

# SIGNALS

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## MIND MATTERS

North's new initiative for mental health and emotional wellbeing at sea

### CRACK DOWN ON SMUGGLING

Looking at the scale of the problem

### EVIDENCE IN CRANE DAMAGE DISPUTES

Who is responsible for damage to cargo handling equipment?

### BUNKER CONTAMINANTS FUELLING CONFUSION

Contamination problems in the US Gulf and the Far East

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# LOOK INSIDE THIS ISSUE

SIGNALS • AUTUMN 2018 • ISSUE:113

## WELCOME

### 03 KEEPING SEAFARER HEALTH IN MIND - IT MATTERS

When a crew member is injured, the reasons behind the incident can be identified with a little skill.

## SHIPS



### 04 CRACK DOWN ON SMUGGLING

Looking at the scale of the problem, the methods used for smuggling and the preventative measures used.

### 06 SAFE SHUTDOWNS FOR TANKERS

ESD safety systems works well on gas carriers but would they work on a conventional tanker?

### 07 HIGH RISKS

Accidents involving ships' elevators can be severe, even fatal. Those carrying out maintenance are particularly at risk if safe working practices are not strictly followed.

### 08 SCRAPHEAP CHALLENGE

New European Union (EU) regulations will require vessels flying the flag of any EU state can only be scrapped in approved ship-recycling facilities.

### 09 BUNKER CONTAMINANTS FUELLING CONFUSION

Contamination problems in the US Gulf and the Far East have affected hundreds of vessels.

### 10 ASSESSING THE SECURITY RISK

Despite statistics showing an overall drop in piracy and armed robbery worldwide, threats to vessel security continues to be an issue when trading in high risk areas.

## LEGAL



### 10 ARBITRATION DECISION ON ICA COUNTER-SECURITY FINDS IN FAVOUR OF CHARTERERS

A London arbitration tribunal has decided the security provisions added to the ICA in 2011 had not been incorporated into a charter.

### 11 DON'T BE TIME BARRED - A TRIO OF DECISIONS

The decisions in three recent cases act as a reminder that close attention is essential on all clauses in a charterparty that stipulate time bars.

### 14 EVIDENCE IN CRANE DAMAGE DISPUTES

Determining who is responsible for damage to cargo handling equipment can be very difficult.

## PEOPLE



### 12 MIND MATTERS

Mind Matters is a North initiative to provide our Members with materials to support their crew in maintaining emotional wellbeing at sea and to give guidance if problems arise.

### 14 KIDNEY CARE

Ways to look after your kidneys.

## LOSS PREVENTION !

### 15 NORTH SHARES ITS 2020 VISION

North's team are on the road, helping Members prepare for the forthcoming reduction in the global fuel sulphur cap in 2020.

### 15 NORTH IN THE NEWS

Recent coverage of North in the press.



# KEEPING SEAFARER HEALTH IN MIND - IT MATTERS

Life at sea has always been tough.

It can be argued whether increased connectivity with home through satellite communications and the internet has helped or hindered a sailor's mental wellbeing. Maintaining the link with family at home is of course vitally important but it cannot be to the detriment of creating the 'family' on board. The onboard 'family' can be an effective support network and seafarers need support.

If a suffering crew member takes drastic action, the reasons behind it might never be known or understood. However, a key preventative action – talking – is as simple as they come.

Mental health must be taken seriously and to help seafarers combat these debilitating issues, North is launching Mind Matters. Our aim is to provide our Members with the tools to support their crew in maintaining emotional wellbeing at sea and to give guidance if problems arise. Central to this is Mind Call: a free, confidential and dedicated emotional support helpline for seafarers on North entered vessels.

If you need help: TALK! Please.

Elsewhere in this issue of Signals, we look at the complex fuel contamination issues that have plagued hundreds of vessels in recent months and how the lack of clear limits on certain contaminants is fuelling confusion. A trio of charterparty time bar decisions is considered by North's FD&D legal experts, stressing the need to check all demurrage clauses, including related time bars. Staying on a legal theme, we look at a recent tribunal decision that held a charterparty only incorporated the parts of ICA 2011 that related to apportionment and settlement of claims and not entitlement to security.

Elevator maintenance is addressed too, emphasising the importance of safe working. Get it wrong and the consequences can be fatal. Drug smuggling makes an appearance this issue. We look at the scale of the problem along with the different and increasingly innovative methods used by criminals before concluding with some preventative measures.

On a brighter note, North has enjoyed meeting and sharing experiences with our Members at our recent seminars in London

and Dubai where the main topics have been sanctions and the 2020 sulphur cap. Look out for future events in Athens, Seoul, Tokyo and Singapore!



Alvin Forster, Deputy Director (Loss Prevention)

2020  
SULPHUR CAP

COMING SOON  
TO ATHENS,  
SEOUL, TOKYO AND  
SINGAPORE

## NORTH

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100 The Quayside,  
Newcastle Upon Tyne NE1 3DU UK  
Telephone: +44 191 2325221  
Email: loss.prevention@nepia.com  
www.nepia.com

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Current articles from Signals can be found online at [www.nepia.com/insights](http://www.nepia.com/insights) and back issues of Signals are available online at [www.nepia.com/signals](http://www.nepia.com/signals)

## CONTRIBUTORS

Editor: Alvin Forster

Contributors: Alvin Forster, John Southam, Rod MacLennan, Mark Smith, Louise Ferrari, Simon MacLeod, Jim Leighton, David Richards, Robert Robinson, Belinda Ward, Kim Rogerson, Katherine Clifford and Gemma Martin.

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# CRACK DOWN ON SMUGGLING



It's estimated that 720 million twenty foot equivalent units (TEUs) are shipped internationally every year. Imagine if all of these containers were positioned end to end, it would be the same as reaching to the moon and back five times! However, it is estimated that only 2% of shipping containers are inspected.

The sheer scale of this movement of cargo allows the expansion of developing countries, economies of scale and legitimate businesses. But it also increases the amount of organised crime to transport illicit goods.

The consequences for the vessel if drugs are found on board include delays, arrests and fines. In this article we will focus on the different ways drugs are smuggled through container ships with some suggestions on how to prevent drugs being smuggled on your vessel.

## THE SCALE OF THE PROBLEM

According to the United Nations Container Control Program (CCP), over 45 tons of cocaine was seized in Latin America and the Caribbean in 2017. 32 tons were destined for European countries, making this the most widely used route for drug trafficking.

Cocaine and cannabis are two of the most seized drugs in Europe. Cannabis is grown in Europe whereas cocaine needs to be smuggled in to meet high demands. In Europe, it was estimated that 90 tons of cocaine is smuggled in every year.

The table below shows the seizures destined for the European Union.

We can see that there has been a rise in the quantity of cocaine seizures in recent years and this is supported by industry feedback.

YEAR	NUMBER OF CCP NARCOTICS CASES REPORTED	CONTAINER SEIZURES OF COCAINE (KG)
2012	38	12,087
2013	78	18,495
2014	56	12,381
2015	44	7,175
2016	60	26,214
2017	109	31,835
TOTAL DESTINED FOR EUROPEAN UNION	384 CASES	108,187 KG

## SMUGGLING METHODS

Drug smuggling on board ships and in containers allows for high quantities to be moved at any one time. Some of the methods used are listed below with the Rip on – Rip off being the most recent increasing development. Criminal gangs shift transit

routes and storage points to take advantage of ineffective border controls, and areas where instability and poor governance cause weaker law enforcement.

### Rip on – Rip off drug smuggling:

Legitimate containerised shipments are exploited to smuggle illegal drugs between countries. In many cases a container is identified in South America which is destined for Europe. Neither the shipper nor the consignee may be aware that their shipment is being contaminated to smuggle cargo.

In many cases the drugs are not well hidden and simply placed on top of cargo inside of the container door by a corrupt employee. The drugs are usually loaded in the dock area so the "rip on" team must be able to get the drugs into the terminal and locate the container in an accessible location. In some cases a duplicated container seal is placed on top of the bags containing the drugs for use at a later stage.

When the drugs reach a trans-shipment port or destination port, corrupt associates then locate the container, break the container seal, enter the container and remove the drugs. Their challenge is to locate the container in a very large terminal. This again may need assistance from a corrupt port employee or company worker.

Some may then either repair the seal or use a forged duplicate container seal with correct seal number which is becoming more commonplace with the increase in 3D printers.

### Rip on – Rip off preventative measures:

- ▲ Increased screening of employees and staff involved with terminal operations
- ▲ Hard hitting campaigns to warn of the penalties - posters and videos
- ▲ Try to prevent 'selling' of access into the terminal
- ▲ Terminal co-operation with local authorities and customs police
- ▲ Development of port control units (PCUs) comprising of analysts and search teams, for example customs police. They will be trained and equipped to work together to target high risk containers with minimum disruption to legitimate trade
- ▲ Co-operation with World Customs Organization (WCO) for training techniques to assist with identifying suspect containers

- ▲ High definition and fully working CCTV coverage in terminal with increased surveillance in certain ports.
- ▲ Information exchange – using secure communications applications such as ContainerComm developed by WCO to provide alert notices of possible high risk container shipments
- ▲ Increase use of sniffer dogs and scanning equipment
- ▲ Use of improved containers sealing techniques to prevent duplication
- ▲ Ensure holes in fences are repaired in terminals to maintain security and prevent unauthorised access
- ▲ Identify best practices across terminals globally and share this information to assist others

### Reefer containers:

Smuggling of drugs inside reefer containers might be carried out with the complicity of the legal owner of the cargo. Crew on board the vessels are unlikely to have any knowledge of this and it may be that the shipper or the transport company are involved in the movement of illicit goods.

A high proportion is smuggled in fruit reefer containers which need to be moved through terminals quickly to prevent damage to cargo. Reefer containers containing bananas have been known to be found with concealed drugs.

### Reefer containers - preventative measures:

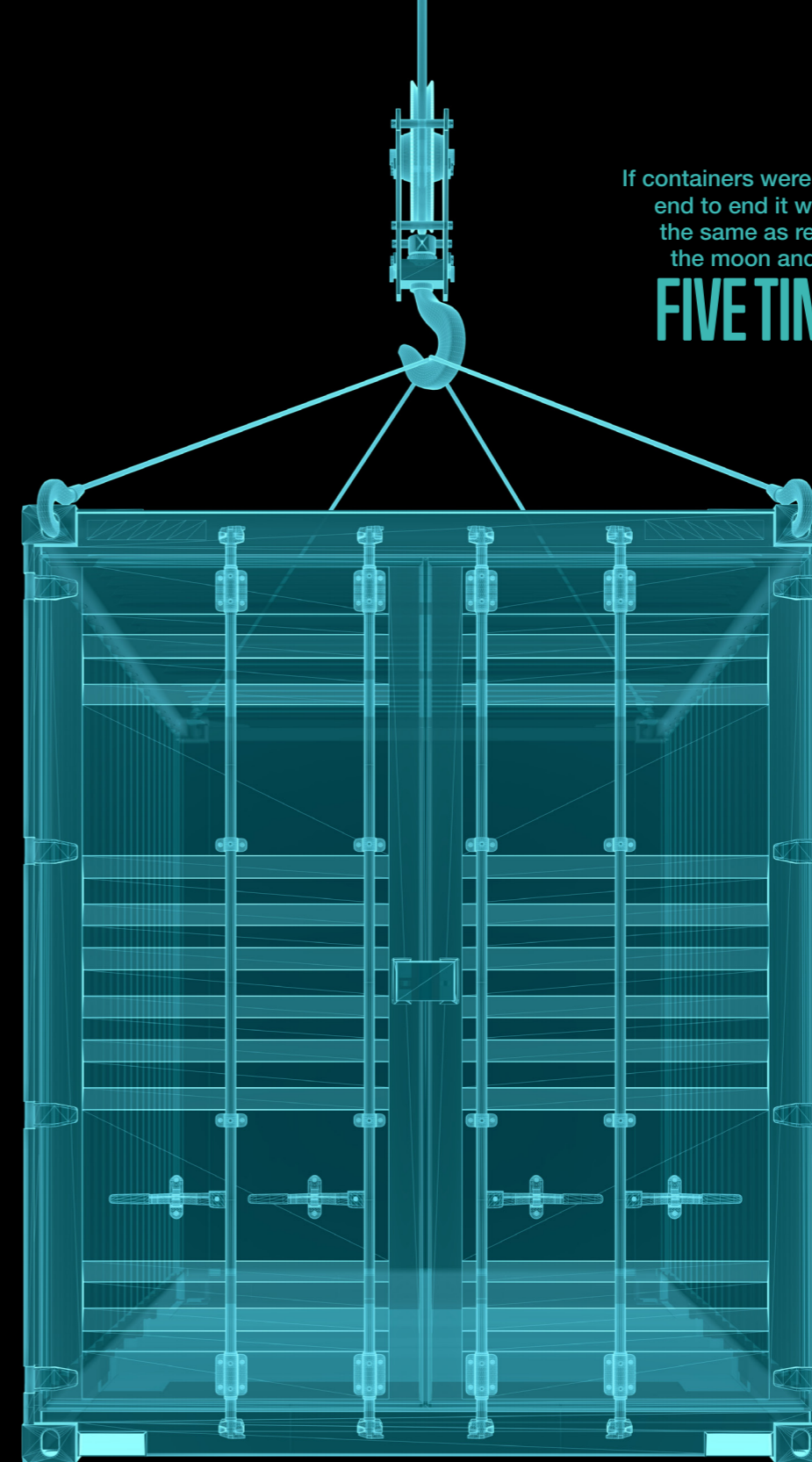
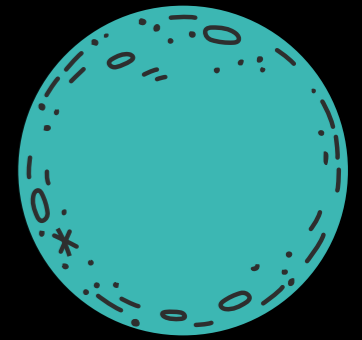
- ▲ Increased spot checks of containers at shipper's premises
- ▲ Random use of sniffer dogs and scanning equipment at shipper's premises
- ▲ Education of shippers to make them aware of the penalties and consequences
- ▲ Records kept of unscrupulous shippers

### Drug smuggling in compartments:

The machinery end of a refrigerated container may lend itself to crew and stevedores smuggling drugs with ease. An example of this is an evaporator fan space. The bolts are easily removed and this allows for insertion of packages near to the evaporator fan motors. There are also many areas where cables, electronic controllers and sensors would allow for small packages to be hidden.

There are also many areas on board a vessel where drugs can be hidden, including

If containers were positioned end to end it would be the same as reaching the moon and back  
**FIVE TIMES**



machinery and compartments. Sea chests and underwater compartments, rudder spaces or other areas out of sight are used to stow drugs. Pods are welded to the hull of the vessel or drugs secured to the sea chest by shackles.

Seafarers may smuggle drugs for personal consumption or they may be tempted by financial rewards by criminals to smuggle from one country to another. Bags containing drugs are sometimes carried onto vessels by stevedores and there have been recent cases where drugs have been concealed inside shoe heels.

There have also been cases where vessels have been boarded whilst underway and drugs have been planted into containers.

Stowaways have been known to smuggle drugs on board vessels with them.

### Drug smuggling in compartments – preventative measures:

- ▲ Strict ship security with areas such as accommodation and deck stores locked in port
- ▲ Security guard attendance in high risk ports with bag searches carried out and checking of shoes and PPE
- ▲ Thorough searches of passageways, toilets and corridors
- ▲ Extra focus by crew on workboats or diving boats approaching the vessel in certain suspect ports
- ▲ Increased look out from bridge when departing certain ports to look out for criminals trying to board vessels
- ▲ Prevention of stowaways by using the normal search techniques
- ▲ Underwater inspections in certain ports
- ▲ Hard hitting campaigns to educate crew of the dangers of drug smuggling and potential prison sentences
- ▲ Random drug and alcohol testing



Source: Fresh Plaza



Source: www.mpoverello.com

## FIND OUT MORE

For more information contact our loss prevention team at [loss.prevention@nepia.com](mailto:loss.prevention@nepia.com) or visit [www.nepia.com/loss-prevention](http://www.nepia.com/loss-prevention)

Thanks to the UN Office on Drugs and Crime for their help in this article. [www.unodc.org/](http://www.unodc.org/)

By Mark Smith  
Loss Prevention Executive

# SAFE SHUTDOWNS FOR TANKERS

ESD safety systems work well on gas carriers but would they work on a conventional tanker?



In a world where autonomous ships are no longer the stuff of science fiction and unmanned ships might soon transit the oceans safely with minimal direct human interaction, this article explores whether it is now time for more autonomous cargo systems to address the oft-blamed “human error” in accident reports.

## EMERGENCY SHUTDOWNS ON CARGO SYSTEMS

Emergency Shutdown (ESD) systems have long been a requirement of the IMO IGC Code for the carriage of liquefied gases in bulk.

An ESD system acts as a link between the ship and the terminal. It can be automatically activated either by pre-defined conditions, such as high tank levels or high pressure or manually activated by an emergency button. If it is activated, by either party or an abnormal condition, then a sequence of events is triggered designed to return the cargo system to a static condition so that any remedial action can be taken in a timely and safe manner. This should include the structured closing of valves both on board and ashore and the tripping of pumps and compressors.

This safety system works well on gas carriers but would it work on a conventional tanker? Is there even a need for it?

We must ask ourselves: how many times do we read about the overfilling of cargo tanks because ullages were not properly monitored? Or when a ship desperately tries to contact the terminal to stop pumping?

## INDUSTRY ISSUES RECOMMENDATIONS

A recent paper co-published by the Oil Companies Marine Forum (OCIMF) and the Chemical Distribution Institute (CDI) discusses the subject of emergency shutdown systems for oil and chemical tankers.

The primary recommendation is that linked ESD systems should be used for oil and chemical transfers, including ship-to-ship (STS) transfers.

Amongst the core recommendations made is the requirement for shut down of cargo transfers in abnormal conditions, such as high tank level, high or low tank pressures, fire or gas detection or excessive movement in relation to the cargo manifold.

A key feature of any ESD system is the ability to stop the cargo operation in a safe manner. No party, be it ship or shore, should have to shut a valve against a full flow of incoming liquid. A system that links the ship and shore can allow either party to activate a pre-defined and controlled shutdown procedure. This process protects the system against unacceptable pressure surges (which may have the potential to make the situation worse) and brings the transfer operation to a static condition safely.

Whilst the current ESD system on liquefied gas carriers is well established, one of the biggest flaws is the lack of standardisation. The type of umbilical connection is dependent on the terminal and a gas carrier may have to carry and be familiar with a number of different connections to be accepted into a port.

OCIMF and CDI propose a standard 5-pin twist connector that should offer a degree of standardisation. This should allow any tanker to berth at any terminal and be linked with the ability to transmit a signal from ship to the terminal or vice versa.

If these recommendations become widely adopted then hopefully we will see an end to overfilling of cargo tanks. This in turn should reduce the risk of oil spills from tankers during cargo operations.



Product Tanker

## FIND OUT MORE

A copy of the paper published by OCIMF and CDI can be read here: [www.ocimf.org/media/61636/Linked-Ship-Shore-Emergency-Shutdown-Systems-for-Oil-and-Chemical-Transfers.pdf](http://www.ocimf.org/media/61636/Linked-Ship-Shore-Emergency-Shutdown-Systems-for-Oil-and-Chemical-Transfers.pdf)

By Rod MacLennan  
Loss Prevention Executive

# HIGH RISKS



Accidents involving ships' elevators are fortunately quite rare. But when they do occur, the consequences can be severe, even fatal. Those carrying out repairs and maintenance on elevators are particularly at risk.

## WHAT CAN GO WRONG?

There are several obvious risks when working on a ship's elevator and they largely depend on the task in hand and where it is being carried out. Incidents that have led to serious and fatal injuries include:

- ▲ Falling from the top of an elevator car
- ▲ Crushing when working on top of a moving elevator car
- ▲ Entrapment in moving elevator machinery parts
- ▲ Falling into open elevator shafts or into the pit

## LIFT SKILLS PREVENT LIFT KILLS

To prevent an incident it is first important to identify the hazards and understand the risk. Before carrying out any maintenance on a ship's elevator, a risk assessment should be carried out. If the task involves entering the elevator shaft or pit, or working on top of the car, a permit-to-work system is essential.

Consider following these safety guidelines:

- ▲ Consult manufacturer's guidance on safe operation and maintenance
- ▲ Before working on an elevator, the power must be properly isolated. Follow 'lockout-tagout' procedures which include either the removal of fuses or padlocking isolating switches and posting safety signage at the place of electrical isolation
- ▲ Check emergency electrical power supply arrangements are also safely isolated
- ▲ Protect the elevator machinery room against unauthorised entry

- ▲ Post signage on elevator call buttons to inform that the elevator is under maintenance
- ▲ Never override or inhibit safety devices
- ▲ Never work alone on elevators. When working within the shaft or in the pit, maintain a means of communication to whoever is posted outside
- ▲ Make sure there is a safe means of access to where the work is being carried out
- ▲ The bridge, engine control room and any other parties working near the elevator should be aware of what work is being carried out and when
- ▲ Landing doors should not remain open any longer than necessary and never leave them open unattended
- ▲ Working areas should be well illuminated
- ▲ When working in an elevator pit, erect temporary barriers in front of any landing doors that need to remain open

Working on top of the elevator car presents further dangers, especially if there is a need to move the car. In addition to the above, think about the following:

- ▲ Be aware of slip and trip hazards
- ▲ Use fall prevention devices if there are no suitable barriers
- ▲ Never ride on top of the car at normal speed. Riding should only ever be allowed if there is a local control box on top of the car that has an 'inspection' mode. In this mode, the car can only be operated locally, and at a much reduced speed

BS 7255:2012 *Code of practice for safe working on lifts* provides useful guidance and includes specific reference to local control boxes on top of elevator cars. The box should have a stopping device and be mounted in an easily accessible position so that it faces towards the landing. This should reduce the risk of accidental movement of the car when accessing the car top.

## LIFTING THE LEVELS OF SAFETY AT ALL TIMES

Upon completion of work, make sure the elevator pit and car top is left clean, tidy and free from combustibles.

Finally, properly close out the permit to work and inform others that the work is completed.

If further work is necessary that requires entry into the pit or onto the car top, follow the same safety precautions no matter how quick the job is. Taking short-cuts in safety can leave you short-lived.



## FIND OUT MORE

For more information or if you have any questions regarding safe elevator maintenance, contact our loss prevention team at

[loss.prevention@nepia.com](mailto:loss.prevention@nepia.com) or visit [www.nepia.com/loss-prevention](http://www.nepia.com/loss-prevention)

By Alvin Forster  
Deputy Director (Loss Prevention)

# SCRAPHEAP CHALLENGE



New European Union (EU) regulations will require that vessels flying the flag of any EU state can only be scrapped in approved ship-recycling facilities.

## WHAT'S HAPPENING?

When a ship is scrapped, the vessel itself is classified as hazardous waste. Until recently, the EU Waste Shipment Regulation (EC) 1013/2006 applied to all shipments of waste imported, exported or in transit through EU on board ALL vessels regardless of their flag.

From 31 December 2018, vessels flagged with an EU member state will be required to comply with the Ship Recycling Regulations No. 1257/2013.

## WHY?

Every year hundreds of vessels are scrapped, predominantly in South Asian countries. Often, the vessels are run aground on beaches before being dismantled. There have been widespread concerns that this work is regularly undertaken by low-paid workers and, in extreme cases, children. There is often little or no personal protective equipment available for the workforce and as a result many serious injuries – sometimes fatal – are attributed to the practice.

As well as the risk to people, there is reportedly a significant risk to the environment from pollution.

The EU hopes the new requirements will reduce the negative impact of scrapping ships in this way.

## WHO NEEDS TO COMPLY?

Any vessel flagged with an EU member state must comply with the new Ship Recycling Regulations No1257/2013 by the end of this year.

Any non-EU flagged vessel departing European waters to head for scrapping must comply with the Waste Shipment Regulation (EC) 1013/2006.

EU flagged vessels therefore will no longer need to comply with Waste Shipment Regulation (EC) 1013/2006.

## WHAT'S THE DIFFERENCE?

In 1992, the *Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and their Disposal* entered into force. It provides control over the movement of hazardous waste by starting a communication chain between countries exporting hazardous waste, and those importing it. It requires the importing country to give prior informed consent.

The Basel Convention did include a 'ban amendment' which restricted the export of hazardous waste from certain countries to others, but it did not specifically address ships and ship-recycling facilities.

Therefore in 2006 the EU enforced a ban amendment for ship-recycling in the Waste Shipment Regulation (EC) 1013/2006. This banned any ship regardless of flag from leaving EU waters to head for scrapping in certain countries. Over time, however, the system proved difficult to enforce and there were concerns that it was too easy for shipowners to mis-declare their intentions.

To address these concerns, the EU developed the Ship Recycling Regulations No1257/2013. This means all EU-flagged ships over 500GT must not be scrapped in any non-approved facilities. Notably, it does not matter if the EU-flagged vessel is departing from inside or outside the EU before heading for scrapping.

## HOW DO YOU COMPLY?

The regulation is based around the Life Cycle Information (LCI) of the vessel. A ship-specific inventory of hazardous materials must be maintained and is updated throughout the vessel's life. The vessel is then issued with an inventory certificate.

Other requirements include to:

- ▲ Develop a ship recycling plan
- ▲ Give the recycling facility an up-to-date list of hazardous materials
- ▲ Minimise the volume of cargo residues, fuel and waste on board
- ▲ Ensure all tanks and spaces such as pump rooms are ready for hot work
- ▲ Hold a 'ready for recycling' certificate from a recognised authority
- ▲ Use only those recycling facilities approved by the EU

## WHAT DOES THIS MEAN TO THE SHIPOWNER?

Port State Control in EU ports may ask to see the vessel's inventory certificate to ensure that it appears to be up-to-date when compared with the equipment on board. They may also ask to see the vessel's procedure for ensuring the inventory list remains up to date.

One notable aspect is that the list of approved facilities is currently limited to European facilities only. Recycling in Europe has an economic impact on the shipowner as they are likely to achieve less money for the scrap of the vessel compared to outside Europe.

Furthermore, there is a reported shortage in recycling capacity when compared to the quantity of ships expected to be scrapped. This may tempt owners to re-flag their vessels out of an EU member state to allow for easier scrapping. However, if it is found that an owner had planned the scrapping of their vessel whilst it was flagged in the EU, they could face action and incur large financial penalties.

Shipowners need to be aware of how these new regulations will affect them and the vessel's operations as well as understanding the potential consequences of any breaches.

## FIND OUT MORE

The Ship Recycling Regulations No1257/2013 can be read here: [eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:32013R1257](http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=CELEX:32013R1257)

The Ship Recycling Regulations No1257/2013 can be read here: [ec.europa.eu/environment/waste/ships/list.htm](http://ec.europa.eu/environment/waste/ships/list.htm)

If you would like to discuss any of the issues raised by the new EU regulations, contact our loss prevention team at [loss.prevention@nepia.com](mailto:loss.prevention@nepia.com)

# BUNKER CONTAMINANTS FUELLING CONFUSION



By Alvin Forster  
Deputy Director (Loss Prevention)  
and Louise Ferrari  
Deputy Director (FD&D)

2018 has not been a good year for marine fuels.

**Contamination problems in the US Gulf and the Far East have affected hundreds of vessels. Engines have been damaged – in some cases putting vessels in danger – delays experienced and numerous disputes have arisen.**

Specialist testing can identify the source of the contamination problems but the lack of clarity on acceptable limits is causing confusion.

## PINPOINTING THE CAUSE

It has been very difficult to pinpoint the cause of the recent problems. VPS, a fuel testing company, has reported that numerous different suppliers have been involved. This suggests that the contamination is likely to have originated upstream. The general consensus from industry experts is that the source was cutter stock (a distillate used to reduce the viscosity of a heavier residual fuel by dilution) that contained damaging compounds – possibly waste products from the petrochemical industry.

Muddying the waters even further, different contaminants have been found in different areas. The initial problems in Houston were attributed to the presence of 4-cumyl-phenol, commonly used in the manufacture of epoxy resins. Problems further afield in the US Gulf and the Far East appear to be due to phenols and fatty acids.

## TESTING THE LIMITS

ISO 8217 is the most commonly used reference when agreeing the quality of marine fuels. Its use is widespread in bunker supply contracts and time charterparties. While it provides a useful guide for fuel quality it does not address the types of contaminants that have been found in recent months.

These contaminants are only likely to be identified by additional specialist tests which are not included in ISO 8217; namely, gas chromatography–mass spectrometry (GC-MS).

## RELYING ON CLAUSE 5

Clause 5 of ISO 8217 differs in each edition (2017 being the current) but in general terms it requires the fuel delivered to be a homogenous blend and free from materials that could cause harm to an engine or people.

Contaminants such as 4-cumyl-phenol are not listed parameters of ISO 8217 and their presence does not necessarily mean that a supplier (whether bunker trader or charterer) of an otherwise compliant fuel will be in breach of contract. Referencing Clause 5 and the terms of the particular contract or charterparty, might the question be "is the fuel reasonably fit for use?"

Care should be taken to ensure that Clause 5 has not been removed from supply contracts. MARPOL Annex VI Regulation 18.3 has similar terms and may be relevant if there is no reference to ISO 8217 in the bunker supply contract.

## HARMFUL OR ACCEPTABLE

At the first sign of a problematic fuel or engine operation issues, many shipowners are sending bunker samples for GC-MS testing. This is a prudent and sensible measure and the potential for such additional tests should be borne in mind during bunkering to make sure sufficient samples are drawn.

Where contaminants are found at concentrations proven to be damaging, a shipowner has valuable evidence when pursuing a claim against a bunker supplier or, where relevant, a time charterer who arranged the bunkers. Standalone GC-MS results can, however, present difficulties in deciding if the identified contaminants in the fuel are harmful to the engine or not.

A typical GC-MS report may consist of a long list of contaminants. But 'acceptable' limits for each of these constituents have not been established. For example, one of the main culprits behind the recent problems in the US Gulf was 4-cumyl-phenol and concentrations were found to be in excess of 300ppm. However, since then a number of other contaminants have also been recorded but at significantly lower concentrations.

Tying this in with Clause 5 of ISO 8217 can be tricky. Experts are divided on whether some of the problematic compounds can be considered to breach the Clause 5 requirements of being "derived from the refinery process" and there is no expert consensus on what concentrations of contaminants might "jeopardise the safety of the ship or adversely affects the performance of the machinery".

This ultimately raises the question of whether or not the mere presence of these contaminants – or combinations of these contaminants – is enough to breach Clause 5 or whether they have to be at a 'harmful' concentration.

As a result, shipowners are understandably reluctant to use the bunkers where contaminants have been identified by GC-MS testing but are at lower concentrations. The lack of clear guidance on what concentrations would damage their particular engine or cause operational problems does not easily allow for an informed decision to be made on whether to use the bunkers or not. It could also impact on determining if a shipowner's refusal to burn the fuel is reasonable.

## REACTING FAST OR OVERREACTING?

It is reported that some bunker suppliers are concerned that buyers are too quick to allege 'bad bunkers' at the first sign of a blocked filter.

However, with tight time bars stipulated by bunker suppliers and in charterparties for quality claims to be made and the fact that many fuel testing laboratories are working at full capacity, shipowners and time charterers have little choice but to act fast. Complying with time bars is even more challenging in situations where any defect in the fuel is only discovered when the vessel starts consuming it, which is sometimes several weeks after the bunkers were actually supplied.

There is no alternative method to GC-MS testing to identify these problematic contaminants. However, bunkers contaminated with compounds that result in sludge build-up sometimes show poor stability characteristics. An early warning could therefore be provided by laboratory testing the initial bunker sample for reserve stability in addition to the traditional ISO 8217 tests for total sediment potential/existent (TSP/TSE). Poor stability results can then alert the shipowner to consider sending samples for GC-MS testing. However, stability testing alone is not a guaranteed indicator of all types of contamination and would not have alerted a shipowner to the presence of 'sticky' contaminants such as 4-cumyl-phenol.

## LOOK TO THE FUTURE

The issues experienced in the US Gulf and Far East may turn out to be a rare occurrence, but many in the industry are concerned that this is a sign of the future.

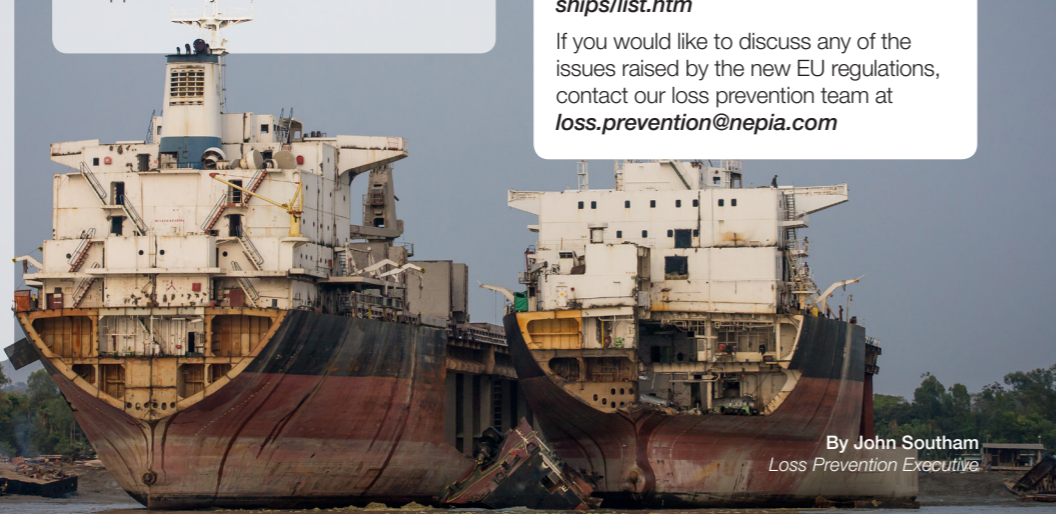
There are concerns that the reduced global sulphur limit, to be introduced in 2020, may lead to more of these types of problems. New fuels might be created through blending of less-established products (shale oil, tall oil etc.) and the potential for contamination and incompatibility will be much greater.

## FIND OUT MORE

North's members should contact the Club if they suspect a problem.

Contact North's loss prevention department for more technical information at [loss.prevention@nepia.com](mailto:loss.prevention@nepia.com) or visit [www.nepia.com/loss-prevention](http://www.nepia.com/loss-prevention)

Comprehensive guidance on bunkering and bunker claims can be found in our loss prevention guide *Marine Fuels: Preventing Claims and Disputes*



By John Southam  
Loss Prevention Executive

# ASSESSING THE SECURITY RISK



Despite statistics showing an overall drop in piracy and armed robbery worldwide, threats to vessel security continues to be an issue when trading in high risk areas.

To maintain the improving trend it is vital that each vessel conducts a voyage risk assessment before entering a high risk area.

## VOYAGE RISK ASSESSMENTS

The likelihood and consequences of potential threats to the vessel's security should be assessed by the Master and Company Security Officer (CSO). The outcome of this risk assessment should document the appropriate measures to reduce the threat of piracy and robbery by adopting industry best practices.

The voyage risk assessment should:

- ▲ Highlight areas of increased threat to the vessel
- ▲ Identify the high risk areas for the region
- ▲ Understand the methods regularly used by pirates and robbers in these areas
- ▲ Include access points and vulnerable areas where pirates could board
- ▲ Include vessel-specific characteristics including handling, freeboard, speed, general arrangement
- ▲ Include military or official organisation cooperation and reporting requirements
- ▲ Include existing guidelines and information sources
- ▲ Include ship and company procedures, communication and chain of command

## IMPORTANT NEW PUBLICATIONS FOR 2018!

The following publications are new or replace older editions for 2018. It is recommended that Members ensure their CSOs and Masters have the latest versions available:

- ▲ Global Counter Piracy Guidance for Companies, Masters and Seafarers: A new

publication on security threats around the world

- ▲ BMP5: Best Management Practices to Deter Piracy and Enhance Maritime Safety in the Red Sea, Gulf of Aden, Indian Ocean and the Arabian Sea: This replaces BMP4

- ▲ Guidelines for Owners, Operators and Masters for protection against piracy and armed robbery in the Gulf of Guinea region: Third edition

The above publications are located here: [www.maritimeglobalsecurity.org/](http://www.maritimeglobalsecurity.org/)

## WHAT OTHER INFORMATION IS OUT THERE?

There are many other sources of information available to the Master and CSO when conducting a voyage risk assessment. These include:

- ▲ IMO guidance issued for governments, ship owners, ship operators, and ships' crews. [www.imo.org/en/OurWork/Security/PiracyArmedRobbery/Pages/Default.aspx](http://www.imo.org/en/OurWork/Security/PiracyArmedRobbery/Pages/Default.aspx)
- ▲ IMO Global Integrated Shipping Information System, which shows information about acts of piracy and armed robbery, is available to the public after registration [gisis.imo.org/Public/Default.aspx/](http://gisis.imo.org/Public/Default.aspx/)
- ▲ The International Maritime Bureau (IMB) PRC allows 24 hour reporting of piracy and in turn operates a live piracy map: [www.icc-ccs.org/piracy-reporting-centre](http://www.icc-ccs.org/piracy-reporting-centre)
- ▲ The UKHO security charts for the relevant region
- ▲ CSO Alliance - an online security community hub for company security officers to discuss issues and share information. Membership fees for North members are reduced by 20%. Additionally, for the first year North will

subsidise a further 40% of the fee for one CSO per member

[www.nepia.com/our-services/loss-prevention/signals-online/cyber-risks/cso-alliance-september-2016/cso-alliance/](http://www.nepia.com/our-services/loss-prevention/signals-online/cyber-risks/cso-alliance-september-2016/cso-alliance/)

## THE HIGH RISK AREA

Prior to entering any high risk area, the Master should ensure that all appropriate measures as found in the risk assessment are in place. Crew members should be thoroughly briefed and participate in security drills. Operators and Masters should review the Ship Security Assessment and implementation of the Ship Security Plan, as required by the International Ship and Port Facility (ISPS) Code to counter the piracy threat.

With good planning that identifies the risks and puts best practice measures in place, ships can reduce the risk of a piracy attack and keep seafarers safe.

## FIND OUT MORE

For more information on regional specific information sources and initiatives, North has produced a series of loss prevention briefings which can be found online.

Visit <http://bit.ly/NorthLP>

By John Southam  
Loss Prevention Executive

# ARBITRATION DECISION ON ICA COUNTER-SECURITY FINDS IN FAVOUR OF CHARTERERS



A recent London arbitration tribunal has looked at the Inter-Club Agreement (ICA) 2011 and the right to security.

The owner provided security to cargo claimants and then sought counter-security from the charterer in accordance with Clause 9 of the ICA. Clause 9 was introduced as an amendment to the 1996 version of the ICA in 2011 and states that when one party to a charter provides security to a cargo claimant, that party is entitled to security from their counter-part under the charter. Charterers refused to provide the security requested and the issue was referred to arbitration.

The relevant charterparty contained the following provision.

"Liability for cargo claims, as between Charterers and Owners, shall be apportioned/ settled as specified by the Interclub New York Produce Exchange Agreement effective from 1996 and its subsequent amendments."

The tribunal held the charterer was right in their argument that the charterparty only incorporated those parts of ICA 2011 relating to apportionment and settlement of claims. The charter did not incorporate Clause 9 of the ICA 2011 which deals with the entitlement to security for claims. Therefore, the owner

was not entitled to counter-security until the underlying cargo claim had been resolved and paid.

## FIND OUT MORE

If Members wish to discuss any of the issues raised in this article, then they should contact our **FD&D team**.

By David Richards  
Deputy Director (Cargo)

# DON'T BE TIME BARRED - A TRIO OF DECISIONS



By Jim Leighton  
Senior Solicitor England & Wales  
(FD&D)

The decisions in three recent cases act as a reminder that close attention is essential on all clauses in a charterparty that stipulate time bars.

## LUKOIL ASIA V OCEAN TANKERS, THE "OCEAN NEPTUNE"

The "Ocean Neptune" [2018] EWHC 163 (Comm) serves as an important reminder that close attention needs to be paid to demurrage claim presentation time bars. Such time bars also present the risk of an owner being caught out on less conventional claims concerning the delay of the vessel while awaiting a charterer's orders.

In this case the vessel called at three ports to discharge the cargo. But following a cargo quality dispute arising at the first port of discharge, it was subjected to a stay in excess of 1,000 hours. The charterer had, in accordance with its contractual rights, ordered the vessel to wait off the first port of discharge pending confirmation of further orders.

Unfortunately, the cargo was never accepted by the receiver at the first port of discharge. The cargo was later discharged in a more usual time frame at the second and third ports of discharge, before completing the contractual voyage. The owner then presented its claim within the demurrage claim presentation time bar period.

However, the owner did not comply with some of the documentary presentation requirements for the conventional demurrage claim, for time used during cargo operations in port. The High Court, in agreement with the arbitrators, decided that this demurrage claim failed for want of compliance.

Nevertheless, the arbitrators allowed the delay claim while awaiting the charterer's orders on the premise that there were no documents identified, or that needed to be presented, by the relevant clauses for that aspect of the claim to succeed. The High Court did not agree, so dismissed the delay claim too.

The High Court decision was made on the basis that the delay awaiting the charterer's orders was to "count as" time on demurrage. As that was inherently tied up with the demurrage clauses in general, including the time bar, the decision time barred what would otherwise have been a true detention claim.

This case can be contrasted with The "Seagrace" [2018] EWHC 156 (Comm). The charterparty clauses in this case did not give the charterer a right to order the vessel to await orders. The parties agreed a delay

awaiting orders would be allowed at the demurrage rate. However, this did not result in the demurrage claim presentation time bar barring what in this case was a true detention claim.

A key point to take away from these cases is that whether or not a demurrage claim presentation time bar is effective against other claims that are not of a conventional demurrage nature, depends on the careful reading of the charterparty in question. As such, an owner should check all demurrage clauses, including related time bars, carefully in each case.

## PVQ; QVR; RVS, THE "CAPETAN GIORGIS"

The "Capetan Giorgis" [2018] EWHC 1399 (Comm) illustrates that close attention needs to be paid to the potentially adverse impact of claims commencement time bars in back to back charterparty chains. Such time bars present the risk of an owner or a charterer being caught out when its contractual counterparty serves an arbitration notice very close to the expiry of the time bar.

Section 12 of the Arbitration Act 1996 provides an ability to apply for an extension of a contractual time bar, but gives only limited aid to a party caught by an arbitration notice served very close to the expiry of a time bar, even if in principle the circumstances fall within the scope of section 12. The High Court in this case decided that a party becoming aware on 18 November 2016 that it had been served with commencement of arbitration, should have then served its own commencement of arbitration on the next party by no later than 22 November 2016.

The key point to take away from this case is that when contractual time bars apply to the commencement of claims, there is a need to consider whether there would be sufficient time to commence against the next party in the charterparty chain should arbitration be commenced close to the time bar. A solution would be to seek advance agreement from the next party in the contractual chain to at least another seven days extension on top of the time bar expiry period that is otherwise applicable.

## LONDON ARBITRATION 19/18

London Arbitration 19/18 is an important reminder of the need to identify if a broker can be treated as the agent of the charterer when serving demurrage claim papers.

In this case, the owner agreed a contract of affreightment with the charterer, wherein the owner was to present demurrage claims within 30 days of voyage completion, failing which claims would be time barred. The brokerage chain was complicated and the owner decided to serve its demurrage claims on a broker named in the contract.

A number of the owner's demurrage claims were not passed on in time by the broker named in the contract, as a result of which the charterer declined to pay. The owner's case was that the named broker was the charterer's agent, which if true would mean that receipt in time by the named broker alone would be binding on the charterer.

Having analysed the brokerage chain, the tribunal concluded that the broker named in the contract was an intermediary, acting for neither the owner nor the charterer, having introduced the owner's broker and charterer's broker to fix the contract. The intermediate broker had to be named in the contract to have a right to commission.

As such, the owner had not validly served its demurrage claims in time, giving the charterer a complete defence. The important take away from this case is that an owner should ensure that demurrage claims are served directly on the charterer or its known agent, to avoid the risk of barring due to delayed service.

## FIND OUT MORE

If Members have any queries relating to clauses in a charterparty that stipulate time bars, we recommend they contact our **FD&D team**.





# MIND MATTERS



By Belinda Ward  
Deputy Director (Claims)

**Life at sea can be stressful. The nature of the job demands long periods away from family, long hours, and limited social time. Add to that the sometimes pressured work environment, bad news from home or a traumatic incident on-board and it's easy to see why seafarers can become stressed, anxious or depressed.**

It is now recognised that the mental welfare of seafarers is just as important as their physical wellbeing.

## MIND MATTERS - THE RISKS

It is estimated that one in ten adults experience mental illness at some time, affecting them and those around them, including at their place of work. At North we are well aware of the impact this illness can have, not only for the crew member but for their family, friends and colleagues. Mental health issues can lead to low morale, poor concentration and increased susceptibility to illness and injury. The knock-on effects can lead to severely degraded job performance which may put colleagues or the vessel at risk. In extreme cases it can erupt in violence on board, sometimes fatal, or self-harm and even suicide.

## MIND MATTERS - THE BENEFITS

Improved mental wellbeing is associated with a range of better outcomes for people of all ages and backgrounds including:

- ▲ Reduced health risk behaviours such as smoking and alcohol misuse
- ▲ Reduced risk of mental health problems and suicide
- ▲ Improved physical health and life expectancy
- ▲ Better educational achievement
- ▲ Increased skills
- ▲ Improved employment rates and productivity
- ▲ Reduced anti-social behaviour and criminality
- ▲ Higher levels of social interaction and participation

There are many potential causes of mental stress and these can individually or collectively affect crew members in many different ways. Fortunately there are also many ways to help maintain emotional wellbeing and to assist in managing any stresses that might arise. There are also several ways to seek help if everything does become too much.

## MIND MATTERS - IMPROVING THE MENTAL WELLBEING OF YOUR CREW

Mind Matters is a North initiative to provide our Members with materials to support their crew in maintaining emotional wellbeing at sea and to give guidance if problems arise.

The topic is so wide and complex it is not possible to provide all the advice and information in one easy to read leaflet. Instead, we believe it requires our long term commitment so that we can look at the main areas of concern in turn, provide updates as new information becomes available and respond to suggestions from both crew and Members.

We have therefore introduced a specialist section on our website, 'Mind Matters' which Members can access and which will be regularly updated.

Our main priority however, is to provide immediate support for seafarers and we have therefore also developed a website which crew can access directly for further information on emotional healthcare - **'My Mind Matters'** ([www.mymindmatters.club](http://www.mymindmatters.club))

## MY MIND MATTERS

My Mind Matters is a website available directly for the benefit of crew providing information and resources for the emotional welfare of seafarers and covers potential causes of mental health problems, how to keep well and where to get help. The top tips, articles and materials available will be regularly updated and added to.

[www.mymindmatters.club](http://www.mymindmatters.club)

Most mental health professionals believe that there are a variety of contributing factors to the onset of a mental illness and these can be psychological, physical or social and environmental.

### Psychological

Coping with past or current traumatic experiences such as a piracy incident, bereavement or difficulties at home will potentially affect an individual's mental and emotional wellbeing and in turn have an influence on mental health.

### Physical

Some of us are pre disposed to being at risk of developing a mental illness because of our own genetic make-up, but traumas to the brain can also sometimes lead to changes in personality and, in some cases, 'trigger' symptoms of an illness. Misuse of substances such as alcohol or drugs, a poor diet, low levels of fitness and fatigue can also play a part.

### Social and Environmental

Living conditions, on board and at home, and the quality of family and shipboard support networks can all play a part as can social isolation or being highly stressed at work.

However, through personal coping strategies, good physical health, social interaction and a positive sense of self-worth, it is possible to improve resilience to the vagaries of life, better resist the impact of distress and more quickly recover from a traumatic event.

But what if this is not enough?

Help is available in a variety of ways for seafarers suffering from stress, anxiety or depression, however serious, and what is best for one may not be the first choice of another.

Many of us don't want to seek help although research has shown that men tend to hesitate more than women. Our reluctance is often because:

- ▲ We want to 'solve' this on our own.  
Trying to battle a major health condition on your own is like trying to push a bus up a hill - without help it's likely to run you over!
- ▲ We don't want to be a burden.  
We all like to help others when we can, it makes us feel good and it's frustrating when we know someone could use help but doesn't ask!
- ▲ We don't want to look weak or appear crazy.  
Depression is a serious illness, if you develop diabetes or a heart condition you'd ask for help!

### At home

Talking to a family member can often be very helpful. Someone who knows you personally and will be able to provide ongoing encouragement and support can sometimes make all the difference. Just speaking out might be the first step to getting better.

### On Board

Similarly, a trusted friend on board, who understands the stresses and strains of life at sea, might be good to chat to. The majority of people look on those dealing with depression with compassion, care and are willing to help.

### Ashore

There are several seafarers' charities based in ports worldwide and, through ship visits and drop-in centres, provide a range of practical, emotional and spiritual support to crew of all ranks, nationalities and beliefs. Mission to Seafarers and Apostleship of the Sea (Stella Maris) together have a presence in over 200 ports across more than 50 countries, but there are also many other organisations offering confidential assistance.

### Online

If it is difficult to talk with someone directly there are many websites offering good advice and for easy access we have listed the most reputable ones that we are aware of on our website.

### Telephone helpline

However, when you're not at home or in port and don't feel comfortable talking to your colleagues on board there is still someone you can talk to - Mind Call is North's 24/7 telephone helpline for crew members to call in confidence. Call **+44 (0)191 235 3917**



If you are feeling depressed, lonely or unhappy and would like someone to talk to, it can be difficult whilst at sea.

Mind Call is a free, confidential and dedicated emotional support helpline for seafarers on North entered vessels. The helpline is being provided to seafarers in partnership with seafarer's charity, ISWAN.

The helpline is available to contact 24 hours a day, 7 days a week and 365 days a year.

The Mind Call team speaks Arabic, Chinese, French, Hindi, Russian, Spanish and Tagalog as well as English and you can request a call back, use live chat or send an email instead.

Further details can be obtained at the Mind Call dedicated website - [www.mindcall.org](http://www.mindcall.org)



**10%  
OF ADULTS  
SUFFER MENTAL  
HEALTH ISSUES**

## KIDNEY CARE



Your kidneys are important. They carry out essential roles within the body to keep you healthy, such as:

- ▲ Maintaining the balance of water and chemical constituents within the body.
- ▲ Eliminating chemical waste.
- ▲ Producing hormones and enzymes that assist bone formation, regulate blood pressure and stimulate the production of red blood cells.

The importance of these vital organs is clear. However, seafarers continue to suffer from kidney-related illnesses.

### KNOW THE SIGNS

The early stages of kidney conditions usually have no obvious symptoms and small stones often pass unnoticed. But more advanced conditions can prove to be fatal. It is therefore important to know the warning signs. This ensures that the appropriate treatment can be provided as soon as possible.

Such warning signs include:

- ▲ Painful urination - this can be caused by inflammation of the neck of the bladder due to infection, or kidney stones in the urinary passage
- ▲ Blood in the urine - this can result from kidney stones, an acute infection or even cancer. It must not be ignored!
- ▲ The need to urinate more frequently
- ▲ Fatigue
- ▲ Weight loss
- ▲ Water retention causing facial puffiness or swelling of lower extremities and abdomen
- ▲ Headaches
- ▲ Nausea/ vomiting
- ▲ Lower back pain, sometimes felt in the groin.

### KEEPING KIDNEYS HEALTHY

In order to prevent such conditions arising, The UK National Health Service has suggested the following five lifestyle steps to help your kidneys keep you healthy:

1. Stay hydrated
2. Eat healthily
3. Check your blood pressure
4. Drink in moderation and don't smoke
5. Maintain a healthy weight



### FIND OUT MORE

More advice on maintain a healthy body can be found on the NHS website:  
[www.nhs.uk/live-well/healthy-body/](http://www.nhs.uk/live-well/healthy-body/)

By Robert Robinson  
Senior Executive (Claims)

## EVIDENCE IN CRANE DISPUTES



Disputes over damage to vessels' cranes during cargo operations regularly arise.

Invariably, the shipowner will blame rough handling by stevedores who in turn will allege the crane was defective or not properly maintained.

Determining who is responsible for damages caused to ship's equipment can be difficult to prove. It will usually hinge on who has maintained the most detailed evidence.

### CRANES AND CHARTERPARTIES

There is usually a provision within a charterparty that obliges the vessel owner to ensure that the cranes are fully functional and fit to use and are made available to stevedores as required. Should the cargo handling equipment not be available or they breakdown during use, then the vessel will usually be placed off-hire for the time lost. However, if the damage is caused as a result of a stevedore's action then the vessel will remain on-hire.

### THE VALUE OF EVIDENCE

The costs associated with the damage to cranes, delays in discharge or loss of hire can be significant. It is essential that detailed evidence is collected in order to protect your position. A number of crane damage claims have failed as a result of a lack of evidence.

London Arbitration 15/13 contains a good example regarding a damaged hoisting wire where the stevedores had agreed to the statement "All cargo gear is in good working order... and ...fully functional".

The issue was whether the claimant had proved on a balance of probabilities that the damage occurred as a result of "rough handling" of the equipment by the stevedores.

There was no direct evidence in the form of witness statements or otherwise as to the way in which the stevedores carried out any inspection of the equipment or the discharge operation, and the stevedores had denied that there was any mishandling on their part. No metallurgical evidence was presented and accordingly the Claimant's claim to recover the cost of replacing the wire failed.

Having the stevedores certify the condition of the equipment may not always assist in resolving a dispute as this will not disprove pre-existing damage or a latent defect which could not be detected by a visual inspection.

### GATHERING THE BEST EVIDENCE

To demonstrate that cranes are well-maintained and fully operational, detailed records should be preserved. These records should confirm that there is a comprehensive inspection and planned maintenance programme in place, that all equipment is certified and in good condition and that any defects are identified and promptly repaired.

As required under the ILO Convention 152, a "Register of Lifting Appliance and Register of Cargo Gear" should be maintained on board. This Register should include:

- ▲ Details of the lifting equipment
- ▲ Test certificates
- ▲ Details of thorough examinations and regular inspections carried out
- ▲ Details of maintenance schedules, overhauls, wire changes

The planned maintenance programme should incorporate the manufacturer's requirements for periodic checks and maintenance of the equipment.

### CHECK IT AND RECORD IT

All equipment should be inspected before, during and after use. This ensures that all parts of the equipment are properly lubricated, free from damage and that all limit switches and safety devices are fully operational. All inspections and maintenance carried out should be documented. It may also be beneficial to keep a photographic record.

### A WATCHFUL EYE

It is important that the stevedores' operation of the cranes is observed throughout cargo operations. If the cranes are being improperly handled it is essential that any concerns are raised at the time. If necessary, raise a formal letter of protest.

Photographs or video footage of crane operations will greatly assist in determining the cause of any damages that may arise. As was identified in the London Arbitration decision referred to earlier, witness statements will form a critical part of any evidence collection.

### THE GOLDEN RULE

The success of any crane damage dispute will ultimately depend upon the quality of evidence collected in support of the claim.

### FIND OUT MORE

For more information contact our loss prevention team at [loss.prevention@nepia.com](mailto:loss.prevention@nepia.com) or visit [www.nepia.com/loss-prevention](http://www.nepia.com/loss-prevention)

By Simon MacLeod  
Deputy Director (Loss Prevention)

# NORTH IN THE NEWS

You may have missed...

### NORTH P&I CLUB, 24VISION SIGN PARTNERSHIP AGREEMENT

Paul Jennings, CEO, highlights the importance of a new partnership with 24Vision to provide P&I insurance to charterers and owners of small vessels.

<http://bit.ly/24VISION>

### SHIPOWNERS FINALLY WAKING UP TO IMPACT OF IMO2020

Tiejha Smyth, Deputy Director of FD&D, reiterates the importance of reviewing charterparty clauses relating to bunkers in light of Sulphur 2020 regulations.

<http://bit.ly/bunkers2020>

### NORTH P&I CLUB QUICKENS DRIVE TO DIVERSIFY, JULY 2018

North's Director of Finance, Ed Davies, Deputy Global Director of Underwriting Thya Kathiravel and Loss Prevention Director Colin Gillespie discuss the Club's evolving business strategy.

<http://bit.ly/NorthStrategy>

### TACKLING MISDECLARED CARGOES AND CONTAINERSHIP FIRES, AUGUST 2018

Alvin Forster, Deputy Director (Loss Prevention), weighs in on the issues around containership fires caused by misdeclared cargo.

<http://bit.ly/MisdeclaredCargo>

### MAIN CYBER-THREAT TO SHIPPING IS COMMERCIAL: NORTH P&I, AUGUST 2018

Alvin Forster, Deputy Director (Loss Prevention), stresses the importance of taking practical measures to avoid cyber attacks.

<http://bit.ly/CyberThreatShipping>

### NEW NORTH AMERICAN OFFICE FOR NORTH, AUGUST 2018

North announces the opening of a New York office, headed by Ian Duthie.

<http://bit.ly/NorthNYC>

### NORTH GETS UK GOVERNMENT CYBER ACCREDITATION

Chief Information Officer James Holmes emphasises North's on-going commitment to cyber security.

<http://bit.ly/NorthCyber>

### SAFETY CULTURE MEANS SAFETY AND COMMERCE CAN COEXIST, SEPTEMBER 2018

Colin Gillespie, Director (Loss Prevention) explains the factors that can cause difficulties in implementing safety culture in a guest blog with the UK Chamber of Shipping.

<http://bit.ly/CommerceSafetyCulture>

### VOLATILITY AND UNCERTAINTY ARE THE NEW NORMAL, OCTOBER 2018

North CEO Paul Jennings highlights the importance of the ability of members to rely on P&I clubs in globally uncertain trading conditions.

<http://bit.ly/VolatileTradingGlobally>

### PAUL JENNINGS TO HEAD INTERNATIONAL GROUP, OCTOBER 2018

Paul Jennings, North CEO, has been appointed as the new chairman of the International Group from November.

<http://bit.ly/PJenningsIG>

### NORTH P&I CLUB OPENS NEW OFFICE IN PIRAEUS, OCTOBER 2018

North opened a new office in Piraeus, a reflection of commitment to future growth in the region.

<http://bit.ly/NorthPiraeus>



## NORTH SHARES ITS 2020 VISION

North's team are on the road, helping Members prepare for the forthcoming reduction in the global fuel sulphur cap in 2020.

In Signals 112, we focused on what this significant change in legislation means for shipowners and charterers, stressing the importance of being properly prepared. In particular, we looked at the challenges surrounding the different options for compliance and the potential contractual and charterparty pitfalls that come with them.

To further help our Members make informed decisions on how to address these challenges, North has led the way and hosted seminars in London and Dubai. Similar events in Greece, Singapore, South Korea and Japan will follow very soon.

The London event was held at Quadrant Chambers in July 2018 and featured speakers from North's loss prevention and FD&D departments. We were also joined by guest speakers from across the industry and experts in their respective fields.

Our Dubai seminar was very well attended by around 80 members at the Taj Hotel in September. North's Global Director of Underwriting Savraj Mehta opened the event emphasising North's continuing commitment to supporting its members. Alvin Forster, Deputy Director (Loss Prevention), provided an overview of the implications of the sulphur cap before Paul Watson, Group Director (FD&D) addressed the commercial and charterparty aspects. Mark Church, Director (FD&D) then provided an update on the increasingly complex world of

By Alvin Forster  
Deputy Director (Loss Prevention)



sanctions. The event closed with a lively panel session featuring North members who were kind enough to share their valuable insights – mutuality at its best.



### FIND OUT MORE

For more information visit [www.nepia.com/insights/2020-vision](http://www.nepia.com/insights/2020-vision)



# OUR OFFICES

## UK

100 The Quayside  
Newcastle upon Tyne  
NE1 3DU  
UK  
Telephone: +44 191 2325221  
Facsimile: +44 191 2610540

## GREECE

4th Floor  
61-65 Filonos Str  
18535 Piraeus  
Greece  
Telephone: +30 210 4283038  
Facsimile: +30 210 4280920  
Email: Piraeus@nepia.com

## JAPAN

Shinkyobashi Building  
6th Floor  
2-8-8 Kyobashi  
Chuo-ku  
Tokyo  
Japan  
104-0031  
Telephone: +81 3 5159 5373  
Facsimile: +81 3 5250 0003  
Email: TokyoOffice@nepia.com

## HONG KONG

Room 3011  
COSCO Tower  
183 Queen's Road Central  
Hong Kong  
Telephone: +852 2544 6813  
Facsimile: +852 2542 4424  
Email: HongKongOffice@nepia.com

## SINGAPORE

80 Anson Road  
26-03 Fuji Xerox Towers  
Singapore  
079907  
Telephone: +65 641 10160  
Facsimile: +65 622 40160  
Email: SingaporeOffice@nepia.com

## NORTH OF ENGLAND MARINE CONSULTANTS (SHANGHAI) LTD CO.

Room 302, Building 7,  
18 Gongping Road,  
Hongkou District,  
Shanghai, 200082  
P.R. China  
Telephone: +86 21 6087 5988  
Facsimile: +86 21 6087 6198  
Email: shanghai.marine@nepia.com

## THE NORTH OF ENGLAND INSURANCE SERVICES, INC.

140 Broadway, 46th Floor  
New York, NY 10005  
USA  
Email: NewYork@nepia.com

## JOIN IN THE CONVERSATION



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North P&I Club

## CONTACT OUR LOSS PREVENTION TEAM ON LOSS.PREVENTION@NEPIA.COM

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