention of Member States to the preferred cancellation procedure in case of accidental activation of an EPIRB, and to note that this procedure will be incorporated in the 2016 edition of the IAMSAR manual;
3. also drew attention to the possible measures to prevent a beacon's transmission if it is not possible to switch the beacon off, again such a procedure to be incorporated in the 2016 edition of the IAMSAR manual;
4. recalled the importance of MSC. 1/ Circ. 1218 with respect to Guidance on the practice of medical information exchange during international SAR operations.

• **GLOBAL SAR PLAN.** Information was provided by the Secretariat on the status of the Global SAR Plan as available in GISIS.

• DEVELOPMENT OF MEASURES TO PROTECT THE SAFETY OF PERSONS RESCUED AT SEA.

A number of Mediterranean countries are experiencing a huge increase in migration by sea and another 100,000 to 150,000 migrants are forecast to arrive in Europe over the second part of this year. Sadly coast guard and rescue vessels simply cannot deal with such large numbers needing to be rescued from the sea. Consequently, assistance from merchant vessels is being sought at short notice on a daily basis and this is causing a heavy (and unpredictable) burden upon the administrations and shipowners who of necessity become involved.

• **DEVELOPMENT OF A MANDATORY CODE FOR SHIPS OPERATING IN POLAR WATERS.** Having considered the outcome of MSC 93, in particular the issue of the scope of application of renumbered chapters 9 and 10 of the Polar Code, the Sub-Committee endorsed revisions to section 2.3 (Communications Equipment) of the Record of additional equipment and operational limitations for the Polar Ship Certificate for MSC consideration together with proposed

guidance on Chapter 10 (Communication); Chapter 9 of the Polar Code and revisions to section 2.2 (Navigation equipment) of the Record of additional equipment and operational limitations for the Polar Ship Certificate were also endorsed.

• CONSIDERATION OF IACS UNIFIED INTERPRETATIONS.

The subject of 'Pilot transfer arrangements' (SOLAS regulation V/23.3.3) provided several lengthy debates. It was recalled that NAV59, noted the length of the pilot boarding ladder should be calculated inclusive of a 15 degree adverse list, and when considering pilot transfer arrangements of any distance more than nine metres above the surface of the water, a combination pilot boarding arrangement would be required. NAV59 had not agreed with the IACS UI resulting in IACS submission NCSR1/24 recommending an implementation date as changes to the Pilot transfer design arrangements might be involved. However, IMPA commented that the NAV59 decision did not propose a change of pilot transfer arrangements but merely confirmed a situation that had already existed for 40 years. The Sub-Committee agreed with IMPA's interpretation on the proviso that further submissions could be made to NCSR 2. The Secretariat meanwhile was instructed to prepare a draft MSC circular containing the text of Annex to document NCSR 1/24, but deleting the words 'installed on or after', also the text in square brackets, including the brackets, and the footnote. The paragraph (for MSC approval) now reads:

Member Governments are invited to use the UIs provided in the paragraphs above as guidance when applying the relevant provisions of SOLAS regulation V23.3.3 for pilot transfer equipment and to bring them to the attention of all parties concerned.'

For the sake of completeness on this item, the paragraphs referred to above, address two different and distinct arrangements, the former when only a pilot ladder is provided and the latter, when a combined arrangement of "an accommodation ladder used in conjunction with the pilot ladder" is necessary.

Captain Paddy McKnight
InterManager's IMO representative



Crew Comms – still room for improvement

Survey finds up to half of crew lack 'reasonable' access to communications, indicating potentially widespread MLC2006 non-compliance amongst operators

A comprehensive survey of seafarers by Futureonautics Research, in association with InterManager, ISWAN, PTC, BIMCO and CrewToo, has found that access to crew communications is an improving picture, but revealed certain sectors are offering far poorer provision than others, with, in some cases, up to 30% of crew without access to a telephone.

This new data allows ship operators to understand and benchmark provision across sectors and age groups; offers insight for suppliers into the changing requirements, habits and spending power of seafarers, and gives seafarers themselves the opportunity to have their collective voices heard across the industry.

With almost 3,000 respondents from

more than 30 countries, the 2014 Crew Communications Survey is the most comprehensive dataset available by which to measure access, costs, usage and future requirements of crew communications.

Overall, access to crew communications is an improving picture but, with the MLC2006 now ratified by 54 countries and stipulating 'reasonable' access to communications at 'reasonable' cost, only 56% of seafarers claim to have access to communications facilities either always or most of the time.

Provision varies considerably by sector, with container, bulk and general cargo offering the poorest levels of provision, accounting for much of the 6% of crew who never have access to crew communications.

Telephone is still the most common form of crew communications service provision with 76% of seafarers on average having access. However, in some sectors like general cargo, over 30% of respondents still have no access to a telephone.

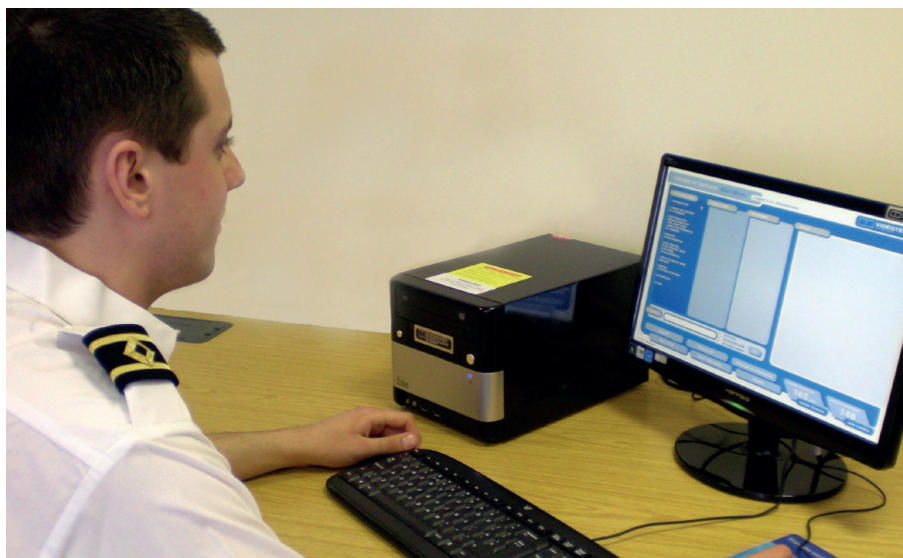
With 77% of crew citing internet access as the one free service they would choose

if given the chance, perhaps the most encouraging finding is that internet access is now available on average to 36% of all crew. Passenger and offshore sectors, where high penetration levels of VSAT and Inmarsat FleetBroadband systems exist, are reporting close to 70% provision, with container, bulk carriers and general cargo lagging behind the industry with around 20% provision.

Perhaps surprisingly, almost half of the 36% reporting internet access are being provided it free of charge by ship operators. The report authors state that, while this is very positive, this free provision is likely stemming from the highly complex charging structures communications suppliers provide to ship operators, making it difficult for them to implement pay-as-you-go internet access for crew.

The survey demonstrated the same confusion amongst crew as regards what the communications services they access actually cost them per unit and confirms that complexity of charging could be acting as a brake upon usage – something suppliers should take steps to address, the report recommends.

Videotel acquired by KVH Industries



InterManager member Videotel, a leading maritime training service producer, has been acquired by US-based KVH Industries Inc.

Servicing more than 11,000 vessels, Videotel offers video, animation, e-Learning computer-based training (CBT) and interactive distance learning courses for a wide range of maritime qualifications and subjects.

Satellite solutions provider KVH Industries says Videotel's comprehensive product range will now form part of KVH's end to end solution for vessel connectivity, content and content delivery.

"The acquisition of Videotel is an important addition to our portfolio of services targeting the needs of commercial seafarers and supports our strategic vision of extending our maritime broadband service to include delivering premium content to vessels," said Martin Kits van Heyningen, KVH's chief executive officer. "We already offer maritime companies crew connectivity through our mini-VSAT Broadbandsm network, including Internet café, Voice over IP phone calls, and crew entertainment services via our IP-MobileCast™ service. With this acquisition, we will now also offer an extensive library of

seafarer training courses and related training services."

"Videotel operates in a growing sector of the e-Learning market where increasing levels of regulation and a shortage of trained and experienced seafarers drive the need for comprehensive training solutions," Mr. Kits van Heyningen added. "We anticipate that Videotel's training services and the ability to test and certify seafarer training will support the new employment services we're rolling out on our Crewtoo® social media site."

Speaking of the acquisition and the opportunities ahead, Nigel Cleave, CEO of Videotel, remarked: "Advances in maritime broadband services are creating truly exciting opportunities to bring a whole new generation of computer-based e-Learning and distance learning courses to seafarers, which will help our customers meet the large number of new regulations and associated challenges that will come into effect over the next few years. In our discussions with KVH, we quickly saw how the innovative mini-VSAT Broadband network and especially the new KVH IP-MobileCast content delivery service could really be leveraged to deliver our new training materials more efficiently and

provide the affordable connectivity needed for our new distance learning services. We're excited to be part of the KVH family to propel the company forward on both the technological and delivery front, as well as to work with our new colleagues in developing the next generation of seafarer training."

New Associate Member

SGS

InterManager is pleased to welcome SGS – the Societe Generale de Surveillance S.A – to the ranks of its Associate Members.

Geneva-headquartered SGS provides industry leading inspection, verification, testing and certification services anywhere in the world.

With more than 80,000 employees, SGS operates a network of more than 1,650 offices and laboratories around the world. The company is recognized as a global benchmark for quality and integrity.

InterManager Secretary General, Captain Kuba Szymanski, said: "Having SGS onboard will be a real benefit to InterManager, particularly in relation to our benchmarking work."

We Did It!

InterManager teams scale peaks to raise charity funds



InterManager staff and members joined forces to raise much needed funds for charity Seafarers-UK.

Our team, comprising ship and shore staff from Associate members Soft Impact, Brightwell Payments and Kuba Junior and Senior, scaled 24 rugged hill peaks in just over 24 hours during the challenging fund-raising event held in the UK's picturesque Lake District.

Kuba reported: "Thanks to great support from InterManager members our team came 4th in the fundraising effort with GBP £4,350, but we are still collecting".

He added: "This year there were 14 teams and I was very pleased to see so many members of InterManager supporting the challenge. Bernhard Schulte, Allmode, Shipserve, Hill Dickinson, Thomas Miller, KVH – that was 50% of all the teams !!!"

Seafarers UK is a charity that helps people in the maritime community, by providing vital funding to support seafarers in need and their families. The charity gives money to organisations and projects that make a real difference to people's lives across the Merchant Navy, Fishing Fleets, Royal Navy and Royal Marines.



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