



DISPATCH

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InterManager and ECSA To Host Practical Workshop On Large Scale Rescues at Sea



regulations such as the Safety Of Life At Sea (SOLAS). However, merchant vessels are not equipped to carry large numbers of passengers, some of whom may be injured, sick, very young, elderly or pregnant.

Best practice procedures, suitable equipment and training are needed to equip seafarers to handle such incidents and to ensure the safety of themselves, their vessel and the rescued people.

This workshop is intended to help shipping companies to develop and implement recommended practices to ensure the safety of crew and refugees.

For further information and to register your attendance please contact Capt. Kuba Szymanski at kuba.szymanski@intermanager.org

Details

Date: **Monday March 2**

Time: **2pm to 5pm**

Venue: **Permanent Representation of Malta Rue Archimède 25/ Archimedesstraat 25, Brussels, Belgium**

To register contact:

Captain Kuba Szymanski

Email:

kuba.szymanski@intermanager.com

For further information see the event website:

www.europeanshippingweek.com

The challenges faced by seafarers and ship operators when undertaking large-scale rescues at sea will be examined and discussed during a practical workshop scheduled to take place on Monday March 2.

To help shipping companies better understand and evaluate the issues involved and to ensure the safety of crew and refugees, InterManager is holding a one-day workshop during the first ever European Shipping Week in Brussels (March 2 – 6).

European Shipping Week will bring together the major players in the shipping industry with the primary aim of promoting the strengths and the importance of European and global shipping to legislators in Brussels, such as the European Commission, European Parliament and the Council of Ministers.

Maritime industry leaders from across the globe will gather in Brussels for industry meetings and events, concluding in a day-long European Commission and shipping industry conference and gala dinner.

Delegates attending European Shipping Week, including ship owners, ship managers and Flag State representatives, will benefit from this workshop which is being organised jointly by InterManager and the European Community Shipowners Association, supported by the Permanent Representation of Malta to the EU.

The workshop is scheduled to begin at 1400 on March 2 at the Maltese Embassy in Brussels at Rue Archimède 25/ Archimedesstraat 25.

Recent months have seen several merchant ships come to the aid of small vessels in distress at sea and loaded, often overloaded, with large numbers of migrants.

Women, children and men have been taken onboard cargo vessels to save them from drowning at sea. Large numbers have been rescued – some vessels have transported more than 500 people to safety, often in the Mediterranean to Italy.

Such actions are both praiseworthy and expected from seafarers, who are following

IMO Looks Forward To A Busy Spring

InterManager's representative to the International Maritime Organisation, Capt. Paddy McKnight, reports on the latest meetings

Members will be aware of the recent meeting of IMO's Pollution Prevention and Response Sub-Committee for which a short report was posted to all. Looking ahead this month, two further sub-committee meetings are planned for spring:

The first is that of Human Element, Training and Watch-keeping (HTW 2) which was held from 2 – 6 February 2015 and featured many items of interest on the agenda – see report below.

The second meeting is set to discuss Ship Design and Construction (SDC 2) matters from 16 – 20 February 2015. A selection of relevant items on the agenda include:

- Amendments to SOLAS Chapter II – 1 subdivision and damage stability regulations;
- Guidelines on safe return to port for passenger ships;
- Second generation intact stability criteria;
- Amendments to part B of the 2008 IS Code on towing, lifting and anchor-handling operations;
- Carriage of more than 12 industrial personnel on board vessels engaged on International voyages;
- Classification of offshore industry vessels;
- Amendments to SOLAS to ensure adequacy of testing arrangements for water-tight compartments;
- Means of escape from ro-ro cargo spaces;
- Control of passenger ship water-tight doors during navigation;

- Review of general cargo-ship safety;
- Amendments to the 2011 ESP Code; and
- Unified interpretations of provisions to IMO safety, security and environment related Conventions.

IMO Sub-Committee on Human Element, Training and Watchkeeping

The IMO Sub-Committee on Human Element, Training and Watchkeeping held its 2nd Session (HTW2) from Monday 2 through Friday 6 February 2015 under the Chairmanship of Mr Bradley Groves (AUSTRALIA) and his Vice Chair, Mrs Mayte Medina (USA), both of whom were subsequently re-elected for 2016. It will be recalled that HTW assumed responsibility for matters formerly dealt with by STW (Standards of Training and Watchkeeping). Three Working Groups (WG) and two Drafting Groups (DG) were formed and chaired as follows:

WG1	Training Matters (Model Courses and Polar Code), Mrs M Angsell (SWEDEN)
WG2	Training Matters (Manila Amendments, Passenger Ship Safety and ECDIS), Ms Maryanne Adams (MARSHALL ISLANDS)
WG3	Human Element Issues (Guidelines for PSCOs on the ISM Code and Seafarers' rest hours, also Carriage of dangerous goods in packaged form by sea), Captain Moises De Gracia (BRAZIL)
DG1	Validation of model courses (Chemical, Oil and LNG Cargo Operations), Captain G Edenfield (USA)

DG2

Validation of model courses (Maritime English and Engine Room Simulators), Captain K Deboo (INDIA)

The meeting was attended by representatives from 79 Member Governments, 3 Associate Members of the IMO, 3 Inter-Governmental Organisations, 29 Non-Governmental Organisations and 1 IMO Training Institute, namely the World Maritime University.

Items of particular interest to InterManager Members are as follows:

• VALIDATION OF MODEL COURSES.

DG1. prepared draft amendments to revised model courses related to Advanced training for Oil Tanker Cargo Operations, also for Liquefied Gas Tankers which were subsequently approved by the Sub-Committee. However, due to significant inconsistencies in alignment with the STCW Code and time constraints, it was agreed to refer the model course on Advanced training for Chemical Tanker Cargo Operations for finalisation of Sections C and D by a correspondence group (CG) coordinated by the USA. The intersessional work will be submitted to HTW3 for validation.

- **MARITIME ENGLISH.** The draft model course related to training in Maritime English (HTW 2/3/4) was revised / updated consequent to the adoption of the 2010 Manila Amendments to the STCW Convention and Code. Preliminary discussion in Plenary indicated most noticeably that:

1. the course did not accurately reflect the knowledge, understanding and proficiency (KUP) as per STCW;

2. the number of teaching hours for general maritime English was high and unreasonable; also
3. the course content for ratings was too advanced.

Bearing these points in mind, also that the model course is meant primarily for trainees from non-native English speaking backgrounds, DG2 drafted a more precise revised model course which was subsequently validated by the Sub-Committee.

- **ENGINE ROOM SIMULATOR.** Observing that the revised model draft course as submitted was not structured as an Engine-Room Simulator model course and not in the format of an IMO Simulator model course, DG2 compiled a guidance note for the course developers with a view to further revision and submission to HTW3 for validation.
- **SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS.** NORWAY's offer to develop a model course on special training requirement for seafarers on such ships was accepted and it will be submitted for consideration at HTW3.
- **RADAR NAVIGATION AT OPERATIONAL LEVEL.** CHINA observed that Model course 1.07 on Radar Navigation at Operational level clearly needs revision and given Plenary's agreement, will now submit a draft revised model course for consideration by the Sub-Committee at HTW3.
- **ECDIS and IBS/INS.** Following consideration of HTW 2/3/9 (by ITALY) analysing the content of model course 1.27 on ECDIS and 1.32 on IBS/INS, and their link with other IMO model courses, taking into account the 'Human Element Analysis Process' (HEAP) and the safety of navigation, also the proposed amendments to the model courses related to ECDIS and IBS/INS, ITALY was invited to submit detailed proposed amendments to HTW3.
- **INTERNATIONAL COURSE ON OPERATIONS IN ANTARCTIC WATERS.** Following discussion, the Sub-Committee

agreed that it is premature to develop a model course on training requirements for master, officers and crew operating in the polar region before the amendments to chapter V of the STCW Convention have been prepared. However, CHILE, along with ARGENTINA, CANADA and other interested Member States were invited to draft a model course after the aforesaid amendments to chapter V of the STCW Convention and Code have been finalised by the Sub-Committee.

- **CERTIFICATES OF COMPETENCY.** The Sub-Committee took note of the large number of fraudulent certificates reported and reiterated an invitation for Member Governments and international organisations to submit proposals on a strategy to address the problem at HTW3. Member Governments were also urged to provide the Secretariat with updated information to facilitate verification of certificates, and to respond in a timely manner.
- **REVISED GUIDELINES FOR MODEL COURSE DEVELOPMENT, UPDATING AND VALIDATION PROCESSES.** WG1 was well attended (39 Member States, 1 IGO and 9 NGOs). In consideration of its report, the Sub-Committee:
 1. agreed the wording of a footnote as to the definition of 'validation' in para 1.1 of the Revised Guidelines;
 2. endorsed the MSC-MEPC Circular on same for both Committees to approve;
 3. noted the revised list of model courses;
 4. instructed the Secretariat to conduct a preliminary review of model courses that are 5 years or older (47 of the 72 published) in order to identify the Sub-Committee responsible for revision and updating each model course and also to anticipate the resources / work necessary [either to update them or ditch them];
 5. endorsed draft text of amendments to the STCW Convention regarding training and certification required for seafarers on board ships operating in polar waters, as also were parts A and B of the STCW Code, for approval by MSC.

- **OTHER TRAINING MATTERS.** WG2 was charged with considering 3 items:

1. Provision of guidance for implementing the 2010 Manila Amendments including colour vision testing and the STCW GISIS Module;
2. Reviewing STCW passenger ship specific safety training including enhanced damage stability training; and
3. Reviewing the draft MSC Circular on ECDIS.

In consideration of WG2's report, which the Sub-Committee approved in general, in particular, it:

1. endorsed the language preference for documents submitted to the STCW GISIS module (Member States to provide translations of their submissions into one of the IMO working languages) as well as respecting the 3 categories of information proposed by CHINA, viz: public, available upon request and confidentiality;
2. endorsed the recommendation to develop functional requirements, technical specifications and appropriate access rights to the GISIS module;
3. invited submissions to HTW3 in order to progress the work on development of the new STCW GISIS module;
4. noted the confusion as to consistent application of the terms, 'officers', 'ratings' and other 'personnel';
5. endorsed in principle, draft amendments to regulation V/2 and section A-V/2 regarding Passenger ship crowd management training, Crisis Management and human behaviour training, also Safety Training for personnel providing direct service to passengers in passenger spaces;
6. endorsed the recommendation to invite MSC to extend the target completion year for the output 'Review of the STCW passenger ship-specific safety training'; and
7. endorsed the draft circular on ECDIS 'Guidance for good practice' for approval by MSC.

- **HUMAN ELEMENT ISSUES.** WG3 considered 3 items:

1. Guidelines for PSCOs on the ISM Code;
2. Carriage of dangerous goods in packaged form by sea; and
3. Guidelines for PSCOs on Seafarers rest hours.

The Sub-Committee approved WG3's report in general, and in particular:

1. endorsed draft Guidelines for port State control officers on the ISM Code, inviting MSC to refer them to the III Sub-Committee for review and finalisation, then approval at MSC 96. Most striking on this issue, was strong advice by IACS to insert appropriate definitions in section 5 to distinguish between "failures" and "serious failures";
2. noted the need to review and update MSC / Circ.1014 on Guidelines to fatigue mitigation and management and that AUSTRALIA has offered to prepare a document for HTW3;

3. endorsed the draft MSC Circular 'Guidelines on consolidated provisions for the safe carriage of dangerous goods in packaged form by sea', inviting MSC to forward them to the CCC Sub-Committee for review, finalisation and subsequent MSC approval. These will enhance the implementation of requirements for handling dangerous goods especially by personnel ashore and in addition, add clarification to existing IMO requirements; and

4. noted WG3's comments with regard to draft Guidelines for port State control officers on certification of seafarers rest hours based on STCW 1978, as amended, and manning requirements from the flag State. The efforts of the III Sub-Committee in producing draft guidelines for the port State inspection of seafarers certification, rest hours and manning were acknowledged but will require further crafting in order to encompass issues such as:
 - i. that the guidelines should not go beyond the requirements of the STCW

Convention and SOLAS regulation V / 14;

- ii. the need for a review of references under STCW in order to ensure accuracy;
- iii. simplification of the guidelines using practical language whilst focussing on information relevant to port State control officers;
- iv. avoiding examples of exceptional cases;
- v. use of terminology within the guidelines consistent with terms used in the STCW Convention (e.g. 'crew' and 'equivalent'); and
- vi. assistance to PSCOs in identifying items requiring verification. Relevant comments and proposals to HTW3 were invited, noting that the USA will prepare a document in collaboration with interested parties.

The next meeting, HTW3, is provisionally scheduled to take place from 1 – 5 February 2016.



Projects

EU Project Aims To Integrate Maritime Sector Into Digital Age

InterManager Vice President (Special Projects), George Hoyt, reports on the Monalisa 2.0 initiative



MONALISA 2.0 is a European Union project that began in 2010. It aims to create a "Sea Traffic Management" tool that has the potential to effectively accelerate the integration of the maritime sector into the digital age, by digitalizing the flow of information.

The 39 partner companies from 10 different

countries anticipate Monalisa 2.0's new ways of sharing and transferring information will allow the maritime world to make better decisions which will result in enhanced safety, a better environment and improved efficiency.

I believe it has the potential to make positive and significant changes to the maritime world.

Please view videos "MONALISA 2.0" and "EMSN – the European Maritime Simulator Network" at <http://monalisaproject.eu/#movies>

Kuba or I will take part as "Advisors" in the project's 2015 workshops. InterManager has also been invited to participate in the next phase.



Videotel And Mines Rescue Marine Launch Innovative Enclosed Space Management System

InterManager member Videotel, in conjunction with Mines Rescue Marine, has launched the innovative and unique Enclosed Space Management System, designed to help effectively assess, audit and manage the safety of enclosed spaces on board ship and combat the number of accidents and fatalities that all too often occur when problem areas are overlooked.

Beneficial to crew; contractors; surveyors; port state inspectors and office staff; this is currently the only computer-based system available that enables vessels and installations to comply with the International Maritime Organization's (IMO) adopted Resolution A.1050(27) "Revised Recommendations for Entering Enclosed Spaces Aboard Ships", Section 3 – Safety Management for Entry into Enclosed Spaces, as well as the latest SOLAS recommendations for enclosed spaces.

It provides an auditing process to follow, allowing safety risks to be identified and

solutions to be put in place. All crew members can contribute to this 'living' system by adding their own comments, photographs and experiential data to each space record, ensuring that knowledge is retained and the risk of safety being affected by crew changes is lowered. It also provides ready access to all essential information needed to enter and work within an enclosed space as safely as possible.

Gathered information can be viewed ashore as well as on board and a PDF report can be sent directly to any third party by email, as required. All data entered is stored and hosted, and the system itself is updated at regular intervals to reflect changes in laws and regulations.

The Enclosed Space Management System's auditing process allows for the assessment of internal spaces, entry points and rescue requirements, e.g. the size of manholes; difficulty of entry; ability to rig a man riding winch for rescue purposes; availability and effectiveness of communications;

dimensions of the space; internal design features; and the ability to operate whilst wearing breathing apparatus. It also prompts the user to record the manpower and equipment requirements for both entry into and potentially rescue from, a space. On completion of the audit, a simple traffic light warning system is provided, based on the degree of difficulty to get into, operate inside and rescue from each space.

Raal Harris, Director of e-Learning & Digital Media at Videotel, explained: "We have spent two years working with Mines Rescue Marine researching and developing the Enclosed Space Management System. The Mines Rescue Service has a vast amount of experience and knowledge, as well as specialist skills in the field of rescuing mineworkers from underground. This, combined with Videotel's expertise in training and e-Learning, has resulted in a practical, easy-to-use system designed to become an essential part of everyday life in the shipping industry."

Social Media Proves A Valuable Communication Tool For InterManager Members

InterManager is making full use of modern social media techniques to ensure our members and the wider maritime community are fully informed of our work and news.

InterManager's comprehensive website and regular weekly Dispatches e-newsletter now has more than 1,000 subscribers.

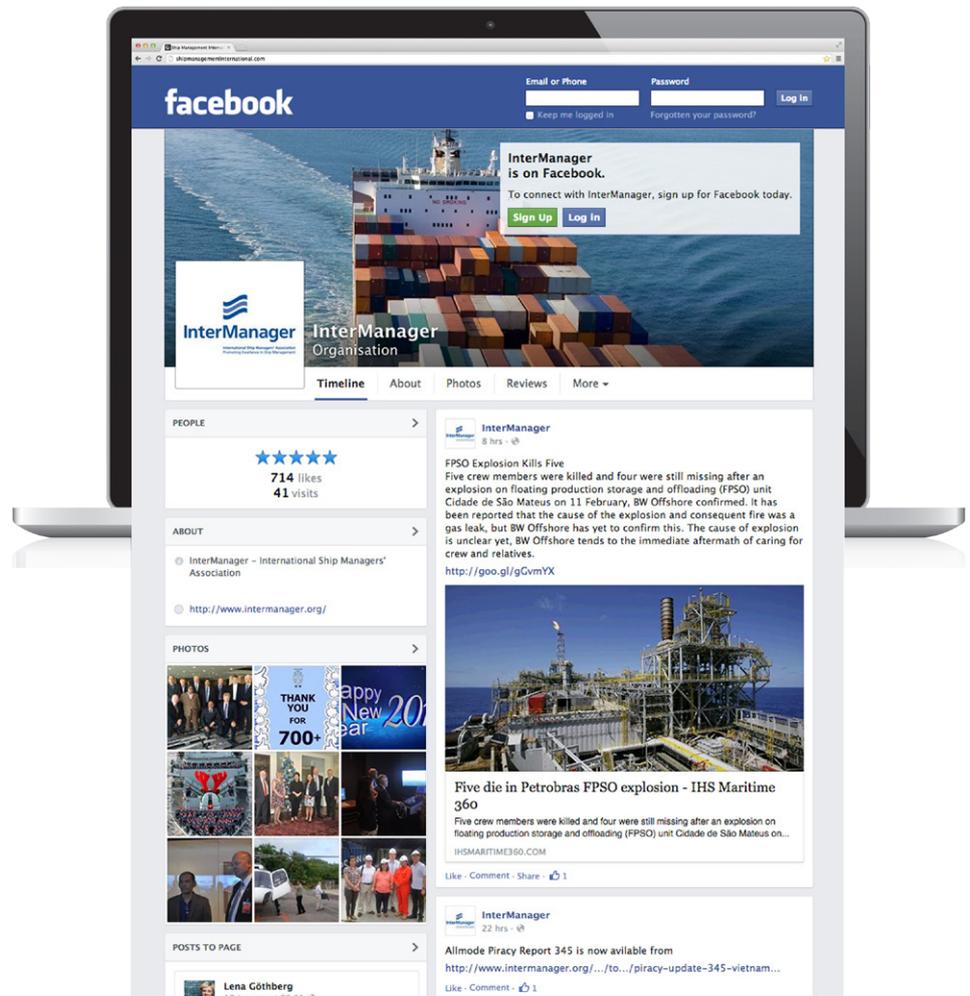
Our Members can find a wealth of useful information on the website, particularly within the Document Library and in the members-only Forum area where discussions on maritime concerns and developments take place.

InterManager's Facebook site, which posts a range of informative and social comments on the maritime industry, has attracted more than 700 "likes", while our Twitter page has in excess of 1,200 followers making it a lively and interesting information exchange.

Meanwhile our Linked-In page continues to host conversations on key industry issues and initiatives. Recent discussions have included lifeboat safety, IMO reports, particularly training and watchkeeping, and updates on our InterManager projects.

InterManager Secretary General, Capt Kuba Szymanski, said: "The shipping industry is a vibrant community and

very willing to adopt new methods of communication to encourage the exchange of information and debate. I am pleased that InterManager is very much in the thick of these debates through our popular social media sites."



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