

Electronic information services for Members

The Association provides a number of electronic information services for Members, including 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

NORTH

E NEWS

RSS

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.eneews@nepia.com

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/

Signals Search 16

Questions

- Which type of survey can assist with the defence of a dry bulk cargo shortage claim?
- Which new convention enters force in November 2008?
- Off which country's coastline are piracy attacks increasing?
- What do the pigment cells in hairs contain?
- What is the current name for an ECA?
- Most grinding tool injuries are caused by what happening to a cutting disc?
- What will be the new name of the BC Code?
- Who approves a ship's cargo securing manual?
- What virus can persons carry throughout their life without becoming clinically ill?
- What is a mound of Asian gypsy moth eggs called?

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

- 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

- All correct entries received by the closing date will be entered in a prize draw.
- Closing date Friday 5 September 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 – Enclosed Spaces – (Members and entered ships only)
- Signals Experience – P006 – Power Tool Precautions (Members and entered ships only)
- Nautical Institute seminar brochure – Manning the Future

Signals Search No.15 Winners

Winner:
 Irene Lim – Pacific Carriers Limited, Singapore

Runners-up:
 Richard Miles, RFIB Marine Limited, UK
 John M Biolchini, Great Lakes Fleet, USA
 Captain Jose Cecilio Wagas, Vroon BV, The Netherlands
 Captain BP Singh, Navig8 Shipmanagement, India
 Captain S Kumar, The Shipping Corporation of India, India

Answers to Signals Search 15

- 1 DRI
- 2 Enclosed
- 3 Arbitration
- 4 Packing
- 5 Grinding
- 6 Manoeuvring
- 7 Caldovrep
- 8 Fifth
- 9 RSS
- 10 Ear

• 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 whatsoever 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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NORTH

ISSUE 72
 JULY 2008
www.nepia.com

SIGNALS
 NEWSLETTER

Loss Prevention newsletter for North of England Members

Entering enclosed spaces



The types of accidents that seem to happen regularly to seafarers were highlighted in the last issue of *Signals*. One of these was entry into enclosed spaces and provided a reminder of the precautions to take before entry into enclosed spaces and when going to the rescue of persons who appear to have got into trouble. A very important aspect of work planning is to identify whether a space where work is going to take place should be considered an enclosed space.

The latest poster in the club's *Safe Work* series illustrates two very different approaches to such work by comparing a casual approach, where no regard is taken of the potential dangers of entering a space, with a proper approach, where common-sense precautions are taken.

A copy of the new poster, *Safe Work, Enclosed Spaces*, 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.

Defending draught surveys

Shortage claims on bulk cargoes can be a major cause of concern for Members. Accurate and comprehensive draught surveys from both the load and discharge ports can help significantly with the defence of such claims. This issue of *Signals* highlights some of the problems associated with draught surveys and provides a reminder of the steps that can be taken to ensure they are accurately carried out.

See page 4 for full story.

More rules to reduce emissions

The IMO's Marine Environment Protection Committee has recently approved a number of measures aimed at further reducing air pollution emissions from ship's engines. These include changes to the NOx Technical Code that will reduce nitrogen oxide emissions, and phased reductions in the sulphur content allowed in fuel oil used by vessels. Sulphur Emission Control Areas (SECA) will be changed to Emission Control Areas (ECA) to reflect the regulation of both nitrogen oxide emissions and sulphur content in fuel.

See page 5 for full story.

Preventing injury and illness

Health and safety topics covered in this issue include Hepatitis C and injuries caused by grinding tools. Many people infected with Hepatitis C may never become aware of it, whereas others can develop life-threatening liver damage. There is no 'magic bullet' for prevention or cure, so continual care should be taken to avoid catching it and regular

testing carried out to identify and help carriers. In the case of grinding tools, the most common injuries are caused when a cutting disc shatters – which in some instances can be fatal to the operator. The article highlights precautions to be taken when using such tools.

See page 2 for full stories.

Global legal navigator

Global legal navigator is the Association's unique and innovative service that provides instant free legal advice to Members about a wide range of commonly asked questions. The aim of the service is to provide a starting point, or quick and easy reference, for Members when considering a legal topic in a particular jurisdiction.

The system is accessed from within North Online – the part of North of England's website provided specifically for Members and brokers – by clicking on the relevant area of the world and selecting the

required country. Members can then choose either an answer to a question from the available categories or use the search option.

Members and brokers who require a user identification and password to access North Online should contact the underwriting department at the Association.



Pirate problem

A different aspect of the worrying piracy problem is considered in this issue. An article looks at the implications of charterparty voyage instructions in the context of the ship's safety when planning voyages in areas where pirates may operate, such as off Somalia.

See page 3 for full story.

INSIDE:

Page 2
PEOPLE

Page 3
LEGAL

Page 3
CARGO

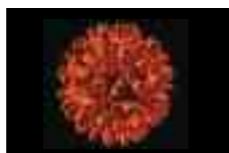
Page 5
SHIPS

Page 6
NEWS

Page 7
RISK
MANAGEMENT



Hepatitis C – usually silent, sometimes deadly



Each year the Association handles claims involving seafarers from all over the world who have been taken seriously ill, or even died, as a result of being infected with Hepatitis C. Many pre-employment medicals include testing for hepatitis, and these have identified a significant number of persons who were infected but had no prior knowledge of their illness.

Hepatitis C was formally discovered just 20 years ago and is a liver disease caused by the Hepatitis C virus found in the blood of infected persons. The majority of people infected with Hepatitis C carry the virus throughout their life without becoming clinically ill, or even feeling sick, although some may experience extreme fatigue and/or flu-like symptoms. However, others may develop serious liver damage leading to cirrhosis (scarring) and liver failure, although this usually takes decades to develop.

Treatment

Testing for Hepatitis C is highly recommended so that, if infected, an early diagnosis can be made for those who otherwise have no indication that they may be ill. Some treatment is available in the form of antiviral medication, though this is effective in only 20-30% of people.

Those infected with Hepatitis C should see their doctor regularly to monitor their liver function. They

are strongly advised not to drink alcohol and should check all forms of medication with their doctor first as there are drugs which can directly affect the liver. Clearly it is not appropriate to become either a blood or organ donor.

Prevention

There is no vaccine available to prevent Hepatitis C, so the following prevention measures are therefore invaluable.

- Do not use non-prescribed intravenous drugs.
- Do not share razors, toothbrushes and other personal hygiene items that might still have blood upon them.
- Consider the health risk of getting a tattoo. If the artist is not careful, the tools may be infected.
- Wear gloves if you have to handle anyone's blood.
- Consider vaccinations against Hepatitis A and B.
- Use latex condoms. It remains uncertain how effective this may be in preventing transmission but it is likely to reduce the possibility.

The Association is very grateful to Dr. Glenda Canlas of Halcyon Marine, Philippines, for help in preparing this article.

Myth or truth?



Stress can turn you grey overnight

Although many people genuinely believe that stress or shock can result in a sudden loss of hair colour, there is actually no scientific evidence to support this.

All the hairs on our head have pigment cells that contain melanin. As we get older, these cells gradually die and the subsequent decrease in melanin causes the hair to become a more transparent colour such as grey, silver or white.

Premature grey hair is hereditary, but has also been associated with both smoking and vitamin deficiencies. An onset of grey hair before puberty can be associated with certain medical syndromes, including dyslexia.

So, while life at sea may sometimes be very stressful, it should not turn you grey overnight!

Preventing grinding tool accidents

Grinding wheels and other power tools can sometimes fail, causing serious injury and even fatal accidents.

In the case of grinding wheels, the most common injuries are caused when the cutting disc shatters, causing disc fragments to fly towards the operator at high speed. Serious injuries have been sustained in recent incidents, particularly to the face and eyes, and in some cases sharp fragments of disk have punctured deep enough to cause organ failure with tragic consequences.

Causes and prevention

The main causes of grinding wheel failure, and the loss-prevention measures to avoid them, are set out in the accompanying table.

Advice for crew members

Crew members using grinding tools can take simple steps to ensure that they are used safely and to minimise the risk of injury.

- Only use grinding wheels and discs from a reputable source.
- Inspect wheels and discs prior to use.
- Ensure wheels are properly mounted and balanced.
- Do not force the machine so that the wheel slows, or jam the work into the grinding wheel.
- Ensure guards are fitted to the machine and that safety glasses and face protection are always worn.
- Replace any wheel, or at least have it tested, after two years. The shelf life of a reputable grinding wheel is influenced by many factors, but it certainly will not last forever.

Reports from the grinding-tool industry indicate operators break an average of one disc a day. Most of these breakages are from human error, but fortunately the majority do not result in injury. Good quality grinding wheels and disc guards are the key components in stopping a grinding tool mishap becoming a serious incident.

A Signals Experiences case study about an injury incurred using a grinding tool is enclosed with this copy of Signals sent to Members and entered ships. A copy can also be downloaded from the Association's website: www.nepia.com



Cause	Prevention
Using a damaged grinding wheel.	Always inspect wheels before use for signs of damage. NEVER USE A DAMAGED WHEEL.
Using the wrong type of disc for the job.	Check that the disc type is correct for the intended work.
The machine speed and disc speed are incompatible.	Never over-speed a grinding disc and also check manufacturer's recommended maximum disc speed against the machine speed.
Poor machine maintenance.	Always ensure that machines are regularly maintained and guards are properly in place.
Operator carelessness.	Use machines with care to avoid accidental damage to the grinding disc. Always wear proper personal protective equipment.
Lack of training.	Do not allow anyone to operate a grinding machine without training.

Somalian pirates expand their patch

Pirate attacks off Somalia's long eastern coastline have increased alarmingly over the past few years, making it one of the most dangerous and hazardous regions for the shipping industry. Monitoring the vast coastline presents a logistical difficulty and the rewards for the pirates are such that they will not be easily deterred.

Though the safe recommended distance from Somalia's Indian Ocean coastline has increased from 50 to 200 nautical miles over recent years, this is no guarantee of safety in the age of more-sophisticated pirates, who are now targeting vessels much further off the coastline than was previously the case. For example, there has been a reported attack as far as 400 miles off the coast.

Perhaps of greater concern, however, is the recent trend of pirates to move north into the Gulf of Aden, as exemplified by the high-jacking of the small French passenger vessel *Le Ponent* in April 2008. This is a worrying development because it means Somali pirates are now moving into a major shipping route, teeming with crude oil and chemical tankers.

As a result, the Gulf of Aden transit area has been added to Indian Ocean waters off Somalia as an additional premium area by many war risk insurers. Members should consult their war risk insurer for details.

Voyage planning

The developments raise the question as to what routes masters ought to follow in the region. In the context of a time charter, a charterer will often provide voyage instructions specifying the route that the ship should follow. Following the decision in *Hill Harmony* ([2001] 1 ALL ER 403), a charterer is entitled to give such instructions and an owner must follow them, unless the master has good grounds for amending the voyage plan in the interests of the safety of the ship, its crew or the cargo.

If masters decide to follow a different route on safety grounds, they must be able to demonstrate that their concerns were well founded and that their decision was reasonable. Provided owners act

reasonably, their vessels will remain on hire in the normal way and charterers will pay for additional steaming costs. However, if a master's decision cannot be justified, an owner will have committed a breach of the charterparty terms in not following the designated route, so any additional time taken or costs incurred will be for the owner's account.

Factors to be taken into account by the master will obviously include the recommended safe limit from the coastline and the additional premium area. However, this does not necessarily mean that even if a charterer's route is, for example, at least 200 miles off the eastern coast of Somalia, an owner must follow it. Much will depend on the factual circumstances at the time the order is given.



Piracy reporting centre

Members and ships are advised to maintain anti-piracy watches in areas at risk and report any attacks and suspicious movements of craft to the International Maritime Bureau's piracy reporting centre, part of the International Chamber of Commerce. The centre coordinates reports and issues alerts about pirate-type activities and assists owners of vessels that have been attacked. It also publishes a *Weekly Piracy Report* on the internet containing details of areas at risk, suspicious craft and attacks.

Further information is available from the ICC IMB (Far Eastern Regional Office), PO Box 12559, 50782 Kuala Lumpur, Malaysia. Telephone: +60 3 2078 5763, fax: +60 3 2078 5769, email: imbkl@icc-ccs.org, website: www.icc-ccs.org

There is also a 24-hour anti-piracy helpline. Telephone: +60 3 2031 0014.

Beware deck-stowed containers in Belgium

Members carrying deck-stowed containers to Belgium need to be aware they may not be entitled to their normal liability defences in the event of a cargo claim.

The defences and exceptions of the Hague and Hague Visby Rules apply to deck cargoes only if the contract of carriage – usually the bill of lading – states that the cargo is loaded on deck. If it does not, the carrier is usually liable as a 'common carrier' to the full value of the cargo should it be damaged or lost. A common carrier has only very few defences from liability, mainly act of God, enemy action and act or default of the shipper.

Most jurisdictions around the world have recognised that cargo carried in containers on deck is as protected as it would have been if it had been carried under deck. Those jurisdictions also recognise that it can be extremely difficult for a carrier to determine if a container has been or will be carried on deck. The courts have, therefore, extended the Hague and Hague Visby exemptions and limitation rights to cargo carried in containers, whether the containers are carried on deck or not.

The Belgian courts have not, however, followed the approach. Members should be warned that if cargo claims are brought in Antwerp in respect of damage to cargo carried in containers on deck, they may not receive the protection of the Hague or Hague Visby Rules exemptions or be able to limit their liability.



BC Code becomes IMSBC Code

Progress is now well under way on the introduction of the mandatory International Maritime Solid Bulk Cargo (IMSBC) Code, currently referred to as the BC Code.

Following approval by the International Maritime Organization (IMO) Maritime Safety Committee (MSC) in May 2008, it is expected that the revised code will be adopted in November 2008 with provision for voluntary application from 1 January 2009 and mandatory application on 1 January 2011.

Although the text has been approved by the IMO Sub Committee on Dangerous Goods, Solid Cargoes and Containers (DSC), revised schedules for direct-reduced iron (DRI) cargoes, the classification of formed sulphur and a number of safety-related issues associated with self-unloading vessels will be discussed at DSC prior to consideration by MSC before adoption.

In addition to the revised requirements for DRI cargoes, the new edition of the IMSBC Code also

contains newly adopted provisions for the carriage of linted cotton seed, seedcake, coarse-chopped tyres, and granulated tyre rubber. Forms recommended to be used for the provision of cargo information along with standard procedures to be followed for those cargoes not listed in the code will also be included.

As the IMSBC Code will require continuous revision, the amendment procedure will follow that of the International Maritime Dangerous Goods Code, which allows for a two-year revision cycle.





Draught surveys – the importance of accuracy

The defence of any shortage claim involving dry bulk cargoes will invariably refer to a draught survey to determine the extent of shortage and subsequent value of the claim. A number of recent incidents have highlighted the importance of accurately determined and carefully completed draught-survey reports.

Attempts by some surveyors to manipulate survey reports have been identified in some regions. Masters have been requested to stamp and sign initial draught figures in such a way that allows a third party to falsify final draught results that appear to have the authorisation of the ship's stamp and master's signature. Subsequent false allegations of shortage upon completion of discharge can then be supported by the presentation of the signed draught survey, showing the master's apparent acknowledgement of draughts at the load port.

Masters are thus advised on signing initial survey reports to place their signature immediately adjacent to the survey results and annotate the signature with the remark 'FOR INITIAL

DRAUGHT SURVEY'. This will ensure draught results are subsequently re-submitted for their signature to acknowledge the final draught figures.

There are also concerns that some vessels are accepting the results of third-party surveys commissioned by shippers instead of conducting their own surveys. The importance of validating this process is fundamental in supporting the carrier's obligations in accordance with article III, rule 3 of the Hague Visby Rules, confirming the figures declared on the bill of lading are a true representation of the quantity of cargo on board.

How to avoid errors

Preparation

A great deal of time can be saved if the ship's staff are prepared for the survey and present the vessel and required documentation ready for examination. Ballast tank contents should be accurately determined, referring to sounding tables and ensuring the vessel's trim is within the limits of trim-correction values.

To ensure accurate results are produced, there should be no transfer of ballast, fresh water or bunkers during the period of the survey. Mooring lines, ship cranes and hatch covers should remain stationary until the survey is complete.

Documentation and information

Tank capacity plans and calibration tables should be referred to and all occupied tank spaces identified and quantities determined. Units of measurement should be carefully checked to ensure compatibility throughout calculations, with final results being transposed if required.

If a bunker survey is not to be included, the chief engineer's figures for fuel, diesel and lubricating oil should be made available and include daily port-consumption quantities. Bunker and store delivery notes must be sighted if they are to be included in the final survey.

Density and draughts

Density samples should be taken from half-draught depths from at least two offshore and two inshore locations. Care should be taken to make sure

samples are not mixed and that the sample bucket is clean, free from contaminants and placed overboard clear of discharges, stagnant water and any other source of irregular water flow.

Draughts should be read at, as near as possible, the same time as the density is taken. Great care is required to ensure accurate reading of the draught marks as this can be quite troublesome in a seaway and may require several readings with a mean value being calculated. Draughts should be written down as soon as they are read to avoid any errors associated with memory lapse.

Draughts should then be corrected for hog and sag, with centreline values used to determine the vessel's underwater volume and displacement, correcting for trim, list and density.

Deductibles

The vessel's trim and the possibility of air pockets must not be discounted when determining tank quantities. Empty tanks will invariably have residual levels in them, though these can often be discounted if there have been no transfers between initial and final surveys. An alternative to this method requires a small percentage of the tanks' capacity being included as a residual value.

Full ballast tanks must contain quantities that lie within calibration values, whereas over-full tanks may require some drainage. Ballast holds can often be a source of error due to calibration issues and hull deformation. For this reason, if practical, they should be empty prior to the initial survey. Ballast water densities should be checked to ensure values are consistent throughout the tank.

Final survey

Causes for error at the time of the final survey often include residual quantities in ballast tanks that have been emptied during loading. Every effort should be made to ensure these tanks are indeed empty.

Should the vessel's final draught require it to be trimmed by the head, an intermediate evaluation of ballast remaining on board should be carried out while it is still trimmed by the stern.

Conclusion

Survey techniques employed at the load and discharge ports should be the same if calculation results are to remain consistent. The use of the 'lightship constant' should be used with caution as this may not be a fixed value and is the result of inaccuracies of calibrations, accumulations of sludge and asymmetrical hull distortion.

Shortage claims on bulk cargoes are a major cause of concern for shipowners and their P&I clubs, invariably involving significant sums of money. Accurate and comprehensive draught surveys from both the load and discharge ports contribute significantly to claims defence. It is the master's responsibility to ensure figures submitted by the shipper are a true reflection of cargo loaded and discharged.

The Association's loss-prevention guide 'Draught Surveys – A guide to good practice' provides a detailed description of the information, equipment and procedures required to complete an accurate survey report. Members wishing to purchase additional copies should contact the risk management department.



Asian gypsy moth – an unwelcome traveller

Asian gypsy moths are found predominantly in eastern Russia, northern China and some parts of northern Japan. During the summer, there is a strong possibility they will lay eggs on visiting ships which will then inadvertently carry them to other parts of the world.

The problem is that in their larval stage, when they look like caterpillars, the moths are big eaters of all types of plant leaves. The USA, Canada, Australia and New Zealand are thus particularly concerned at the damage Asian gypsy moths might cause to their major forestry and fruit industries. This article provides an update of the various restrictions currently in force in these countries.

Flight season

Female Asian gypsy moths generally lay their eggs during August and September, during the so-called 'flight season'. The females can fly up to 40 km, are attracted by bright lights (such as those on ships) and lay a considerable number of eggs in a mound or 'egg mass' in any sheltered area. These mounds are very durable and can survive all kinds of adverse weather conditions.

When the eggs hatch, the larvae find a vertical surface and climb quickly to a high point, spin a thread and get carried away on the breeze. When they land on a plant or tree, they begin to feed on its leaves.

USA and Canada

The USA and Canada have harmonised procedures to guard against the introduction of Asian gypsy moths. Any arriving ship will be classified as either high or low priority. High-priority ships are those which have been in eastern Russian ports between 15 July and 30 September of the previous year, or been in specified high-risk Japanese ports, and arrive

in continental US or Canadian ports during specified high-risk periods.

High-priority ships are excluded from US and Canadian ports prior to inspection. The inspection will be carried out either at sea or at remote locations. Boarding arrangements for such inspections must be made by the vessel's agent, although the US Coast Guard or Animal and Plant Health Inspection Service may arrange necessary transportation. A ship which would otherwise be high priority will be deemed to be low priority if it carries a valid certificate from the Federal Service for Veterinary and Phytosanitary Surveillance of the Russian Federation or from a limited list of approved inspection companies in Japan. Low-priority ships do not require prior inspection at a remote spot though they may still be inspected in port.

The inspectors are looking for

- egg masses which are light brown, furry mounds of approximately 40 mm by 15 mm in the holds, on cargo or on the superstructure
- signs of spot-cleaning or painting in places where egg masses might be found
- hatching larvae.



UGA50B106

Photograph courtesy of Ferenc Lakatos, University of West-Hungary, www.forestryimages.org

The relevant authorities have the power to order the ship to leave port and/or move outside territorial waters. Alternatively, the authorities may arrange for treatment of any egg masses by specified spray methods.

Australia and New Zealand

In Australia, vessels that have visited eastern Russian ports within the last two years and do not have a Certificate of Freedom from Gypsy Moth will be regarded as high priority. These vessels will receive a thorough inspection at the free pratique stage of inward clearance. Ships with a valid certificate will be inspected on a random basis and asked to prove that the certificate is valid.

In New Zealand, vessels that have visited eastern Russian ports during the previous flight season (18 July to 16 September) must have a Certificate of Freedom from Asian Gypsy Moth. If they do not, they should contact the NZ Ministry of Agriculture and Forestry to arrange for an inspection. The ministry will decide the time and place convenient for inspection and this may be at least 8 hours before sunset and at least 8 km offshore. The cost of inspection will be recovered from the ship or agent.

Securing vehicles on ro-ro vessels

The importance of proper lashing and securing of cargoes cannot be overemphasised. The Association has seen a number of incidents recently involving roll on-roll off (ro-ro) vessels where the quality of lashing materials used, as well as the lashing configuration, has been called into question.

The consequences of inadequate stowage and securing of a ro-ro or any other cargo can be very serious, not only in terms of caring for the cargo, but indeed for the seaworthiness of the vessel itself, particularly if stability is affected.

Cargo securing manual

The majority of problems arise from the forces created by a vessel moving and accelerating in a

seaway. Regulations VI/5 and VII/6 of the 1974 International Convention for the Safety of Life at Sea (as amended) require cargo units and cargo transport units to be loaded, stowed and secured throughout the voyage in accordance with a cargo securing manual approved by the Flag State administration, and drawn up in accordance with the standards equivalent to those of the guidelines developed by the International Maritime Organization.

The cargo securing manual provides for suitable cargo-securing arrangements, taking into account parameters such as the vessel type and size, the forces expected to affect the vessel and the type of cargo expected to be carried. The manual also makes

provisions in respect of a vessel's equipment in areas such as strength, quantity, condition and maintenance.

It is essential that the provisions of these and other relevant guidelines and conventions are strictly adhered to if serious ship and cargo casualties arising from improper stowage and lashing of cargoes are to be avoided.

The Association's loss prevention guide, 'Cargo Stowage and Securing – A guide to good practice' (second edition) provides advice about stowing and securing ro-ro cargoes. Members wishing to purchase additional copies should contact the risk management department.

IMO introduces more emission controls

The Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) made progress on a number of important issues when it met for its 57th session on 31 March to 4 April 2008 in London. Some of the more significant items discussed included the following.

Sulphur oxide (SOx)

The committee approved a revised annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL) that, subject to formal adoption at MEPC's 58th session in October 2008, will enter into force in March 2010.

The sulphur content in fuel oils used by vessels within an Emission Control Area (see final paragraph) will be reduced to 1% from 1 March 2010 and to 0.1% from 1 January 2015. Global limits

will be reduced to 3.5% from 1 January 2012, with a further reduction to 0.5% from 1 January 2020. Although this is subject to a 2018 review, a compulsory reduction to 0.5% by 1 January 2025 will be required.

Nitrogen oxide (NOx)

The committee also approved a revised Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines (NOx Technical Code), 2008. It is anticipated that, subject to formal adoption at MEPC 58 in October 2008, this will enter into force in March 2010.

New engines will have to satisfy the progressively tighter requirements of a three-tier structure based on their date of installation. Requirements for existing engines to satisfy the requirements of tier

one emission levels were agreed for ships built between 1990 and 1999 with a cylinder volume of 90 litres or more, and a power rating of 5,000 kW or more. This could be achieved by phasing in the retro-fitting of kits in line with the vessel's first renewal survey after the amendment enters into force. Alternative gas-cleaning systems approved by the administration can be accepted when satisfying the required NOx emission limits.

Introduction of Emission Control Areas

Key elements of the amended MARPOL annex VI include re-defining the current 'Sulphur Emission Control Areas' (SECA) as 'Emission Control Areas' (ECA) to regulate NOx emissions as well as sulphur emissions.



Plug ugly



All crew members should be aware of using untested electrical equipment and particularly of overloading electrical sockets in cabins.

In a recently reported case, a crew member went ashore and bought a rechargeable torch. Neither the torch nor the packaging referred to any international electrical safety standards. Without first checking with the ship's electrician, the crew member plugged the torch and charger into an electrical socket in his cabin and left it to charge. Unfortunately it blew up and set the cabin on fire.

The fire was dealt with efficiently and safely by the ship's crew. Indeed, the accident investigators praised

the crew for not only being quick, safe and effective in putting out the fire but also for their subsequent actions in removing all panelling and tracing burnt cable runs to eliminate potential hot spots.

If anyone sees an overloaded electrical socket, they should first switch off the power and disconnect it, then ask the electrician and shipboard safety officer to check the equipment and the socket.

Electrical equipment should never be left plugged in and switched on in an empty cabin. Life at sea can be dangerous enough without people setting fire to their cabins!

IMO update

A significant number of International Maritime Organization (IMO) statutory amendments entered into force on 1 July 2008. Some of these, along with other requirements with operational implications for owners and operators, are summarised below.

Vessel reporting – Resolution MSC.250(83)

Reporting has been introduced for vessels calling at ports within the eastern 'area to be avoided' (ATBA) off the southwest coast of Iceland, and for vessels of less than 5,000 GT permitted to transit the eastern ATBA south of 63° 45' N, engaged on voyages between Icelandic ports and not carrying dangerous or noxious cargoes in bulk or in cargo tanks.

The ship report, short title TRANSREP, is made to the Icelandic Maritime Traffic Service, located in Reykjavik. Reports should be made using VHF voice transmissions.

ISPS Code – MSC/Circ.1157

Interim measures for compliance with the International Ship and Port Facility Security (ISPS) Code ended on 1 July 2008 and full compliance with chapter XI-2 of the International Convention for the Safety of Life at Sea (SOLAS) and the ISPS Code is required, by which ships acknowledge the security measures established in ports by requesting a 'declaration of security'.

SOLAS chapter III – life-saving appliances

Emergency training and drills
Paragraph 3.3.4 of regulation 19 of SOLAS chapter III has been replaced and now requires the crew of free-fall lifeboats to board at least once every three months and drill to the point just prior to launch. The boat is then required to be either launched or lowered into the water, with the operating crew on

board for manoeuvring. At intervals of not more than six months, the lifeboat is either to be launched by free-fall with only the operating crew on board, or a simulated launching is to be carried out.

Operational readiness, maintenance and inspections
Paragraph 4 of regulation 20 has been replaced. Fall wires no longer require to be turned end-for-end, but should be inspected periodically with special regard for areas passing through sheaves. They should be renewed when necessary due to deterioration of the falls or at intervals of not more than five years, whichever is the earlier.

Outboard motors fitted to a rescue boat are now required to be run for three minutes with a suitable water supply being provided if required.

The scope of maintenance cover required for on-load release gear in regulation 11 has been extended to include release gear fitted to rescue boats and free-fall lifeboat release systems. An additional paragraph has been added to include davit-launched liferaft automatic release hooks.

Passenger vessels

The start of the 30 minute time allocation for crew members to board and launch survival craft has been amended to commence once all passengers have been assembled wearing lifejackets.

Personal life-saving appliances

Immersion suits supplied to vessels must now be of an 'appropriate size' and training manuals must be provided in the working language of the ship.

Long-range identification and tracking

The long-range identification and tracking regulations established by IMO resolution MSC.202(81), SOLAS V/19-1, came into force on 1 January 2008 and will be mandatory for passenger ships and cargo ships, including high-speed craft,

of 300 GT and upwards on international voyages and mobile offshore drilling units.

The IMO Maritime Safety Committee (MSC) agreed that the International Long-Range Identification and Tracking (LRIT) Data Centre and the International LRIT Data Exchange should commence trials and testing of the LRIT system not later than 1 July 2008 in order to be able to commence the integration of ships into the LRIT system as soon as possible after 1 July, and preferably not later than 1 October 2008.

A phased approach to the implementation of the regulation will allow for compliance no later than the first radio survey after 31 December 2008 or in the case of ships operating in sea area A4 not later than the first radio survey after 1 July 2009.

Recycling of ships

The draft text of a the convention to provide ship recycling regulations for international shipping was reviewed and progressed on the basis of the work conducted by the IMO working group on ship recycling. The work will be continued with a view to being finalised at a diplomatic conference to be held on May 2009.

Ballast water management

The IMO review group on ballast water treatment technologies met from 31 March to 2 April 2008. Having considered the findings of the review group the IMO marine environment protection committee (MEPC) adopted revised procedures for the approval of ballast water management systems that make use of active substances. Revised guidelines for approval of ballast water management systems could not be completed and the committee agreed to include this issue in the ballast water review group's terms of reference for the MEPC's 58th session in October 2008.



North of England continues to contribute to maritime training

Seventeen postgraduate students at Newcastle University have recently completed two core parts of North of England's distance learning course entitled 'An introduction to P&I insurance and loss prevention'.

The distance-learning coursework contributes to a compulsory module on marine liability insurance and law in the university's one-year master of science (MSc) degree in marine transport and management. The course is managed by the university's school of marine science and technology and also covers marine transport and economics, design and analysis of marine transport systems and financial risk management in shipping.

This is the sixth consecutive year of North of England's collaboration with the university, and the relationship continues to grow from strength to strength with students attending from all over the world. Over 100 post-graduates have

now completed the module involving the distance learning course.

Recent new contributions by the Association to maritime training include guest lecture appearances at Northumbria University's faculty of law on P&I insurance. Following a new collaboration with Glasgow and Strathclyde Universities' joint school of naval architecture and marine engineering, 20 postgraduate naval architecture and marine engineer students have enrolled on the latest version of the distance learning course as part of a marine contracts and insurance module contributing towards an MSc in technical management of ship operations. Delivered at the combined faculties Henry Dyer campus, the course programme includes subjects ranging from vessel inspection and survey and maritime regulatory frameworks to waterborne transportation systems and marine finance.

Mariner and Maritime Law seminar

North of England will again sponsor 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. Early booking is recommended.

A copy of the seminar brochure and booking form is enclosed with this issue of *Signals*.



Residential training course 2008

The Association's annual residential course took place at South Shields and Lumley Castle near Newcastle, UK, on 6-13 June 2008. The course was attended by almost 40 delegates from all parts of the world, including 17 from Members' offices. Presentations and workshops were provided by North of England staff and included visits to the bridge simulator at South Tyneside College and a guided visit to ships at Teesport. As usual the course was very much enjoyed by the delegates.

Details of North of England's 2009 residential course will be published on the Association's website as they become available.



Loss-prevention feedback

North of England strives to maintain the highest levels of service to Members and loss-prevention is an integral part of that service. However, there is always room for improvement and the Association is interested to receive feedback about *Signals* and other loss-prevention publications and services.

Members are very welcome to contact the Association if there are any topics that they or their seafarers would like to be covered in future issues of *Signals*, any ways in which the loss-prevention service can be improved, or if there is any information that has been particularly useful.

A feedback form is provided on the back of the cover sheet dispatched with every issue of *Signals*. A copy of the form can also be downloaded from the risk-management pages on the Association's website: www.nepia.com/risk/publications.php.



Bunkers Convention – blue cards

The International Convention on Civil Liability for Bunker Oil Pollution 2001 enters into force on 21 November 2008 (See Club Circular 6 May 2008). All ships over 1,000 GT will need insurance which meets the requirements of the Convention and a certificate – issued by signatory Flag States confirming such insurance is in force – must be carried on board at all times.

Clubs in the International Group of P&I Clubs will issue the required Bunkers Convention "blue cards" to enable signatory states to issue certificates.

In view of the fact that there will be a large number of shipowners requiring blue cards it is anticipated that there may be significant delays in issuance by Flag States. In addition only Flag States that are signatories to the Bunker Convention will be in a position to issue certificates and therefore members with vessel's that are flagged in non-signatory states will have to make alternative arrangements. At the moment the options available to shipowners in this regard are unclear.

More detailed information about the entry into force of the Bunkers Convention, certification requirements and issuance of blue cards and Flag State certificates are provided in North of England's circular dated 6 May 2008, which is available on the Association's website: www.nepia.com

The Association will publish further updates on its website as information becomes available.