

Integrated risk management team created

The North of England's existing loss prevention and ship survey teams have been combined into a single risk management department. The move is designed to improve the assistance available to members on understanding and implementing the ISM Code, which requires an integrated approach covering both human factors and mechanical and technical issues.

The new department includes all existing activities of the loss prevention and survey teams and the considerable seagoing skills and experience of the combined staff will be more effectively accessible to Members.

Led by Dr Anderson, a master mariner, the team includes Tony Baker, who is also a master mariner, former deck officer David Hastings and Paul Andrew, who is dual qualified as both deck and engineer officer, plus another mariner who will be recruited into the team. Administrative support is provided by Denise Huddleston, Adele Lathan and Mari Stewart.

As the full significance of the ISM Code becomes better appreciated it is clear that the human factors and the mechanical and technical issues are two sides of the same coin. Whilst each aspect can be dealt with separately it is believed that a much more efficient and profitable approach would be to recognise the inter-relationships and bring the whole picture into focus. In this way

complementary tactics can be developed to combat the causes of many of the accidents and claims.

The team plans to be increasingly involved in working with Members to help combat the causes of accidents and claims and to identify what can be done to highlight the hazards and to manage

those risks. Emphasis will be made on adopting both proactive as well as reactive risk management tactics within the framework of individual safety management systems.

The department is also planning an exciting range of new initiatives and details will be included in future issues of Signals.



ISPS Code countdown

We are now only a year away from the 1 July 2004 implementation date for the IMO International Ship and Port Facility Security (ISPS) Code and many of the related amendments to the SOLAS convention.

The ISPS Code was only finalised at an IMO diplomatic conference in December 2002 and yet already over a third of the preparation time has passed. Many ship operators are well advanced in their planning but others may be hoping for the

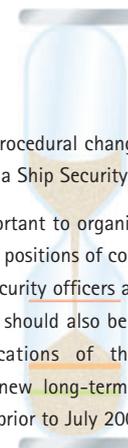
deadline to be deferred. However, deferral is unlikely due to the level of support given to the new rules by IMO member states and their political masters.

Preparing ship security plans

Members therefore need to ensure that their planning is well advanced, both for the physical changes - such as fitting shipboard security-alert systems - and more importantly for the

management and procedural changes required by the introduction of a Ship Security Plan.

It is especially important to organise the training needed for the new positions of company security officers and ship security officers as well as other sea staff. Members should also be looking at the commercial implications of the new Code, especially on any new long-term charterparties being entered into prior to July 2004.



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Check first-aid kits before signing Russian customs declarations

It is important that ships always comply fully with customs authority requirements to declare all goods on board, not just cargo carried. In Russia, failure to mention the first-aid kit can result in substantial fines against the vessel and possible criminal prosecution.

Ships calling at Russian ports are required to make a general declaration in relation to stores and provisions carried on board. This contains a question requiring clarification as to whether any medications with narcotic influence, drastic medicines or those that are psychotropic or poisonous are carried on board. Most commonly the answer given is no.

However, the first-aid kit often contains substances that must be declared under Russian Federation Law (unlike some other jurisdictions) and this is closely monitored by local customs authorities.

Criminal actions against masters

Failure to declare such items in the first-aid kit initiates administrative or even criminal cases and the detention of the vessel for investigation purposes. Should a criminal case be initiated against the captain, which has happened, he or she

will be disembarked from the ship to remain in port while the matter is considered.

Masters should always be careful when filling out general customs declarations in Russia and properly consider whether it is necessary to include items from the first-aid kit. Assistance should be requested from a local agent, who should help register the general declaration and endorse the master's copy with their signature, name and address.

Where any problems are encountered, it is recommended that club correspondents are contacted immediately.



HIV – avoid it and live

The facts

- HIV infection kills your body's natural defences against disease.
- HIV infection cannot be cured.
- AIDS develops when the natural defences are destroyed.
- You become ill and AIDS eventually kills you.

The risks

- Sex without using a condom.
- Injecting or tattooing with a needle someone else has used.
- Blood transfusions when blood has not been tested for HIV.

The answers

- Always use a condom
- Never touch a used needle
- Insist on proper medical care.

Avoidance of casual sex and no drugs are the safest policies.

SARS – a case for caution

Severe Acute Respiratory Syndrome (SARS) first appeared in China but has been spreading throughout the world. Although the majority of cases have been found in the Far East and North America, the virus has also been reported in Europe and South America.

SARS appears to spread by close person-to-person contact. Potential ways in which the virus can be transmitted include touching the skin of other persons or objects contaminated with infectious droplets, and then touching the eye, nose or mouth. It is also possible that SARS can be spread more broadly through the air or by other ways still currently not known.

Some preliminary studies have even suggested that the virus may survive in the environment for several days. There is currently no evidence however that the infection is spread through contact of objects or packages from affected areas, unless they are actually contaminated.

The World Health Organisation believes that the incubation period of SARS is usually 2-7 days but may be as long as 10 days. Symptoms often begin

with high fever, sometimes associated with chills and rigors and may also be accompanied by headaches, malaise and myalgia. Respiratory problems tend to develop after 3-7 days.

No known treatment

Unfortunately however no vaccines have yet been developed and although various antibiotics, anti-viral treatments and steroids have been used to try and combat SARS, the most efficient treatment is presently unknown.

It is difficult to provide Members with accurate advice as to what steps should be taken before berthing and while docked as the situation is changing constantly, not only from country to country but from port to port too. It is thus recommended that Members consult local agents in all ports where the vessel is arriving from an affected country or has crewmembers who may have recently been in such a country.

Similarly, Members should contact local agents in all ports of countries where SARS may be considered a problem. All local requirements should be fully complied with. As a matter of good

practice it is recommended that in affected areas, shore leave and contact with shore-side personnel be restricted.

Keeping hands clean

It is also advisable to ensure that reasonable precautions are taken on board the vessel. As with many other infectious illnesses, one of the most important ways to prevent infection with SARS is to keep hands clean, either by frequent washing with soap and water, or by use of alcohol based hand products.

Any crewmember or visitor to the vessel who may have been exposed to SARS through close contact with a probable or suspect SARS case should be isolated while awaiting evaluation, ideally in a cabin with an independent ventilation system, until the patient can be taken to an appropriate health care facility. It is also necessary to properly clean and disinfect the cabin once the patient has been removed.

Further information regarding SARS is available at the World Health Organisation's website, www.who.int

Masters warned on overstating cargo problems

Masters often come across contamination and discolouration problems when loading bulk cargoes, commonly fertilizer, from former Soviet Union ports. A recent court case* confirms they are entirely in their rights to issue claused mate's receipts or bills of lading – but it also warns that these must not overstate or generalise the problems.

The ship involved was loading urea, which the master noted was discoloured in parts and also contaminated with foreign material such as plastic, rust, rubber, stone and dark particles dropping onto it from the warehouse structure.

The overall amount of foreign material was not large – approximately 0.01% of the whole cargo – but it was difficult to quantify as a proportion of the whole cargo. Discoloured cargo formed about 1% of the whole cargo.

The master issued a mate's receipt stating 'cargo discoloured also foreign materials e.g. plastic, rust, rubber, stone, black particles found in cargo'. The shipper objected and sued the owner.

Court confirms masters' and owners' obligations

The court confirmed that masters should make up their own mind, as far as they can tell from

their own observations during loading, whether the cargo appears to satisfy the description of its apparent good order and condition in the bill of lading tendered for signature.

Masters do not have to be experts in the cargo nor have any particular knowledge of the cargo in question other than that of any reasonably careful master. They are required to exercise their own judgement on the appearance of the cargo loaded and the courts will not criticise them if they do not seek expert advice.

The shipowner's duty is only to issue a bill of lading recording the apparent order and condition according to the reasonable assessment of the master. There is no contractual guarantee of absolute accuracy as to order and condition or even its apparent order and condition.

Masters are only entitled to enter remarks which are reasonable in all the circumstances – they cannot 'over clause' or use very general terms to describe the cargo.

Owner liable for master's lack of precision

The judge held that the master could not make comments implying that the whole of the cargo

was discoloured or contaminated – the master should have referred to a small proportion being discoloured. The owner had thus not issued the bill of lading in accordance with article III rule 3 of the Hague Visby Rules and was liable for damages.

As a matter of loss prevention, masters should look carefully at the condition of the cargo as it comes on board and should always clause the mate's receipts when they feel that the cargo is not in apparent good order and condition. However, the clauses must be reasonable and not imply that the cargo is in a worse condition than it actually is.

If a master is at all concerned at the apparent order and condition of the cargo or is unsure how to describe it in any clause, he or she should seek the assistance of the Association's local correspondent.

*The "David Agmashenebeli", [2002] EWHC 104 (Admiralty), [2003] 1 Lloyd's Rep. 92

Avoiding shortage claims for conveyor-loaded bagged cargo

Bagged cargoes from North and West African ports, particularly those loaded by conveyor belt, are continuing to give rise to shortage claims.

Shipowners are particularly exposed in jurisdictions such as Algeria and Tunisia, which do not give full effect to the usual Hague or Hague Visby defences, and many African jurisdictions also incorporate the Hamburg Rules, which extend the period of carrier's responsibility up to delivery to the receiver, often beyond the ship's tackle.

However, conveyor loading can also result in short-shipments that are extremely difficult for the carrier to identify. This is primarily because the cargo tends to be automatically counted, the accuracy of which cannot necessarily be relied upon, and because of difficulties monitoring the replacement of damaged bags. The following suggestions should help to limit exposure to claims.

Making shipper responsible for counting

Protective clauses inserted in bills of lading may not be recognised in certain African jurisdictions but, where possible, clauses such as 'shippers load and count' and 'electronic tally, quantity cannot be checked by the carrier' should be inserted. In practice, if a bill of lading carrying such remarks is issued by the carrier, the receiver is more likely to bring a claim against the shipper than the carrier.

Crew members or tally clerks employed by the ship should continually check the condition of all bags

and ensure that all damaged bags are placed on deck. Only on completion of loading operations should damaged bags be removed from the ship and replaced with sound cargo.

Hatch sealing and draught surveys

If the hatches are sealed after loading operations and appropriate certification issued by a surveyor, the matching unsealing survey at the discharge port can help prove to receivers that shortage could not have occurred during the voyage

(though the surveys may not be recognised by local courts). Owners should also invite shippers and receivers to participate in joint draught surveys at load and discharge ports, which may dissuade them from making a shortage claim.

Owners should also try to negotiate a clause in their charterparties that make charterers responsible for shortage claims where there is clearly no evidence of loss in the carriage but where the claim could only have resulted from a short shipment.



SARS – legal implications

As well as giving rise to practical questions, such as those dealt with elsewhere in this issue of Signals, there are a number of legal issues that may arise as well. Two common questions raised by SARS, or at least the fear of SARS, are whether an owner can refuse to send his ship to a port that may be affected by SARS and, if a ship is delayed at a port as a result of SARS, does time count?

Precise answers, if they can be given at all, will of course depend upon the circumstances of the particular case in question and on the wording of the relevant charterparty. It is therefore impossible in the space of this short article to give definitive answers. Nevertheless some general comments can be made.

Safe port

Is the port at which there may be an outbreak of SARS, or even just the fear of an outbreak, a safe port? Can an owner or the Master of a ship refuse to go there?

Although SARS may give rise to particular problems of its own in practice, in legal terms it is no different from any other risk or danger to which a ship and its crew may be exposed at a port. Exactly the same legal test applies and the question has to be asked whether the ship can reach, use and leave the port without being exposed to a danger that cannot be avoided by ordinary good seamanship, in the absence of an abnormal occurrence. Whether or not the port is safe will therefore depend upon such questions as the seriousness and extent of any outbreak in the port or surrounding area, the danger of transmission to the ship's crew and the nature and extent of precautions in place both ashore and on board the ship itself to protect the crew from the virus. Just as for any other risk or danger at a port it will not be unsafe simply if there is a fear on the part of owners, the Master and crew of exposure to the virus. It will still be a question of showing that

there is a real risk and a reasonable foundation to the ship's fears.

If though there are steps that can reasonably and practically be taken on board the ship to protect the crew and avoid or at least minimise the risk of exposure to the virus while the ship is in the port, that port may not then be unsafe.

Another issue that needs to be borne in mind in this regard is that if the particular ports to which the ship is ordered are specifically named in the charterparty there may be either no warranty by charterers of the safety of that port or there may be no right on the part of owners and the Master to refuse to enter it. The risk associated with calling at that port may have been accepted by owners. In the case of a voyage charter, unless there is an express warranty of the safety of that port, this will almost certainly be the case. In the case of a time charter the law is less clear but there is a risk that the right of refusal may have been lost. (This would not, on the other hand, necessarily mean that there is no right to claim damages for any loss that may be suffered if the port is in fact unsafe.) This is therefore an issue that may need to be borne in mind and considered at the time the charterparty is entered into.

Loss of time

Many ports, not just those that may be directly exposed to the virus, have introduced quarantine procedures and health checks to limit the likelihood of the virus being passed between ship and shore. These may include quarantine periods during which a ship, which has for example, previously called at a port that may be exposed to the virus, may be required to wait outside the port for a few days before being allowed to enter. During that period the crew may be monitored for any symptoms of the virus.

In the case of a time charter the question arises, is the ship off hire for this period? Again, much will

depend upon exactly what the charterparty provides. Nevertheless, to take just one example, under the standard off hire clause in the NYPE time charter it is unlikely that this would amount to an off hire event. There would need to be a more specific provision in the charterparty for this time not to count. The position may be different though if, for example, the standard clause is amended to refer to 'any other cause whatsoever'.

Off hire is therefore another issue that is better considered at the time that the charterparty is negotiated.

In the case of a voyage charter the question will be whether such arrangements prevent the ship from tendering a valid notice of readiness. Does the ship have to be in free pratique before notice can be given? Unless notice can be given whether the ship is in free pratique or not the requirements for giving a valid notice of readiness may well not have been complied with and therefore the period of any delay will not count as laytime. This is something else that should also be considered and addressed when the charterparty is agreed.

If on the other hand the ship is quarantined, so that the ships cannot enter the port or cannot load or discharge, the ship will not be at charterers' disposal. It is therefore likely that she may not be regarded as an 'arrived ship' and cannot give a valid notice of readiness. Laytime will therefore not start before the quarantine restrictions are lifted from the ships. It may therefore be necessary to consider, when fixing the ship, whether a quarantine clause may be required which, for example, provide that time is nevertheless to count if the port is already subject to quarantine restrictions at the time the ship is ordered there.

If Members have questions about the legal implications of the virus and if assistance is required to prepare suitable charterparty clauses they should contact the FD&D department.

Avoiding paint damage from pig iron dust

The Association has been involved in a number of cases over the past year where vessel paintwork has been extensively damaged by hardened pig iron dust – particularly when loading pig iron at Ponta Da Madeira in Brazil.

When loading via conveyor belt, dust and residue from the cargo can fall onto a vessel's deck, superstructure, deck equipment and shell plating. If not removed immediately, it hardens and sticks to the vessel surfaces and can only be removed with crowbars, scrapers and other specialised equipment – with consequent damage to paintwork.

Clean vessel before and during loading

Members considering loading pig iron should give

careful thought to what steps can be taken to minimise the risk of damage occurring. In particular, it is important that the vessel is washed down with fresh water (not salt water, which can exacerbate the problem) prior to loading.

In addition, as loading proceeds – but always bearing in mind relevant safety considerations – the crew should sweep up and remove any residue as it appears. Great care should be exercised however to avoid any pollution or otherwise violating any local regulations.

Insert an express clause in charterparty

Members should also give thought to including an express clause in their charterparties, setting out clearly who is to be responsible for the risk of

damage occurring to the vessel. Without such a clause, difficult questions can arise as to whether or not a charterer is responsible for the cost of removing residues and repainting the vessel or whether this falls to the owner.

In addition to charterparty clausings, much will also depend on the degree of knowledge which an owner had or ought to have had at the time of fixing of the particular risks involved in loading pig iron. Members should contact the Association if they require assistance in drafting an appropriate clause.

Rolling risk identified on modern containerships

The problem

The designers of modern post-Panamax containerships have to balance high speed with large cargo capacity. The result has been fine lines with large bow flares for speed and a wide, flat transom to maximise cargo capacity. Investigations into recent casualties have shown that this combination can, in certain sea conditions, lead to an automatically generated phenomenon known as 'parametric rolling'.

How does it happen?

It occurs in heavy seas and weather, when the classic action of putting the bow into the seas and reducing speed is taken to reduce stress on the vessel and cargo. Typically the vessel has a small angle of heel due to wind or rudder action generating a righting moment by the vessel.

The pitching of the large stern into the sea increases the righting moment, which is then alternated with a decreased righting moment as the fine bow pitches into the sea. This cyclic change in righting moment can lead to a rapid increase in the vessels rolling motion when the period of variation in the righting moment is close to the vessel's natural roll period or half the natural roll period.

How do you identify it?

Typical signs of the phenomenon are difficulty keeping the vessel on course, with yaw angles up to 20°, main engine over-speed trips, shaft vibrations and, most importantly, very large angles of roll – up to 35° or 40°. The rolling can occur in moderate weather conditions and is not always restricted to severe weather conditions.

The large angles of roll put excessive forces on the container lashing system and the containers themselves, leading to failure of the lashing system and / or collapse of the containers in the stow. In one case this resulted in loss or damage to one third of containers carried on deck and claims estimated at over US\$100 million.

The classification society requirements for container lashing systems on post-Panamax vessels vary widely. Members should thus ensure their container lashing systems are fully and properly deployed and checked before entering heavy weather.

What can be done?

There is very little a vessel can do to reduce or avoid parametric rolling. It occurs in heavy seas and weather where the vessel has been forced to alter course and speed to take account of the weather. Increasing speed will reduce or eliminate parametric rolling but will reintroduce the pounding and slamming that was being avoided.

Altering course sufficient to alter the pitching period enough to eliminate the phenomenon is likely to cause other problems for the vessel. Fitting a stabilising system has been suggested as a solution for vulnerable vessels but not yet tried and tested. Another suggestion is to provide a polar diagram for masters and watchkeepers showing potentially dangerous headings.

In the meantime members should ensure that their masters and watchkeepers on these vessels are fully aware of the problem.



Fixed pollution fines in Turkey

Members are reminded that they face severe fixed penalties for even the most minor marine pollution events when in Turkey.

A number of shipowners have recently received very heavy fines in respect of relatively small discharges of sewage, dirty ballast, kitchen waste and hold washings. These include fines for incidents that might not normally be considered as pollution, such as rust chippings blown over the side during routine maintenance.

Moreover, the fines are not related to the type or quantity of pollution but are instead determined by the tonnage of the ship. The set fine for pollution from a ship over 1,000 GT is approximately US \$78,000. There are considerably higher levels of fines for discharge of dirty ballast from tankers.

Security not accepted

Once a ship has been detained under the environmental laws, the only way to get it released

is by payment of the fine. The authorities do not accept any form of security.

To avoid fines in Turkey or any other country, Members should ensure that they fully comply with the MARPOL convention and any relevant national

regulations, and properly control the discharge or disposal of any type of material.

Members should contact their agents to find out if there are any particular local requirements at a port.



Second edition of personal injury prevention guide published

North of England has updated its definitive guide to preventing personal injuries. Since it was first published in 1996, *Personal Injury Prevention - A Guide to Good Practice* has become an international standard reference with more than 12,000 copies in use worldwide.

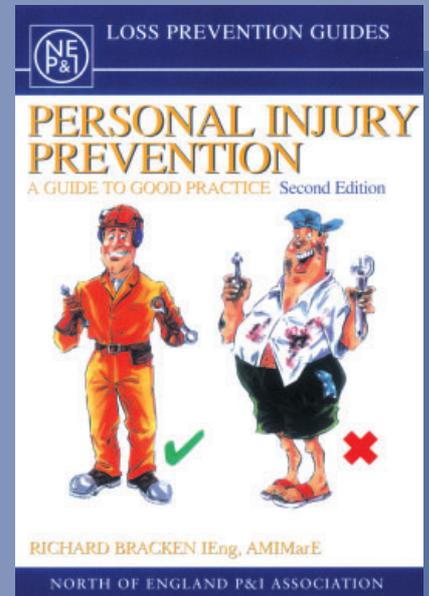
Richard Bracken, formerly a training officer with Shell, wrote the guide shortly after he joined the club's loss prevention team in 1994. It was the fifth in what is now a 13-book series published by the club, all of which are freely distributed to Members' offices and entered ships.

Many of the revisions in the second edition focus on the impact of the ISM Code. It also provides updated claims statistics. Unchanged however are the innovative colour 'right' and 'wrong' cartoons, which are repeated in the club's popular Safe Work Accident Prevention poster series.

Read the book, see the film

The book was also used as the basis for a safety training film, which is now available in a two-disk DVD format from Maritime Training Services in Seattle. The DVDs, entitled *Personal Injury Prevention - Building a Safety Culture* and *Personal Injury Prevention - Work Safe - Stay Safe*, are available in English with Spanish, French, Japanese and Chinese subtitles. MTS can be contacted on telephone (Seattle USA) +1 206 467 8458 or email info@maritimetraining.com

Members and their ships will receive complementary copies of the second edition of the guide with this issue of *Signals* and can buy additional copies from the risk management department at a discounted rate of £10 a copy. Non-members can buy copies at £30 each from the Association or Anchorage Press in London, telephone +44 20 8892 9905, email mail@anchoragepress.co.uk



Collision Regulations amended

New amendments to the 1972 International Regulations for Preventing Collisions at Sea (COLREGS) come into force on 29 November 2003.

Rule 8 - action to avoid collision - has been amended to make it clear that any action taken to avoid collision should be taken in accordance with the rules in the Steering and Sailing part (part B) of the COLREGS. This reinforces the link that Rule 8 has to other relevant rules in the COLREGS.

The amendments also include new rules relating to wing-in-ground (WIG) craft (boats that fly just above the water) and sound signals and sound-signal equipment relating to small vessels.

Copies of the Collision Regulations COLREGS 2002 edition, IA904E, incorporating the latest amendments, can be ordered from the International Maritime Organization website at www.imo.org



Shell deck cadet wins best student prize

Shell deck cadet Richard Erskine has won the North of England award for being the best of 70 students on the nautical science HND course at South Tyneside College, one of the world's leading maritime schools. The course is the first step towards becoming a ship's officer, officer of watch and, ultimately, master of a ship.

Dr Phil Anderson, loss prevention director at the club and senior vice president of The Nautical Institute, presented Richard - who is now back working with Shell as a deck officer - with a cheque for £300 along with an engraved shield.

David Hill, cadet training and recruitment adviser at Shell, and Captain Phil Stone, head of nautical science at South Tyneside College also attended the presentation on the Quayside in Newcastle. 'The results for the year were of a very high standard but Richard was a worthy winner with a



range of merits and distinction grades across the modules,' said Captain Stone.

South Tyneside College has had a long and unique partnership with North of England. The college has contributed to the development of the club's popular residential and distance learning courses in P&I insurance and loss prevention, and the club has sponsored the best student award for 13 years. A larger version of the shield, listing past winners, is displayed on the college campus.

Loss prevention – a worldwide message

The North of England team has been spreading the loss prevention message far and wide during the last few months:

Hamburg, Germany



In April 2003 Tony Baker from the club's loss-prevention department was invited to give a talk to members of two shipping groups in Hamburg, the Nautisch-Technischer Inspektoren-Kreis and the Reeder und Makler Club, about the introduction of the ISPS Code security measures that will fundamentally affect every ship and shipowner operating internationally. He suggested an action plan for implementing the new requirements and procedures, and urged ship operators to take early action to introduce their new security measures well before the July 2004 deadline.

The issue of providing assistance to persons in distress at sea was also discussed at the meeting, following the concerns raised after the Tampa incident in 2001. The consensus of the group was that nothing should be allowed to deter ships' masters from carrying out their humanitarian and legal duty to rescue persons in distress. Ship operators, charterers and especially governments should all provide practical assistance to masters, as well as support and encouragement.

Piraeus, Greece



Tony Allen and Helen Yiacoumis from the club's Greek office, along with Tony Baker from the Newcastle office, gave a presentation at the Marine Club in Piraeus in April 2003. The subject - implementation of the ISPS Code - was of great topical interest to local members, who turned out in force despite severe disruption to travel caused by a European summit taking place the following day.

As well as a briefing on the ISPS Code and related amendments to SOLAS, the presentation examined the potential affects on P&I cover and commercial implications, particularly on charterparties. The talk was well received and generated some interesting questions and discussion. Similar presentations were also made during visits to some Members' offices.

United States



The club's loss prevention department was invited by one of its Members operating in the US, to participate in a company seminar.

After an introduction to P&I and the liabilities covered, the seminar focused on company issues such as legal and contractual relationships and loss prevention. Other areas discussed included contingency planning and the impact of the new US customs and security regulations.

The seminar was particularly useful because the delegates represented a complete cross-section from ship and port operations, including ship managers and operators, terminal managers and operators from around the US, representatives from the company's head office, lawyers, insurance brokers and P&I insurers. The result was the chance to exchange a wide range of views and experience in a friendly and informal atmosphere.

The visit also gave the opportunity to visit one of the Association's entered ships that was in port for a regular call at the time.

Iranian seminar



Staff from the club's claims, loss prevention and FD&D departments visited Iran in May 2003 to participate in a seminar and workshops for Islamic Republic of Iran Shipping Lines (IRISL) and other Iranian Members at IRISL's training institute. The four-day event covered a number of topical issues including cargo stowage and securing and ships' security.



The Iranian seminars have become an annual event and are always very enjoyable and well received. As in previous years, one of the days was attended by senior serving sea staff, giving the club's claims handlers the chance to discuss topics from a very practical viewpoint.

Holland



In May 2003 the club's head of risk management, Dr Phil Anderson, and newly appointed senior claims executive Frank Sanford, were invited to participate in a senior officers' conference organised by Member Vroon B.V. at its offices in Breskens, Holland.

More than 30 masters, chief engineers and other senior officers from the fleet attended. The scene was set by putting the role of P&I insurance into perspective. This was followed by an interactive workshop to highlight the significant contribution which can be made by the sea staff in reducing accidents and claims and the important role

they have in collecting evidence should an incident occur.

Norway



In May 2003 Phil Anderson and the club's in-house Norwegian attorney, Rune Dybedal, ran a full day tutorial session with students of the Norwegian Insurance Academy in Bergen in the final stages of preparation for their examinations. Staff of many of the club's growing Norwegian Membership are already graduates of the Academy.

Croatia



In May 2003 the Association organised a seminar in Rijeka, Croatia, on disaster planning for passenger vessels. This seminar was a joint venture between North of England, Croatia Insurance and Jadrolinija, a major Croatian ferry operator.

Several representatives of the local emergency services gave presentations. A paper was also given on the extent to which media involvement can shape international perception of a major disaster. Other topics included the care of passengers in the aftermath of an incident in order to prevent a situation becoming worse and, most importantly, how to prevent the incident occurring in the first place.

The event was chaired by Captain Babic, the ex Deputy Minister of Transport in Croatia and now the current Chief Inspector of Ships for the Croatian government. The club was represented by Alistair Watson, Belinda Ward and Stephen Rebar.



Left to right; Alistair Watson (Nepia), Vanja Franciscovic (Croatia Insurance), Captain Babic (Croatian Government), Igor Butarac (Jadrolinija).

Future ports of call...

During the next few months, risk management events are being organised for Members in venues as far afield as Hong Kong, Kuwait, Dubai, Piraeus and Germany. The working partnerships between club and Members to combat accidents and claims continues to grow stronger and stronger.

Serious but funny

Reportedly this is the transcript of an actual radio conversation between a US Navy vessel with Canadian authorities off Newfoundland in October, 1995. The radio conversation was released by the Chief of Naval Operations on October 10, 1995:

Americans: "Please divert your course 15 degrees to the north to avoid collision."

Canadians: "Recommend you divert YOUR course 15 degrees to the south to avoid collision."

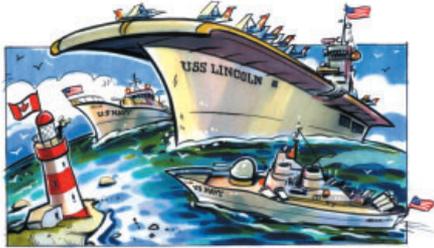
Americans: "This is the Captain of a US Navy ship. I say again, divert YOUR course."

Canadians: "NO, I say again, divert YOUR course."

Americans: "THIS IS THE AIRCRAFT CARRIER USS LINCOLN, THE SECOND LARGEST SHIP IN THE

UNITED STATES' ATLANTIC FLEET. WE ARE ACCOMPANIED BY THREE DESTROYERS, THREE CRUISERS AND NUMEROUS SUPPORT VESSELS. I DEMAND THAT YOU CHANGE YOUR COURSE 15 DEGREES NORTH, THAT'S ONE-FIVE DEGREES NORTH, OR COUNTERMEASURES WILL BE UNDERTAKEN TO ENSURE THE SAFETY OF THIS SHIP."

Canadians: "This is a lighthouse. Your call!"



Signals swot 16

Quiz Winner

Mr John Chow

Taiwan Maritime Services, Taiwan

Runners-up

Ms Lena Makri - Oceanbulk Maritime, Greece

Mr Hans Pabbruwee - Post & Co (P&I), Rotterdam

Miss CC Dorcas Goh - Glory Ship Management, Singapore

Mr Ian Blair - RMC Marine, Southampton, UK

Mr Ori Marom - Ofer Brothers, Haifa

well done!!!!!!

Signals Swot Quiz

Welcome to Signals Swot number 17. We invite you to pit your wits against "Bosun Bo" and become a *Signals Swotter!*

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

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

- Send a photocopy of your answers, along with your name and, if appropriate, name of ship, position on board, company and address to the Editor of Signals at the Association.
- All correct entries received by the closing date will be entered in a prize draw.
- Closing date 15 September 2003.

PRIZES!

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

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



signalswot

Good luck to all you Signals Swotters!!

1 Which section of the Hague Visby Rules requires the carrier or master to issue a bill of lading showing the apparent order and condition of the goods?

- Art. III Rule 1.....
- Art. III Rule 3.....
- Art. IV Rule 2.....

2 What type of cargo has recently been causing problems from Ponta Da Madeira?

- Pig iron dust.....
- Bagged rice.....
- Sugar.....



3 What is the approximate level of the set pollution fine in Turkey for a vessel of 1,000 GT?

- US\$ 5,250.....
- US\$ 50,750.....
- US\$ 78,000.....

4 Which South Tyneside College student recently won the NEPIA prize?

- Richard Hill.....
- Richard Erskine.....
- Richard Stone.....

5 What is a WIG craft?

- An aircraft carrier.....
- A vessel that flies just above water level.....
- An air cushion vessel.....

6 What is the name given to the automatically generated excessive rolling motion experienced on some modern container vessels?

- Parametric rolling.....
- Psychometric rolling.....
- Rocking and rolling.....

7 When was 'Personal Injury Prevention - A Guide to Good Practice' first published?

- 1992.....
- 1994.....
- 1996.....

8 What is the usual incubation period of SARS?

- 24 hours.....
- 2 - 7 days.....
- 1 - 2 weeks.....

9 What is the deadline date for compliance with the ISPS Code?

- 1 January 2004.....
- 1 July 2004.....
- 1 January 2005.....

10 Which department is combining with the loss prevention department to form the new risk management department?

- Survey department.....
- Service department.....
- Marketing department.....

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

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

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