

# New loss-prevention publications

Following the announcement in Signals 70 about electronic versions of the Association's loss-prevention guides, two more electronic guides are now available. One of these is the popular guide on bills of lading written by Stephen Mills. The electronic guides are only available to Members and are free of charge.

Each guide is fully indexed and cross-referenced in pdf format. The guides available now are An Introduction to P&I Insurance and Loss Prevention, Cargo Stowage and Securing – A Guide to Good Practice and Bills of Lading – A Guide to Good Practice.



Members requiring an electronic version of any of the guides mentioned above should contact the loss-prevention department.  
Email: [loss.prevention@nepia.com](mailto:loss.prevention@nepia.com)

# Dangerous cargoes

This issue of *Signals* includes two articles about dangerous cargoes. The first of these is a bulk cargo: direct reduced iron (DRI). The carriage of DRI and its derivatives continues to cause concern and the article contains a reminder of recommended carriage practices. The other article relates to dangerous goods in containers and also looks at good practices associated with their carriage.

See page 4 for full story

# Sharing information with pilots

Recent publicity about the increasing number of large Admiralty claims has further highlighted the importance of the relationship between the master and pilot when a ship is under pilotage. An article in this edition draws attention to how important it is that a ship's bridge team understand the vessel's manoeuvring characteristics and that this should be part of the exchange of information between the master and pilot.

See page 5 for full story

# Safe work reminder

There are some types of accidents that seem to happen to seafarers again and again, despite everyone apparently knowing the proper precautions to take and the correct procedures to follow. Two types of incidents that fall into this category are entry into enclosed spaces and working aloft, so there is no apology for looking once again at the safe work procedures to follow.

An article in this issue provides a reminder of the precautions to take before entry into enclosed spaces and, equally importantly, of the precautions to take when going to the rescue of persons who appear to have got into trouble.

Working aloft is another activity where accidents can be avoided by following common-sense procedures. These should particularly include communications between departments on the ship so that work carried out by one department does not endanger those in another, for example by turning on radar scanners when an electrical officer is working aloft, or starting generators when seamen are painting. Simple precautions such as daily meetings, posting appropriate notices and isolating controls can avoid such incidents. A new poster in the club's Safe Work series illustrates the dangers of working aloft, using humour to show the different consequences of a well-planned work activity and one where a casual approach has been taken.

A copy of the new poster, *Safe Work, Working Aloft*, is enclosed with this issue of *Signals* for all Members and entered ships. A high-resolution A4-sized copy of the poster can be downloaded from the Association's website: [www.nepia.com/risk/publications/posters/safework.php](http://www.nepia.com/risk/publications/posters/safework.php)



# Corporate manslaughter law

The Corporate Manslaughter and Corporate Homicide Act has been introduced in the UK and will have implications for UK-registered ships and all ships in UK waters. Offences under the Act may occur when an organisation causes a person's death and there is a gross breach of a relevant duty of care owed by the organisation to the deceased. It is not yet clear whether a ship's master and other senior crew would also be among those prosecuted under the Act.

See page 3 for full story



# Diabetes: the insidious killer

Of the diseases that affect people insidiously, one that is becoming a major global concern is diabetes. Along with some other medical conditions such as gout, diabetes is commonly thought of as a disease of the affluent. That may well be true, but it is actually a disease affecting people who are simply just prone to develop it regardless of their financial status. Nevertheless, a high-sugar diet and doing little physical activity are certainly also factors.

Increasing numbers of potential crew members are turned away after pre-employment medicals because it is found they suffer from diabetes. There are also many people already working at sea who suffer from the disease or who may be prone to develop it - particularly cooks and middle-aged officers.

## Symptoms

The classic symptoms of the condition are the three 'P's

- polyphagia - insatiable hunger
- polydipsia - insatiable thirst
- polyuria - frequent urination with an abnormally large volume each time.

In extreme cases an individual may be eating substantial amounts but actually losing weight. The paradox here is that, although in the midst of plenty, the cells of the body are being starved.

In such cases, sufferers may be either sleeping more than usual, or feeling quite slow, and will have

blurring of vision and an 'acetone' like breath. It is this group who are most at risk of slipping into a coma, possibly with fatal consequences, if it is not managed adequately and in good time.

More commonly there will be a number of crew members who are experiencing mild symptoms, which they either ignore or, if they suspect it is diabetes, deny or delay consulting with a doctor. If the disease becomes uncontrolled for a significant period of time, complications can set in which affect

- blood circulation - thereby affecting major organs, primarily the heart and kidneys
- nerve sensation
- vision - blurring that may lead to permanent blindness
- sexual function
- wound healing - particularly in the extremities, leading to gangrene and possibly amputations
- physical stamina.

All of these symptoms will have an obvious and significant impact upon an individual's quality of life.

## Diagnosis

The main screening test for diabetes is fasting blood sugar. It is necessary to fast for a period of 8 to 10 hours before providing a blood sample to obtain an accurate assessment of the blood sugar value. To establish an abnormality in blood sugar, the value should be taken on two separate occasions.

Other tests are available, such as the two-hour post-prandial blood sugar and HbA1c, and these help distinguish between those who are already diabetic and those who are in the pre-diabetic stage. It also determines blood sugar control in those diabetics who are under some form of management.

## Treatment

The two methods of managing diabetes are

- pharmacologic - involving medicines
- non-pharmacologic - involving diet restrictions and exercise regimes.

It is often said that 'once a diabetic, always a diabetic', so it is far preferable to prevent the risk of developing diabetes by modifying lifestyle - and here the advice is the same for general good health

- keep weight within the normal range
- take both resistance and aerobic exercises regularly
- try to avoid or minimise diets that are high in calories, saturated fat and refined sugar
- eat healthy, high-fibre, low-calorie, sugar-free foods
- minimise alcohol intake
- do not smoke.

*This article was prepared with the assistance of Joselito L De Guzman, MD of the Marine Medical Laboratory Clinic, Philippines.*

## Entering enclosed spaces – another reminder

Properly written safety management systems, incorporating appropriate formal risk assessment, enable ship's senior officers and safety officials to manage the risks associated with the broad range of potentially hazardous activities in the marine environment.

However, despite the high-profile nature of advice and recommended procedures, accidents associated with entry into enclosed spaces appear to be more difficult to prevent than most.

### Defining an enclosed space

Defining a space as 'enclosed' and therefore potentially hazardous will often be sufficient to deter crew members from entering until proper preventative measures can be put in place.

International Maritime Organization (IMO) recommendations published in an annex to resolution A.864(20) suggest enclosed spaces can be identified by asking the following questions.

- Is the space provided with limited openings for entry and exit?
- Is the space subject to poor natural ventilation?
- Is the space not designed for continuous occupancy?

If the answer to any of these questions is 'yes', the space should be considered an enclosed space and this may prevent crew members putting their own lives at risk as well as the lives of their concerned colleagues, who often rush in to assist only to become victims themselves.

### Training and signing

In addition to the inclusion of a discussion on enclosed spaces during familiarisation training, it is suggested an 'enclosed space' prohibition sign is posted adjacent to access points of less-obvious enclosed spaces. This may act as a timely reminder to experienced people and a cautionary warning to less-experienced people of the need to take suitable precautions before entering.

*Further information about entry into enclosed spaces is provided in a Signals Supplement, available for download at the Association's website: [www.nepia.com/risk/publications/supplements/Enclosed\\_Space\\_Supp.pdf](http://www.nepia.com/risk/publications/supplements/Enclosed_Space_Supp.pdf)*

*An enclosed-space entry permit can also be downloaded from the Association's website: [www.nepia.com/risk/publications/checklist\\_pdf/Enclosed\\_Space\\_Permit.pdf](http://www.nepia.com/risk/publications/checklist_pdf/Enclosed_Space_Permit.pdf)*



## Myth or truth

### Do not put anything in your ear smaller than your elbow

Generally this old saying is true. The ears, for the most part, do not require any routine cleaning and are rather like a self-cleaning oven. With the help of gravity and body heat, earwax will gradually find its way out.

If wax does appear on the outer ear, a cotton bud may be used, but do not be tempted to go in further. Inserting anything into the inner ear - even just a cotton bud - can be risky and may result in wax impaction or injury. Impacted wax is painful and will affect your hearing.

There are various products available from pharmacies that can help relieve wax blockage, but warm water in a syringe often works just as well.

So, despite sensible advice from our grandmothers, it seems doctors regularly have to remove broken cotton buds from inside people's ears along with other things such as pen caps, beads and even cockroaches. A true case of in one ear and out the other.





## UK Corporate Manslaughter and Corporate Homicide Act introduced

Britain's much-heralded Corporate Manslaughter and Corporate Homicide Act 2007 came into effect on 6 April 2008 and will have implications for all UK-registered ships and ships in UK waters. Section 28(3) states the Act is applicable if harm resulting in death is sustained in the UK, including the territorial sea adjacent to the UK, or on a UK-registered ship under the Merchant Shipping Act 1995.

According to section 1(1), an offence arises when an organisation to which the Act applies causes a person's death and there is a gross breach of a relevant duty of care owed by the organisation to the deceased. A 'gross breach' involves falling far below what can reasonably be expected of the organisation in the circumstances.

### Senior management role

Section 1(3) states, 'An organisation will be guilty of an offence under this section only if the way in which its activities are managed or organised by its senior management is a substantial element in the breach [of the duty of care]:'

A jury will have to consider whether the organisation failed to comply with any health and safety legislation relating to the breach. If failure is established, the jury will then have to consider how serious the failure was and how much of a risk of death the failure posed.

Senior management is described under section 1(4)(c) as, 'persons who play significant roles in the making of decisions about how the whole or a

substantial part of [the organisation's] activities are to be managed or organised or the actual managing or organising of the whole or a substantial part of those activities.'

While the Act would apply to senior management of a shipowner, it is not yet clear whether a vessel's master and other senior crew such as the chief engineer would also fall within the 'senior management' description.

### Individuals not prosecuted

Contrary to recent publicity and speculation, the Act does not open the possibility of an individual facing imprisonment if successfully convicted. In the event of an offence being committed under the Act, individual directors and senior managers will not be prosecuted; it is the organisation itself that will face prosecution.

The penalty for breaching the Act is an unlimited fine. It has been indicated that the courts will take into account the organisation's turnover from the three years prior to the offence when determining the amount to impose.

The Act does introduce some new penalties, including a publicity order to name and shame the guilty organisation. General consensus however is that the Act is not a radical piece of legislation, disappointing many who hoped for a new era of corporate responsibility. Instead it would appear to do no more than refine previous legislation and assert what has already been established through case law.

## New ship-recycling standards

The last issue of *Signals* in January 2008 introduced the concept of 'green passports'. As the issue went to press, the International Organization for Standardization (ISO) launched ISO 30000, a new series of management system standards for ship recycling.

First in the series is ISO/PAS 30000:2008, which deals with specifications for management systems for safe and environmentally sound ship-recycling facilities. It is presently available as a 'publicly available specification' pending publication as a full international standard.

Other standards dealing with other aspects of ship recycling are being developed and may be released during 2008.

The new ISO standards are being produced in co-operation with various bodies including the International Maritime Organization (IMO). It is thus likely they will dovetail with IMO's forthcoming International Convention for the Safe and Environmentally Sound Recycling of Ships.

## Arbitration in China

The growing volume of trade with China means it is becoming more common for charterparties to provide for Chinese arbitration. Until now there was a consensus of opinion in Chinese legal circles that simple reference to, for example, 'arbitration Beijing' meant arbitration by the China Maritime Arbitration Commission (CMAC). However, CMAC has recently issued a warning that such a simple arbitration provision may not be effective.

A problem arises where there is more than one arbitration institution in a particular jurisdiction. For example, Beijing has the China International Economic and Trade Arbitration Commission, CMAC and the Beijing Arbitration Commission.

As a result of a recent interpretation by the Supreme People's Court of the Arbitration Law of the People's Republic of China, it is now clear that such simple charterparty provisions are ineffective when there is more than one arbitration authority in the chosen jurisdiction. The arbitration clause will then be null and void.

CMAC is thus advising that where arbitration is agreed in Beijing or Shanghai in particular, the agreement should identify the institution before which any arbitration is to be conducted.



## Slow steaming – potential implications

The Association has recently been made aware that a number of owners and charterers are considering whether to instruct masters to proceed at a speed which is slower than the performance speed the vessel is capable of achieving.

In many cases, proceeding at a slower speed will reduce the level of bunkers consumed by the vessel. Given that bunker prices are currently very high, this is attractive for those owners who stem their own bunkers and also for time charterers (who usually have the obligation to provide bunkers). In addition, there is an added environmental benefit if less fuel is consumed.

Before making the decision to slow steam, however, owners and charterers alike need to ensure that their position is protected – both under the terms of the relevant charterparties and under the bills of lading.

If Members do not ensure that their position is protected under the governing contracts, potentially they may be exposed to claims for breach of charterparty – for example, for failing to proceed with the utmost despatch under an NYPE 1946 time charterparty, or for failing to proceed with reasonable despatch under a voyage charterparty. Further, it is possible that they may be exposed to claims under the bills of lading for deviation by delay or, alternatively, to indemnity claims under the charterparty in respect of losses suffered under the bill of lading contract.

As such, where Members are being asked to slow steam or where Members are themselves considering ordering the vessel to slow steam, they should consider contacting the Association's FD&D department for advice on their potential exposure and, where appropriate, for guidance on amendments which can be made to the governing contracts.





# Dangerous goods in containers

Failing to monitor dangerous goods in containers loaded on board can have serious safety and financial consequences. In a recent case, a third mate signed a chit from the terminal planner acknowledging receipt of a provisional specials list showing two dangerous goods containers for on-deck stow only. This fact was not picked up by the ship's command and the containers were loaded under-deck, without being noticed by the terminal or ship and without appearing on the final specials list.

During the voyage the containers overheated and started a fire that put the crew in danger and caused severe damage to other containers in the hold. Regardless of the errors made by the planners in the terminal, the shipowner was held responsible because the third mate's signature on the terminal planner's chit was judged as acknowledging that the ship knew of the cargo and that its hazardous nature could affect the safety of the crew and ship.

This article looks at some of the things that should be done on board for safety – as well as to demonstrate due diligence, thus protecting the shipowner from what might be potentially very expensive claims.

## Dangerous goods documents

The ship should receive a dangerous goods manifest or specials list from the terminal or stevedores on arrival, which lists all the dangerous goods containers received for shipment. One of the first jobs is to check the information provided on this list, check that the proposed stowage is – or, if the ship is undertaking planning, then plan the stowage to be – in accordance with the International Maritime Dangerous Goods (IMDG) Code segregation requirements.

To stow the containers according to the segregation requirements, information about the IMDG class of

the goods is required. Chapter VII, regulation 4.5 of the International Convention for the Safety of Life at Sea (SOLAS) states that on completion of loading there should either be a final version of the dangerous goods list or manifest, or a detailed stowage plan, identifying all the dangerous goods on board by class and stowage position.

The other key document that must be provided to accompany a container for safe shipment is the dangerous goods packing certificate. A document that may be offered is a dangerous goods declaration, but this is a preliminary document in the IMDG chain, recording a booking made by the shipper to the carrier at the time of the booking. It does not necessarily reflect what is eventually packed into the container. SOLAS chapter VII, regulation 4.3, states that the dangerous goods declaration can be combined with the dangerous goods packing certificate to provide a single document, sometimes referred to as a 'dangerous goods note', which is suitable to accompany the container. This must include a signed declaration, by the person responsible for packing the container, that applicable requirements have been met.

Ship's officers should examine all packing certificates or dangerous goods notes to ensure they contain three specific pieces of information

- container number
- UN number
- name and contact details of the person packing the container.

For safety purposes the ship should check that containers loaded on deck match the final plan by container number, stowage position and UN number / IMDG class, and also that the labels match the documentation.



## Emergency preparedness

In preparation for emergencies, the IMDG Code recommends that the emergency (EmS) schedules are identified and included on the dangerous goods manifest or stowage plan recording the stowage position of the cargo.

- From the IMDG Code, volume 2, the EmS reference for a fire is 'F' plus the letter for the table in the supplement.
- From the IMDG Code, volume 2, the EmS reference for a spill is 'S' plus the letter for the table in the supplement.

It is important to remember that the safety information relating to the safe carriage and safe handling of an incident is all linked to the UN number of the dangerous goods involved. The correct UN number provides the key to all the safety information the ship needs, but ship's officers should be aware that some UN numbers cover several commodities. It is also important to remember that there is more to loading a container with IMDG cargo than simply signing to acknowledge receipt of the terminal planner's paperwork.

*SITPRO produce a guide to dangerous goods that is available from its website:*

[www.sitpro.org.uk/trade/dangerous.pdf](http://www.sitpro.org.uk/trade/dangerous.pdf)

# Carriage of DRI – a reminder

Previous articles in *Signals* have highlighted the fact that the carriage of direct reduced iron (DRI) and its derivatives is an extremely controversial issue and subject to an ongoing discussion at the International Maritime Organization (IMO) sub-committee on dangerous goods, solid cargoes and containers.

However, it appears the warnings and advice may not be reaching all corners of the cargo-surveying world. For example, the Association was recently sent a copy of a hot briquetted iron (HBI) loading protocol that stated, 'loading of wet material is permitted'. This completely contradicts the current recommendation of expert advisors to IMO that there should be 'no loading of damp cargo'.

The protocol also talked of ventilation and testing of atmosphere during transportation as being routine, ignoring the fact that during periods of heavy weather in particular it may not be possible to monitor the holds for hydrogen, oxygen and moisture. Daily ventilation through lifted hatch covers has been shown to be insufficient to prevent

the build up of hydrogen overnight, resulting in serious explosions. If hydrogen is detected and ventilators placed in the open position during heavy weather, then it is possible for sea water to enter hold spaces. Water, particularly salt water, will then accelerate the production of hydrogen from the DRI and its derivatives. Using mechanical ventilation may, particularly during heavy weather, deliver moist air (salt water vapour) to the cargo holds and tend to accelerate the release of hydrogen.

## Reactive with water

The key fact to remember is that DRI (and all its derivatives) is a material that is reactive with water, a reaction accelerated by the presence of salt in seawater or vapour. Consequently any sea transportation takes place in a hazardous environment.

Where there is doubt as to the exact nature of the cargo and, depending on the circumstances, it would

always be prudent and safer to carry the cargo as if more strict carriage requirements apply. The more strict carriage requirements of the BC code are, 'maintenance throughout the voyage of cargo spaces under an inert atmosphere containing less than 5% of oxygen'.

The article on carrying DRI in issue 64 of *Signals*, published in July 2006, stated, 'a Member should be cautious if asked to carry any DRI fines cargo or HBI fines cargo other than under an inert gas blanket, and should enquire carefully before agreeing to do so'.

*Any Member concerned about the carriage of DRI or any of its derivatives, or suspects that a cargo being offered is a type of DRI, should contact the Association for advice.*

*The Association is grateful to Cliff Mullins at Minton, Treharne and Davies and Dr Alan Mitcheson, Principal Member, Dr J H Burgoyne & Partners LLP for advice contained in this article.*



### Ship's checklist for loading dangerous goods containers

1	On arrival, obtain a provisional list of dangerous goods containers proposed for loading.
2	Check / plan that stowage plan is in accordance with the requirements of the IMDG Code.
3	Prior to loading, the ship must be given a dangerous packing certificate that includes the container number, UN number and proper shipping name of the dangerous goods.
4	Check that container labelling is in accordance with the documentation and IMDG Code.
5	Apply any missing labels and check the container for leaks.
6	Confirm that the container is loaded in accordance with planned stow.
7	Ensure that the ship is provided with a final list of dangerous goods containers actually loaded and has a stowage plan showing the IMDG classes and stowage positions.
8	File all dangerous goods packing certificates. Keep the file and stowage plan on the bridge in case of emergency.
9	Identify and include the emergency (EmS) schedules on the dangerous goods manifest or stowage plan recording the stowage position of the cargo.



# Mastering manoeuvring



Understanding a vessel's manoeuvring characteristics is a fundamental requirement for a successful command. Any misinterpretation or ignorance in this respect can have catastrophic consequences for the master, pilot, crew, third parties and the owner of the vessel concerned.

The wheelhouse poster normally mounted on the bridge bulkhead contains a plethora of statistical information on steering systems, propulsion, squat, turning and stopping distances. Added to this, a ship handler must also consider external influences of wind, tide, tug and mooring requirements when deciding the best combination of manoeuvring components for the prevailing conditions.

Controllable-pitch propellers and alternative rudder designs also fundamentally alter the conventional handling characteristics of any given hull form. Although there are significant advantages to be had by the increased flexibility such systems can bring to a vessel's manoeuvring parameters, it is vital that those responsible for controlling movement are fully aware of how best to take advantage of these benefits and do not underestimate the impact they can have on the vessel's handling.

For example, applying larger rudder angles to a rudder design fitted with an additional flap on the trailing edge can have a very different effect in restricted and congested waters to using a conventional rudder.

### Knowing when to intervene in pilotage

Manoeuvrability issues are of particular importance during pilotage. Masters cannot afford to assume that pilots will have a proper understanding of their vessels' manoeuvrability or of the systems on board.

Every pilotage and berthing manoeuvre is unique and can often involve pilots who are less familiar with the vessel than masters. However, a lack of confidence in the handling of their own vessels may subconsciously allow masters to extend more authority to pilots than their position or accountability can afford.

Determining when it is appropriate to intervene on advice given by pilots requires a great deal of diplomacy. A comprehensive understanding and anticipation of vessels' responses to pilots' instructions, compatibility with the desired outcome and, if necessary, at what stage to intervene to correct an inappropriate piece of advice and still berth the vessel safely, will largely depend on how well masters know their vessels and how closely they are monitoring the advice given by pilots.

### No substitute for experience

There is no substitute for experience in the skill of ship handling; knowing how the ship will respond to any given combination of factors requires practice. Changes in trim, speed of advance and under-keel clearance will all affect the turning levers available to control the movement of the ship.

Open water is not only the least hazardous environment for familiarisation; it is also essential should the master be required to heave-to and provide a lee for the recovery of a person overboard or persons in distress. The practicalities of facilitating this have to some extent been circumvented by the inclusion of compulsory simulator training for International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) qualification. This may highlight some of the fundamentals of ship handling, but is unlikely to relate to the master's current command.

### Making time and resources available

A tendency to over-rely on the ship-handling abilities of third-party pilots employed in an advisory capacity has seen significant costs and a great deal of activity at the International Group of P&I Clubs' pilotage sub-committee.

In reality it matters little who is handling the ship during berthing manoeuvres; the master remains responsible for the consequences of their actions. As such it would appear quite appropriate that time and resources should be made available to support their fundamental need to understand fully the manoeuvring characteristics of their ships.





## IMO guidelines on places of refuge

The International Maritime Organization (IMO) has adopted guidelines with a view to ensuring that requests for refuge for ships in need of assistance are dealt with quickly and in a balanced way.

The resolution, adopted in December 2003, calls for every coastal state to establish a marine assistance service (MAS) which is to evaluate each possible place of refuge according to criteria set out in the guidelines to determine what sort of help it could offer in times of need. The MAS should also establish appropriate systems for information sharing between all relevant authorities and develop contingency plans.

The guidelines make clear that the coastal state is under no obligation to grant access to a place of refuge but also makes it clear that it should give shelter whenever reasonably possible and that each request for access should be assessed in a balanced manner.

When an incident occurs, the master, owners and the owner's experts (including salvors) should identify the ship's need for assistance, identify the assistance needed to overcome the inherent dangers of the incident and estimate the consequences of the casualty in the following hypothetical situations: the ship remains in the same position, the ship continues its voyage, the ship reaches a place of refuge, the ship is taken out to sea.

The coastal state, once provided with the above information, will, if possible, put on board a team of experts to gather relevant and stated information with which the MAS can analyse the situation and compare the alternatives available in terms of safeguarding life and protecting the environment and the economic interests of all possible affected parties including the owner.

Whilst the coastal state analysis is ongoing, the owner is still obliged to take any necessary response actions and the coastal state can, in any event,

instruct owners to take certain response actions whether or not it eventually allows access to a place of refuge.

Once the assessment is made, the coastal state should decide to allow or refuse admittance to a place of refuge and, if it allows access, should state what practical requirements will be required of the owner and what assistance can be offered at the place of refuge. If the place of refuge is a port, security will be required to guarantee payment of all expenses which may be incurred in connection with its operations.

The wording of the guidelines implies that an owner who requests access to a place of refuge should be supported by at least a marine expert when making the application and by a salvor in anything that may involve the chance of more significant damage. If an owner does not have a supporting expert or salvor, he may be required to engage one anyway which will only delay matters.

## New IMO regulations

A number of new requirements are being introduced by the International Maritime Organization (IMO) over the next few months. The principal ones are mentioned below.

### Vessel-reporting requirements

Amendments to the International Convention for the Safety of Life at Sea (SOLAS) chapter V (resolution MSC.248(83)) will be introduced on 1 May 2008 creating a new ship-reporting system for the 'Pāpāhānaumokuākea Marine National Monument' particularly sensitive sea area (CORAL SHIPREP) in the US Hawaiian Islands for all vessels of 300 GT or more.

Amendments to SOLAS chapter V (resolution MSC.249(83)) will also introduce a new mandatory ship-reporting system for vessels on the approaches

to Polish ports in the Gulf of Gdansk (GDANREP), applicable to all passenger vessels, cargo ships of more than 150 GT and all vessels engaged in towing.

Finally, amendments to SOLAS chapter V (resolution MSC.251(83)) will introduce changes to the format of existing mandatory ship-reporting systems off Ushant (OUSSREP), Les Casquets (MANCHEREP) and Dover Strait / Pas de Calais (CALDOVREP) in northern Europe.

### IAPP certification

The final transitional period for issuing International Air Pollution Prevention certificates terminates on 19 May 2008 for vessels with keels laid before the 19 May 2005 and with a tonnage of more than 400GT. Certificates are issued after survey in accordance with the provisions of the International Convention

for the Prevention of Pollution from Ships (MARPOL) annex VI/5 when the vessel has shown compliance with nitrogen oxide (NOx) emission-control requirements.

### VDR and S-VDRs

Requirements for fitting download and playback equipment for investigation authorities will be added to the performance standards for voyage data recorders (VDRs) from 1 June 2008. They will apply to all vessels with keels laid after 1 July 2002 apart from cargo ships less than 3,000GT. Similar requirements for simplified VDR (S-VDR) equipment will also apply to older vessels and cargo ships less than 3,000GT, other than passenger and passenger ro-ro ships (resolution MSC.214(81)).

## Problems for vessels in Ukraine

The Ukraine has become increasingly complex in its application of international and local legislation. Issues identified by Members and correspondents as attracting significant interest include ballast water, pollution fines, grain cargo draught surveys, palm oil products and bunker quantities.

### Ballast water and pollution fines

On entry to the Black Sea, segregated ballast must be exchanged for Black Sea ballast and this exchange must be recorded in the oil record book and logbook. On berthing, the amount of ballast to be discharged must be declared to the agent, and this ballast water will be sampled and tested before discharge is allowed.

However, it has been reported that Black Sea ballast can fail the testing process, resulting in either fines against the master and the ship, or having to leave the berth to de-ballast outside the 12 nautical mile zone. The cost of leaving the berth invariably exceeds the level of fines.

Ukraine correspondents have also issued a renewed warning concerning the manner in which fines are being issued for alleged pollution offences. Increasing levels of fines are being imposed by inspectors from the State Ecological Inspection for Environmental Protection of the Black Sea's northwest region (SIPBS), and payments are being demanded in cash.

Shipowners and masters of vessels calling at Ukrainian ports are thus advised to be as conscientious as possible in the accurate and timely completion of entries in the oil record book, ensuring compliance with all SIPBS requirements regarding a change of ballast and de-ballasting operations, the correct sampling of ballast water, and to gather all 'grey' water from showers and toilets into a separate tank.

Fines for ballast water discharges by SIPBS inspectors in the ports of Odessa, Ilychevsk and Yuzhny have been based on tests that determine pollutants exceeding the following levels

- oil products: 0.05 mg/l
- iron: 0.05 mg/l
- suspended solids: 0.75 mg/l or 2 mg/l depending on the regulatory source.

### Grain cargo draught surveys

Discrepancies between draught survey figures carried out by the ship's surveyor and shipper and / or grain terminal surveyor appear to be resolved by the shipper insisting that the draught survey figure calculated by the terminal is inserted in the bill of lading. Compromise in the past has been possible by explaining that both draught survey calculations and cargo weighing by shore scales are not absolutely accurate means for determining weight of cargo loaded.

Local correspondents advise that customs authorities may now become involved and insist that the shore draught survey figures are inserted in the bill of lading. Resolving the situation thus becomes more difficult and may possibly cause a delay to sailing.



## Member risk-management visits

Staff from North of England's risk-management department will again be travelling to many different parts of the world during 2008 to visit Members, provide in-house seminars and participate in Member's own seminars.

The visits are an integral part of the Association's loss-prevention strategy, which is to provide a service where topics of interest can be discussed and information exchanged with Members on an individual basis.



Piraeus, Greece



Andy Kirkham speaking at the Nautischer Verein zu Bremen seminar, Germany

### Palm oil product claims

Quality and quantity disputes when discharging cargoes of palm oil and olein at the Ukrainian ports of Odessa, Yuzhny and Ilyichevsk have been experienced where problems with overheating, mingling, and contaminated tanks have been exacerbated by discrepancies in calculated quantities and the alleged incompatibility of vessels used.

Careful supervision during discharge and early appointment of a cargo surveyor has been reported to reduce the number and extent of palm oil and olein claims.

### Bunker quantities

Masters and chief engineers are advised to maintain accurate records of bunker quantities on board and ensure detailed figures are declared during inward clearance.

Changes to local customs procedures have resulted in bunker surveys using tank soundings being carried out as part of the inward clearance process. These frequently show lower quantities than those declared on board, resulting in fines of between US\$ 2,500 and US\$ 10,000 for alleged fuel smuggling.

## Website improvements

As part of changes being made to the Association's website over the next few months, some improvements are being made to the risk-management pages - particularly *Industry News*. It will be possible to filter *Industry News* items by category and geographical area, as well as sort them by topic or date order, or carry out a comprehensive search. These changes will enable Members to find relevant items more easily, without necessarily needing to know the topic.

*Industry News* items are still available using an RSS (really simple syndication) feed, enabling items to be delivered directly to Members' own computers as soon as they are published.

Members can access *Industry News* from the link on the home page of the Association's website: [www.nepia.com](http://www.nepia.com)

## Manning the future

North of England will again be sponsoring the Nautical Institute's bi-annual seminar on 7-8 November 2008 in Gateshead, UK. This year's topic will be 'manning the future' and the event will be held at Newcastle Gateshead Hilton Hotel, close to the Association's offices.

Further details and a registration form will be distributed with the next issue of *Signals* in July 2008.

## New distance-learning course

An updated version of North of England's unique distance-learning course in P&I insurance and loss prevention was launched in February 2008. The fifth edition of the course consists of a guide entitled *An Introduction to P&I Insurance and Loss Prevention*, a course handbook and supplementary material including selected loss-prevention guides.

The handbook contains guidance on completing the course, case studies, self-test questions and the tutor-marked assignments to be submitted for marking. All the material is supplied in both paper and electronic formats.

An application form for enrolment on the course is available on the Association's website: [www.nepia.com/risk/education/distance.php](http://www.nepia.com/risk/education/distance.php). Prospective students requiring further information should contact Denise Huddleston. Email: [distance.learning@nepia.com](mailto:distance.learning@nepia.com)



## Guide to stowing pipes on deck

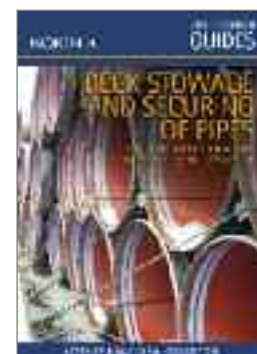
The Association has published a new short loss-prevention guide about the carriage of pipes on deck. Although this is of specialised interest, there have been a number of losses of deck-stowed pipes over recent years.

The losses have resulted from an inadequacy of securing arrangements, an inappropriate combination of securing systems, severely adverse weather and sea conditions, or a combination of these. Pipes are often manufactured from special high-alloy steel and they are usually coated internally and externally with varnish, paint or cement. Their ends are often finished to comply with a specification such as bevelled or threaded. Any loss or damage is therefore likely to result in high costs.

Co-authored by Charles Bliault of marine consultancy Brookes Bell, the guide examines the characteristics and stowage of pipes and suggests three alternative methods of securing that comply with the requirements of the Cargo Stowage and Securing (CSS) Code. It is a companion to North of

England's loss-prevention guide entitled *Cargo Stowage and Securing - A Guide to Good Practice*.

Copies of the new guide, *Deck Stowage and Securing of Pipes*, are enclosed with this issue of *Signals* for all Members and appropriate entered ships. Members wishing to purchase additional copies should contact the risk management department.





# Electronic information services for Members

Electronic risk-management information services for Members include the following.

## Industry News

*Industry News* is the proactive loss-prevention service for Members, available on the Association's website, which provides Members with information on current issues, changing legislation and any potential difficulties with particular cargoes or trades.

Members can access *Industry News* from the link on the home page of the Association's website: [www.nepia.com](http://www.nepia.com)

## NORTH

## E NEWS

### E News

*E News* is distributed to Members by email and provides a monthly digest of *Industry News* items, club circulars and press releases.

*Members' shore or sea staff who wish to be added to the E News circulation list should send their contact details – including their name, position, company and email address – to the dedicated E News email address: [add.ews@nepia.com](mailto:add.ews@nepia.com)*

## RSS

### RSS feeds

RSS (really simple syndication) feeds are provided for *Industry News*, club circulars and press releases, which enable Members to receive new information as soon as it is published and without having to check the website for updates.

A guide to using the RSS feeds is available on the Association's website: [www.nepia.com/rss/](http://www.nepia.com/rss/)

## Signals Search 15

### Questions

- 1 What cargo and its derivatives should be carried under an inert gas blanket?
- 2 What sort of space is important to identify?
- 3 What does CMAC in China provide?
- 4 What certificate provides information about dangerous goods being shipped?
- 5 Which diabetes symptom is related to thirst?
- 6 What vessel characteristics should be well understood by a master?
- 7 What new reporting system is being introduced in the Dover Straits?
- 8 Which edition of a North of England training course has just been published?
- 9 What system delivers industry news directly to a person's computer as soon as it is published?
- 10 Into where should you not put anything smaller than your elbow?

C E I F M G X U O A G E S H M  
E A T H G U A R D M N N S E F  
Z N L H P W B H A O I C S T G  
H H G D C Z U G I R R L R R W  
V Q U M O F D T R B V O E Q K  
P P H A H V A H P L U S C T C  
K G J F L R R A H G E E S A H  
A H N K T C C E W N O D J D U  
D T T I X K S V P I N O D R V  
C D B F I W P H K D A Q A D Z  
U R Y N I M Q Y F N M E A H X  
A Q G O R F C C L I S N F B H  
F J E J V D E U D R I Y R O T  
B B F L H Z B N L G K A M C C  
P O L D Y P S I A R U J V F G

- 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.  
Email: [denise.huddleston@nepia.com](mailto:denise.huddleston@nepia.com)

- All correct entries received by the closing date will be entered in a prize draw.
- Closing date Friday 6th June 2008.

The first correct entry drawn will receive a prize along with a statuette of "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

Copies of this issue of *Signals* should contain the following enclosures:

- Safe Work poster – Working aloft – (Members and entered ships only)
- *Signals Experience* – P005 – Enclosed spaces (Members and entered ships only)
- Loss prevention guide – Decks Stowage and Securing of Pipes (Members and appropriate entered ships only)

### Signals Search No.14 Winners

#### Winner:

Tony Liebrechts, ERGT, Australia

#### Runners-up:

John HW Chou, Taiwan Maritime Services, Taiwan  
Captain Danilov Danil, Bernhard Schulte Shipmanagement (Cyprus), Cyprus  
Captain Stelisl Guteanu, Oskar Wehr KG, Germany  
Captain Manish Kashyao, Tolani Shipping Company Ltd, India  
Captain Iftikhar Raza, Mega & Forbes Group of Companies, Pakistan

### Answers to Signals Search 14

- 1 Green passport
- 2 Give way vessel
- 3 Bunker
- 4 Flexitank
- 5 Pilot
- 6 Achilles
- 7 Lumley Castle
- 8 Gasahol
- 9 Proper
- 10 Error chain

• 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 risk management 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 whensoever or howsoever arising out of or in connection with the supply (including negligent supply) or use of information (as described above).

## NORTH

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