

SIGNALS

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Terrorism – the need for vigilance

The atrocity which took place in New York on 11 September 2001 sent shockwaves and revulsion around the world. No-one can escape being affected on an emotional level, but there are clearly repercussions that will affect the shipping and marine insurance industries for many years to come.

Signals is primarily a loss-prevention publication so it is not really appropriate to discuss here the political implications of the attack or subsequent war-risk insurance arrangements. Members requiring advice about insurance implications should contact the Association's underwriting department, specific legal questions on issues such as charterparty clauses should be directed to the FD&D department.

This article looks at the practical issues involved in protecting ships against terrorism. It has been recognised for many years that ships are potentially exposed to terrorist attacks or to be used by terrorists to help carry out their criminal acts. During the 1980s there were terrorist attacks on the passenger vessels *'Achille Lauro'* and *'The City of Poros'*. However, any type of vessel is potentially at risk.

It may be that members already have plans in place to minimise the risk of a terrorist attack – possibly as part of their procedure manuals covering chapter 7 of the ISM Code and also a contingency plan under chapter 8 – 'Emergency Preparedness'. If such plans are not already in place then members should seriously consider the possibility of developing and producing a ship security plan.

Reducing the risk

It is probably not possible to protect a vessel totally from a terrorist attack - terrorists by their very nature are ruthless individuals. However, certain simple steps can be taken to reduce the risk significantly.

- Develop a company-wide and ship specific security plan and implement this as part of the safety management system required by the ISM Code.
- Appoint a suitable manager ashore to have responsibility for security matters - this could possibly be the fleet safety manager or possibly the ISM Designated Person. Provide suitable training in security matters for that individual.
- Appoint an onboard security officer - this could be the ship's safety officer - who will have direct responsibility for security on the ship. Provide suitable training for such officers.
- Establish a dialogue with port security officers to co-ordinate efforts to prevent unauthorised persons gaining access to the vessel.
- Ensure that good and adequate security is provided on the gangway and on deck during the entire period in port. If there are not sufficient crew to guarantee this then serious consideration must be given to employing a reputable security company.
- Implement a system of checking every



- individual who comes on board and issue them with a security pass which must be returned when they leave. Ensure the system is complete by checking that the passes handed out have all been returned.
- Keep all doors locked wherever possible while still providing adequate fire and emergency escapes.
 - Basically, encourage everyone on board to increase their vigilance and awareness – keep alert and look out for suspicious individuals and behaviour.

Following the incident in New York the world can never be the same again. Whoever we are, wherever we are, we must recognise terrorism as a real threat and we must all raise our awareness and keep on our guard.

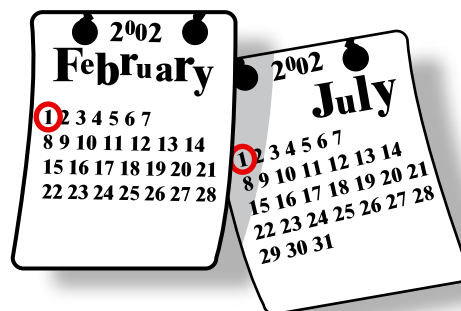
Hot dates for shipping in 2002

Next year there are two very important compliance dates for the shipping industry. They are rapidly approaching and must not be overlooked.

By 1 February 2002 every master and officer must hold a valid certificate complying with the 1995 amendments of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW 95) and endorsements issued by flag states.

By 1 July 2002, all cargo ships and mobile offshore drilling units (MODUs) of 500 GT and above must comply with the requirements of the IMO International Safety Management (ISM) Code.

Detailed explanations of what is required are set out on the International Maritime Organisation (IMO) website at <http://www.imo.org>



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NORTH OF ENGLAND

More malaria

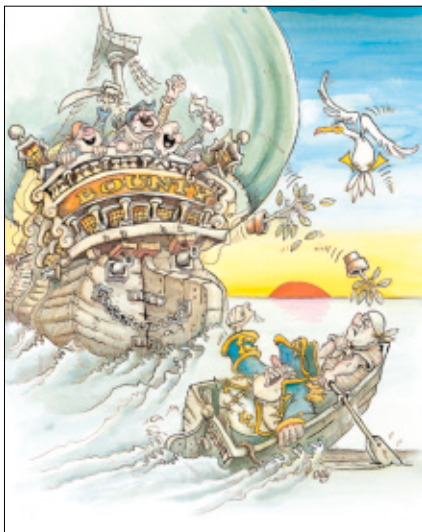
Members should note that recently there has been a slight but noticeable increase in the number of crewmembers suffering from malaria – a serious and in certain cases fatal disease.



In addition to the obvious health risks to seagoing staff, port health authorities may also choose to quarantine any vessel with an indication of a malaria outbreak on board, resulting in delays.

Malaria is an infectious disease transmitted by the Anopheles mosquito and is mainly confined to Africa, Asia and South America. It is thus essential that all crew visiting these areas should receive the correct anti-malaria treatment, which should be started well in advance of the vessel's arrival at port and is continued throughout the vessel's stay.

Members with any concerns or questions should seek medical advice prior to the proposed voyage.



"MR CHRISTIAN!... this is not what was meant by reducing crew to a minimum for safe manning!"

Brazil gets tough on yellow fever

Brazilian authorities are cracking down on yellow fever, with heavy fines and long detentions for ships found carrying anyone without a current vaccination certificate.

The problem is made more difficult by the current world-wide shortage of yellow fever vaccine. Nevertheless, members should ensure that all seafarers have a valid certificate for yellow fever before they join the vessel. A much bigger problem is stowaways, who are unlikely to carry any documentation.

For each person not having a yellow fever vaccination certificate or an invalid certificate, the ship will be fined Brazilian Reals 75,000 (approximately US\$30,000). The vessel will also be forced to wait at least 5 days after the offending people have been vaccinated to allow the vaccine to take effect, with the corresponding off hire to the vessel.

Furthermore, the fine can be increased up to Brazilian reais 200,000 or US\$80,000, if the fine is contested or appealed. The fines – which are categorized as 'infractions' (article 4 of law 6437 of 20.08.1977) – are based on amendments to a Brazilian ordinance and are applied by the Port Health Authority as shown in the table.

The nature of the infraction is at the discretion of the Port Health Authority and any appeal of the fine might be counter-productive, as it may produce an even higher fine. The Association is keeping a close watch on developments and any changes will be notified to members.

In the meantime, members should take even more care to avoid stowaways boarding their vessels, particularly if a voyage to Brazil is contemplated. It may not be possible to have stowaways vaccinated even if there are calls at interim ports prior to Brazil.

Nature and definition of infraction	Amount in local Reals	Approximate amount in US\$
Light- 'infractions in which the infractor can benefit of attenuating circumstance'	2,000 - 75,000	800 - 30,000
Serious- 'infractions in which is verified an aggravating circumstance'	75,000 - 200,000	30,000 - 80,000
Very serious- 'infractions in which is verified the existence of two or more aggravating circumstances'	200,000 - 1,500,000	80,000 - 600,000

Does the club have your latest crew contracts?

When a new vessel is entered with the Association the underwriting department needs a copy of the crew contracts in force so that an assessment can be made of the member's potential liabilities in respect of the crew.

It is also important that if a new crew contract should come into force during the vessel's

period of entry, a copy of the new contract should be sent to the Association.

If any member believes that the Association is not in possession of its latest crew contracts, these should be sent as soon as possible to Karen Sackfield or Belinda Ward at the Association.

Bumper grain harvest causes quality problems in Romanian ports

Members loading grain at Constanza and Agigea port in Romania should check the apparent good order and condition of the cargo especially carefully. There have been bumper crops this year in Romania, former Yugoslavia and Hungary and local export facilities are likely to be overwhelmed, resulting in some inadequate storage and handling.

There are three well-established silo operators in the Constanza area with specialised infrastructure for protection and shipment of grain. However, the quantity of cargo expected for export this year means that a number of additional operators will probably be involved but they may not have the infrastructure to do so properly and carefully.

Most grain arrives at the Constanza port in silo-type railway wagons as well as in trucks covered by tarpaulins. Where there is no specialised storage available, the grain may end up being stored in general warehouses or in the open, protected only by tarpaulins. The cargo could therefore be affected by adverse weather conditions and/or

contaminated with foreign matter, including chemicals.

Grain may also be brought to Constanza by barges that may not be weather-tight or clean. In a recent case, an initial inspection of grain arriving by barge indicated that it was apparently in good order. However, after the top layers had been unloaded, the bulk of the cargo was found to have been heavily wetted and that a thin layer of good cargo had been placed on top to disguise this fact.

Other possible quality problems arise from loading equipment, which can be inadequate or poorly maintained. Grabs are frequently not tight and existing conveyor belts may not be cleaned of the residues of previous cargoes, which might not be grain, and may be unprotected against the weather. The possibly higher incidence of quality problems are of course in addition to the usual quantity claims which arising from differences between shore and ship figures.

Members should advise their masters to contact the Association's correspondent in Constanza immediately should any problems

be encountered. The correspondent has extensive local knowledge and contacts and can assist masters directly. Should any further information be required members should not hesitate to contact the Association.

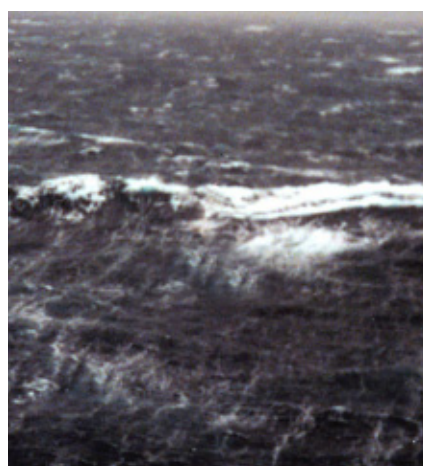


Bigger waves mean bigger risks

An article in a recent UK Sunday newspaper alerted the world to the fact that winter waves in the world's busiest shipping lanes are getting bigger – in some cases almost double. While most ships are designed to resist all but the most extreme conditions, the findings nevertheless mean that safety margins are now much narrower.

British scientists have found that average winter wave heights in the north-east and central Atlantic and in the north Pacific have, over the last 30 years, increased from 2.5-3m to 4-4.5m. The biggest waves have almost doubled in height to around 9m. Every ship trading to and from north America in the northern hemisphere this winter is thus likely to be affected.

An increase in wave heights has a significant effect on ships. All stresses, longitudinal and transverse, can be expected to increase. With increased wave heights comes the increased risk of damage to cargo stored on deck as well as greater water pressure on decks and hatches from breaking waves. Greater movement of the ship accelerates the cargo



more and increases the danger of cargo breaking lose. It also increases the possibility of injury to crew.

From an owner's point of view, the effect of higher waves is to reduce the overall safety margins of the ship. This includes reduced structural safety margins, reduced cargo-securing margins and reduced crew safety margins.

Importance of cargo-securing manuals

Owners should thus ensure that their ships are provided with cargo-securing manuals which are up-to-date and which have been developed specifically for the ship. They should then ensure that all crews and shore-side ship planners are familiar with the manuals and follow them at all times.

Masters should be given clear instructions that the safety of the crew, the cargo and the ship are paramount and that if, in their opinion, the weather and wave conditions are dangerous, they should navigate their ships to reduce the risks. If this includes slow steaming or altering course, with the possibilities of delayed arrival in port, then so be it.

There has been much coverage of the recent *'Hill Harmony'* judgment in the press but the case has not affected the masters' rights to navigate their ships to avoid danger. The effect of the judgment is that, if the master does depart from the charterer's orders, he or she must be able to justify it on reasonable grounds. Reasonably held safety concerns by the master of a well-found ship will always be upheld by the courts.

Time charterers can take their time to unload

A London arbitration tribunal recently held that under clause 8 of the NYPE 1946 time charterparty, a charterer was not under any implied duty to discharge cargo within a 'reasonable time'. However, a charterer would be in breach if its loading or discharging operations produced a 'frustrating delay'.

The tribunal went on to emphasise that a charterer could only use the vessel within the limits of the charter party. If, for example, the charterer used the vessel as a 'floating warehouse', this would constitute employing the vessel outside the usual business of a cargo-carrying voyage and render the charterer liable for detention costs.

The position is different under a voyage charterparty, where the receiver and the

charterer are collectively responsible for unloading cargo at a reasonable rate in line with normal practice at the port. This means a charterer can be found liable if the owner suffers excessive and unnecessary delays that might have been avoided if the receiver had been more diligent (see London Arbitration 2/01 reported in *Lloyds Maritime Law Newsletter* No. 554).

Members should therefore note that, in the context of a time charterparty, they will not automatically get damages for delay at a discharge port unless the charterparty expressly provides that unloading is to be undertaken within a reasonable time.

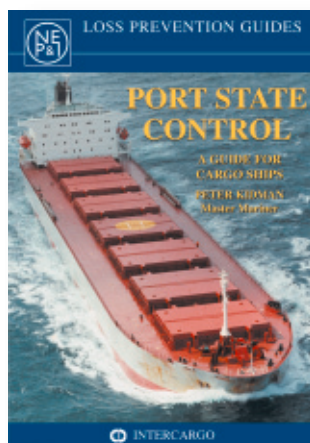


Port State control inspections – know your rights

The work done by port State control inspectors and surveyors around the world is very important and should be supported by the whole shipping industry. It is in the interest of all involved that the fullest co-operation be extended to surveyors.

Unfortunately, there are still some occasions when inspections result in a ship being detained unreasonably. Members should therefore be aware that, if there is a genuine doubt that a detention is fair, there is a procedure available to challenge it and there is a right of appeal.

The Association published a loss-prevention guide on port State control earlier this year



(April 2001 issue no. 43 of *Signals*), which explained the appeal procedure as follows.

'In the first instance the Master should directly query any detention order with the PSCO before he leaves the ship, should the Master feel that the detention order was unfair. If that fails, the Master should make an informal appeal to senior officials within the port State control administration. If that fails, the ship has a formal right of appeal. The appeal should be made to the detaining port State authority as soon as possible and the flag state should also be informed of the action. The PSCO is required to inform the Master of his right to appeal.'

Arbitration proceedings would typically be conducted under the national laws of the port State, and laws that may require the serving of notice to proceed to arbitration within a very short period after the order has been placed. The serving of notice within 21 days, for example, is not uncommon. An appeal will normally not result in the detention order being automatically lifted.'

The guide also contains an inspection reporting form that has been developed by Intercargo for ships to report their experiences where the performance of the inspections causes concern.

Members are encouraged to take advantage of the form and submit it to Intercargo if they are unhappy with their experience. It is hoped that this will help to achieve a greater degree of consistency in the conduct of future inspections.

Clarifying commission on ballast bonus

A Member recently enquired about the payment of commission to a broker on a ballast bonus. A ballast bonus is a payment to an owner for making a ballast trip to where its vessel is required under a charterparty. It is normally made under a time charter as a lump-sum, advance payment.

If a ballast bonus is to be paid free of any commissions and brokerage, it should be referred to in the charterparty as 'net ballast bonus'. If it is referred to as 'gross ballast bonus', it is paid after deducting commissions and brokerage. Whether commission is payable or not should therefore be decided between the parties during fixture negotiations.

If the ballast bonus commission is overlooked and there is only a reference to the amount of the bonus, it will depend on the wording of the commission clause. If the clause simply states that commission is payable on hire earned and paid under the charter, then the clause does not deal specifically with a ballast bonus.

Though a recent New York arbitration held that ballast bonus was charter hire for all intents and purposes, the Association's view remains that ballast bonus is not actually hire – being usually a daily rate payable 15 days in advance. It would thus be difficult for brokers to argue that it falls within a 'hire-earned' commission clause.

Hatch covers – the importance of monitoring and maintenance

Symptoms of hatch cover problems are all too often subject of short term remedies instead of concentrating on their cause, even though claims statistics show that hatch cover leakages continue to be one of the major causes of cargo damage.

There are two main purposes for having hatch covers:

- 1) to form a weather-tight closure of the hatch opening to avoid water damage to cargo in the holds,
- 2) and to carry deck cargo.

To be able to carry loads – both cargo and weather loads – hatch covers are equipped with bearing pads. Bearing pads transfer the weight of the cargo to the ship's structure and maintain a prescribed distance between the cover and the coaming for effective sealing. Furthermore, the pad has to accommodate the relative movement between the cover and coaming caused by the ship's hull flexing in a seaway.

To keep water outside the hold, there must be an effective and well-designed sealing system between the coaming and hatch cover, and between the hatch cover panels. The sealing system has to be designed to accommodate the particular coaming's movements. When the movements are smaller, weather-tightness can be achieved by compressing a tightening bar against a rubber seal.

To keep the hatch cover securely in position against the coaming during sea passages, a flexible securing system is required. Quick-acting cleats are commonly used, which must be fitted with a rubber washer to maintain the locked function even when the panels move.

Looking out for wear

Wear can be seen in different places as hatch covers age. In addition to corrosion, wear occurs because of repeated movement

between the mating plate and the bearing pad itself. This wear can be extensive and, if repairs are not made, the seals will become over compressed. The danger of fractures occurring in the coaming and the hatch cover panels also increases. If the battening devices are not adjusted they will loosen, and the cover securing system will no longer function properly.

Wheel bearings and cylinders can be overloaded if wear is allowed to continue. This is because crucial clearances are lost. The bearing pads are often worn so much that the side plates of the hatch cover panels come into contact with the top plates of the coamings and wear deep grooves in them.

Wear also occurs in the guide-plate surfaces when the weather-tight joints between two panels are maintained with guides. This will lead to reduced seal compression between two panels, which may cause water leakage.

Planning for repairs

Preventive maintenance is vital in hatch cover care. Too many costly emergency hatch cover repairs are being carried out today. This situation can be avoided by planning for repairs to be made in suitable ports at a convenient time for the ship's schedule.

The hatch cover seal often has to be changed when repairs or changes are made to the bearing pad system. If the seal is not changed, once the space between the hatch cover and coaming has been adjusted back to the original clearance, the possible permanent compression set in the seal can be so great that water can immediately enter the hold during the next voyage.

On the other hand, when changing the rubber seal, the bearing pads have to be checked and adjusted to the original height if necessary. Otherwise the increased over-compression creates permanent set in the rubber seal in a very short period of time.



If the quick-acting cleats have been adjusted – by tightening – as the bearing pads wear, these must be readjusted after bearing pad repairs otherwise it will be impossible to operate the cleats.

Benefits of ultrasonic tightness testing

Ultrasonic weather-tightness testing is clean, reliable, quick, and is accurate to find the exact location of a leakage in a hatch cover sealing arrangement. There is no risk of cargo damage, no interference with other shipboard activities and it can be carried out by one person.

The latest ultrasonic testing system is MacGREGOR's Sherlog, which has been type-approved by Lloyd's Register and which is now used worldwide by MacGREGOR and independent surveyors for tightness testing. Data can be logged during testing and can be downloaded to a personal computer for accurate reporting.

Taking care of and improving hatch cover weather-tightness can make a significant impact on minimising cargo losses caused by water ingress into the holds, to the benefit of all members.

Any members needing additional copies of the North of England's publication 'Hatch Cover Maintenance and Operation: A guide to good practice' should contact the loss prevention department.

(With grateful thanks to MacGREGOR Hatch Cover Division for help in preparing this article.)

Keeping tabs on cigarette smugglers

EC customs authorities are planning a crack down on the new multi-million dollar cigarette smuggling business from non-EC countries. Measures include major fines on any vessels found to have been involved, whether knowingly or not.

Members should thus consider providing clear instructions to port agents as to what steps should be taken to prevent smuggling –

and not just of cigarettes. The following instructions are those recently introduced by a member operating a liner container service.

- Beware of shipments in containers from one port in the EC to a non-EC port which are then immediately re-shipped to another EC port.
- Beware of containers which are exported but then the shippers ask for them to remain on

board to be returned to the same port of loading.

- Ensure that each shipment is represented by a bill of lading which states the true nature, terms and conditions of the shipment.

The instructions are simple, clear and capable of being followed exactly by agents in other countries. Members may find it useful to issue similar instructions to their own agents.

Avoiding collisions – the need to take early and positive action

The importance of taking early and positive action to avoid collisions is the theme of the North of England's latest poster in its series on the Collision Regulations (Colregs). The new poster, a copy of which is enclosed with this issue of *Signals*, focuses on Rule 8 – Action to Avoid Collision.

The previous poster dealt with Rule 7 – Risk of Collision. However, compliance with Rule 7 will not prevent a collision – it simply determines whether or not a risk of collision exists. If there is a risk, then positive action must obviously be taken by one or both of the vessels concerned (the responsibilities for taking avoiding action will be the topic of a later poster on vessel conduct).

Common misconceptions

The Association still sees far too many collision cases where action taken to avoid collision can, at best, be said to be tentative. The precise reasons for this are not entirely clear but could include

- lack of confidence in the action being taken
- a wish to lose as little time as possible by keeping course alterations to a minimum.

With regard to the first point, if the watch keeper is fully aware of the collision regulation, has taken all reasonable steps to assess the risk of collision and to be aware of other traffic in the area, there should be no reason for lack of confidence. As to the second point, it is perhaps worth considering that a 30° alteration of course to negotiate another vessel adds only around 0.5 mile to the voyage. At 12 knots this amounts to just 2.5 minutes or less than 0.2% of the day's run.

Problem areas to watch out for

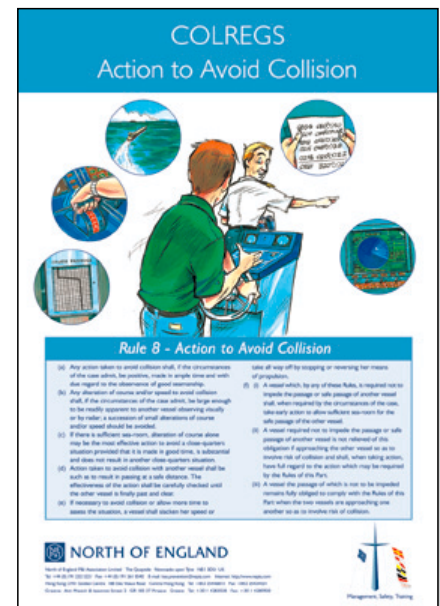
Regarding the specific provisions of Rule 8, there are a number of areas which in the Association's experience regularly give rise to problems.

1. Rule 8 requires that 'Action to avoid collision shall be positive, made in ample time and with due regard to the observance of good seamanship.' There are many instances where a watch keeper delays in taking action. This may be due to uncertainty in the watch keeper's mind as to whether the action is appropriate. If the decision to alter course is made early enough and is sufficiently clear to the other vessel then, even if not correct, it will at least allow time for this to be apparent to the other vessel. If the decision is delayed and the subsequent action is incorrect, then the ability of the other vessel to react is reduced.

2. There have been cases where watch keepers have established there is risk of collision and that they are on the give-way vessel but have still failed to take any action. This is clearly not acceptable. Whereas it should still be possible for the stand-on vessel to avoid the collision, it will not be apparent to that vessel that it needs to take action until the passing distance will be relatively low, unnecessarily increasing risk. If watch keepers are uncertain what to do to avoid collision, they should immediately summon assistance.

3. There continues to be an unacceptably high proportion of collision incidents involving a succession of small alterations of course and/or speed. This is fundamentally bad practice and a clear breach of the regulations. It is far better to make a broad alteration at an early stage and return to the original course once the desired passing distance is sustainable on that course rather than to leave course alterations to when the passing distance is reached.

4. When deciding on the extent of action required to be taken, the watch keeper should bear in mind that a close-quarters situation does not necessarily mean that the



two vessels will actually meet. It usually means that the other vessel is going to pass close on one side or other. For example, if the closest point of approach is going to be 0.5 mile to starboard and a 2 mile passing distance is required, this will effectively mean that the give-way vessel will have to travel 2.5 miles to starboard of its original track to pass safely on the required port side.

5. Watch keepers should bear in mind when taking action to avoid collision that their idea of a safe passing distance may not be the same as that of the other vessel, particularly where there is a large difference in size.

Finally, those on the give-way vessel should always consider the feeling of relief they give to those on the stand-on vessel by making a clear alteration of course. It shows the give-way vessel has seen the other ship and fully appreciates the situation, and makes for a much less stressful life all round.

Keep your OWS clean in Korea

Members trading to Korea should note that Korean marine police, especially in Pohang, are carrying out stringent inspections without prior notice of oily water separators (OWS).

The police are dismantling separators and checking the inside of the overboard valve with rags. If there is an oil stain, they allege that vessels have discharged oil or oily water to the sea using an illegal line that bypasses the separator. Small fines are then imposed on condition that the remaining oily bilge and deck garbage are disposed of prior to the

vessel's departure from port and that the inside of the separator is chemically cleaned and the oil filter replaced.

All vessels entering Korea should thus prepare for an inspection similar to US Coast Guard inspections. The OWS alarm and water level should be checked and the oil filter should be replaced at regular intervals (e.g. 6 months) and recorded. If possible, spare oil filters should be retained on board as they are very expensive in Korea. The inside of the line between the discharge valve and the OWS and

the overboard valve should be chemically cleaned prior to the vessel arriving in Korea to ensure it is clean and free from oil.

The oil record book should also be kept up to date at all times and the chief engineer should have a thorough knowledge of the recording method used. The vessel should also keep certificates showing discharge of garbage to shore.

The Association will continue to monitor the situation and will include advice of any changes in future issues of *Signals*.

Using power doors safely

New guidance has been published both by the North of England P&I club and the UK's Maritime and Coastguard Agency on how to avoid the potentially horrendous personal injuries that can result from mis-using power-operated watertight doors on ships.

Such doors are a standard safety feature on many ships. They can be found in locations such as machinery spaces, cargo spaces on cargo ships, side passageways on container ships, on Ro-Ros and of course on ferries and passenger ships.

Many power-operated water-tight doors can be operated remotely from the ship's bridge as well as locally. It is therefore possible for someone on the bridge to operate a door and be unaware that there is someone in its vicinity.

In some instances the doors are also fitted with an automatic closure mode, whereby the door always closes itself after it has been opened. When in this mode, anyone wishing to pass through a door has to open it using the control on one side of the door, then reach through to operate the control on the other side so as to hold the door open whilst passing through.

Immense crushing power

Both of these features mean that there is the potential for an accident to occur if the correct procedures are not observed. The immense crushing power of the doors means that the injuries sustained in any incident can be horrific.

To help ensure correct procedures are followed, the UK government's Maritime and Coastguard Agency (MCA) issued *Marine Guidance Note 35* (MGN 35). This gives advice on how to operate and carry loads through power-operated watertight doors. It also requires that training should be given to all personnel when joining a ship and at regular intervals afterwards.

The following are among the recommended procedures given in MGN 35 for the use of watertight doors.

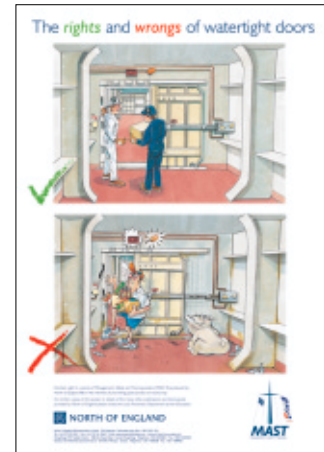
- They should normally be left in the 'local control' mode to avoid the dangers associated with automatic closure.
- The controls on both sides of the door must always be held in the open position whilst passing through.
- If a person is passing through the door unaccompanied, they must have both hands free to be able to operate the controls.
- If a load is to be carried through, other persons must be available to give assistance; one person to operate the door and one or more to carry the load.

Door training is mandatory

Chapter VI of the International Convention on Standards of Training, Certification and Watch keeping for Seafarers (STCW 95) also requires that all persons on a ship receive familiarisation training about watertight doors before undertaking shipboard duties. The training should obviously form part of the ship's ISM-compliant safety management system.

Training support is also at hand in the form of the latest poster in the Association's MAST

(management, safety, training) series. The poster, which accompanies this issue of *Signals*, illustrates some of the good and bad practices associated with operating and passing through power-operated watertight doors in a humorous way.



Copies of MGN 35 and other MCA publications can be viewed and downloaded from the MCA website at www.mcagency.org.uk. Further copies of the MAST 8 poster can be obtained from the North of England's loss prevention department.

Post graduate opportunities by distance learning

In the April 2001 issue (no. 43) of *Signals* attention was drawn to a new post graduate programme at the University of Northumbria on international trade law which can lead to a master of laws (LLM) qualification. Advanced standing and exemptions from the first-year of the programme are available to students who have successfully completed the North of England's distance-learning course in P&I insurance and loss prevention.

The university has now published a leaflet which sets out more details of the course. A copy is enclosed with this issue of *Signals*.

Nautical Institute - Mariner and Maritime Law seminar

This year sees the 12th seminar in this annual series which will take place on Friday 30 November 2001 at the Marriott Hotel, Gosforth Park in Newcastle-upon-Tyne, England.

The day will be devoted to a mock arbitration on the subject of coatings and corrosion. Full details of what should be an extremely interesting event – the 12th in the series – can be obtained from the Nautical Institute North East branch website at <http://www.neni.org.uk>

Planning personal training on-line

The North of England P&I club has made improvements to the delivery of its head-office-based, one-on-one training courses for members' individual staff which should make it easier for staff to ensure they get exactly what they need.

The popular courses at the club's head office in Newcastle-upon-Tyne in England have always been structured to suit individuals' needs and can last for up to two weeks. They are run by club managers and executives with relevant expertise and participants are provided with extensive supporting study notes and documents.

The improvements enable participants to plan their own personal training programme in advance. An extensive menu of topics has now been posted on the club's website at <http://www.nepia.com>, each of which is allocated one or two half-day units. Participants can now choose up to nine units for a one-week course and 18 units for a

two-week course, giving them much more flexibility in the range of topics covered.

Participants can also opt for a multiple-choice test at the end of their courses to assess how much they have learnt. They will also be issued with a certificate confirming their achievement.

To provide personalised training it is necessary to restrict numbers of participants to a maximum of two at any one time. Understandably these courses are in high demand and mutually convenient dates should be agreed with the loss prevention department as far ahead of the intended course dates as possible.

The club does not make a charge for these training courses although participants are required to pay their own local hotel accommodation. Any member wishing to take advantage of this facility should contact the loss prevention department.

Sailing home safely

Former North of England claims executive Matthew Moore achieved a major personal ambition after he left the Association's Hong Kong office in December 2000. He sailed all the way back to the UK in a voyage that lasted seven months, logged 11,500 miles and took in twelve countries.

Loss prevention manager Captain Phil Anderson joined Matthew and his crew on Nitro for the passage from Aden to Suez, a leg that proved particularly challenging with 60-knot winds experienced in the straits of Bab el Mandeb.



Matthew Moore, Phil Anderson and crew on board Nitro in Aden shortly before their departure for Egypt.

Signals Swot 9 Quiz Winner

Mr Andy Askham
Crescent Marine Services

Runners-up

Captain Remigio Konz
of Radonich Insurance Services

Nr Karl Moens of Marsh NV

Anastassios I Kallinikos of Sea Justice SA

Donna Price of Ropner Ship Management

Majbritt Acosta of Bergshav Management AS

well done!!!!!!

Signals Swot Quiz

Welcome to Signals Swot number 10. We invite you to pit your wits against "Bosun Bo" and become a *Signals Swotter!*

This is not a general knowledge quiz but rather the answers to all the questions are to be found within this particular issue of Signals.

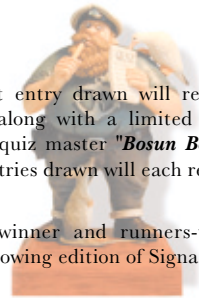
- The quiz is open to all readers of Signals.
- The quiz comprises 10 multiple choice questions - simply tick the correct answer ✓

- Send a photocopy of your answers, along with your name and, if appropriate, name of ship, position on board, company and address to the Editor of Signals at the Association.
- All correct entries received by the closing date will be entered in a prize draw.
- Closing date 1 December 2001.

PRIZES!

The first correct entry drawn will receive a 'Winners Plate' along with a limited edition statuette of our quiz master "Bosun Bo". The next 5 correct entries drawn will each receive a statuette.

Details of the winner and runners-up will appear in the following edition of Signals.



signals swot



10

Good luck to all you Signals Swotters!!

1 If a ballast bonus is to be paid free of any commissions and brokerage - how should it be described in the charterparty?

- 'net ballast bonus'.....
- 'gross ballast bonus'.....
- 'free of commission bonus'.....

2 What do the Korean marine police appear to be focussing their attention on when boarding vessels in Pohang?

- Stowaways.....
- Cigarette Smuggling.....
- Oily water separators.....
- Oil record books.....

3 What is the subject of the Colregs 8 poster?

- Action to avoid collision.....
- Establishing risk of collision...
- Keeping a good lookout.....

4 What is the deadline by which date all Masters and officers must hold valid STCW 95 certificates and endorsements?

- 1 January 2002.....
- 1 February 2002.....
- 1 July 2002.....

5 Which specie of mosquito can be responsible for transmitting malaria?

- Anopheles Mosquito.....
- Nastibitus Mosquito.....
- Pestibeast Mosquito.....

6 What is reported to be the average height of winter waves in the north-east and central Atlantic Ocean?

- 2 - 3 meters.....
- 4 - 4.5 meters.....
- 5 - 7 meters.....
- 8 - 10 meters.....

7 What type of cargo in Romania will require extra vigilance with inspection during the next few months as a result of a bumper harvest?

- Grain.....
- Rice.....
- Grapes.....
- Apples.....

8 What fine, per person, can be expected if a vessel arrives in Brazil without valid yellow fever vaccination certificates?

- Brazilian Reals 10,000.....
- Brazilian Reals 50,000.....
- Brazilian Reals 75,000.....
- Brazilian Reals 100,000.....

9 What must an unaccompanied individual ensure he can do before passing through a power operated watertight door?

- Have both hands free to operate the controls.....
- Have at least one hand free to operate the controls.....
- Run very quickly.....

10 Where can a Member review a menu of possible topics to be built into a personalised in-office training programme?

- Advertisements in the press.....
- Nepia website - <http://www.nepia.com>.....
- Annual report.....



*In this publication all references to the masculine gender are for convenience only and are also intended as a reference to the female gender. Unless the contrary is indicated, all articles are written with reference to English Law. However it should be noted that the content of this publication does not constitute legal advice and should not be construed as such. Members with appropriate cover should contact the Association's FD&D dept. for legal advice on particular matters.

*The purpose of the Association's loss prevention facility is to provide a source of information which is additional to that available to the maritime industry from regulatory, advisory, and consultative organisations. Whilst care is taken to ensure the accuracy of any information made available (whether orally or in writing and whether in the nature of guidance, advice, or direction) no warranty of accuracy is given and users of that information are expected to satisfy themselves that the information is relevant and suitable for the purposes to which it is applied. In no circumstances whatsoever shall the Association be liable to any person whatsoever for any loss or damage whatsoever or howsoever arising out of or in connection with the supply (including negligent supply) or use of information (as described above).

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