

CESMA NEWS

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THE EUROPEAN UNION SHIPMASTER INFORMATION CHRONICLE

CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

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REPORT ON THE 23RD CESMA ANNUAL GENERAL ASSEMBLY ON 4TH MAY 2018 AT KOTOR, MONTENEGRO



THE FAMOUS GATE TO ENTER THE CITY OF KOTOR

Entering the city of Kotor, the delegates attending the CESMA Annual General Assembly, were welcomed by a banner announcing the CESMA meeting. The city was well defended in ancient times by huge city walls to fight of attackers of many categories, including pirates. The gate, which could be well defended, was the only entrance to the city which has played an important role in seafaring and ship owning during the years. The families of many shipmasters, also owning their own vessels lived in Kotor during the ages. Today many seafarers, educated and trained at the prestigious maritime institute of Kotor, man ships all over the world. They include shipmasters on cruise vessels and container vessels.

CESMA assembled at the conference room of the historic Cattaro Hotel in the ancient centre of Kotor, at the invitation of the Montenegro Shipmasters' Association (UPKCG). First the president of the Montenegro Shipmasters, Captain Mario Pilastro, welcomed everyone present, also thanking the sponsors, who made this Assembly possible.



CAPTAIN MARIO PILASTRO DURING HIS WELCOME SPEECH

As usual, the Assembly started with a seminar on actual maritime issues. A large audience of more than 100 captain/officers of the hosting association and of course the delegates of the attending CESMA member associations, guaranteed a successful seminar. The three speakers were introduced by CESMA president Captain Hubert Ardillon.

As first speaker, Mrs Ranka Vukasovic, Naval Architect, elaborated on the implementation of EU marine environment protection standards in the Boka Bay, entrance from the sea to Kotor. Montenegro has asked for EU membership but has to comply first with various EU legislation issues. The environment of the Boka Bay is already threatened by the many touristic attractions that Montenegro has to offer. Among them a growing number of visiting cruise vessels, a marina for luxury yachts and real estate projects. It is quite clear that adequate measures and regulations are needed in this respect.

Next, Captain Boudewijn (Boudy) Baert (KBZ) explained about the Belgian system in which students have to complete their education and training before obtaining their Officer of the Watch (OOW) certification. In this training, simulators are becoming more and more important, reason why in a number of countries simulator training forms an integral part.

The big question remains whether this training replaces (partly) the actual time spent on board ships or that it is seen as extra. Fact is that there are huge differences in the various EU member states and also in the opinion of the CESMA member associations. This showed again during and after Captain Baert's presentation.



Mr. MYLLY DURING HIS PRESENTATION

As last speaker, we had invited Captain Markku Mylly, executive director of the European Maritime Safety Agency. Mr. Mylly started with giving some statistics about the maritime industry in the EU and the importance of shipping in Europe. About 40 percent of the world fleet is controlled by European ship owners and 4.8 million people are working in the maritime sector. Next Mr. Mylly explained about the activities of EMSA which mainly concern maritime safety and security. Also response to pollution from ships and oil/gas installations are priorities. In this respect we have to remember the reason why EMSA was initiated after the accidents with the tankers "Erika" and "Prestige". EMSA is expanding its activities in preventing maritime accidents such as fires on ro-ro vessels and

accident investigation. EMSA also looks at the quality of the certification of seafarers on board vessels in European waters by visiting maritime schools in Europe and also worldwide, in order to improve maritime safety and prevent pollution. Recently the employment of autonomous vessels entered the roadmap of EMSA

Next CESMA president Captain Hubert Ardillon opened the 23rd Annual General Assembly and introduced shortly the board members. The first agenda points concerned the resolutions as compiled after the previous Assembly in Riga in 2017, considering the actuality of the subjects. Criminalization of seafarers, shipmasters in particular, remains an important action point for CESMA. Several cases were mentioned and discussed. Captain Lettich (CNPC) reported on the developments concerning the accused captain of the "Jolly Nero" who faces more than 10 years in prison after his ship, during manoeuvring, hit the control tower in the port of Genoa, which collapsed, killing 9 people. The process is still continuing and Captain Lettich will continue to follow the case and report to CESMA. Other examples of recent criminalisation were mentioned, indicating that this issue should remain firmly on the agenda of CESMA.

The problem of piracy and armed robbery is still very actual, although the attacks in the Indian Ocean around Somalia have decreased. Piracy in Southeast Asia and the Gulf of Guinea are still reasons for concern. Any developments in this area will be put on the agenda for discussion during SAGMAS meetings in Brussels. The Assembly has accepted the use of arms on board for protection by either military or private guards. The problem remains the position of the shipmaster when violence has to be used, resulting in victims.

Fatigue on board ships remains a concern, although IMO has recently announced activities after acknowledging the results of the MARTHA project, which is also supported by CESMA. Although the six on / six off watch system is now openly criticized, it has not completely disappeared, making it necessary for the issue to stay on the agenda. The Assembly urges shipmasters to complete the work/rest lists according to reality in order to make a true check by port state control officers possible for their own protection and that of the crew.

Resolutions from 2017: "safety of ro-ro and large passenger ships", as well as "mooring accidents", remain intact, as not much progress can be reported. IMO has introduced regulations to improve safety of ro-ro and large passenger ships but they merely concern new buildings. Debarkation of large amounts of passengers from passenger ships in distress, remains an important issue.

The discussion on the employment of EU seafarers concentrated on the fact that a number of EU nations do not accept the certificates of the supplementary courses (necessary after the STCW Manila Amendments) issued by other EU nations, making it difficult for EU officers to serve on ships of another flag than their own. This problem also concerns the situation in Italy where officers have to complete the courses while there are not enough institutes to obtain these certificates. Courses on institutes from outside Italy are not accepted by the Italian administration. The assembly decided to compile an additional resolution to highlight this issue. Contact with responsible staff in the European Commission will be sought to try to improve the situation.

The issue of simulator time against sea time, also on the agenda during the last AGA in Riga, is again discussed. There is still a difference of opinion among CESMA associations concerning the amount of time spent on simulator training against sea time on board, in order to obtain the Officer of the Watch (OOW) certification, as stipulated in the STCW convention. Regulations in the various EU nations are different on this point. So far, IMO and the European Union left this decision to the various national administrations. The Assembly is of the opinion that this system should be standardized and regulated internationally. If not possible, the EU should give the example.



CAPT. BILL KAVANAGH (IIMM) INTERVENING

As mentioned before, electronic navigation instruments, such as GPS, are completely dependent on satellites. It is commonly known that satellite systems can easily be hacked or spoofed, making them useless. Up to now, no workable back up system has been developed. As no other system is available yet, the assembly is of the opinion that traditional navigation skills should be provisionally maintained. The problem is that necessary instruments, such as sextants, do not belong anymore to the standard equipment on board many ships. Although training is still compulsory, it is a known fact that many young officers are hardly aware of traditional navigation methods.

Captain Leo Geenevasen (NVKK, Netherlands) intervened about the use of standard maritime English language on board. Especially officers from southeast Asian countries lack proper pronunciation, making it difficult for colleagues from other nations to understand conversations. Although this concerns an international issue, safety in European waters could be at stake, making it also an issue for European authorities such as EMSA.

On the item of safety of life saving equipment, the Assembly noted that serious accidents are still happening, reason for the resolution to be maintained. Another concern are the enclosed lifeboats, growing in size, whereby exhaust gasses from the (diesel) engine enter the space where survivors run a risk of choking.

As the time available for discussing all important issues is rather limited, Captain Spridzans (LSMA, Latvia) proposes to reduce the number of agenda items for next assemblies to be able to reserve more time for actual issues. To conclude, Captain B. Baert (KBZ), invited CESMA to organize its next Annual General Assembly in 2019 in Antwerp (Belgium). This was accepted with applause.



CESMA COUNCIL AT HOTEL CATTARO

Captain Hubert Ardillon closed the Assembly by thanking the organisers, the Montenegro Shipmasters Association, for their hospitality and the perfect way they organised the event. Thanks go to their president, Captain Mario Pilastro and CESMA council member Captain V. Radimir and not to forget Captain Janko Milutin who was the much appreciated focal point (always available) in the organisation in close contact with the CESMA secretariat.



ISLET OF OUR LADY OF THE ROCK

In the evening the CESMA board and council, with partners, together with invited guests, were treated by the Montenegro Shipmasters to join in for a cruise around Boka Kotorska Bay, visiting the famous and ancient Church of Our Lady, situated on the islet of Our Lady of the Rock at the entrance of the Bay. The cruise was accompanied with a festive dinner and local music.

We, again, thank and congratulate our Montenegro colleagues for a well organised and pleasant annual general assembly. Appreciation go to president Captain Mario Pilastro and all colleagues who made this event possible. (FVW)



IMO TURNS SPOTLIGHT ON CREW FATIGUE

Shipping companies are being urged to do more to manage and reduce crew fatigue. The International Maritime Organization's sub-committee on human element, training and watch keeping has agreed a revised version of the fatigue mitigation and management guidelines.

The proposals are the culmination of four years' worth of deliberations and include a section on what companies can do to tackle fatigue. The guidelines, which have been seen by Lloyd's List, will be sent to the Maritime Safety Committee, convening in November, for final approval. Australia put forward the proposal to revise the guidelines four years ago and the revised version includes about 75% of its suggestions. During the revision process, some delegates raised concern that the changes to the guidelines would conflict with existing crewing regulation, which stipulate the maximum working hours on board ships.

The industry generally works on six-hour work six-hour rest basis, which she is claimed to lead to health problems for the crew There is a mismatch between science and what the regulation says. A study in Australia found that while 80% of seafarers reported a positive safety culture on ships, certain health risk factors were evident. About 12% reported having sleeping problems, while 20% complained of chronic fatigue and acute fatigue. Of those surveyed, 40% spoke of suffering from mental ill health symptoms such as depression and anxiety. Prioritising safety and welfare over costs and performance was also related to a more developed safety culture, and lower levels of fatigue and sleep problems. The results showed the best way to boost seafarer well-beings to balance the focus on safety and welfare, with the priority placed on costs and performance.

Source : Lloyds List



ACCIDENT INVESTIGATION NEW EMCIP PLATFORM GOES LIVE

The new European Marine Casualty Information Platform, EMCIP, went live on 3 September, following 18 months of development and testing. The newly developed system offers enhanced reporting tools which have been implemented through state-of-the-art internet technologies. It encompasses user friendly interfaces and unique visualisation tools which will help marine safety investigators and maritime authorities to draw safety lessons and learn from them. While the first version is only available to marine accident investigation bodies, access is expected to be granted to other competent authorities and a section made available to the public in the foreseeable future. Also seafarers should be able to learn about the safety lessons.

EUROPEAN MARITIME DAY 2018 IN BURGAS (BULGARIA)



CESMA was represented at the European Maritime Day 2018 by deputy president Captain Dimitar Dimitrov and the general secretary during this very important day for the maritime industry in the European Union. Many persons from the industry meet and discuss important and recent issues in the maritime field. Among activities, 19 stakeholders workshops were organised, mainly dealing with activities in the Black Sea.

The Black Sea has been a forgotten area in the past. Facilities, such as a proper coordination in Search and Rescue (SAR) possibilities were almost lacking. Many lives of seafaring were lost due to insufficient coordinated rescue operations. In this context CESMA attended a seminar, a number of years ago, trying to improve the situation with a number of recommendations. Activities by the European Commission, in cooperation with mainly the Bulgarian and Romanian governments, have worked hard to turn the tide. Attraction of activities such as tourism including receiving cruise vessels and generating other investments, could give positive results.



MAYOR NIKOLOV DURING HIS WELCOME SPEECH

The event was officially opened by the Mayor of Burgas, Mr. Dimitar Nikolov with a welcome to everyone attending.

For the European Commission, Commissioner Mr. Karmenu Vella (Malta), delivered the key note opening speech, highlighting the importance of the maritime industry for the European "Blue Economy".

He stated that for millennia, seas and oceans have connected people with each other. It was the medieval Bulgarian writer Yoan Ekzar who is quoted to have said that "The sea is what brings together all that is far away". This is to be the spirit that so

many travelled from all corners of Europe to meet here on the shores of the Black Sea.

Ministers from EU Black Sea countries including Moldavia endorsed a Declaration that will pave the way towards deeper and more structured cooperation on maritime affairs. The goal is to develop a common agenda, with specific actions and priority aspects shared by countries in the Black Sea area.

Other sea basins like the Atlantic Ocean are already benefiting from having such a shared work program in place. We hope to adopt one for the Black Sea under the Romanian EU Presidency next year. And it is not only politicians who are getting together to push maritime cooperation in the region forward. Also scientists adopted a draft research and innovation agenda for the Black Sea. I truly believe that the Black Sea is ready for its own development for sustainable “blue” growth.

In the European Union the “blue” economy already generates more than 500 billion euros per year which is roughly 4 percent of the total economic output. Over the past decade several EU member states have seen their maritime economy grow faster than their national economy as a whole. Bulgaria, by the way, is one of them.

One of the issues, which was highlighted during the conference, was the organisation of the European Border and Coastguard Agency (Frontex) in cooperation with the European Fisheries Control Agency (EFCA) and the European Maritime Safety Agency (EMSA). This cooperation took a significant step in structuring a system of coast guard functions by signing a Tripartite Working Arrangement, as foreseen by the amended founding regulations of the 3 agencies in October 2017.



MR. ARJEN UYTENDAAL

Another workshop, which we attended, was a paper on the European Network of Maritime Clusters. It was presented by Mr. Arjen Uytendaal, secretary of the organisation. It endeavours to be a platform for dissemination and exchange for best practices. It does so by a website, informal talks and an annual summit during which each country, represented at the cluster, gives a brief presentation of the economic situation of its maritime sector and the recent actions of its national cluster. The aim is to establish a framework for future common targeted actions.

All member organisations are, or tend to be, cross-industry organizations, gathering all or part of the maritime subsector of their member-countries. The type of each national cluster varies, some being almost state-controlled or purely private-owned or being an intermediate mix. Some clusters include inland navigation and or logic sectors, port industries, coastal tourism, insurance and finance in their scope, others do not.

Up to now the ENMC is not the European Maritime Cluster, but it could grow into being it within a few years, provided all associated clusters have reached a harmonized level of development. From the ten countries at the beginning of 2005, the ENMC has continuously extended its membership and geographical coverage. In France our sister shipmasters association AFCAN is a member of the French maritime cluster. CESMA has been invited to attend the next meeting of the ENMC as an observer. European shipmasters could give a positive contribution to the European maritime industry because they are directly involved.



At the end of the conference we had the pleasure to meet and talk to Euro Commissioner Mr. Vella, presenting the aims and activities of CESMA. We were joined by Captain Jesus Carbajosa, prominent member of our member association ACCMM in Barcelona, Spain. **(FVW)**

THE BLUNDERING SHIPMASTER

On 23rd June, this year, the Norwegian owned produce tanker "Bow Jubail", while coming alongside her berth in the Third petroleum Haven in Rotterdam, hit with the aft ship an unprotected sharp part of the jetty, causing a gash in a fuel oil tank. As a consequence, 217 tons of fuel oil leaked into the harbour, a side branch of the River Maas.



MT "BOW JUBAIL"

According to the director of the Port of Rotterdam, the accident was caused by an ordinary steering blunder during mooring by the master of the vessel. Shipowner "Odfjell" has been held responsible for the costs of the cleaning operation and other damages, amounting to about 80 million euro.

The tanker was empty and due to load a cargo of oil produce. Due to professional activities of the lines men notwithstanding bad oil fumes the ship was moored safely alongside.

If the ship had drifted further up the river, pollution would have been far worse damages. Immediately after the

accident screens were placed to prevent the oil to further stream into the harbour. As this was an environment issue, it was no surprise that the media spent a lot of attention to the accident, showing blackened water birds in newspaper headlines and TV.

It is difficult to understand that cargo tanks are duly protected by a double hull to protect the environment in case of an accident, while bunker tanks are allowed to be single hulled. Surprisingly, regulators have neglected this aspect of protecting the marine environment.

The Netherlands Safety Investigation Board (OVV) will investigate the matter because of its seriousness and will actually include the above problem in their activities. The investigation is due to take at least one year. We have contacted the OVV to stay duly informed about developments.



During the mooring operation the "Bow Jubail" had a pilot on board and was assisted by a tugboat. Contacting the publicity department of the Rotterdam Pilots no further information was given. Until the results of the investigation are made public, they are not allowed to give any information on the accident and the possible role of the pilot during the manoeuvring of the vessel. According to our information the master of the "Bow Jubail" was of Norwegian nationality, no name given. We contacted IFSMA president Captain Hans Sande, also president of the Norwegian Union of Shipmasters and Ship Officers, to find out if we as CESMA, could assist the master. It appeared that he was not a member of the Norwegian organisation, making any assistance difficult or impossible.

Meanwhile ship owner Odfjell has, on a number of occasions, expressed apologies about the accident and the serious consequences for the environment. However the company persists that the captain was not the only guilty person involved but mistakes could also have been made by the pilot or the assisting tugboat. Also the lay out and the quality of the concerning jetty are questioned. It is however undeniable that the master, backed by the owner, stays responsible at all times.

Partly based on article in Telegraaf (NL)



EUROPE AND SHIPPING

For Europe, maritime transport has been a catalyst for economic development and prosperity throughout its history. Maritime Transport enables trade and contacts between all European nations. It ensures the security of supply of energy, food and commodities and provides the main vehicle for European imports and exports to the rest of the world.

Almost 90% of the EU's external freight trade is seaborne. Short sea shipping represents one third of intra-EU exchanges in terms of ton-kilometres. Ensuring a good quality of life on Europe's islands and in peripheral maritime regions depends on good maritime transport services. Each year, more than 400 million passengers embark and disembark at European ports. Overall, maritime industries are an important source of employment and income for the European economy.

The European Commission's objective is to protect Europe with very strict safety rules preventing sub-standard shipping, reducing the risk of serious maritime accidents and minimising the environmental impact of maritime transport. It also safeguards access to the maritime transport market and promotes reduction of administrative burden through digitalisation. The Commission also works actively against piracy and terrorism threats. Another important activity concerns the social dimension: looking after working conditions, health and safety issues and regulating the professional qualifications of seafarers.



Finally, the Commission works for the protection of citizens as users of maritime transport services, ensuring safe and secure conditions, looking after their rights as passengers and examining the quality of public service connections proposed by Member States.

The Commission's strategic goals and recommendations for the EU had been set out in 2009 in the Maritime Transport Policy until 2018. An implementation report was published in September 2016, presenting main developments and achievement as identifying areas for further work. Action in the area of maritime transport aims at ensuring the long-term performance of the European maritime transport system as a whole to the benefit of all other economic sectors and to the final consumer. The Commission actively supports the efforts of EU Member States and of the European shipping sector offering quality shipping services in Europe and all over the world. (EC)



HOW A SHIPMASTER POISONED THE CITY OF MARSEILLES

A French court is prosecuting the captain of the P&O owned cruise ship "Azura" to appear in a criminal court for violating fuel standards during the ship's stay in the port of Marseilles on 29th March, this year. Inspectors boarded the vessel and sampled the fuel tanks. They determined that the ship was using fuel with a sulphur content of 1.68 percent, slightly higher than an authorized limit of 1.5 percent.



CAPTAIN EVANS HOYT

Records show that the "Azura" had bunkered fuel with 1.75 percent sulphur at the port of Barcelona, before calling at Marseilles. The captain is to be arrested when the "Azura" will call a French port next time. According to the itinerary of the ship, this will be on 1 June this year. He will face a one year imprisonment plus a 200.000 euro fine. He seems to have already admitted his "crime".

The first trial took place in Marseilles on 9th July. The master of the "Azura", Captain Evans Hoyt, and Carnival Cruises were represented by a local lawyer from Marseilles. First of all, the public prosecutor requested a delay in the process to be able to study the version of the case as presented by the lawyer. The dedicated lawyer contradicted the request and pleaded for an immediate judgement by the Court. The President left the court room to study the request, after which he adjourned the trial until 8th October. Reason was that the defence had not given the text of the plea early enough to be studied properly. The goal of this Constitutional Prior Question, as requested by the lawyer, is to ask the Constitutional Council if it is possible to prosecute someone not to have respected the terms of a decree which has been suspended following a reclamation by owners.

On 9th October, the court case continued. The Marseille prosecutor Mr. Xavier Tarabeux alleged that Carnival Corporation's P&O brand had engaged in "the use by a ship in EU territorial waters of fuel of which the sulphur content is higher than the allowed standards for air pollution". In court, prosecutor Mr. Franck Laugier now called for the "Azura" to be fined 100.000 euros, with 80 percent to be paid by Carnival Corporation and 20 percent by Captain Hoyt.



COURT OF MARSEILLES

According to French newspaper "Le Monde", the defence has argued that the EU's 1.5 percent sulphur limit applies only to passengerships providing regular services to destinations or from ports in the European Union. As the "Azura" is a cruise liner, not a ferry which maintains "regular services", she should be exempted. The regulation however does not make an explicit exemption for cruise liners and different EU member states have taken different approaches to its application.

During the latest court session, Captain Hoyt's defence team also said that the regulation, limiting fuel sulphur content on passenger ships is unfair, as cargo vessels are not subject to the 1.5 cap. Moreover, the more stringent EU ECA Zone limit of 0.1. sulphur does not apply in the Mediterranean.

We will following proceedings in Marseilles and keep you informed.

EDUCATION AND TRAINING OF SEAFARERS: HOW TO IMPROVE THE ATTRACTIVENESS OF CAREERS IN THE MARITIME INDUSTRY

CESMA was invited to give a presentation at the Annual General Assembly of the European Maritime Pilot's Association (EMPA) in Antwerp, Belgium on 11th April 2018. CESMA president Captain Hubert Ardillon accepted the invitation and presented a paper on the important issue of attracting young people to the (EU) maritime industry.

“Of course, I have not THE answer to the question, however I can say that it could be answered in two steps”.



CAPT. HUBERT ARDILLON

First step is effectively to attract.

If we try to attract young people, whose family is or has been already employed in a maritime environment, such as vessels, ports, wind farms, etc, they have already obtained a kind of natural attraction. But there are also others. Young people, not living near the sea, the coasts, the ports, who know quite nothing about the maritime world. It is those who we have to approach in priority. The first idea could be given very early, at primary school. All of us, seafarers, pilots, port authorities, maritime administrations, we should go to speak to them, to show the world where and how we are actually working and living.

I remember, a few years ago, when I was invited by a teacher of a primary school in a small village in the countryside near my home. I spent a full afternoon with children less than ten years old and from a social class which almost never goes to the sea side. I spoke to them, showing pictures, answering questions, sometimes strange questions. One month later, the teacher sent me an envelope with drawings made by her young students. More important, and even if I am not making any plan on the future, in the letter, she wrote that some of them still wanted to work at sea on such big vessels. A first seed, which will probably not grow up. But imagine if one of them joins a maritime school. Only one. But one anyway.

IMO already created the maritime ambassador. Ask your administration. How many European countries have already nominated one or several ambassadors? Are they busy? So, we all have to visit schools. To explain about the life on board vessels, what are the opportunities for a career at sea and/or near the sea. But we have to explain clearly, truly. Disadvantages of this kind of life, but also the advantages. Do not mask the fact that when you leave home, everybody is missing one another. Explain the studies, the courses to be followed, mechanics, mathematics, physics, electronics, technical, navigation. But also legal, medicine, administration, behaviour, human factors. A global view. Explain that in this job, the same day you can have your hands in grease, followed by being busy in paper- or navigational work. Different kinds of work on the same day. And the life, of course, as a seafarer, means that you are away from home for a long period, but also at home for a long period. With the benefits for the family life.



When in the maritime school, do not mask the fact that it is not because you are in this school and being a European citizen, you will, once on board the vessel, always be wearing white uniforms. I saw too often young people thinking that they will be captain very soon. Even I know some who left vessels because they thought that they were not promoted quickly enough. We should explain that every crewmember has to show that he or her is capable to go up in the promotion list.

Young people in maritime schools, still actually a majority of them, want to go to sea. Today, but for how long? It depends only on the attitude of the person who stay waiting ashore. It should be said. Also that there are a lot of possibilities to work in the maritime environment, not on vessels, but domains where the experience at sea will be a great advantage. Education in a maritime school, particularly, work as an officer, gives quite early such experience on management, human and technical aspects. When you read interviews of ex seamen now working ashore, they all say that their experience on vessels helped them when they started to find a new job ashore, and still help them now at work.



ENSM IN LE HAVRE (FRANCE)

Maritime environment represents a great opportunity for those who want to continue to work with a sea aspect but not at sea. There is a real need for experienced mariners in owners' offices, ports, terminals, windmill parks and aquaculture farms and other domains. To have been in charge of a watch or in a team of the maintenance department, gives a profitable experience, earlier than young people who originate from an engineering high school. More paradoxical, is to say that the new vision of shipping, autonomous vessels or ships without crew, is actually one of the best opportunities for an ex seafarer. The domain is still on research and development, and the specific experience of a seafarer could be an advantage in building the prototypes. So, there is a great need for young people who would like, after years on vessels, to go ashore for working in the maritime environment. But for some of them, they will miss the sea, the voyage, the vessel, the crew.

But more important, when visiting the schools, is to show that we are or were happy to work on vessels. To be enthusiastic. To share our passion. If you were not happy at sea, and if you show it, nobody could be attracted.

Now, how to attract if there is blame culture in shipping. It seems that it is normal to only speak about vessels when there is a major incident or accident. Then only when it is near our coasts, because when it is far away..... Of course, trains arriving on time are not interesting. But for vessels, where is the fair treatment ? Yes, vessels are polluting, too much. But why is it never mentioned that when vessels are polluting for 15%, from where are coming the other 85% ? Two small examples/stories.

Months ago, in France, we had a major problem with a period of too much rain. The river Seine had flooded the shores. And downstream from Paris came an enormous quantity of garbage, including plastics and oily residues. Coming from upstream of course, not from downstream. So not from the sea side, not from vessels. Two or three times a small report on TV, then end. Imagine if the same happened on the coast from a shipping accident.

Few years ago, a test was made on Le Havre roads. Several plastic bottles, with a message inside, for collecting evidence, were thrown in the water. People who found a bottle had to send a specific message to organizers. The result: a full page in the local newspaper explaining that pollution on beaches is due to the vessels on roads. In the same period, it was quite impossible for vessels to deposit their garbage bins ashore.

Blaming shipping for everything? How could that influence young people to go to sea?

(to be continued)

Capt. Hubert Ardillon (President CESMA)



POSITION VERIFICATION (VALIDATING WHERE YOU ARE AND WHERE YOU ARE HEADING)



ECDIS

Over-reliance on a single electronic navigation aid has become common practice on board ships, despite the sage advice contained in the Marine Guidance Note 379, regarding the use of electronic navigation aids. Many recent shipping accidents have been attributed to this apparent phenomenon.

The electronic navigation aid , most frequently relied upon, is the electronic chart display (ECDIS). This chart display has increasingly become the sole source of navigation and situational awareness on the bridge. Generally, such equipment has proved to be pretty reliable and navigators of today have come to place great trust in it. However, as with all electronic equipment, sometimes it does not work. Like all systems, it is subject to total equipment failure, failure of important inputs or, as generally known now, to deliberate jamming or spoofing.

The risks to vessels from such failures, especially in confined navigable waters, warrant trustworthy methods of validating the displayed information. Fortunately, all bridges are still equipped with such tools. Unfortunately, the faith bestowed on the chart display often leads to the neglect of such other equipment.

This neglect has many causes. Many vessel operators apply a low priority to maintenance and practice on equipment other than the ECDIS. Shore authorities opt for cheaper aids to navigation that rely on accurate GPS-derived vessel positions for their efficacy, such as virtual navigation aids. Also there is perhaps undue reliance on portable units (PPU's)

There are four trustworthy methods of validity where you are and heading for:

Eyes, radar, echo sounder and magnetic compass. Depending on the circumstances, the four methods may not be equally useful in validating the chart display. Imaging a chart display failure, falsely displaying a sharp alteration of course to starboard. The vessel track will make a significant departure from reality. If the position in the chart display were viewed in isolation and relied upon, there would be a real cause for concern. There are no alarms to suggest any failures, except from the cross check error alarm which is activated when the charted position goes outside the cross track limits.

Only using this information, it would be fair to assume that the gyro compass may have wandered as the gyro heading has not changed but the track has. Regardless of this observation, a navigator, relying solely on the virtual “reality” of the position on the chart display, would assume that the vessel needs to be brought around to port or stopped. So much for the virtual world.

The situation in the real world can be ascertained by applying one or more of the trustworthy validating methods that are firmly grounded in reality.

The fabled mark on one eyeball is very good at picking up changes, particularly when there things to see. Such a change in heading would be very apparent from looking at the seascape, especially in the instance that there are navigation aids marking a channel with leads and any departure from the original track can immediately be picked up visually.



LOOKING OUT OF THE BRIDGE WINDOW

Radar is reliable at showing what is around the vessel. In this example, such a change in heading would be detected by the movement of the echoes, especially when the radar is set head-up for better situation awareness. Radar overlay on the chart display might also offer a good validation.

Depth sounders are good at showing what is below the vessel and this is certainly useful, especially when nearing shoals or variances in charted depths. In this instance, the depth sounder would not agree with the chart display, alerting the watch keeper to a discrepancy. Depth sounders can also alert the navigator when the charted depth is not correct. There have been a few groundings where the chart display indicated sufficient under keel clearance.

With eyes and radar showing what is around the vessel and the echo sounder what is below the vessel, knowing the true heading of the vessel is also important for the situation awareness in projecting where the vessel will be in the near future.

The gyro compass which is receiving GPS input, is subject to failure, if the GPS signal is compromised, as is shown during GPS jamming trials. By contrast, the magnetic compass is fully independent of electronics and GPS. In this sense it is probably the most reliable and trustworthy aid to navigation on the ship. If the ship's heading does not change, the magnetic compass heading will not change.

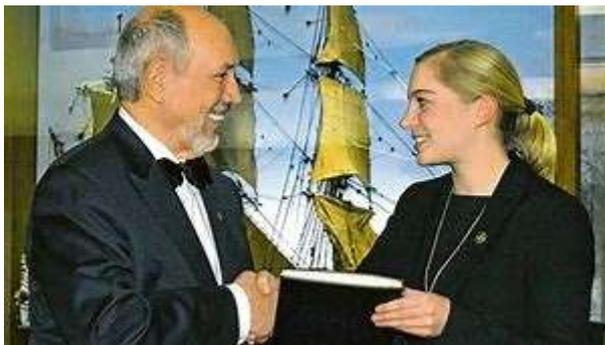
Designers and regulators of vessel navigation equipment are increasingly resorting to multiple units of equipment to allow for redundancy in the event of equipment failure. But duplication will only provide an alternative unit in the event that one box of electronics fails. It does not provide any useful redundancy in the event of a system failure or if the GPS signal becomes degraded or jammed.

Based on article in SEAWAYS (NI) by Captain Paul Chapman (FNI)
September 2018



A WOMAN HAS TAKEN OVER THE WHEEL

As a first female, the thirty years old Captain Dorothee Gaedeke has taken over the presidency of the Lübeck Association of Shipmasters and Ship Officers, part of VDKS, member of CESMA.



CAPTAINS STRAUSSLER AND GAEDEKE

During the 58th anniversary party of the association, in the premises of the “Schiffergesellschaft” in Lübeck, the outgoing president Captain Jorg Sträussler, handed over his presidential duties. We are becoming younger and more woman friendly, proclaimed Captain Sträussler and presented as successor Captain Dorothee Gaedeke, who recently turned thirty.

Yet, she possesses her certification for master all ships and has an experience of four years as chief officer and master. This was, of course, met with applause. The young captain however reacted modestly and asked for 100 days to prove herself. She sees her new position as a possibility to promote the professional interests of ship’ officers and captains. We congratulate Captain Goedicke with her new task and wish her well in performing the goals she has set.



SCHIFFERGESELLSCHAFT

CESMA has good memories of Lübeck. In 2001, CESMA assembled for its 6th Annual General Assembly in this beautiful city. During the Assembly in the historic Townhall, president Captain Jean-Daniel Troyat (AFCAN) stepped down and was succeeded by Captain Gerhard Kiehne (VDKS). The CESMA annual dinner was enjoyed at the same “Schiffergesellschaft”.

(partly based on website Lübeck shipmasters)



AFCAN ELECTED A NEW PRESIDENT

During their yearly Annual General Assembly in Vannes, France, at the end of March, our member association AFCAN has chosen a new president. Captain Blanchard succeeded Captain Bertrand Derennes, who will stay in the board as general secretary.



Captain Blanchard (36) has been master since 2016. His career focussed mainly on LPG carriers as gas engineer. Later he was promoted to chief officer and captain.

In the first part of his career, Captain Blanchard was skipper on a catamaran of 62 feet length, crossing the Atlantic Ocean with a small crew but also solo. After his apprenticeship on a ferry, an old sailing vessel and the salvage tug “Abeille Liberte”, he joined the French company Vships.

Captain Derennes will stay on as council member for CESMA



Ms. MAJA MARKOVIC KOSTELAC NOMINATED AS NEXT EMSA EXECUTIVE DIRECTOR

On 26th September, the European Maritime Safety Agency (EMSA) Administrative Board nominated Ms. Maja Markovic Kostelac as the next EMSA Executive Director, succeeding Mr. Markku Mylly. This follows a recent trend in the maritime industry which strives to enhance its gender diversity.



Mr.sc. Maja Markovic Kostelac was born in Zagreb, Croatia, in 1966 is now the State Secretary for Maritime Affairs in the Ministry of the Sea, Transport and Infrastructure of the Republic of Croatia.

In 2008, she obtained her LL.M. in maritime law and law of the sea at the Faculty of Law of the University of Split, Croatia. Her main studies were on the implementation of the International Convention on Ballast Water (2004) in closed and semi-enclosed sea areas, with special attention to the Adriatic Sea.

CESMA LOGBOOK

(2018 – 3)

We were represented at the following occasions:

05 Jul Brussels	MoS Conference
12 Sep Brussels	SAGMAS
19 Sep London	IFSMA meeting
19 Sep London	Visit HQ Nautical Institute
24 Sep Antwerp	Preparation CESMA AGA 2019
26 Sep Brussels	Maritime Security (ICF)



On the front page: Hotel Cattaro (Kotor), premises of CESMA AGA 2018

Captain Dorothee Gaedeke, newly elected president of the Lübeck association of shipmasters and officers (VDKS) “Azura”, the vessel which poisoned the city of Marseilles

**IN 2019, THE CESMA ANNUAL GENERAL MASSEMBLY WILL BE ORGANIZED IN ANTWERP, BELGIUM, AT THE INVITATION OF THE ROYAL BELGIAN SEAMENS’ COLLEGE (KBZ) ON 16TH and 17th MAY 2019
(PLEASE NOTE THE AMENDED DATA)**



FROM THE EDITOR

- During the recent Lagos International Maritime Week, the Minister of Justice of Nigeria, Mr. Abubakar Malami, has again warned that private security guards for protecting ships against acts of piracy, will not be allowed in Nigerian territorial waters on the grounds of stipulations in the national constitution.
- From January 2021, float-free EPIRBs will be mandatory on certain types of commercial vessels. This change to safety requirements is in response to tragic accidents in which commercial vessels, such as bulk carriers, sank quickly and the master and crew were not able to deploy their EPIRB in time.
- At the 120th session of its Council meeting in London, IMO selected the subject “Empowering Women in the Maritime Community” as the World Maritime Day theme for 2019. It is an effort to raise awareness of the importance of gender equality, in line with the United Nation’s Sustainable Development Goals.
- ReCAAP(Regional Cooperation Agreement on Combating Piracy and Armed Robbery against ships in Asia), based in Singapore, has warned against an increased activity in the Singapore Strait. So far seven incidents of armed robbery were reported in July 2018, according to the ReCAAP’ monthly report. This reveals a 4% decrease in total incidents in 2018, compared to the same period in 2017.
- Following the European Council’s decision on 30 July to extend the mandate for EUNAVFOR Somalia Operation ATALANTA until 31 December 2020, CESMA has welcomed the move, noting that the operation has brought a significant decline in piracy attack numbers in the East African region.
- CESMA will be represented at the prestigious Safety at Sea Conference on 3rd October in Athens, Greece . Many important maritime issues will be presented and discussed by mainly Greek but also international experts. Report in the next issue of the CESMA NEWS.
- Captain Nick Nash (FNI), President of the Nautical Institute, has been awarded the Merchant Navy Medal for his services to maritime training during a ceremony on 3rd September. In real life Captain Nash is Senior Master for Carnival Corporation’s 144.000 GT, 3.650 passengers passenger vessel the “Royal Princess”.
- The container ship “Venta Maersk” has successfully sailed through the Northern Sea Route of the Arctic Ocean. Escorted by a nuclear icebreaker, it followed the Northern Sea Route up until the Bering Strait and then travelled along Russia’s north coast into the Norwegian Sea.
- China has become the world’s second largest ship owning country, overtaking Japan. The top ship owner, Greece, is still much larger but the gap is closing fast as China’s fleet expansion continues at a rapid rate. Numerous giant ore-carriers, tankers and container ships, scheduled for Chinese owners in the months and years ahead, are likely to further boost the capacity of the Chinese fleet.
- Safe navigation in pilotage waters is a shared task of the bridge team and the pilot. The accident with the” Azamara Quest” in New Zealand waters, highlights the importance of a comprehensive pilot/master exchange of information and ensuring that it is communicated to the rest of the bridge team.
- **The City of Rijeka (Croatia) will be the European Metropolis of Culture for the year 2020. To enhance the event, the ZHUPK Presidency has reached the decision to candidate the City of Rijeka as host for the CESMA Annual General Assembly for the year 2020. Meanwhile the CESMA Council has accepted the invitation and look forward to this special occasion in which CESMA will also celebrate its 25th anniversary.**

AIMS OF THE ORGANISATION (abridged)

- TO WORLDWIDE PROTECT THE PROFESSIONAL INTERESTS AND STATUS OF EUROPEAN SEAGOING SHIPMASTERS.
- TO PROMOTE MARITIME SAFETY AND PROTECT THE MARINE ENVIRONMENT.
- TO PROMOTE ESTABLISHMENT OF EFFECTIVE RULES WHICH PROVIDE HIGH PROFESSIONAL MARITIME STANDARDS AND PROPER MANNING SCALES FOR VESSELS UNDER AN EUROPEAN NATION FLAG.
- TO INFORM THE PUBLIC IN THE EU ABOUT DEVELOPMENTS IN THE EUROPEAN MARITIME INDUSTRY AND THOSE CONCERNING SHIPMASTERS IN PARTICULAR.
- TO CO-OPERATE WITH OTHER INTERNATIONAL MARITIME ORGANISATIONS.
- TO RETAIN AND DEVELOP THE HIGHEST MARITIME KNOWLEDGE AND EXPERIENCE IN EUROPE.
- TO BE INVOLVED IN RESEARCH CONCERNING MARITIME MATTERS IF APPLICABLE IN CO-OPERATION WITH OTHER EUROPEAN INSTITUTIONS AND/OR ORGANISATIONS.
- TO ASSIST MEMBER SHIPMASTERS WHO ENCOUNTER DIFFICULTIES IN PORTS WITHIN THE REACH OF NATIONS REPRESENTED BY CESMA MEMBER ASSOCIATIONS
- TO PROMOTE THE SEAFARING PROFESSION IN EU MEMBER STATES

ANNUAL SUBSCRIPTION: EURO 16,- PER SEAGOING MASTER (WITH A MINIMUM OF 25)
 EURO 8,- PER SEAGOING MASTER FOR ASSOCIATED MEMBER
 ASSOCIATIONS (WITH A MINIMUM OF 25)

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