



DISPATCH

| Issue 8 | May/June 2015



Mass Rescues At Sea – Are You Prepared?

Shipping's obligation to save life at sea is clear under SOLAS but are Masters properly prepared for large-scale rescues? And do they feel properly supported to perform this obligation in the Mediterranean where vessels can find themselves rescuing hundreds of people from unseaworthy small crafts?

Such were the questions shipping industry professionals considered during a presentation on Mass Rescues At Sea given by InterManager Secretary General, Captain Kuba Szymanski, by invitation of the Nautical Institute (Cyprus Branch), in Limassol on May 6.

Discussions included ways in which the shipping industry can be better prepared and supported. Ship operators expressed concern that the vast numbers of migrants being rescued at

any one time – which has on occasion been in excess of 500 men, women and children – can result in crew members being vastly outnumbered. Praise was expressed for the work being done by the Italian authorities who provide prompt assistance to merchant vessels particularly when receiving the refugees ashore in Italian ports.

Attendees also learned from case studies and insights from vessels and shipping companies involved in such incidents. The evening concluded with drinks and networking.

Kuba reported: "The discussions were in-depth and knowledgeable and the event gave everyone the opportunity to share best practice and information to assist any vessels who find themselves involved in undertaking a mass rescue at sea."

More members come onboard



RICKMERS SHIPMANAGEMENT

InterManager is pleased to have welcomed three new members this Spring – Rickmers Shipmanagement (Singapore) Pte becomes a Full Member while environmental hazard specialist Lucion and marine employment services provider CES join as Associate Members.

Rickmers Shipmanagement (Singapore) Pte is part of the global Rickmers Group, an international provider of services for the shipping industry with its business segments Maritime Assets, Maritime Services and Rickmers-Linie. The company has a reputation for reliability, quality and efficiency. The ability to adapt to changing business environments and an entrepreneurial mind-set has been a tradition at Rickmers throughout its 181-year history.

Rickmers Group's CEO, Dr Ignace Van Meenen, said: "We are satisfied to have joined InterManager because it certifies the



high standards in our ship management services and highlights our commitment to play an active role in shaping the industry's future. Being part of the organization and its valuable network ensures that we will always be up to date on recent trends and can thus adapt our business in time."

Lucion works with ship owners and managers in the areas of hazardous materials management / IHM, operating to high quality standards.

Vedant Chowdhur, Marine Business Development Manager, said: "Membership of InterManager further demonstrates our safety culture and commitment to quality standards, as well as offering us an opportunity to understand the current challenges and issues facing ship managers and shipping companies."

Confiance Employment Services Limited (CES) provides offshore employment



services to the marine industry in all its forms, including safety standby vessels in the oil and gas industry, cruise ships, cargo vessels, super yachts and more.

Neil Carrington, Chief Executive, said: "As an organisation we believe that we are able to add value to businesses by 'doing things properly' and being part of InterManager would enable us to benchmark ourselves against other organisations."

InterManager Secretary General, Captain Kuba Szymanski, said: "It is excellent to see InterManager's membership continue to grow in this way. Together InterManager members represent large sectors of the maritime community. Our ship managers are involved in the management of more than 5,000 ships and responsible for in excess of 250,000 seafarers and the shipmanagement industry continues to grow as ship management services become increasingly important to owners and asset managers."

Happy People Make Happy Ships

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6.42



The shipping industry has recently awakened to the importance of "happy ships" – vessels which are operated by seafarers who feel engaged, supported, rewarded, and respected. In order to measure the levels of satisfaction at sea, Crewtoo.com, the leading dedicated social media platform for seafarers, has launched the Seafarer Happiness Index.

The initiative monitors seafarer contentment across a range of key issues. These include: general happiness, contact with family, shore leave, wage

levels, food, fitness and health, training, interaction onboard, work load and access to welfare facilities.

Since the start of 2015, Crewtoo has been asking its 110,000 seafarer members how happy they feel with their life at sea. The results of the first Quarter have been collected, collated and analysed, and concerns over connectivity and internet usage onboard, healthy eating, access to welfare facilities, and increasing workloads were reported as being the key issues affecting happiness at sea.

On a scale of 1-10, with ten being the maximum, happiness levels in this first quarterly review sat at 6.43 and this data will form part of an ongoing campaign to raise awareness and to assist with the shipping industry decision making process.

For a copy of the full Crewtoo Seafarers Happiness Index report, please visit <http://survey.crewtoo.com/happiness>.

Crewtoo would very much like InterManager members to encourage their seafarers to assist with the Index, as there is a real value to know how happy and satisfied crews are. Seafarers can share their views at <https://www.surveymonkey.com/s/CP85YGW>

Crewtoo also offers a bespoke research and consultancy service, which allows owners, operators and managers to benchmark their own crews against the wider industry – InterManager members can benefit from special rates for this service – contact Anneley Pickles apickles@kvh.com for more details.

Recognition for retiring fatigue expert



InterManager has long been involved with the important industry initiative Project Martha which is investigating fatigue among seafarers.

During this time we have worked closely with Professor Mike Barnett and seen first-hand the dedicated work he has done on behalf of the world's seafarers.

So it was fitting that InterManager was represented at Professor Barnett's retirement presentation at Warsash Maritime Academy last month. Captain Paddy McKnight, InterManager's Accredited Representative to the International Maritime Organisation, attended the farewell and presented Professor Barnett with a gift on behalf of the association.

Having started his professional life as a deck cadet at Warsash Maritime Academy, Mike Barnett's first venture to sea was on passenger ships and he took frequent trips to South Africa with Union Castle. He then moved to the oil trade and worked on VLCC's before moving on to the chemical trade.

He took his Master's ticket and worked as a Chief Officer before coming ashore to pursue his first degree in environmental science at the University of East Anglia. He went on to do his doctorate in maritime safety at Cardiff University during which time he started work at the Warsash Maritime College where he joined the Petrochemical section and lectured on tanker safety and related courses.

He was instrumental in the development of the Liquid Cargo Simulator, known to all at Warsash as LICOS, on which he taught for several years before moving into a more research-orientated role. He has been the driving force behind research and under his stewardship the college has conducted many successful European and Maritime and Coastguard Agency projects. He was instrumental, with other colleagues, in putting resource management and leadership on the industry's learning and development agenda.

Professor Barnett headed up the School of Management and Postgraduate Studies for a number of years. His amiable and approachable leadership style led to the development of a highly motivated and creative

group of lecturers who were responsible for a ground-breaking move into distance and postgraduate studies for people in the maritime industry.

He was also successful in winning for Warsash, the HORIZON research project into the subject of seafarer fatigue and has since taken the research a step further by securing funding from the TK Foundation to look at long-term fatigue on board container ships and chemical tankers.

Although he is planning to retire in July, the shipping industry is fortunate that Professor Barnett will continue to look after the MARTHA research project for WMA until its conclusion a year or two hence.

A very big thank you Mike from all at InterManager.





Masterbulk awards Rickmers with ship management of 16 bulk carriers

Rickmers Group is pleased to announce the appointment of Rickmers Shipmanagement (Singapore) as Masterbulk Pte. Ltd.'s new primary third party ship manager.

Rickmers will take over management of 16 open hatch gantry crane bulk carriers progressively between May and August 2015.

Rickmers Shipmanagement recently announced its intention to step up its bulk carrier management business. The Masterbulk appointment follows the recent addition of seven supramax bulk carriers

and demonstrates the successful growth of the managed fleet. Masterbulk highlighted Rickmers' track record and commitment to quality service, crew training, and vessel maintenance had been the decisive factor in their appointment as ship manager.

Dr. Ignace Van Meenen, CEO of Rickmers Group, noted the deal's significance for the company: "By managing such advanced bulk carriers we have proven – again – our wide-ranging shipmanagement abilities. We stand-out because of our profound understanding of customer requirements, and this is greatly aided by the fact

that we manage, amongst others, the multipurpose carriers of Rickmers-Linie in-house. Masterbulk will also benefit from the economies of scale of the combined Rickmers fleet – now numbering approximately 130 ships."

Nick Fisher, CEO of Masterbulk, commented: "Being part of the Rickmers managed fleet brings us considerable operational advantages and savings. We look forward to working with the Rickmers team over the coming years to build on the work we have already done on efficiency maximization and crewing diversity."



IMO considers environment and safety

Captain Paddy McKnight, InterManager's permanent representative to the International Maritime Organisation, reports on the recent MEPC meeting

The IMO Committee on Protection of the Marine Environment (MEPC) held its 68th Session from Monday 11 through Friday 15 May 2015 under the Chairmanship of Mr Arsenio Dominguez (PANAMA). The meeting was attended by 95 Member States plus two associates, five Inter-Governmental organisations and the remarkably high number of 52 Non-Governmental organisations.

Points of particular interest to InterManager members included the Ballast Water Management Convention, air pollution from ships, energy efficiency measures, emissions reduction, the Polar Code, Particularly Sensitive Sea Areas (PSSA) and Port reception facilities.

A full report from the meeting can be found on the InterManager website: www.intermanager.org

IMO will be fully occupied in the coming weeks with the Maritime Safety Committee (MSC 95) convening from Wednesday 3 through Friday 12 June, followed by the IMO Council meeting at the end of June.

MSC 95 will consider a dense agenda packed into its eight working days with many items impinging on InterManager members, including:

- Consideration and adoption of amendments to mandatory instruments
- Measures to enhance maritime security
- Goal-based new ship construction standards
- Passenger ship safety
- Performance review and audit of LRIT Data Centres
- Formal safety assessment, including general cargo ship safety
- Piracy and armed robbery against ships and
- Consideration of reports submitted by each of its sub-committees, namely:
 1. Carriage of cargoes and containers
 2. Human element, training and watch-keeping
 3. Ship design and construction
 4. Navigation, communications, search and rescue
 5. Ship systems and equipment

The Council 114 meeting, from 29 June to 3 July, will comprise all 40 elected Member States. Of particular interest during the session will be the process of choosing a new IMO Secretary-General to replace Mr Koji Sekimizu, the current incumbent, who retires at the end of this year. Council's recommendations will subsequently be forwarded to Assembly 29 for ratification when it meets in late November 2015. Candidates for the post are as follows:

- Mr Andreas Chrysostomou (Cyprus)
- Mr Vitaly Klyuev (Russian Federation)
- Mr Lim Ki-tack (Republic Of Korea)
- Dr Maximo Mejia (Republic Of The Philippines)
- Mr Andreas Nordseth (Kingdom Of Denmark)
- Mr Juvenal Shiundu (Republic Of Kenya)

Reports on matters of most interest to Members will be circulated after each of these meetings and should anyone require further details concerning any item, please get in touch with Capt Paddy McKnight or our Secretary General, Capt Kuba Szymanski.

Monalisa Project aims to benefit maritime industry

On behalf of its members, InterManager is involved in a number of shipping industry projects aimed at improving working practices within the maritime sector. Captain Paddy McKnight reports on the latest developments of the Monalisa project

Monalisa aims to define and propose a comprehensive Sea Traffic Management System (STM) concept that increases operational efficiency and safety as well as generating environmental benefits within the maritime industry.

At the most recent project meeting in March this year the proposition was made that the sea phase of a voyage should be integrated with the harbour phase and that given an assured time of entry into harbour, a vessel could slow down and use less fuel rather than spending hours waiting at anchor.

The need to separate traffic into sectors such as Passenger, Bulk, Containers, Oil Tankers,

Chemical Tankers, OSV's etc was made by BIMCO as all of these many trades had differing expectations within the confines of the port. The Mona Lisa presenters also accepted that there is a need to separate the route into 'critical segments' and to acknowledge that Port Authorities and Port State Control are service providers (or landlords), and that the ultimate power in any port is that wielded by the Stevedores.

Having initially stated that 73% of the costs of any voyage are those incurred at the berth, they gradually appeared to reduce the quantum of that figure as the meeting progressed. Charter Party terms were a facet of the voyage they knew little about.

Two ports are being used to amass data for STM, namely Gothenburg and Valencia. The Target Concept Validation Phase will require the participation of a large number of vessels in order to accumulate the necessary data. Funding for the next phase

of the study will be adjudged in June/July of this year and, if given the go-ahead, the Development & Deployment phase will take place in 2016/17/18.

The general framework planned for the meeting was thrown out of the window because of vigorous participation from industry figures (of whom there were 16) and the meeting continued as one prolonged presentation of the plan which was constructively criticised from the floor. In their summing up, the presenters acknowledged that they need to build a much stronger strategic and business case, whilst also concluding that more effort and resources will be necessary. In addition, more emphasis on the safety case will be made at the behest of the Nautical Institute.

The next meeting will take place in late September/early October this year, probably in Brussels, and the final conference is to be held in Gothenburg on 10 & 11 November 2015.



Sidelights

Asian Challenge

Staff from InterManager Associate Member company, RightShip, were among 45 teams who took part in this year's Asian Challenge to raise funds for Sailors' Society.

RightShip's team, comprising Irek

Burakowski, Slav Ostrowicki and Bryan Guenther, raised an impressive USD \$21,000 – the third highest amount raised.

The teams climbed Mount Kinabalu in Borneo, the highest mountain in South East

Asia (4,095m). They trekked through some incredible scenery ranging from tropical rainforest to rugged, mountain rock before enjoying stunning views from the peak at sunrise. They then descended to celebrate this fantastic achievement with a prize giving

dinner at the luxury Sutera Harbour resort.

Irek reported: "The challenge itself was much, much tougher than we all thought even though we all trained hard for five months to be ready. The climb was steep right from the start with the path made up of makeshift steps, rocks and boulders to navigate. After passing through the

clouds at about 2,500 m above sea level the temperature dropped to about 17 degrees. Breathing became difficult and every step was extremely tough, at least for me and for others affected by altitude sickness."

Team captain Bryan, from the company's Melbourne office, reached the summit just before sunrise and the RightShip flag flew

proudly from the mountain top.

A delighted Irek reported: "This hike has no doubt taken all of us to the limit and some of us beyond. We will remember not only the effort it took but also the fantastic scenery and very friendly guides, porters and medical staff helping us along the way. Thank you to everyone who supported us."



Accept The Ultimate Challenge

24 Peaks in 24 hours, all over 2,400 feet – the Seafarers' UK Challenge is as simple as that. The only question is: are you and your colleagues strong enough to take on the toughest, most exhilarating and empowering challenge event out there?

This is not about five star hotels, gentle walks and picnics on the top of peaks. Over weekend of 11–12 July, teams from across the maritime sector will be pulled into a

maelstrom of emotions as they attempt to tame the 24 most challenging peaks in England's green and pleasant land.

Seafarers' UK says: "We can't guarantee sunshine and we can't guarantee that you're going to finish. But one thing we can guarantee is that you and your team will go home on the Monday, stronger, harder and more united by sharing in this unique experience with one another."

Escape the humdrum and do something extraordinary for those most in need in the maritime community. If you think your company has what it takes, sign up today by emailing events@seafarers-uk.org or phone 020 7932 5960.

For more details visit <http://www.seafarers-uk.org/challenge-events/24-peaks-challenge/>

Golfers on the go

InterManager fielded a team in the recent London Shipowners' Golf Society meeting at Effingham Capt. Paddy McKnight captained InterManager's team who finished in a respectable mid-table position.

Twelve teams took part including: Gearbulk; Holman Fenwick Willan; Holman Fenwick Willan SPD; Imperial Shipping; Inchcape Shipping (teams 1 and 2); Jotun Paints; KPI Bridge Oil; LPL; MOL and Opus Oceanus/Sach. Congratulations to

the Jotun Paints contingent who emerged the winners.

Let us know if you would like to represent InterManager in any future golf tournaments.

Get in touch:

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