

## Second edition of Hatch Cover Guide published

Following on from the supplement in the last issue of Signals, the second edition of North of England's popular and comprehensive loss prevention guide on hatch cover maintenance and operation, written by recognised industry expert David Byrne, has now been published.

The illustrated book describes hatch cover design principles, operation, and maintenance. It has been considerably updated to include changes to

testing methods and implications arising from poor hatch cover condition.

A copy of the new edition is being sent to Members and appropriate entered vessels with this issue of Signals.

*Members wishing to purchase additional copies at the special Members' price of £10 should contact Denise Huddleston in the risk management department.*



## California block stowage

Charterers still occasionally try to insist that California block stowage is a safe and accepted way of stowing steel slabs in conventional bulk carriers, despite the well documented problems surrounding this practice. A recent incident has highlighted this issue once again.

*See page 3 for full story*

## How accurate are your charts?

Safe navigation relies on accurate and up-to-date charts. The introduction of electronic charts has led to confusion about the different types available, whether they are officially approved, and the requirements for paper back-ups. Answers to these and other common questions have been provided by the United Kingdom Hydrographic Office.

*See page 2 for full story*

## Tanker pumping warranties

Tanker charters commonly provide that cargo is to be discharged in 24 hours or that a pumping pressure is to be maintained of 100 psi. On occasions when that pressure is not maintained charterers often argue, wrongly, that no time in excess of 24 hours should count. In this issue we include, courtesy of local Newcastle lawyers Eversheds, a formula that sets out the correct way of calculating any time lost that can usefully be used by Members in answering charterers' argument.

*See page 5 for full stories*

## Mobile phone distraction

Mobile phones may be viewed as a wonderful communication tool, but the distraction they cause can also lead to problems with safe navigation. Some simple advice on the use of mobile phones is given in this issue.

*See page 4 for full story*

## Stevedore supplement

Stevedores provide an essential service to ships in port, but operations do not always proceed smoothly and stevedores may be injured, or cause injuries to ship's crew. They may also cause damage to the cargo or the ship, failure to stow and secure the cargo properly, or even present a security threat to the ship.

This supplement will look at a number of different aspects of stevedore operations, highlighting some of the regular problems and giving advice of how they can be avoided.

*See centre pages*





# An end to electronic chart confusion?

According to a recent survey by the Maritime Port Authority, Singapore, and the UK Hydrographic Office, confusion between which of the different charting systems to use and which charts are officially allowed is proving a major barrier to the adoption of Electronic Chart Display and Information Systems (ECDIS).

The report surveyed navigators, watchkeepers and shipping companies throughout the world with the aim of providing recommendations to the international hydrographic community for the future development of ECDIS. Respondents were further perplexed by the differences between ECDIS, ENC and ECS, and with such resounding similarity between the abbreviated forms they are surely not alone in their miscomprehension.

This article will explain some of the issues and hopefully end some of the confusion surrounding the use of electronic charts.

Electronic charts have been developed from traditional paper charts and marine survey data. As with paper charts the data used must be from an official source to ensure maximum safety of navigation. Official electronic charts currently take two forms – ENC and RNC.

## Electric Navigational Charts (ENC)

Official vector charts are known as ENCs and consist of digitised data that records all the relevant chart features such as coastlines, buoys and lights. These features along with details such as position, colour and shape are held in a database-like structure that allows them to be selectively displayed and queried, creating the potential to manipulate the chart image when displayed on screen. Because of their vector format ENCs can also be linked to other onboard systems to provide additional automatic features such as warning alarms.

ENCs can only be issued by or on the authority of a government authorised Hydrographic Office (HO) and must meet International Hydrographic Office (IHO) standards. Each IHO member nation is responsible for producing ENCs of its own waters, and systematically updating them with all safety critical information. Some areas such as Northern Europe are fully covered by ENCs but worldwide coverage is not available.

SOLAS Chapter V Annex 14 gives details of the performance standards for Electronic Chart Display and Information Systems (ECDIS) and permit ECDIS to operate using Raster Navigational Charts when ENCs are not available.

## Raster Navigational Charts (RNC)

RNCs are basically official reproductions of paper charts in an electronic format. Their familiar 'paper chart' image helps the mariner to quickly

gain confidence in the use of electronic charts by providing a direct link between display screen and chart table.

RNCs consist of thousands of tiny coloured dots (pixels) that together make a flat digital image. The displayed data is merely a digital photocopy of the original paper chart and charted features cannot be selectively displayed or queried like an ENC. However every pixel is geographically referenced enabling accurate continuous display of vessel position when the chart display system is linked to GPS. Additional user defined information such as route plans and shoal areas can be overlaid on an RNC to provide automatic links to other onboard systems such as warning alarms.

RNCs must comply with the IHO's data standard and can only be issued by or on the authority of a government-authorised Hydrographic Office. For example the UKHO produce over 3,000 RNC charts providing worldwide coverage. UKHO RNC charts carry the same guarantee of quality and accuracy as the Admiralty paper chart and are available from Admiralty Distributors worldwide.

## How do I display electronic charts?

To display an electronic chart you need either an Electronic Chart System (ECS), or an Electronic Chart Display Information System (ECDIS).

ECS is a generic description that can be used for anything from a laptop with simple navigational software to a fully Integrated Bridge System (IBS). An ECDIS is an official, type-approved display system (more than an ECS) that meets stringent IHO and SOLAS Chapter V defined criteria.

When used to display non SOLAS compliant electronic charts an ECDIS is classified as an ECS and can only be used as an aid to navigation and not as the primary navigation system.

ENCs and RNCs can both be updated automatically on a weekly basis thus reducing the amount of time the mariner has to spend manually correcting charts.



ENC (left) and RNC (right) charts of the same area

Courtesy of UKHO

## What are the regulations?

If electronic charts are used as a primary navigational tool (in place of or in order to reduce the number of paper charts that need to be carried and kept up to date) the combination of charts and display system must conform to International Maritime Organisation (IMO) and national regulatory authority rules.

When displayed within a type approved ECDIS and supported by the appropriate backup arrangements, ENCs can be used to satisfy SOLAS chart carriage requirements, and can therefore be used as the primary means of navigation.

The IMO requires that when using a type-approved ECDIS:

- ENCs can be used for primary navigation in place of paper charts provided there is a suitable backup for example another ECDIS with a separate power supply or an appropriate folio of up to date paper charts.
- RNCs when used in conjunction with ENCs (to fill the gaps in coverage) can be used for primary navigation together with an appropriate folio of up to date paper charts.

What is considered 'an appropriate folio of up to date paper charts' will vary between flag states and may or may not represent a reduction in the number of paper charts required to be carried.

To navigate using electronic charts as the primary means of navigation you need a type approved ECDIS with back-up plus ENCs where available and RNCs to fill the gaps. As more ENCs become available it is anticipated that the requirements for carriage of up to date paper charts will reduce.

Only ENCs that have been produced by or under the official sanction of a government authorised Hydrographic Office are legal for navigation. Digital charts are not all the same and Members need to understand differences if they are not going to be caught out.

*The Association is very grateful to the UK Hydrographic Office for their assistance in preparing this article. Website: [www.ukho.gov.uk](http://www.ukho.gov.uk)*



# California block stow: not for normal bulkers



*California block stow*

A problem was again encountered recently when the owner of a normal bulk carrier agreed to a charterparty term allowing the charterer to load steel slabs using a California block stow.

As many Members will know, California block stowage involves stacking the slabs squarely on top of each other with timber dunnaging on the tank top, between each tier and as chocking

between the stacks. The top tiers of each stack are then secured with steel bands. The method is attractive to charterers, shippers and receivers because it significantly reduces stevedoring costs, dunnaging requirements and the time that it takes to load and discharge the cargo.

However, California block stowage is only acceptable for vessels with box-shaped holds –

and only then when the stowage extends to both port and starboard sides, is sufficiently chocked against the hold side plating and throughout the full breadth and length of the stowage. The method should not be used on normal bulk carriers, which do not have box-shaped holds, because the slabs cannot be adequately secured and are therefore likely to shift when the vessel rolls and pitches in the seaway.

A shift in the stow could potentially cause severe damage to the cargo and/or the vessel and could also cause significant problems with the vessel's stability. Unfortunately not all local surveyors share the Association's concerns regarding California block stowage and masters may come under significant pressure to use it.

The Association strongly recommends that Members do not agree to any charterparty terms that allow charterers to employ this imprudent method of stowage in a normal bulk carrier. Members and masters need to be aware of this potential conflict and, if there are any problems or concerns, contact the Association immediately.

## Dangers of bunker oil contamination

The Association has recently witnessed a trend of serious cargo claims involving the failure of bunker tanks or connecting pipework, causing damage to machinery and tainting to a range of cargoes.

In one instance a perforation of just 2.5 cm in one of the plates of a fuel tank caused a minor fuel taint smell in the adjacent cargo hold, which contained foodstuffs. The result was a complete rejection of the shipment and a multi-million dollar claim. On another occasion, a vessel suffered an engine failure as a result of contamination of the fuel in bunker tanks from a cargo of alumina through a small crack in a ventilation pipe.

In all of the cases the source of the problem was not immediately detectable by a visual inspection of the vessels' cargo holds. However, this does not prevent the seaworthiness of the vessel to be called into question in most jurisdictions. The severe consequence of such relatively minor technical failures is a reminder to owners to pay attention to maintenance schedules and compliance with vessel survey requirements. The burden to prove the exercise of due diligence, or to rely on the Hague Visby carrier's defence of a latent defect, is a high one.

## Avoid taking illegal logs from Indonesia

Ship operators may unwittingly become involved in illegal timber trades in Indonesia when they load logs.

Certain hardwoods are not allowed to be exported from Indonesia, although they may be transported within the country. However, sometimes charterers or shippers obtain cargo documents for moving logs within Indonesia, allowing the vessel to sail, then issue new orders for the vessel to leave Indonesia carrying what then becomes an illegal cargo.

To avoid such a problem, owners whose vessels are chartered for voyages to load logs in Indonesia should ensure that charterers provide masters with detailed cargo documents. Additionally, cargo documents that provide legal authority to carry specified logs should be made available and held on board during each voyage.

*The Association is grateful to Spica Services (Indonesia) for information provided for this article. Tel: +62 21 521 3330.*

*Email: spicaina@indosat.net.id*



*Illegal logging*





## US stowaways hiding in rudder trunks

A recent circular by the United States Coast Guard in New Orleans reminds shipowners of the precautions they must take to prevent arriving



Rudder trunk

Courtesy of USCG

with stowaways on board. In particular it identifies a trend of stowaways hiding in rudder trunks on deep-draft vessels, where they are not often found until they present themselves in search of food.

The authorities are recommending that owners install metal gratings above the openings to their rudder compartments in addition to carrying out the usual thorough search before departing. The USCG in New Orleans may require specific evidence that the rudder area was searched by the crew in addition to the rest of the vessel.

## US gets tough on crew desertion despite ISPS

A worrying trend for shipowners is the United States' Department of Homeland Security's recent reactions to desertion of crewmembers on shore leave. Despite providing crewmembers with the appropriate visas and shore passes and employing 24-hour security guards on board in accordance with the ISPS Code, a shipowner's ability to make future calls to US ports is now being significantly affected by the failure of a crewmember to return from shore leave.

Orders imposed after a desertion can include a security plan, in addition to the 96-hour rule, detailing how the vessel will provide 24-hour security including guards, lighting and musters of the crew. Port Captains have power to impose additional requirements as they see fit and only after approval of the security plan by the District Commander will the vessel be allowed a future call in US waters.

The implications are quite clear: in the event of a desertion and despite a previous exemplary record, there is scope for US authorities to prevent a return call to the US or to interfere with commercial operations. The additional security arrangements required to satisfy the authorities' concerns will inevitably involve shipowners in costly additional expense.

## Masters advised to switch off mobile phones

Few people would disagree that mobile phones provide a useful communication facility, especially for seafarers sailing on ships within range of land-based networks. But mobile phones can also be a distraction to watchkeepers responsible for safe navigation.

In a recent report, the United Kingdom's Marine Accident Investigation Branch (MAIB) cited the master being distracted while using a mobile phone as one of the causes of the grounding of a chemical tanker.

It is obviously not prudent for watchkeepers to make personal calls while responsible for safe navigation, but it may be equally imprudent for watchkeepers – especially the master – to be making or receiving business calls. Perhaps one of the problems is the ease today with which commercial interests, such as charterers, operating departments or even stores clerks, can

make calls to masters and then expect their immediate attention. Similarly, unnecessary calls to ships may disturb masters and other officers during their much needed rest periods.

Good advice to masters would be to turn mobile phones off, or divert calls to voicemail, during navigational duty or rest periods. Ship operators should also make it clear to their shore staff, and to other parties involved with the ship, that safety takes precedence over routine commercial matters – and that calls to mobile phones may not always be answered immediately.



## New safety poster on working aloft

North of England's 'If only...' safety poster campaign continues with a look at potentially fatal accidents that can be caused by working aloft without taking proper precautions.

The most common injuries on a ship are those caused by slips, trips and falls – and the injuries sustained from a fall while working aloft can be severe or even fatal. The United Kingdom Code of Safe Working Practices for Merchant Seaman states that personnel working above 2 metres should wear a safety harness and lifeline at all times, as well as other appropriate personal protective equipment.

The latest poster in North of England's hard hitting series depicts a person who has been severely injured after falling from a ladder during routine shipboard operations. *If only* he had taken



the simple precaution of wearing a suitably rigged safety harness, the accident and its potentially tragic consequences would have been avoided.

Before any shipboard task is performed, you must ask the question: 'How can it be carried out properly?' Do not end up saying: 'If only...'

*A copy of the new 'If only...' poster accompanies this issue of Signals.*

## Keeping guard dogs under control

Members are advised to consider the safety of crewmembers and visitors if guard dogs are employed on board as an additional ship security measure. Even if dogs are ordered by local authorities or third parties to secure the vessel, an obligation may still reside with the vessel owner to ensure there is no injury caused and that the dogs are suitably restrained.

Before allowing shore-based personnel to board, a check should be made on who is in control of the animals and, if necessary, escort personnel around the vessel to prevent injury. In the event of any incident, a written record should be maintained and a notice sent to the company that has provided the animals.



# Avoid being penalised on tanker pumping warranties

Unlike many other ships the discharge of cargo from an oil tanker can only be performed by the vessel itself, using its own equipment and personnel. Voyage charterparties usually incorporate a clause governing the vessel's capabilities with regard to discharge of cargo, for example:

*"Owner warrants that the vessel is capable of discharging within 24 hours or maintaining 100 psi (7kg/cm<sup>2</sup>) at the manifold provided shore facilities permit"*

But what then happens when a vessel exceeds the 24 hour discharge period and fails to maintain 100 psi (7kg/cm<sup>2</sup>) throughout the period of discharge? Charterers inevitably deduct for all time lost over and above the 24 hour limit. However, as explained below, this approach is unjustified.

Clearly if the vessel has under-performed in relation to a warranted capability it is in breach of the charterparty terms. As a matter of English law, whenever there is a breach of contract, the innocent party is entitled to damages in order to put them in the position they would have been in but for the breach. So, if the vessel had not breached the pumping warranty, it would have either discharged all of the cargo within 24 hours or maintained a back pressure at the manifold of 100 psi (7kg/cm<sup>2</sup>). Therefore, to calculate the charterer's actual loss - that is the additional time taken by the vessel to discharge the cargo - it is necessary to consider how long it would have taken a vessel to discharge the cargo had it maintained the warranted back pressure of 100 psi (7kg/cm<sup>2</sup>).

## Calculating actual time lost

Fortunately, this is a relatively straightforward calculation. The formula below is based upon the premise that the pressure drop along a given pipe length is proportional to the square of the velocity of the flow of the liquid:

$$P=KV^2$$

where: P = pressure; V = velocity of flow; and K = constant dependent upon the viscosity of liquid, configuration of the pipelines and various other factors.

Since for a given length of pipe the volume of liquid passing is directly proportional to the velocity of flow this can also be written:

$$P=KQ^2$$

where : Q = quantity flowing (ie. In barrels or m<sup>3</sup>)

## Example:

The vessel discharges 200,000 bbls of cargo in 40 hours at an average discharge pressure of 5kg/cm<sup>2</sup>. The rate of flow is 5,000 bbls per hour (Q1). A static head of pressure needs to be assumed, usually taken as 1 kg/cm<sup>2</sup>. This is subtracted from the average discharging pressure to give P1, 4kg/cm<sup>2</sup>. To assess the time which would have been saved if the vessel had maintained 100 psi (7kg/cm<sup>2</sup>) the net pressure is 6kg/cm<sup>2</sup> (P2)

**Using the above calculation (Q1<sup>2</sup> x P2/P1):**

$$(5,000^2 \times 6/4) = 6,123 \text{ bbls/hr}$$

**The time it should have taken (total cargo/Q2):**

$$200,000/6,123 = 32.7 \text{ hrs}$$

$$\text{Time lost} = 40 \text{ hrs} - 32.7 \text{ hrs} = 7.3 \text{ hrs.}$$

or:

$$K = P/Q^2$$

From this:

$$P1/Q1^2 = K; \text{ and } K = P2/Q2^2$$

or:

$$Q2^2 = Q1^2 \times P2/P1$$

*The Association is very grateful to Stephen Mackin of Eversheds for writing this article.*

Tel: +44(0) 191 241 6000

Website: [www.eversheds.com](http://www.eversheds.com)

# Operational impacts of new emissions regulations

The new MARPOL Annex VI and EU Directive 'COM (2002) 595' introduce dramatic changes to the way in which vessels' main engines and auxiliaries are operated. The first changes take effect in May this year. However, the most important ones enter force in 2006 and are likely to have a significant impact on most shipping operations.

Emissions from land-based engines have been closely controlled for several years, such that marine emissions now produce comparatively greater quantities of sulphur dioxide ('Sox'), nitrogen oxides ('Nox') and particulate matter. This may not matter on the high seas far from land, but such emissions close to densely populated areas may damage health and the environment.

## Switching to low-sulphur fuels

The regulations introduce new limits on the sulphur content of marine fuels, both residual (HFO, IFO) and distillate fuels (MDO, MGO). A maximum sulphur limit of 1.5% will apply to all

fuel used in designated 'Sox Emission Control Areas' (SECAs), such as the Baltic and North Seas, that are particularly sensitive to acid rain deposits. An even lower limit of 0.2% sulphur will apply to vessels at berth in EU ports.

The regulations will inevitably have operational consequences for vessels with tankage and fuel systems not designed to hold - or switch between - different grades of residual fuel oils and distillate



*Courtesy of Ronald Woehrn*

fuels. It is also likely that vessels spending extended periods in SECAs will find it necessary to switch over permanently to a different grade of lub oil.

## Record keeping and samples

As well as imposing new limits, the regulations will also require a meticulous record keeping regime and sample retention system by owners and bunker suppliers. They will also have commercial and legal consequences for owners and time charterers, which will have to ensure vessels obtain sufficient supplies of compliant fuel before transiting a SECA or calling at an EU port.

Charterers previously accustomed to having extensive load or discharge port options may also require changes in their charterparties and/or bills of lading.

*A Signals edition later this year will contain a supplement giving a detailed overview of the new emissions regulations.*



## NEW UNITED STATES REQUIREMENTS FOR NON-TANK VESSELS

The United States Coast Guard and Maritime Transportation Act of 2004 (CGMTA) requires the owner or operator of any non-tank vessel of 400 GT or more that carries oil of any kind as a fuel for main propulsion to prepare and submit a response plan for each vessel. The regulations for these non-tank vessel response plans (NT-VRPs) have not yet been finalised but, because the law must be brought into effect by 9 August 2005, the Coast Guard has issued Navigation and Vessel Inspection Circular (NVIC) number 01-05, which provides interim guidance for their preparation and submission. The Coast Guard is recommending that all NT-VRPs are prepared and submitted for review as soon as possible, and at least 30 days prior to arrival in US waters.

For further information, Members should refer to the Association's circular dated 24 March 2005. NVIC 01-05 can be viewed on the USCG website: [www.uscg.mil/hq/g-m/nvic/index00.htm](http://www.uscg.mil/hq/g-m/nvic/index00.htm)

## MARPOL ANNEX VI ENTERS INTO FORCE

Marpol Annex VI enters into force on 19 May 2005. Ships will have to comply with a worldwide cap of fuel oil sulphur limits of 4.5% and, from next year, special requirements will apply in designated Sulphur Emission Control Areas (SECAs).

See article on page 5 for more details.

## WATER BALLAST CONVENTION

The International Convention for the Control and Management of Ship's Ballast Water & Sediments was adopted at an IMO diplomatic conference in London on 13 February 2004 and will enter into force 12 months after ratification by 30 states, representing 35% of world merchant shipping tonnage. The Convention will require all ships to implement a ballast water and sediments management plan.

The Association will be issuing a Signals Special on this topic later in the year.

## VISIT: WWW.NEPIA.COM

The NewsNet page of the Association's website provides information about a wide variety of industry news. Members' staff are encouraged to visit it regularly to help keep up-to-date.



To access NewsNet, click on 'Risk Management' and then 'Industry News'.

## AUSTRALIA RESTRICTS SINGLE-HULL TANKERS

The Australian authorities have issued Marine Notice 13/2004, which states that single-hull tankers carrying heavy grade oil will not be allowed to enter Australian ports or offshore terminals from April 2005.

Australian Marine Notices can be downloaded from the AMSA website:

[www.amsa.gov.au/shipping\\_safety/marine\\_notices/index.asp](http://www.amsa.gov.au/shipping_safety/marine_notices/index.asp)

## COMMON STRUCTURAL RULES FOR BULK CARRIERS

The new Common Structural Rules for Bulk Carriers (CSR) developed by the International Association of Classification Societies' (IACS) Joint Bulker Project are expected to come into force for ships contracted for construction on or after 1 July 2005.

The draft rules are available to view on the IACS website: [www.jbprules.com](http://www.jbprules.com)

## SEAFARER ID CONVENTION ENTERS INTO FORCE

The International Labour Organisation (ILO) Seafarer's Identity Documents Convention 2003 (No 185) entered force on 9 February 2005. This makes the issue of seafarer's biometric identification documents mandatory by all countries that have ratified the Convention. The biometric standard adopted by the ILO requires a seafarer's fingerprints to be converted into a two-dimensional barcode and printed on an identity card, which can then be read by suitable equipment and compared with the holder's fingerprint.

The full text of the Convention can be viewed on the ILO website:

[www.ilo.org/ilolex/cgi-lex/convde.pl?C185](http://www.ilo.org/ilolex/cgi-lex/convde.pl?C185)

## PIRATES STILL A PROBLEM

The latest annual report from the International Maritime Bureau (IMB) showed that 30 seafarers were murdered during 2004, although reported piracy attacks were fewer than in 2003. Indonesian and Nigerian waters remain the most dangerous, according to the IMB.

Members can view up-to-date piracy reports on the IMB website: [www.icc-ccs.org/main/index.php](http://www.icc-ccs.org/main/index.php)



## Member visits

Since the beginning of the year, North of England staff have participated in seminars and workshops with Vroon BV in Breskens, Netherlands and with Keystone Shipping Co in Duluth, USA. Association's staff also attended the annual Nautischer Verein zu Bremen shipowners' seminar in Bremen, Germany in February.

## Mediators' lunch

On 21 January 2005 the Marine Arbitration Club held a lunch in Newcastle upon Tyne – its first ever lunch outside London. The event was held at the offices of law firm Eversheds and was chaired by Mike Baker-Harber, President of the London Maritime Arbitrators Association (LMAA), and Chris Hilton of Eversheds.

Colin Sheppard, LMAA Honorary Secretary, spoke on the rule against deduction from freight and explained this historical exception to equitable set-off. Philip Stemberidge of North of England's FD&D department spoke on the recovery of in-house costs in arbitrations run by the Association. Chris Hilton then discussed the way in which the anti-money-laundering laws were being applied in the UK, or could be applied, and raised uncomfortable questions concerning the transfer of funds in maritime matters.

The Maritime Arbitration Club plans to return to Newcastle again, emphasising the city's position as the major shipping law centre in England outside London.



*Pictures:*

- 1 *Nautischer Verein zu Bremen seminar, Bremen, Germany*
- 2 *Key Lake's Edgar G Speer at Duluth, USA*
- 3 *Thijs Hasselaar receiving his award at Newcastle University*

## Newcastle University awards

North of England provides a number of annual prizes to students at local colleges and universities, including students studying on various courses in marine subjects at Newcastle University. The prize for best overall MSc student in 2004 was awarded to Thijs Hasselaar at a ceremony in January.



## Last call for the annual Residential Training Course

This year's Residential Training Course in P&I insurance at the prestigious Lumley Castle Hotel is to take place from 24 June to 1 July 2005. At the time of going to press there were still places available on the course but they are limited, and as the course always proves to be very popular we would advise anyone wishing to attend, to register as soon as possible.

*To register, download an application form from the risk management pages of the Association's website or contact Adele Lathan of the Risk Management department.*



## Electronic Signals

In the future, issues of *Signals* will also be sent electronically. If you wish to receive a copy by email, please check the details given on the carrier sheet accompanying this issue are correct, make any amendments if necessary, then fax the sheet to the risk management department on

+44 (0) 191 261 0540



# New claims handlers add to multi-national P&I claims team



Karola Drack



Marija Pospisil



Michael Asherson



Stephen Jeffrey

North of England is very pleased to welcome four new staff with widely varying backgrounds to the P&I claims handling team. Karola Drack is from Germany where she worked in the operational department of a large shipping company and then for a marine insurance broker. Karola has a degree in shipping and chartering. Marija Pospisil is from Croatia and has a shipping background as well as law degrees from Croatia and Malta. Michael Asherson is both a South African attorney and an English solicitor, who has moved to the P&I team from the FD&D department, where he still does some work. Finally, Stephen Jeffrey is a master mariner who has worked on most ship types as well as in the offshore industry.

## Signals Search 3

Find the answers to the questions in the wordsearch below. We have found the first one for you. GOOD LUCK!

### Questions

1. Which MARPOL Annex enters force on 19 May 2005?
2. What does P stand for in the equation  $P=KQ^2$ ?
3. What should be turned off to prevent distraction during navigational duties?
4. Who has developed new structural rules for bulk carriers?
5. What type of block stowage method should not be used for steel on a normal bulk carrier?
6. Where is a popular hiding place for stowaways?
7. Which organisation provides weekly piracy reports?
8. Where did the Marine Arbitration Club hold its lunch in January?
9. Over what height should you wear a safety harness when working aloft?
10. What acronym describes an official chart display system?



- Signals Search is open to all readers of Signals.
- Send a photocopy of your completed search, along with your name and, if appropriate, name of ship, position on board, company and address to Denise Huddleston at the Association.

- All correct entries received by the closing date will be entered in a prize draw.
- Closing date Friday 24th June 2005.

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 next edition of *Signals*.

### Your copy of Signals (Members and Entered ships only)

Copies of this Signals should contain the following enclosures:

- "If only" poster – Working aloft
- Loss Prevention Guide – Hatch Cover Maintenance and Operation – Second edition

### Signals Search Quiz No.2

**Winner:** Captain AG Bischiniotis – Seacrest Shipping Co Ltd

**Runners-up:** Svetlana Slioussareva – PANDI Services East, St Petersburg Captain Dave Wallis – MV "STIRLING PEGASUS" Captain Victor E Delgado – MT "RIO GAUYA" Captain Hari Singh – MV "MSC MIRELLA"

### Search Quiz Answers

Stevedores • Permanent set • North Online • UNHCR • Loll • IMDG • Weathertight • Gateshead • Accommodation • Fines

Apologies for the typographical error which appeared in the answers to questions 3 and 5. Congratulations to all who noticed.

• 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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