

Club provides news update service

One of the advantages of modern communications is that information can easily be made available in the public domain and that decisions can be made and publicised very quickly. However, these advantages can also be disadvantages. Vast amounts of information are now available, particularly via the internet, and governments and other regulatory bodies such as the International Maritime Organization (IMO) can make changes to guidance and regulations at an ever-increasing rate. It is very

difficult to keep up to date with what is going on, especially for ship operators in a global environment who are affected by new decisions being made on a daily basis by governments and authorities worldwide.

The Association's industry news page on its website at www.nepia.com provides updates on current issues and warnings of changing legislation. The website provides no more than a brief summary

about any topic, but it directs Members to the original source of the information for full details. To reinforce the website service, a new section has also been introduced in Signals that summarises recent content. In this issue it includes a round up of current events at the IMO and International Labour Organization (ILO).

See page 6 for full story.

Safety during lifeboat drills

Many people have been concerned over the past few years about the number of accidents occurring during routine lifeboat drills and maintenance operations. To reflect this concern, amendments to SOLAS have been adopted that change the requirements for crew to be on board a lifeboat during drills. However, this in itself is not a solution to the problems caused by on-load release systems that are over-complicated and difficult to operate and maintain. Lifeboat launch and release systems require a high level of familiarity and care during operation and maintenance.

See page 2 for full story.



Advice on oil cargo contamination

Contamination claims continue to arise from the carriage of different types of cargo on product tankers. Advice is given in this issue on some of the practical aspects of product tanker operations, particularly related to separating different grades of cargo during loading and discharging, to avoid contamination.

See page 4 for full story.

When are bills of lading clean?

"Clean on board" is a phrase that often appears in bills of lading. This is a misleading term that can lead to legal difficulties. There are also common misconceptions about what amounts to a "clean" bill. In this issue we offer some advice on how bills of lading may be worded more accurately so far as the condition of the cargo loaded is concerned to avoid inadvertently producing bills of lading that are "clean" when in fact they should not be.

See page 4 for full story.

Keeping watchkeepers awake and aware



A recent report by the UK Marine Accident Investigation Branch (MAIB) has highlighted concerns about fatigue and watch-keeping on smaller ships. Continuing the theme of safety of navigation, the Association has produced its latest Loss Prevention Guide, this time in the form of an interactive CD-ROM, to help watchkeepers revise and test their knowledge and application of the Collision Regulations concerned with avoiding collisions in restricted visibility.

See page 3 for full story.

Electronic Signals

From next year *Signals* Newsletter will be available in an electronic format. More information about how to receive your electronic copy will be given in the next issue.



Preventing accidents with lifeboats

Of all international conventions dealing with maritime safety, the most important is the International Convention for the Safety of Life at Sea (SOLAS). It is also one of the oldest, the first version having been adopted at a conference held in London in 1914 subsequent to the sinking of the passenger liner "Titanic" in April 1912 with the loss of more than 1,500 passengers and crew.

SOLAS lays down the requirements for carrying lifeboats and also for testing and familiarisation with lifeboat equipment. Whilst these provisions are clearly designed for the saving of life at sea it would seem that this equipment has either injured or killed more people than it has saved.

Accidents involving lifeboats are becoming increasingly common with crew suffering injuries while participating in lifeboat drills and/or inspections. The UK Marine Accident Investigation Branch (MAIB) has once again drawn the attention of the marine community to the lessons arising from recent accidents, which include the premature release of hooks as a result of mistakes or damage and a lifeboat being carried away in an overload test. An International Maritime Organisation (IMO) report noted that the causes of accidents include inadequate maintenance, lack of familiarity with the equipment and unsafe practices during drills and inspections.

SOLAS amendments

In light of developments, amendments to SOLAS chapter III (Life-saving appliances and arrangements) have recently been adopted which are intended to help prevent accidents with lifeboats during drills. The amendments, which are expected to enter into force on 1 July 2006, intend to address the unacceptably high number of accidents with lifeboats that have been occurring over recent years.

The amendments to regulation 19 (emergency training and drills) and regulation 20 (operational

readiness, maintenance and inspections) concern the conditions in which lifeboat emergency training and drills should be conducted. They also introduce changes to the operational tests to be conducted during the weekly and monthly inspections, so as not to require the assigned crew to be on board in all cases.

IMO Circulars

An IMO circular, MSC/Circ.1093, provides guidelines on servicing, maintenance and testing of lifeboat launching appliances and on-load release gear. It sets out a structured approach to maintenance and inspection for satisfactory condition and operation.

Seafarers should always remember that the setting and maintenance of the release gear are critical to the safe operation of the lifeboat and the safety of personnel in the lifeboat. All inspection and maintenance operations on this equipment should therefore be carried out with the utmost care. No maintenance or adjustment of the release gear should ever be undertaken while the hooks are under load.

The IMO Maritime Safety Committee also approved a circular on prevention of accidents during launching of free-fall life boats, in view of recent reports of injuries sustained during launches of free-fall lifeboats from heights greater than 20 metres.

Knowledge essential

Launching a lifeboat is the last resort when things go badly wrong on board ship and can be the difference between life and death. It is essential that the crew know how to launch them, how to board them in an emergency and how to help others who may be injured, exhausted or unconscious. Crews should be familiar with the equipment and the maintenance it requires, and this must be carried out as detailed in the manufacturer's manual as well as to SOLAS requirements.

"If only..." poster 3 Lifeboat accidents



North of England's "If Only..." poster series continues this month with a look at lifeboat accidents.

The poster depicts a lifeboat plummeting to the water after the failure of the release system. As the victims accelerate downwards the full horror of the scene hits home and we ask how this tragic accident could have happened.

"If Only..." they had understood the hazards associated with the complex lifeboat launching equipment and had maintained the equipment correctly, the accident could have been avoided and the boat crew saved.

Before any shipboard task is performed, you must ask the question - how can it be carried out properly? Do not end up saying "If Only...!"

Dangers of working aloft

A number of recent incidents have highlighted the increased risk of injury to crewmembers when working from an elevated height, such as during cargo operations or carrying out vessel maintenance. Falling just a few metres can result in fractured limbs and internal injuries with lengthy recuperation periods, or can even be fatal.

To minimise the risk of injury, a crewmember's duties whether routine or unforeseen should be planned carefully to ensure appropriate equipment is available to carry out the task safely, such as safety harnesses and head protection.

A job plan or risk assessment can establish how a task should be approached and help alert everyone on board of necessary minimum requirements. The ISM safety management system should include procedures for working aloft and may also specify the use of permits-to-work.

Often the training provided by the shipowner of an individual who suffers an injury is called into question. Even when a crewmember is considered practiced in a particular duty, a written record of the safety checks should be kept to demonstrate all possible steps were taken to avoid an accident. This will especially apply if a crewmember is substituted to carry out duties at the last moment.

The dangers of people doing different jobs

The International Ship and Port facility Security (ISPS) Code is imposing extra tasks on ever smaller crew numbers, including increased security patrolling, gangway watches and cargo handling involvement. It has come to the attention of the Association that a number of these tasks, particularly on deck, are now being performed by inadequately trained crewmembers.

While additional manpower resources may be required, it is vital that crewmembers are adequately briefed and trained to perform the tasks appointed to them. We have become aware of a number of cases in which members of both the

catering and the engineering departments have gone to work on deck and have suffered serious accidents with tragic consequences.

Working with mooring lines and aloft are examples of tasks where even the most experienced and well-trained deck crew have to be extremely careful and ensure they are appropriately equipped. For those not adequately trained these are alien environments and thus the risks involved increase significantly. It is important for management both ashore and onboard, to appreciate that accidents are likely to occur if unfamiliar personnel are placed under difficult and unfamiliar circumstances.



Alcohol crackdown in UK



New legislation will now apply to all UK vessels, and also to all foreign registered ships when in UK waters, in relation to possible drug and alcohol abuse.

Breath and blood alcohol limits have been introduced, which are much lower than for equivalent drink related motoring offences in the United Kingdom.

The police have been given specific powers to test professional seafarers for the suspected use of drink or drugs. Marine officials are also able to detain any vessel on which they believe there may be a drunken crewmember until such time as the police can carry out necessary tests on those individuals concerned.

Imprisonment and fines

The master, pilot or duty officer could be liable for prosecution should they test positive, as could any other professional seafarer who has responsibility for the safety of passengers in an emergency. Penalties under legislation are imprisonment of up to two years and/or a maximum fine of about US\$9,000.

The approach looks likely to be mirrored by other authorities. The Hamburg state government in Germany has launched an initiative to reduce the allowed alcohol limit for masters to zero. This follows an accident in June 2004 in Hamburg port involving an acid tanker where the master later tested positively in a blood test.

We would recommend that Members look closely at their drugs and drink policy on board as well as the applicable enforcement procedures and ensure that all crewmembers are fully familiar with the overriding policy in force.

Collision avoidance in restricted visibility

Most navigating officers will go through their entire careers without ever experiencing a collision. But when an incident does occur it can be very traumatic for those involved and expensive for the ship owner. One of the causes of collisions could be that watchkeepers are starting to rely too much on equipment and not enough on their own common sense, experience and training.



A large part of the training and experience for any watchkeeper should relate to development of knowledge about the *International Regulations for Preventing Collisions at Sea 1972* and their application. These Collision Regulations play a crucial role in avoiding close-quarters situations and collisions. Failure to proceed at a safe speed or keep a proper lookout are the fundamental causes of many collisions and yet ships continue to navigate too fast for the prevailing conditions and fail to operate an adequate lookout.

Some of the navigation and collision avoidance aids that navigators rely on so heavily may also contribute to the cause of a collision or incident if not treated with respect. For example, there may be particular dangers in the use of ARPA if the correct precautions are not taken.

New training CD

Failure to apply the Collision Regulations properly in restricted visibility is another major cause

of collisions and this is addressed by the Association's latest loss prevention product, a CD-ROM training package entitled *Collision Avoidance in Restricted Visibility*.

The three-part CD takes the watchkeeper through the Collision Regulations and how they can be applied in restricted visibility. It starts by helping watchkeepers to revise their knowledge of the regulations and their application, then uses case studies and radar simulation to show how techniques can be applied in practice, and finally provides simulated radar situations to allow users to assess their own performance. A copy of the CD-ROM is being sent to every vessel currently entered with the Association, with this copy of Signals.

Members wishing to purchase additional copies of the CD-ROM at the special Member's price of £10 should contact the Risk Management Department.

Bridge watchkeeper fatigue on small ships

The UK Maritime Accident Investigation Branch (MAIB) has recently released a Bridge Watchkeeping Safety Study. The MAIB verdict is that minimal manning, where there are only two watchkeeping officers on board, leads to watchkeeper fatigue and the inability of the master to fulfill his duties. The study concludes that the current provisions of STCW 95 in respect of safe manning, hours of work and lookout are not effective.

The causes of fatigue are to be studied in greater depth as part of various projects presently being

undertaken by the Seafarers' International Research Centre (SIRC) based at Cardiff University in the UK and the MCA's research project into safe manning requirements.

The findings from these safety studies will also be forwarded to the IMO, with a view to instigating a unified international approach to addressing the question of bridge watchkeeper fatigue and the dangers this phenomenon poses.

Copies of the study and other reports can be found on the MAIB website: www.maib.dft.gov.uk



More problems loading steel in the Ukraine

The Ukrainian port of Yuzhnyi has adopted a similar policy to Ilyichevsk relating to the loading of steel cargo, following a change to the port's regulations. Under these regulations the master is not allowed to insert any remarks concerning the cargo quantity into the cargo documents, and has to accept the figures of the port's tally and sign "clean" documents, unless an independent tally team appointed on behalf of the ship counted the cargo loaded and regularly countersigned tally sheets.

It is recommended that Members whose vessels are to load steel products at Ukrainian ports, especially Yuzhnyi and Ilyichevsk, arrange for an independent tally team to count the cargo being loaded. This is to avoid being made to sign clean documents, and to have a remedy in case of shortage claims at the port of discharge.

The Association is grateful to DIAS Co. Ltd. Odessa, Ukraine, for information used in this article.
Email: company@dias-co.com



Segregation risks on product tankers

This article considers what might be regarded as best practice in the petroleum industry to limit, and wherever possible eliminate, the possibility of cargo contamination on product tankers caused by leaking segregation valves.

The degree to which any valve plays a part in containing liquid or vapour cargoes will vary. Much depends upon the ship type and the cargoes intended to be carried in accordance with the Certificate of Fitness for that ship.

Many tanker charterparties will provide that one or more grades of liquid products, such as clean petroleum products, will be carried 'always within vessels natural segregation' (AWVNS). This is generally taken to mean that the pipeline system is configured in such a way that there will either be physical separation between cargo tanks and cargo pipelines or that a minimum of two-valve segregation is maintained at all times. This second option is fraught with the potential risk of cargo contamination if there are any problems with the integrity of any valve or its closing mechanism.

Valves rarely 100% tight

Different valve types have a limited liquid integrity and a valve is rarely 100% tight. Valve performance can deteriorate with age as valve seats become worn or are damaged in some way. Valve seats may perish with incompatible cargo and solid particles contained in certain products may cause valve glands to leak. Temperature or pressure can vary the characteristics of a valve or containment system. Furthermore, butterfly, gate and ball valves all have different degrees of tightness.

Valve integrity can be monitored and addressed with enhanced maintenance systems adopted in the ship's safety management system. However, during day-to-day operation, the vigilance of the crew is required to monitor liquid levels in all tanks so that any one tank, not intended to change, does not in fact change ullage.

Cargo pipeline systems might also have a swinging 'spectacle' blank, a mechanical device that can be inserted into a valve chest which, when closed, will guarantee physical segregation between the adjacent pipes. Care should however be taken to

ensure that sealing faces are clean to avoid pollution incidents.

High risk of claims

Though a charterparty may provide that grades of particular cargo can be carried AWWNS, it should not be overlooked that a shipowner will have a liability to a third party bill of lading holder should a particular grade of cargo become contaminated by another product on the ship. A contract of carriage will require that an owner loads, carries and discharges cargo in the same good order and condition as when shipped. An absence of due diligence to do so may leave a Member exposed to cargo claims.

A large variety of pipeline combinations may be designed into a ship in order to provide the variety of alternatives that make the ship attractive to the market. However, a multitude of such combinations (large diameter pipe, small bore drain lines or vapour and vent lines) might allow small quantities of liquid or volatile vapours to contaminate cargo in an adjacent compartment.

Technological developments in the petrochemical industry have provided quick and economic means to analyse cargo specification to a high degree of accuracy. Parts per billion impurity measurements are now commonplace and can result in rejection of products of high specification. Significant depreciation claims and demands for clean substitute cargo naturally follow.

A great degree of vigilance and sound operational practices, including cooperation within all departments on a ship, should minimise the risks associated with contamination of cargo carried AWWNS.



Ukraine customs get tougher

The Association has become aware of customs clearance problems in Ukrainian ports. Members have experienced considerable losses due to the incorrect completion of customs declarations and documents, particularly with regards to ship's stores and medicines kept onboard.

In accordance with Ukrainian customs law, the authorities are entitled to inspect all compartments of the vessel at anytime during its stay in port. If undeclared items are found, Ukrainian customs regulations provide for penalties including fines and confiscation of the objects. Fines are usually in the range of US\$1,600 to 3,200, though penalties can be set at the cost of the undeclared item.

Everything needs to be declared

Fines have been imposed for non-declaration of minor quantities of oil, sand, paint and once even a spare gyrosphere from a gyrocompass was confiscated.

In a number of cases customs officers have launched vigorous investigations into the matter. These have involved the interrogation of all crewmembers in order to determine whether the failure to declare items was deliberate and whether a charge of smuggling can be brought against the vessel. This level of intense scrutiny can result in severe delays to the vessel and serious sanctions being imposed on the master.

We recommend that Members instruct their masters to pay special attention to filling in of customs declarations and to declare thoroughly all ship's stores, medicines, drugs and spare parts.

The Association is grateful to DIAS Co. Ltd. Odessa, Ukraine, for information used in this article. Email: company@dias-co.com



Continuation of Charter

Sometimes a charterparty gives an option to a charterer to continue the charterparty for a further period. It is well established that where a charterer wishes to exercise such an option he has to do so clearly and once the option has been exercised, it cannot be revoked. What is not always clear, especially where the basic period of the charter includes an express allowance of so many days "more or less" at the charterers' option, is how the basic period and the further period are to be calculated together.

This has been highlighted already in the 1976 case of the "Aspa Maria" where the basic period of the charter was for "6 months, 30 days more or less at charterers' option" and where a further clause gave the charterers' "the option of continuing this charter for a further period of further 6 months 30 days more or less at Charterers' option declarable at the end of the fourth month". At the end of the fourth month the charterers exercised the option but the question that arose was, was the total maximum charter now 12 months and 30 days, or 12 months and 60 days? It was decided that the maximum charter was 12 months and 30 days, the reason being that the first 30 day provision was merely a margin of tolerance to deal with the uncertainty as to when the charterers might redeliver under the original period. However, only one margin of tolerance was necessary and once

the charterers exercised their option to extend the charter, the first margin of tolerance fell away.

The point has come up for consideration again more recently in the case of the "Kriti Akti" where the Court of Appeal had to consider the maximum period of the charter in order to decide whether the charterers' last voyage order had been valid or not. The "Kriti Akti" had been chartered on an amended Shelltime 3 form of charterparty and the relevant clauses were

"3. Owners agree to let and charterers agree to hire the vessel for a period of 11 months, 15 days more or less in Charterers' option..."

Final voyage

18...Notwithstanding the provisions of clause 3 hereof, should the vessel be upon a voyage at the expiry of the period of this charter, charterers shall have the use of the vessel at the same rate and conditions for such extended time as may be necessary for the completion of the round voyage on which she is engaged and her return to a port of redelivery as provided by this charter...

Cls 50 - EXTENTION (SIC)

Any loss of time during which the vessel is off hire shall count as part of the charter period and may be used by charterers at their option as an extension of the aforesaid charter period".

The "Kriti Akti" had been delivered into the charter on 25 May 2000 and during the charter had been off hire for a total of 36 days. The charterers informed owners on 13 March 2001 they were exercising their option for the maximum period of the charter until 14 June, namely 11 months, plus 15 days, plus the 36 days off hire. However, there were differing opinions as to whether this was correct or not. The owners took the view that the right to the charterers to complete a round voyage (on which they were already embarked), as per clause 18, meant that the charterers were not entitled to any further margin and once the current voyage had been completed, the charter was at an end. The arbitrators took the view that the charterers should be allowed to add on the off-hire days but were not then entitled to a further 15 days at charterer's option.

It was left to the Court of Appeal to come to the correct interpretation. They decided that the logic of clauses 3 and 50 dictated that the 36 days off hire should be added and then the 15 day margin should then apply. In other words, the charterers had a charterparty of 11 months plus 36 days with a 15 day margin either side of that date.

Avoiding 'clean' bills of lading

A number of Members have drawn to our attention clauses similar to the following that charterers have proposed should be included in charterparties:

"If required bills of lading to be marked "clean on board" and same to be signed by owners accordingly. "Clean" in this context refers to the condition of the documentation, that is a clean bill of lading without clauses or blemishes or exceptions upon it. "Clean" in this context does not refer to the quality/quantity or condition of the commodity".

If Members are presented with such a clause it is recommended that they should not agree it. This sort of clause is not only misleading but it is also wrong as a matter of law.

In the context of "clean on board" the word "clean" does not refer to the condition of the bill of lading itself. A bill of lading may be a "clean" bill if it does not cast doubt on the condition of the cargo at the time of shipment. A bill of lading without clauses on its face relating to the condition of the cargo,

other than, for example, to say that the cargo is in apparent good order and condition, may be regarded as a "clean bill". This has nothing to do with the physical condition of the bill of itself and whether or not it is without "blemishes".

Dangers of 'clean on board'

The use of the expression "clean on board" is in any event one that should be discouraged. This expression may be treated by a court as indicating that the cargo is in good condition on loading. This may of course expose the carrier to liability if the cargo is delivered in a different condition. It may also cause confusion and cast doubt on the actual condition of the cargo if there are also other remarks on the face of the bill referring to the cargo.

If, on loading, the cargo does appear to be in good condition and if it is not otherwise necessary or appropriate to clause the bill of lading in connection with the cargo's actual condition, it is

much better to use phrases such as "apparent good order and condition". If it is then also necessary to indicate on the face of the bill of lading that the cargo has actually been shipped, the words "on board" can be used alone. It is recommended that the word "clean" should not be used.

In the usual way, if cargo presented for loading does not appear to be in good order and condition, any bills of lading issued for that cargo should be claused to reflect its actual condition. If, on the other hand, there is any requirement that only clean bills of lading (in the sense of not bearing any clauses relating to the condition of the cargo) are to be issued then any cargo that is not in good order and condition should be rejected and a demand made that it be replaced with good cargo.

It is also recommended that Members should resist, if at all possible, any requirement that a contractual obligation to issue only clean bills of lading be included in charterparties.

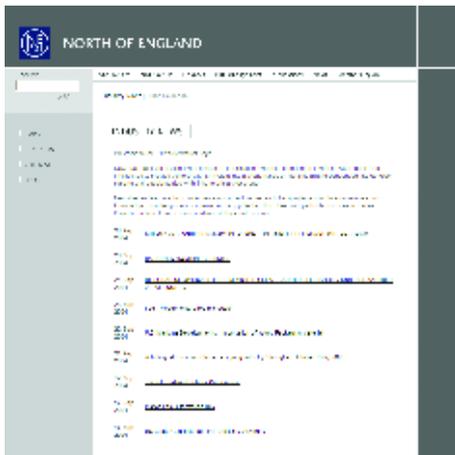


KEEPING UP TO DATE WITH INDUSTRY NEWS

Members are reminded that the Association's redesigned website at www.nepia.com now includes the Risk Management Department's industry news page - NewsNet - that can be found in the news section of the website.

The page will distil the vast amount of information available, gathering relevant news, reports and intelligence so as to provide Members with concise reports and direct them to the primary sources of information. The news page is updated regularly and Members are encouraged to visit for updates on industry developments.

If Members are aware of any items that they feel should be added to the page please forward details to the Risk Management Department.



PARIS MOU CONSULTS THE SHIPPING INDUSTRY

The countries signed up to the Paris Memorandum of Understanding on Port State Control (Paris MOU) are launching a new initiative to work more closely with the shipping industry to improve marine standards. To this end the Paris MOU is hosting a high level forum in October 2004 entitled "Commitment through Partnerships".

Senior industry officials have been invited to participate in the forum and attempt to improve communications between the Paris MOU and the rest of the industry. Representatives of P&I clubs, classification societies, operators, bankers and hull and machinery insurers will discuss the stages needed to develop working and useful partnerships.

IMO ROUND-UP

The International Maritime Organization (IMO) will be busy during the remainder of 2004, with the year's work culminating in the 79th meeting of the Maritime Safety Committee (MSC 79) from 1 December to the 10 December.

Maritime Safety Committee

The MSC has in the past examined the concept that IMO should develop "goal-based" standards for ships' construction and equipment and a working group is scheduled to meet at MSC 79. The premise behind the development of goal-based standards is that IMO should play a larger role in determining the fundamental standards to which new ships are built.

The 78th meeting (MSC 78) saw the IMO approve amendments to SOLAS chapter XII (additional safety measures for bulk carriers), and adoption is expected at MSC 79. The amendments include requirements for double-side skin construction as an optional alternative to single-side skin construction. The option of double-side skin construction would

apply to new bulk carriers of 150m in length and over, carrying solid bulk cargoes having a density of 1,000 kg/m³ and above.

In addition, amendments to SOLAS regulation 31 in chapter III (life-saving appliances and arrangements) to make mandatory the carriage of free-fall lifeboats on bulk carriers were approved at MSC 78 and should be adopted at MSC 79. MSC 79 will also debate urgent matters emanating from the ninth session of the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers.

Safety of navigation

MSC 79 will also consider a report from the Safety of Navigation Sub-Committee that includes a draft resolution on performance standards for radar equipment, intended to respond to the need for unification of maritime radar standards. The sub-committee also finalised the draft MSC circular on guidelines on early assessment of hull damage and possible need for abandonment of bulk carriers and forwarded it for submission to MSC 79 for approval.

ILO ROUND-UP

The International Labour Organization (ILO) is the specialised agency of the United Nations that looks after maritime labour standards. The ILO has also been very busy recently, particularly in the areas of consolidating standards and seafarers' identification.

New seafarers convention

The ILO has launched a major consolidation of over 60 instruments that presently cover living and working standards for seafarers. A proposed new convention aims to consolidate all current ILO legislation into one convention for seafarer employment standards. A draft of the new convention can be viewed on the ILO website.

Seafarers identification

A new convention, the Seafarers' Identity Documents Convention (Revised), 2003 (No. 185) was adopted by the ILO in 2003. It introduced modern security features into

the seafarers' identification documents to help to resolve the urgent question of seafarers being refused admission to countries visited by their ships for shore leave and transit to and from ships.

Among the security features is a photograph and a fingerprint biometric template using a two-dimensional barcode system. The new convention enters into force in February 2005 and requires those countries signing up to enshrine it in their national law.

Unfortunately it appears that the United States will not be one of the countries ratifying the convention and will still require seafarers to have an appropriate visa.

Further information is available on the shipping sector of the ILO website:

www.ilo.org/public/english/dialogue/sector/sectors/mariti.htm

US SECURITY - VESSEL TARGETING POLICY

The US Coast Guard has issued guidelines on which vessels will be targeted for increased ISPS inspections. More information about the US Coast Guard's port state control program,

including lists of targeted Flag States, ship managers and last ports of call can be found at:

www.uscg.mil/hq/g-m/pscweb

Risk Management out and about

Over the past few years the Association's training and seminar activities have increasingly been delivered through visits to individual Members. This enables club staff to meet with more of a Member's staff, and sometimes sea-staff, in an informal atmosphere and to discuss topics and issues of relevance.

During the past few months, staff from the Association's Risk Management and P&I claims departments have participated in seminars in

Member' offices in China, India, Malaysia, Norway, Singapore and Thailand. Topics ranged from handling admiralty claims to risk management and how to make a good impression on ship security inspectors. The in-office visits are generally very well received and have the advantage that Members can choose the topics they want to hear about and can feel free to discuss any issues of concern.



Pictures:

- 1 Qingdao, China
- 2 COSCO Group seminar, Beijing, China
- 3 Loss Prevention seminar, Mumbai, India
- 4 Senior officers seminar at Ocean Tankers, Singapore
- 5 In-house seminar at Raffles Ship Management, Singapore
- 6 Manisha Cali (ASP Ship Management) at North of England's Newcastle office



Risk Management at home

A number of Members' staff have visited North of England's Newcastle head office in recent months to make use of the in-house training programme. This is particularly useful to Members' claims-handling and insurance department staff who, in addition to any training, will be able to meet club staff they may be dealing with.

Any Member wishing to take advantage of this service should contact the Risk Management Department.



Seminar in Greece

The Association's annual seminar for Members will be held at the Marine Club in Piraeus on the evening of 9 November 2004.

For further details please contact the Association's office in Piraeus.
Telephone: +30 210 4283038
E-mail: Piraeus@nepia.com



More engineering expertise in Risk Management

The Association is very pleased to welcome Philip Ramsey into the Risk Management Department's survey team. Philip is a time-served marine engineer with many years experience at sea, including a period as a chief engineer, before coming ashore as a technical superintendent, manager and project

manager for various specialised ship operators. He has an MBA from Durham University. His background and engineering experience will further strengthen the engineering expertise within the Risk Management Department and complement the strong mix of experience and skills at the Association generally.



Signals Search 1

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

Questions

- Who has recently joined the Risk Management department?
- Which organisation has just issued guidelines on targeting ships for security inspections?
- What is the acronym sometimes used to describe valve separation on tankers?
- The Club's new "If only" poster illustrates what type of accident?
- SOLAS was first adopted following the sinking of which ship?
- What word is used to describe a bill of lading when the cargo is in apparent good order and condition?
- The UK authorities are allowing less of what substance in seafarers' bloodstreams?
- What new service is provided on the Club's website?
- The Club's new CD provides training for avoiding collisions in what type of visibility?
- Who is the IMO Secretary General?



- 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 the Editor of Signals at the Association.
- All correct entries received by the closing date will be entered in a prize draw.
- Closing date Friday 30th November 2004.

The first correct entry drawn will receive a 'Winners Plate' along with a limited edition statuette of our

quiz master "Bosun Bo". The next 5 correct entries drawn will each receive a statuette.

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

Your copy of Signals

Copies of this Signals sent to Members' offices and entered ships should contain the following enclosures:

- "If Only" poster - Lifeboat Accidents
- CD-ROM - Interactive Guide to Collision Avoidance in Restricted Visibility
- Signal Experiences - PI 027 and CA 023
- Mariner and Maritime Law Brochure (Members only)
- FD&D Brochure (Members office) x1

Copies of this Signals sent to other recipients should contain the following enclosures:

- "If Only" poster - Lifeboat Accidents
- Signal Experiences - PI 027 and CA 023

If your copy of Signals was incomplete please contact Denise Huddleston at the Association's Risk Management Department.

Signals Swot Quiz 21-

Winner: Leonard Hong - Glory Ship Management PTE Ltd

Runners-up: Capt Sant Kumar Agarwal - Mamta Maritime Corp • Tricia Forrest - NEPIA • Michael H. Bagot, Jr - Wagner & Bagot LLP • Per-Åke Kvjick - Kalmar Maritime Academy • Sim Seng Guan - Newstate Stenhouse (SIMCO) Private Ltd

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