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the Loss Prevention newsletter for North of England Members

North of England launches E News

North of England is now offering a new email news service to Members called E News, providing a monthly digest of industry news items, club circulars and press releases. It complements the online

Industry News service on the Club's website and is an additional information service to Signals, which is also now being distributed in electronic format.



See back page for full story

Piracy in Somalia

Pirates remain a great cause for concern in many parts of the world but nowhere more than Somalia, where the attacks are increasingly vicious and long-range. Captain Mukundan, Director of the ICC International Maritime Bureau, provides an insight into the region's pirate activities and suggests protective measures that can be taken.

See page 2 for full story

Passage planning problems

The Tokyo Port State Control MOU has recently stated that passage plans are not always SOLAS compliant, leading to increasing detentions. This issue explains how to avoid the risk of detention by undertaking proper passage planning and be following recommended procedures for exchanging passage planning information with pilots.

See page 8 for full story

Master / pilot exchanges

Every year millions of acts of pilotage are carried out around the world without incident. The master / pilot exchange is absolutely critical to this success. In this issue Nick Cutmore, Secretary General of the International Maritime Pilots' Association, examines the crucial relationship between master and pilot and how their initial exchanges can be improved.

See page 10 for full story

Port State control guidance

Port State control inspections are a fact of life and here to stay. The risk of a port State control inspector finding defects, or even imposing a detention, can be reduced by putting in place some straightforward control measures. North of England has prepared a guidance card to complement ship management guidelines and a copy is enclosed with this issue.

See page 9 for full story

Problems with petcoke

Problems arising from carrying petroleum coke (Petcoke) have been highlighted recently, particularly relating to the disposal of cargo residues and water used in hold washing. Petcoke may also be corrosive. Based on advice from a number of sources, this issue clarifies some of the problems and provides ship operators with advice.

See page 6 for full story

Read your emails

We all now get lots of unsolicited emails but not all of it is spam. Messages of considerable legal importance are now emailed as a matter of routine, including notices of proceedings and arbitration. A recent English court case shows you cannot use a 'spam' defence – but equally you should not rely on email to serve legal notices.

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Somali pirate attacks reach record levels



Pirates have been in the news regularly over the last few months and are a great cause for concern in many parts of the world regularly visited by merchant shipping. In this article, Captain Mukundan, Director of the ICC International Maritime Bureau, provides an insight into the recent surge in pirate activities off Somalia and suggests some of the protective measures that should be taken.

In 2005, the Piracy Reporting Centre (PRC) run by the ICC International Maritime Bureau (IMB) recorded a drop in attacks against vessels worldwide for the second year in succession. A total of 276 attacks were recorded last year compared to 325 attacks in 2004.

However, despite the headline numbers, there are still areas of concern. A total of 440 crew were taken hostage in 2005, the highest since the PRC started compiling statistics in 1992, and the number of hijackings rose to 23, the highest since 2002.

New hotspots of piracy also emerged in 2005. For example, there were no attacks recorded in Iraq in 2004 yet in 2005 there were 10 attacks against vessels waiting to berth at the Basrah Oil Terminal or off Umm Qasr. The pirates are well-armed – as one would expect in a country awash with weapons – and have shot at crew members causing serious injuries. Analysis reveals that the purpose of these

attacks appears to be to steal cash, personal effects and small pieces of equipment rather than anything more sinister.

Somalia arguably became the highest risk area in 2005. In 2004, there were two attacks reported to the PRC whereas, from 15 March 2005 to the end of the year, 35 attacks were recorded. The purpose of these attacks is to hijack the vessels, force them well inside Somali waters and then demand a ransom for the return of the vessel and its crew. In all except one case, no attempt was made to steal the cargo. Vulnerable vessels such as tankers and gas carriers have been hijacked and returned only after a substantial ransom was paid.

Long-range attacks

Many of the attacks took place hundreds of miles off the Somali coast, well outside the territorial limits of Somalia. On 8 November 2005, a general cargo vessel proceeding from the Mozambique Channel towards Pakistan was attacked 390 miles off the coast.

Such attacks cannot be done by small pirate craft operating on their own. In these long-range attacks pirate mother ships provide support. The mother ship, which is typically a large fishing trawler or a motorised dhow with a single derrick at the stern, will steam towards the course of an approaching target vessel. When the target vessel draws close,

the mother ship launches one or two fast boats with powerful outboard motors and around six pirates each on board, armed with automatic weapons and, in some cases, rocket-propelled grenade launchers. These craft close in on the target vessel at speed, firing on the bridge windows of the vessel. If the vessel slows down or stops, the vessel will be boarded and hijacked.

In one case, a bulk carrier was boarded by pirates who were unable to get into the accommodation. All access to the accommodation block had been secured from the inside by the crew. Frustrated, the pirates set fire to a life boat. The Master, fearing for his crew managed to fire a distress flare from a porthole. A passing LPG carrier seeing the flames from the burning lifeboat and the distress flare altered course to provide assistance. As it drew close the pirates abandoned the bulk carrier, emerged from its lee and approached the LPG carrier threatening to fire its rocket-propelled grenade launcher. The master slowed down, was boarded and hijacked. It took three weeks of anxious negotiations before the vessel was finally released.

Once a vessel is hijacked and taken into Somali waters, foreign naval vessels will not usually intervene. The number of pirates on board will typically increase to about 15 – enough to keep the crew under control and deter other gangs from seizing the 'prize'. Then begin the tortuous negotiations with intermediaries ashore.

At the time of writing, there are currently five vessels in pirate captivity four fishing vessels and one general cargo vessel. In early November 2005 after a rash of hijackings, seven vessels and over 100 seamen were captured.

A pirate group under the name 'National Voluntary Coastguard' operates from Kismayo Island south of Mogadiscio specialising in seizing fishing vessels allegedly for breaching national fishing regulations. Other centres of pirate activity appear to be Xarardheere, Hobyo and a group operating off Cap Guardafui in north-east Somalia.

Responding to the threat

Dealing with piracy in Somalia poses unique challenges. This is a country with no effective national government and hence no national legal or law-enforcement infrastructure. Except for the a few provinces in northern Somalia which are reasonably well governed, the rest of the country is controlled by local militias, some of which see piracy as an additional income stream.

It is vital that shipmasters report every sighting of suspicious activity off the coast of Somalia to the



PRC. This information is passed to the Coalition naval forces in the region and forms vital intelligence in the fight against Somali piracy.

On 20 January 2006, a bulk carrier reported to the PRC an attempted attack by a mother ship and her two attack craft over 200 miles off the Somali coast. This information was promptly relayed to the Coalition naval authorities. *The USS Winston Churchill* and other naval vessels responded. After shadowing a suspicious craft through the night of 20 January, it was finally boarded by US naval personnel on the morning of 21 January and 10 Somalis and 16 Indians on board have been detained. The Indians claimed that the Somalis had hijacked their vessel and used it as a pirate mother ship to attack a number of merchant vessels off the coast. It is precisely this kind of naval response which will bring about a long-term reduction in piracy in these waters. It cannot be done without prompt reports from masters and the key role played by the PRC.

In reporting attacks, it is also relevant to note that many purse-seiner fishing trawlers launch their boats to lay their nets over a wide area, up to a mile away from the trawler. These boats cannot alter course easily to avoid a passing merchant vessel and sometimes may appear as if they are chasing the merchant vessel. However, what distinguishes a genuine fishing craft from a pirate craft are the nets trailing from the craft – and the lack of a large number of armed pirates on board!

The IMB advises merchant vessels not calling at Somali ports to sail at least 200 nautical miles away from the coast. We further advise vessels to keep a close lookout for suspicious craft in the vicinity and alter course to pass well clear of them, away from the mother vessel and preferably away from the Somali coast. As the pirate craft operate from the mother vessel, the further away the target vessel, the less likely it is they will attack.

The experience of masters who have avoided boarding is that the pirate craft will give up the chase after about 40 minutes if they are drawn away from the mother vessel and further away from the Somali coast.

Vital role of Coalition navy

Coalition naval units play a key role. Legally they can intervene outside Somali territorial limits. In our view, they should stop and search suspicious craft on the high seas, in an area where recent attacks have been reported by the PRC. Vessels carrying a suspiciously large quantity of arms on board should be further investigated and crew questioned. Issues remain as to what the naval vessel will do if their investigations confirm those questioned as pirates. Neither the flag State nor the coastal State, Somalia, may wish to or be able to take over the investigation and prosecute.

Once a vessel has been hijacked a naval unit can, if they have the right boarding teams available, attempt to board the vessel. The objective is to diffuse the situation peacefully. This may not always be achievable. At the very least they can prevent the vessel from heading into the pirate's 'comfort zone',

the 12 mile Somali territorial limit. It may persuade the pirates to choose the safer option of abandoning the hijacked vessel.

The presence of an active coalition naval unit in a piracy hotspot has had an immediate deterrent effect on pirate activity. It sends a clear signal that these waters are not a pirate's charter and illegal activity will be investigated. The converse is also true, in that the absence of naval units from hotspots for a sustained period encourages pirate activity. Recent history has shown that the longer the absence of the naval units, the more audacious the attacks.

In a country torn by civil strife, the response must fall to agencies outside the government. The neighbouring countries lack the resources to patrol the long Somali coastline. The IMO referred the issue of Somali piracy to the UN secretary general in December 2005 and it is hoped that this matter will be raised at the UN Security Council.

Despite the challenges, in the unusual circumstances of Somalia, the Coalition naval units are the only forces which can make a difference on the water, in the short term. We should support them in their task.

For the purposes of this article 'piracy' and 'pirates' refer to incidents which fall under the definition of piracy in article 101 of UNCLOS and 'armed attack' under the IMO MSC/Circ.984 article 2.2 (The Code of Practice).

The Association is grateful to P Mukundan, Director, ICC International Maritime Bureau for providing this article. Tel: +60 3 2078 576, email: IMBKL@icc-ccs.org, website: www.icc-ccs.org

IMB Piracy Reporting Centre

North of England is one of the sponsors of the Piracy Reporting Centre operated by the International Maritime Bureau in Kuala Lumpur, Malaysia.

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.

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 IMB Piracy Reporting Centre.

Further information is available from the ICC IMB (Far Eastern Regional Office), PO Box 12559, 50782 Kuala Lumpur, Malaysia. Tel: +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, tel: +60 3 2031 0014.



Next-of-kin declarations

North of England has become aware of a potential problem with Indian crew contracts, where the person named as next of kin is frequently not their dependent. This can result in unnecessary difficulties for injured crew member's families as well as extra expense for Members.

Seafarers are generally required to nominate a next of kin at the start of their contract. In India this nominee is considered to be the individual who should be contacted in the event of serious illness or injury rather than the legal beneficiary of their estate.

Members employing Indian seafarers are thus advised to provide a separate 'next-of-kin declaration', in which a seafarer nominates a specific person as being their legal beneficiary. This document is considered to be legally binding and will enable Members quickly to identify who should receive the benefit of any compensation.

Avoiding costly disputes

Unfortunately, without such a declaration it can sometimes be very difficult to identify the correct

next of kin and, where there is a dispute, this can involve a lengthy legal process. Such confusion causes additional expense for Members but, more importantly, causes unnecessary anguish and frustration on the part of a crew member's family at a time when it is least appropriate.

Members should always seek advice from North of England when drafting new contracts of employment for their seafarers. This can be helpful for several reasons, most notably because the terms of such contracts need to be approved by the Association if they are to be covered under P&I policies.

In addition, the Club's experience in dealing with crew contracts from a wide variety of jurisdictions enables staff to provide advice and assistance and helps to avoid any ambiguity, thus benefiting both Members and their crews.

A sample wording of a next-of-kin declaration can be obtained by contacting the Association's personal injury department.



Pilot ladders continue to fail

There are still many tragic accidents every year in which pilots are injured or killed as a result of pilot ladders being defective or improperly rigged. This can result in the pilot either falling into the sea, being crushed by the pilot boat or falling onto its deck, sometimes from a great height.

Earlier this year the Maritime and Port Authority of Singapore (MPA) highlighted an incident where a pilot ladder rung broke in Singapore harbour, causing a pilot to lose his balance and fall into the sea. Fortunately he was rescued by the pilot boat, but the accident could easily have been prevented.

Investigations revealed that the wooden rung had an inherent defect in the form of a hidden knot which, over a period of time, had weakened the rung and eventually caused it to break under the pilot's weight.

More recently there was a similar incident, a crew member was working over the side to rig a pilot

ladder when an apparent defect caused the ladder to fail and the crew member to fall into the water. Despite being picked up within minutes, he did not survive.

Extensive guidance available

Signals 56 highlighted the risk faced by pilots when boarding and disembarking vessels of all types around the world. This included valuable input from the International Maritime Pilot Association (IMPA) and was accompanied by North of England's *If only...* poster on pilot boarding arrangements.

Members are also referred to the IMPA poster *Required Boarding Arrangements for Pilot*, a copy of which is included on the Club's *If only...* poster and can also be found in the International Chamber of Shipping's *Bridge Procedures Guide*.

In addition ships' crews should be made aware of IMO Resolution A.889(21) - Pilot Transfer

Arrangements, which provides detailed guidance on pilot ladders including position and construction, winch arrangements, testing and access to deck.

Members can obtain additional copies of the *If Only... pilot boarding arrangements poster* from the Association's risk-management department.



Diet – the key to healthy, happy ships

It is widely accepted today that a well-nourished person is a healthy person. It is thus vital for the health and happiness of ship's crews that individual crew members look after their bodies, both at sea and ashore.

Proper nutrition, along with adequate rest and sleep, regular exercise and good hygiene all help to strengthen the immune system and a strong immune system in turn helps prevent diseases and improves health overall.

When referring to proper nutrition, this means a balanced diet. There should be sufficient protein for the formation and repair of body tissues, adequate supply of minerals to reinforce body tissues and sufficient carbohydrates and the right amount of fats for energy. There must also be vitamins to keep the brain, nerves and other vital organs functioning.

Proper nutrition also includes the intake of safe drinking water, the recommended amount is normally quoted as 2 litres or approximately eight glasses of water every day.



Common nutritional problems

Eating too much. This results in becoming overweight as extra calories are stored in the body as fat.

Eating between meals. This has the effect of reducing the appetite for regular meals and deprives the digestive system of the opportunity to rest.

Eating too much sugar. While sugar provides quick energy, the calories do not contain any vitamins or minerals and are therefore unhealthy in the long run.

Eating too much processed food. Unfortunately the

natural nutrients in food are often lost or reduced in processed food so that the end product is not as healthy as its fresh counter part.

Neglecting breakfast. As the first meal of the day, breakfast is very important. During the night energy has been drawn from the body which needs to be replaced with nutritious foods.

Excess cholesterol. Cholesterol has a proper function to perform, but excess cholesterol in the blood can be

associated with a hardening of the arteries, one of the risk factors in the development of hypertension. This causes a gradual deterioration of the artery walls and is a fundamental cause of heart problems and strokes. Blood cholesterol tends to rise when the diet includes excess amounts of saturated fats such as in eggs, meat and cheese. However, blood cholesterol tends to decline if the diet consists mostly of poly-unsaturated fats such as in vegetable fats like peanut oil, corn oil, soyabean oil and sunflower oil.

The Association is grateful to Dr Fe A Bacungan for this advice. He is the Medical Director of the SM Lazo Medical Clinic in Manila, Philippines, an institution that specialises in checking the overall health of Filipino crewmembers.



Shellvoy 6 and dead freight

North of England has become aware of a potential problem with dead freight claims for Members fixing tankers on the new Shellvoy 6 form.

Clause 8 of the new charterparty may have the effect of limiting the charterer's liability for dead freight up to the volumetric capacity of the ship, where less than the full agreed quantity of cargo is loaded. This may mean that if a cargo is loaded that fills the ship's volumetric capacity but is less than the agreed contractual quantity, an owner may have no claim for dead freight – or at least it may be reduced.

It is therefore important for Members to ensure that, when fixing, a minimum quantity of cargo to be loaded is specified and appears on the charterparty.

US security inspections – sharing the time cost

Since the introduction of the ISPS Code and other security measures around the world a particular issue of contention between owners and charterers has been whether any time lost as a result of security inspections should count as off hire. The English Court of Appeal recently confirmed it may, meaning owners need to look more closely at their charterparties.

In the case of *Hyundai Merchant Marine v. Furness Withy (Australia) Pty, the Doric Pride* was fixed on a time-charter trip basis from New Orleans to South Korea. The ship had not traded to the USA before and was therefore designated a 'high interest ship' by the Coast Guard and had to wait six days for an inspection.

The charterer relied on the following charterparty clause to place the ship off hire for the time spent waiting.

'Should the vessel be captured, ... seized or detained or arrested by any authority or by any legal process... the payment of hire shall be suspended until the time of her release... unless such... detention is

'Spam' was notice properly served

The London Commercial Court has recently decided an emailed notice of arbitration was properly served even though the charterer thought it was spam and ignored it. However, emails still cannot be relied on as it was only the charterer's appeal that gave proof of receipt

In the recent case of *Bernuth Lines Limited v. High Seas Shipping Limited (the Eastern Navigator)*, an email to the charterer calling on it to agree to the appointment of a sole arbitrator under the small claims procedure of the London Maritime Arbitrators Association was sent to an email address found in a maritime directory and on the website of the charterer (which also gave a postal address and telephone and fax numbers).

The claim submissions were also sent by email as were all further communications with the arbitrator. The charterer did not respond until the award finding against them was published. It appealed to the Commercial Court on the basis of a serious irregularity, in that the arbitration proceedings had not been properly brought to their attention. In particular they had been sent to an email address not previously used by the parties.

Mr Justice Clarke held that the emails had been received by the charterer and that under section 76 (4) of the Arbitration Act 1996, 'a notice or other document may be served by any effective means' and email was an effective means. Also, the small claims procedure actually states that communications may be 'by letter, telex, telefax or email'.

Charterer forced to admit receipt

A major factor in the decision was that, for the appeal, the charterer had to explain what had happened to all the emails sent to it. The charterer confirmed that they had been received but ignored as 'spam' by the booking department, as they did not consider that any serious legal correspondence would be sent to them. The judge decided there was no good reason for the charterer to ignore the emails: this was an internal failing on their part so it

was effective service on an email address held out to the world on a website.

Usually when an arbitration notice is sent, the other party responds to it. The difficulty with most methods of communication is that it is possible to prove that they have been sent but harder to prove that they have been received in a complete form. In the *Eastern Navigator*, as the charterer participated in the matter by appealing to the court, evidence was available from them as to whether the emails had been received or not.

The more difficult situation is where the other party simply does not participate in the arbitration, leading eventually to an award based on the information provided only by the claimant. This can lead to awkward questions being asked by the appropriate court when it comes time to seek to enforce the award, as the other party can then raise the defence that the arbitration proceedings were never properly brought to their attention and this is why they did not participate.

Advice for serving notice

To minimise the scope for problems when serving notice, the Association would recommend the following.

1. If there is any time bar, do not leave the start of arbitration proceedings until the last few weeks.
2. Even though communications are often only through a broker, try to obtain a direct fax number or email address and postal address for the other party.
3. Serve any notices by fax, email and post, if possible and, in extreme cases, by hand delivery to the registered office of the other party.
4. If notices are served through a broker, get evidence that the broker has passed on the messages and that they have been acknowledged by the other party.
5. Bear the above in mind when serving any other important messages under the charterparty, for example, presenting demurrage documentation within 90-day time limit.

occasioned by any personal act... omission or default of the charterers'.

The High Court originally held that the ship had been 'detained' within the meaning of the clause and was therefore off hire. As the detention was because this was the ship's first call at a US port, it was not caused by something for which charterer was responsible.

Delay was owner's risk

The ship was going to the USA not as the result of the charterer's discretion with regard to the trading of the ship but as a result of something expressly agreed by the parties in the charterparty. The risk of delay was therefore something that the owner itself had accepted.

On the terms of the particular clause the ship was still off hire notwithstanding that it would not have been able to enter port in any event, New Orleans having been closed because of hurricane Katrina.

The Court of Appeal has now upheld the judgement of the High Court and has confirmed that the ship was indeed off hire.

The practical importance of the decision is that owners, particularly when fixing ships that may call at ports in the USA need to think carefully about the likelihood of delays as a result of security inspections, respectively if the ship has never called at the USA or is otherwise likely to attract the close attention of the Coast Guard.

Careful thought then needs to be given to the wording of any off hire provisions and other clauses that may relate to security issues if the owner is to avoid the ship being placed off hire or otherwise to share any time loss with the charterer. Particular attention should also be paid to ensuring that the charterparty contains an appropriate clause, such as the BIMCO ISPS/MTSA (Maritime Transportation Security Act) Clause for voyage charterparties or time charterparties 2005.



Petcoke: it can be dirtier than you think



Petcoke is short for petroleum coke, which is a by-product of the oil refinery coking process that produces low-cost fuel, often with a high sulphur content. Petcoke may also be known as green delayed coke, sponge coke, needle coke, delayed coke or raw coke-fuel grade.

Petcoke takes the form of a black residue that can vary from a powder to small pieces. It is shipped as a bulk or packaged cargo mainly from North America, Western Europe, China and Japan. It is used as a fuel in power stations, cement kilns and domestic heating or it can be involved in making anodes for chemical and metals processing.

The Code of Safe Practice for Solid Bulk Cargoes, 2004, (BC Code) contains no specific requirement for hold cleaning after discharge but petcoke can be a very dirty cargo. Some types have very high oil content, leaving oily stains which are difficult to remove, whereas others are fairly dry, making the washing of holds quite an easy process following discharge.

All cargo stains left after discharging petcoke should be removed as soon as possible in order to

avoid accumulated cleaning problems. Stains can be removed by using high-pressure spray systems for applying chemicals from the tank top.

The choice of chemicals and/or cleaning agents should be carefully considered. Personnel must wear appropriate protective clothing and equipment (see *Chemical suits: not all the same in Signals* 62). Petcoke residues and chemicals suspended in water spray can be an irritant to eyes and skin.

Petcoke residues

All grades of petcoke originate from crude oil. Grades such as green delayed petcoke can be high in oil content and pose the most difficult cleaning problems. Calcined petcoke is easier to clean as the oily residues are burnt off during the calcining process.

Wash water from calcined grades of petcoke will have cargo residues but may have little or no trace of oil and low-hazard wash chemicals that emulsify into a harmless solution. Wash chemicals that emulsify and can be discharged overboard are listed in Annex 12 of IMO MEPC.2/Circular 11 - Provisional categorization of liquid substances.

Wash water from cleaning after carriage of green delayed petcoke will also have cargo residues but is likely to contain oil or hydrocarbon traces that may leave an oily type sheen on the surface of water, which will almost certainly prevent discharge overboard. In addition, the wash chemicals used for cleaning may be of the more hazardous grades that do not emulsify and also cannot be discharged overboard.

Disposal into the sea of all cargo residues is not allowed within a special area as defined in MARPOL Annex V, and outside a special area the wash chemicals and/or oil residues may prevent discharge overboard. It may be difficult for such wash water to be held on board due to its large quantity, especially if there are no suitable port reception facilities.

Members are advised to check with wash chemical manufacturers before planning hold-washing operations.

Allocating responsibility for the time and cost of such operations should also form part of the 'check before fixing' process prior to entering into charterparty agreements. BIMCO is working to produce a standard clause for the disposal of hold washings in recognition that disposing of such hold washings may become a problem for ship operators.

High sulphur and corrosion risk

All grades of petcoke have a sulphur content but the lower grades of uncalcined (sponge) petcoke are primarily used as low-cost high-sulphur fuels. Some of this sulphur may leach into the wash water although expert advice suggests that petcoke sulphur is not water-soluble.

If the sulphur content of the petcoke is high it may be prudent to test the wash water for pH value before discharge overboard.

Corrosion can occur where there is pre-existing damage or where the petcoke damages the hold paint system. An electrochemical corrosion mechanism is set up where the exposed steel becomes anodic in the presence of moisture as the electrolyte.

The large surface area of petcoke pieces increases the likelihood of a high moisture content which can promote corrosion. Specialist advice to anticipate, minimise or correct this type of corrosion is strongly recommended.

The Association is grateful to Minton, Trehane & Davies Group, www.minton.co.uk, and Stromme, www.stromme.com, for their help in preparing this article.

Residues from petcoke	MARPOL Annex V requirements
Cargo residues	The cargo residues are category 4 garbage under MARPOL Annex V.
Oil or hydrocarbon traces – may leave an oily type sheen on the surface	Regulation 3(2) or 5(3) of Annex V may apply: <i>When the garbage is mixed with other discharges having different disposal or discharge requirements the more stringent requirements shall apply.</i>
Wash chemicals – non-hazardous which emulsify into harmless solution or more hazardous grades which do not emulsify	



West African thefts continue

One of North of England's correspondents has recently advised that shore workers in West Africa have taken to stealing not only the rice cargo, but also the empty bags that are usually shipped for re-bagging purposes at the discharge port.

This provides a good opportunity of reminding everybody that theft of cargo, and anything else that is not secured on board a ship, is unfortunately endemic in West Africa. We have previously drawn attention to the matter and suggest the following loss-prevention steps.

- Monitor the identities of those coming on board closely. This should be part of the ship's security plan as required by the ISPS Code.
- Protest frequently in writing if stevedores are seen to be stealing cargo or using hooks in discharging the cargo, or using other methods of discharge that damages the cargo still on board.
- Members should always appoint a surveyor or tally man to monitor discharge.

Avoiding 'salty air' claims for steel cargoes

It has recently come to light that cargo interests' surveyors in Houston, USA, one of the world's busiest steel receiving ports, have started using highly sensitive conductivity meters to test for salt-water contamination on steel cargoes.

There is concern this indicates a trend by receivers to pursue the question of surface contamination to an abnormal degree – possibly resulting in claims simply for exposure to salty sea air.

Such meters are routinely used in the steel coatings and processing industry. They measure the conductivity of water on the steel surface and any surface contaminant that produces an increase in conductivity will result in a positive reading. The results therefore do not just indicate seawater but also any salt or chemical which might affect surface conductivity.

Modern conductivity meters detect even minute amounts of surface contaminants and it is suggested that a positive reading will be obtained for any material that has been exposed to a marine atmosphere, such as would be experienced at a typical port.

Steel pre-load surveys

To protect Members against claims on steel cargoes, the Association regularly arranges steel pre-load surveys on finished and semi-finished steel products. In cases where it is suspected the cargo has been in contact with salt water, such as from sea spray, this should be confirmed by silver nitrate testing and the cargo condition recorded on the Bills of lading.

However, in view of the use of conductivity meters and the likelihood of minor but nevertheless positive reactions on cargoes exposed to a normal marine atmosphere, load port surveyors may not wish to give any absolute assurance in a pre-load survey report that there are no chlorides present.



Loading South American vegetable oils

We recently assisted a Member loading vegetable oils at Argentinean ports and the advice obtained both from Argentina and from China, the intended country of discharge, is worth summarising for the use of other Members.

At the load port, an empty and full ullage survey of the relevant tanks should be carried out by an independent surveyor appointed by owners or their P&I Club.

Masters should ensure that mates receipts are signed only after completion of loading and after ullaging. Argentinean shippers often seek to put pressure on masters to sign mates receipts before all cargo is on board.

Though Argentinean customs require that bills of lading show the shore weights – that being the figure on which customs duties will be paid – Argentinean law does permit the master to annotate the mates receipts and bills of lading

with the ship's own figures of the quantity of cargo loaded where the master has reasonable doubts over the shippers figures.

Argentinean shippers will often put pressure on the master to accept a difference of 0.3% as being acceptable and this is, apparently, accepted as being a customary allowance by the Argentinean customs authorities. However, if there is a shortage, the authorities at the discharge ports may not accept any trade allowance.

Shippers may sometimes offer a joint ullaging of shore tanks as an alternative to the master's measurement of ships tanks but this is to be avoided. Equally, the inclusion in the charterparty of any term requiring the ship to issue clean bills of lading stating only shore figures is also to be avoided.

In China, the advice was that some courts accept a trade allowance – and where they do it is more

usually 0.3% – but others do not. There is no general practice accepted in all courts.

Chinese law does allow a master to annotate a bill of lading to show the ships figures and does give the master protection against claimants where he has done so and the actual quantity of cargo discharged in China is greater than or equal to the ships figures annotated on the bill of lading.

Chinese law also protects the master's right to annotate a bill of lading if he has reason to doubt the shippers declared figure or if he did not have the reasonable means of checking it. The master may, however, have to state on the bill of lading the reasons for his doubt or the circumstances in which he was unable to check the shippers figure.

Members requiring further advice should contact Peter Scott at the Association.



Keeping a safe navigational watch

'Poor watchkeeping' is a constantly recurring factor in published marine accident investigation reports. Such reports define poor watchkeeping as a failure of officers of the watch (OOW) to carry out one or more of their primary duties in maintaining a safe navigational watch. It follows that many accidents might be avoided if all officers in charge of a navigational watch at sea considered how well they actually understand their duties in maintaining a safe navigational watch.

The duties of the OOW in maintaining a safe navigational watch can be divided into three main functions

- watchkeeping
- navigation
- Global Maritime Distress and Safety System (GMDSS).

In this issue of *Signals* we conclude the review of these functions described in issues 61 and 62 of *Signals* with the GMDSS duties of the OOW in maintaining a safe navigational watch.

GMDSS safe watchkeeping 1

The third main function of the OOW is to take responsibility for ensuring that the ship complies with the radio watchkeeping requirements of SOLAS and any other flag State or coastal State regulations.

SOLAS requires a continuous watch on whichever equipment is required – VHF, MF, HF or satellite

communications equipment – in relation to the distance from land.

The continuous watch extends to broadcasts of maritime safety information for the area in which the ship is navigating. Within a NAVTEX area the NAVTEX receiver fulfils this requirement. The OOW should regularly check for new maritime safety information including meteorological warnings and forecasts.



GMDSS and bridge team management 2

In certain circumstances at least one qualified GMDSS operator is required to perform only radiocommunication duties – this cannot be the OOW, who must continue with their primary watchkeeping functions.

For example, on passenger ships, SOLAS requires one person to take sole responsibility for radio communication duties during distress incidents.

Also, recommended practice when in or near areas of potential piracy is that a suitably qualified, dedicated crew member performs radio communication duties. This allows the OOW and the master to concentrate on navigational duties and maintaining the extra vigilance that is required when operating in high-risk areas.

GMDSS watchkeeping checks and records 3

The OOW should have knowledge of the limitations, sources of error and methods of correction for all electronic navigational systems. Under SOLAS chapter IV this can include checking the ship's position input into the distress alert radio communication equipment even when that input is provided automatically.

SOLAS Chapter VI also requires records of all incidents connected with the radio communication service which appear to be of importance to safety of life at sea. IMO guidelines in Resolution 916(22) state that records need not be duplicated – if a suitable record is made in a special-purpose log, it need not be repeated in the ship's log book.

Good time management will allow the OOW to concentrate on keeping a safe navigational watch.

Members and seafarers wanting further information should refer to the Bridge Procedures Guide published by the International Chamber of Shipping, STCW 95 Chapter VIII and SOLAS Chapter IV.

Planning a safe passage

The Tokyo Memorandum of Understanding (MOU) on Port State Control has recently highlighted that an increasing number of Port State detentions feature passage plans that do not comply with SOLAS.

The two most common reasons are failure to take account of relevant ship routing systems, and inadequate passage planning from berth-to-berth.

Ship routing systems

If a passage plan fails to take account of a ship routing system and the ship is observed by a vessel traffic management scheme to be navigating contrary to COLREGS Rule 10 in a traffic separation scheme, then the ship may be subjected to a port State control inspection at the next port of call.

The inspector may look at the passage plan to see if it meets the requirements of Rule 10 and, if there is a deficiency, it could increase the risk of detention. The master may even be fined for contravening Rule 10.

Masters must plan voyages prior to departure. If the ship is to transit a ship routing system with which the master is unfamiliar, the planning should allow sufficient time to seek advice. Once masters are clear on how safely to navigate a ship routing system in compliance with COLREGS Rule 10, they can brief the navigator who is preparing the plan on their behalf. Masters should only delegate the

passage planning when they have decided how the ship is to be navigated.

Failure to manage the passage planning properly could lead to an unsafe situation where on passage the bridge team become aware that the courses laid down by the navigator are not suitable.

Berth-to-berth planning

SOLAS chapter V, regulation 34, requires that masters shall, prior to proceeding to sea, plan the passage taking into account the IMO guidelines in Resolution A.893(21). These state in paragraph 3.1 that the plan should cover the entire voyage from berth to berth.

Passage plans must include the navigation from the berth to the pilot on departure and from the pilot to the berth on arrival next port. This section of the passage plan should be completed in conjunction with the pilot / master information exchange and should be part of the accepted procedure for the bridge team to monitor the advice of the pilot.

North of England and other P&I clubs have noted an increase in collision, grounding and property-damage claims where pilot error is considered to be a contributory factor. This increase might be linked to the fact that passage plans are not completed to and from the berth, leaving the master and bridge team ill-equipped to question the pilot in relation to

navigation courses, traffic encountered, tides, weather, handling characteristics, manoeuvring speeds and use of tugs.

IMO recommends (IMO Resolution A.960(23) annex 2 – Recommendation on operational procedures for maritime pilots other than deep-sea pilots) that the master and the pilot should exchange information regarding navigational procedures, local conditions and rules and the ship's characteristics. This exchange should be a continuous process during the pilotage and should at least include the following information:

- completed standard pilot card
- general discussion of passage plan
- weather, depth of water, tidal currents and marine traffic expected
- ship-handling characteristics and equipment status
- berthing plan, tugs, mooring boats and mooring arrangements.

The important point for masters to remember is that any passage plan is a basic indication of preferred intention. Both the pilot and the master should be prepared to safely depart from the plan when circumstances dictate. The master is not expected to plan the passage to the extent that the services of a pilot can be dispensed with.



Gaining control of port State inspections

Port State control inspections that result in detentions or banning orders may lead to considerable financial losses for shipowners.

For a start there are costs and expenses involved in having to rectify any deficiencies in order to get the detention lifted. These costs can be increased by the urgency of the situation and have the potential to increase dramatically if the ship is delayed beyond the time of cargo operations. It is possible that a deficiency cannot be rectified while cargo work is in progress and the ship may have to move to a lay-by berth.

The performance of contracts such as charterparties, carriage of goods and sale and purchase agreements can also be affected. Performance may be delayed or even prevented. As a result, freedom to contract in future may be compromised and ability to trade the ship may be limited or restricted. There could also be implications for the ship's insurances and even the basis upon which it is financed.

The risk of a detention resulting from a port State control inspection can be reduced by putting in place some straightforward control measures. These should be combined into an ISM safety management system procedure so that ship's crew can be trained to understand the situation and how the control measures are to be applied and managed.

Port State control inspections are a fact of life and are here to stay. Rather than criticise the process, it makes far better operational sense to take pragmatic steps to control the process. The better the control of the process, the better the control over the outcome.

The following observations and suggestions are for consideration by ship and shore management to help them get better control of the port State control inspection process.

Are you targeted?

- On voyage, was your ship contacted by vessel traffic management while transiting a traffic separation scheme and requested to clarify the passage plan or instructed to adopt a different route? If the answer is 'yes' then your ship may be subjected to a port State control inspection at the next port of call.
- Has a pilot or a port authority official recently questioned or commented on some aspect relating to the safe navigation of the ship? If the answer is 'yes' then that pilot or port authority official may have reported a deficiency.
- Be aware of concentrated inspection campaigns being conducted by the various port State control regions (MOUs) – they may increase the likelihood of inspections.
- If your ship has been detained and has successfully completed the corrective action required and been released to sail, it will nevertheless probably be inspected at future ports of call under the jurisdiction of another MOU.

All the major MOUs publish their targeting criteria on their websites. Members can use these to establish the likelihood of being targeted.

Meet and greet

As with any process or visit involving a third party to the ship, one of the essential factors in controlling the situation is to be prepared. Be prepared with a procedure that the crew have been trained in to deal with the arrival of a Port State Control Officer. Keep the procedure simple but effective.

- Anticipate that an inspection will take place and plan work accordingly so that senior officers are available to take responsibility for Port State Control Officers without keeping them waiting.
- Have the certificates and documents already assembled in the order that the MOU lists them for inspection.
- Have a pre-prepared written port State control briefing with the information that you wish to exchange with the officer.

Information exchange

Rather than let Port State Control Officers conduct their initial inspection and discover the overall condition of the ship including the engine room, accommodation and hygiene conditions for themselves, present them with an up-to-date briefing of the ship's condition. Tell them:

- all deficiencies that you are aware of including the corrective action you have taken – if the buoyant signal on the port bridge wing lifebuoy is out of date tell the surveyor, tell him why and tell him when the new one will arrive
- what maintenance work is taking place
- what accidents or near misses have been recorded recently
- where access is restricted due to safety or security reasons
- if there are any sanitary problems or food storage problems and what action has already been taken to solve them.

Plan maintenance work

If you have decided the likelihood of your ship being targeted is very high, then consider what maintenance work might be in progress during the port stay where you anticipate an inspection.

- Is the maintenance work going to create a dirty environment and housekeeping problem?
- If the answer is 'yes' then consider whether the work can be done at sea where the housekeeping issues can be controlled without the added pressure of an inspection.
- If the maintenance work is essential then tell the Port State Control Officer in advance of the work and the housekeeping measures. This will create the right impression.

Do not let Port State Control Officers wander into a work area and have to ask for an explanation. This will create the wrong impression.

Be assertive!

Remember to be polite and cooperative but also to be assertive. Being assertive requires knowing your facts or your rights. Learn about the port State control process by reading marine notices or books such as the Association's *Port State Control* loss prevention guide.

Be aware of IMO conventions under which the ship can be detained including amendments adopted and due to enter into force. A ship can be detained

under a number of IMO codes and conventions, including the SOLAS, MARPOL, Load Line and STCW conventions as well as ILO conventions.

At a recent inspection a Port State Control Officer requested a survival craft drill with the lifeboats being manned and launched. The ship stated that for safety reasons they had already adopted a 1 July 2006 amendment to SOLAS allowing lifeboats which have to be manoeuvred at abandon-ship drills by an assigned crew to be launched without the crew on board. The officer accepted this prudent approach and withdrew the request to launch the lifeboats.

In the event of a detention it is important that the master fully understands the nature of the deficiencies recorded and the corrective action required to avoid any possibility of extending the potential delay to the ship. Ask Port State Control Officers to explain fully the nature of the deficiencies and what corrective action they require of the ship.

Many of the major port State control MOUs publish guidelines on how ship operators can appeal against detentions.

Detailed information and guidance is contained in the Association's loss prevention guide – Port State Control (2nd edition) – which Members can obtain from the risk management department.



To assist Members and seafarers with their preparations for successful port State control inspections, the Association has prepared a guidance card to complement a ship operator's management guidelines. Copies of the card for all Members and entered ships are enclosed with this copy of Signals.

Port State control MOU websites

Baltic	www.bsmou.org
Caribbean	www.medmou.org/caribbean.html
Paris	www.parismou.org
Latin American	www.acuerdolatinointar
Mediterranean	www.medmou.org
Tokyo	www.tokyo-mou.org
USCG	www.uscg.mil/hq/g-m/pscweb
Indian Ocean	www.iomou.org



The master / pilot relationship and passage planning

The master / pilot relationship is one of those great unwritten topics which almost defies comprehension in our modern world, where everything has to be documented to the nth degree and where no latitude is permissible in any shape or form.

How this relationship develops and how the joint passage plans of the master and pilot evolve is crucial to the safe and timely arrival of a ship. Remarkably, very little is set down beyond a few paragraphs in IMO recommendations and a few thousand years of history. If there is one word that summarises the master / pilot relationship it is 'trust'.

In ancient times, Jason took a pilot to travel through the Turkish Straits with his Argonauts and few would doubt his wisdom today, watching the terrifying array of vessels all on seemingly conflicting courses as they career past Istanbul.

The trust that masters and pilots have to show each other is unique. They are both plunged within minutes into a symbiotic relationship: each must trust that the other can deliver what they say. The master has to believe that the pilot will bring excellent local knowledge and ship-handling skills and the pilot will want to believe that the master has a well-found vessel with all equipment and machinery working well and an alert and responsive crew.

Master and pilot will meet only a few minutes before embarking on the most hazardous part of a ship's voyage. This would seem on the face of it a recipe for disaster, yet every year millions of acts of pilotage are carried out around the world without incident. It is interesting to ruminate on whether it would be possible to set up such a system from scratch in today's increasingly litigious society. The fact is that the system endures because it works.

Initial impressions

Even before pilots board a ship they are already making judgements about what they will find. Most pilots will say that they can tell with 90% accuracy what they will find on the bridge simply by the state of the ladder, paintwork and reception at the gangway, even before the ascent to the bridge.

Likewise, a master will be considering the nature of the pilot who has been sent to him based on the promptness of the communications from the pilot station and the efficacy of the pilot launch.

When the two meet on the bridge for the first time, everything has to gel very quickly and there will be many factors which impinge on how successful this process is. The more obvious factors, such as the presentation of each party, will be subtly affected by issues such as age, gender and nationality.

Passage planning

Very quickly both master and pilot will have to merge their respective passage plans into a composite plan on which action will have to be taken almost immediately.

Pilot boarding grounds can be congested places where ships still have way on when approaching the

fairway. Masters for their part have IMO requirements for berth passage planning. This is a somewhat difficult concept to adhere to rigidly, because masters may well not know which berth they are going to or, in some cases, even which port. In today's world, it is not unusual for ships undergoing international voyages to be unclear as to even which country they will finally discharge at.

The pilot is bound by other IMO requirements to provide a draft passage plan which inevitably contains more intricate detail that a master could not be expected to be aware of. Indeed, this is one of the pilot's prime functions – to provide detailed local data.

Master / pilot exchange

The master / pilot exchange is therefore absolutely critical to the successful outcome of this part of the voyage and never is the axiom 'fail to plan, plan to fail' more true.

The master / pilot exchange will of course be further complicated by issues of language: if the master and pilot do not share a native language then they will use English. Obviously if pilots speak to VTS, tugs, linemen on passage they will have to summarise what they have said in local tongue to the master because, throughout the passage, it is essential that the bridge team are there both to support and to monitor the pilot.

As part of the passage-planning process, there has to be consideration of a number of events that might take place and how they should be tackled. This would cover traffic that might be encountered, the characteristics and use of tugs and, ultimately, if the worse happens and there is machinery failure, how to deal with this.

Much of what takes place during the master / pilot exchange is pre-processed in written form ahead of the face-to-face meeting. Ships provide cards with data to a standard format and many pilots will bring on board a chartlet showing the general passage arrangements to be undertaken.

The successful completion of the initial exchange should lead to a harmonious passage, but much depends on the personal investment that both master and pilot put into this. The subsequent conduct of the vessel by the pilot and the situational awareness displayed by the crew all flow from this very delicate seed that is planted right at the beginning of the process. Repeatedly accident reports refer to the failure to get the initial exchange carried out satisfactorily as the root cause of subsequent problems during the passage.

Pilotage is a very valuable layer of insurance which the shipping industry has long enjoyed. But, like most insurance, unless it is well-written and planned ahead, it has little value if problems arise.

The Association is very grateful to Nick Cutmore, Secretary General of the International Maritime Pilots' Association, for writing this article. Website: www.internationalpilots.org

VISIT: WWW.NEPIA.COM

Industry News is a proactive loss-prevention service provided for Members. News items are researched and selected on the basis that they will provide advice on which to base loss-prevention decisions

Members can access Industry News from the direct link on the left-hand side of the Association's website at www.nepia.com

NEW BC CODE PUBLISHED

The Code of Safe Practice for Solid Bulk cargo (BC Code) includes practical guidance on procedures to be followed and appropriate precautions to be taken in loading, trimming, carriage and discharge of bulk cargoes. The 2004 edition, which has recently been published, includes all the amendments that were adopted by the Maritime Safety Committee at its 79th session by resolution MSC.193(79).

A number of major changes have been made. The appendices in the 2001 edition of the BC Code giving details of different groups of cargoes have been replaced by a new appendix 1 containing individual schedules for each cargo. Cargoes are now identified by groups A, B or C in each schedule, as follows:

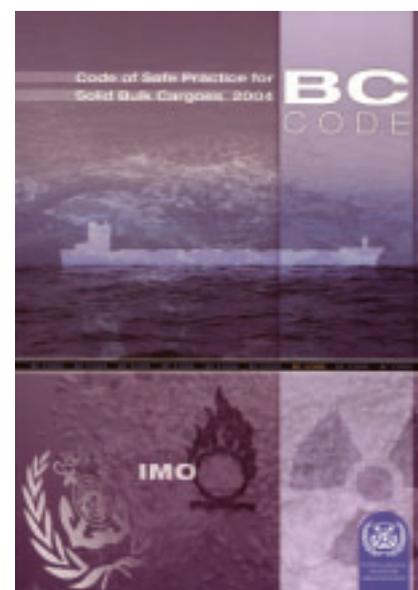
Group A – may liquefy if shipped at a moisture content in excess of their transportable moisture limit.

Group B – possess a chemical hazard which could give rise to dangerous situation on a ship.

Group C – neither liable to liquefy nor to possess chemical hazards.

The new BC Code also includes appendices with recommendations for entering enclosed spaces aboard ships, and lists of solid bulk cargoes for which a fixed-gas fire-fighting system may be exempted or ineffective.

Members can obtain copies of the 2004 BC Code from their normal publications provider or from the IMO. Website: www.imo.org



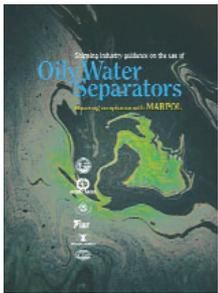


GUIDANCE ON USE OF OILY-WATER SEPARATORS

A group of international shipping industry organisations – including BIMCO, Intercargo, the International Chamber of Shipping (ICS), Intertanko and the Oil Companies International Marine Forum – has developed some basic guidance for ship operators and crews about the use of oily-water separators called Oily Water Separators – *Ensuring compliance with MARPOL*.

An electronic version of the publication can be downloaded from the ICS website:

www.marisec.org.ows



ILO MARITIME LABOUR CONVENTION 2006

The International Labour Organisation (ILO), the United Nations agency charged with responsibility for maintaining proper working conditions for seafarers, has announced the adoption of a comprehensive new labour standard for the maritime industry.

It is intended that the new Maritime Labour Convention, which will consolidate and update many existing ILO instruments, will serve as the fourth pillar of regulation for the international shipping industry alongside the IMO SOLAS, STCW and MARPOL conventions. The convention will come into force after it has been ratified by 30 ILO member states with a total share of at least 33% of world gross tonnage, which could be achieved by 2009.

The new convention is designed to encourage compliance by operators and owners of ships and strengthen enforcement. It includes

- minimum requirements for seafarers to work on ships
- conditions of employment
- standards for accommodation, recreational facilities, food and catering
- standards for health protection, medical care, welfare and social security protection.

Ships over 500 GT engaged in international voyages or voyages between foreign ports will be required to carry a maritime labour certificate and a declaration of maritime labour compliance.

Declarations will set out ship operators' plans for ensuring that applicable national laws, regulations or other measures required to implement the convention are complied with on an ongoing basis. Masters will then be responsible for carrying out ship operators' stated plans and keeping proper records to provide evidence of compliance with the convention.

Loss prevention seminars

Staff from North of England's risk management department have already made several visits this year, including to Members' offices in Germany, Greece, Iran, Mexico and the UK, and will continue to participate in in-office seminars and workshops for Members in many parts of the world.

Key topic areas for 2006 include avoiding collisions and other incidents plus other subjects of interest to ship operators and their seagoing staff.

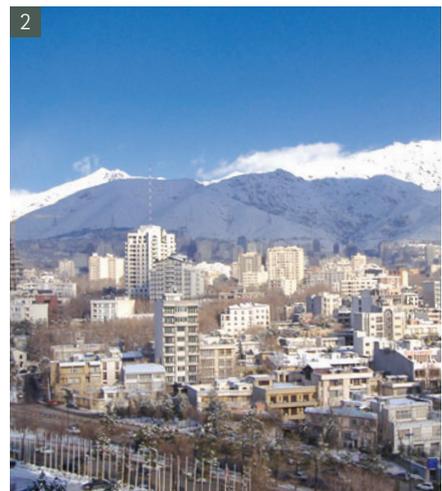


P&I residential course 2006

The Association's annual residential course in P&I insurance and loss prevention will take place on 9–16 June 2006 at Lumley Castle near Newcastle, England.

A brochure was distributed to all Members with Signals 62 and the course is already proving very popular. Members wishing to enrol staff are advised to register as soon as possible to avoid disappointment.

Further details of the course, as well as a brochure and enrolment form, can be downloaded from the risk management pages of the Association's website.



Pictures:

1 Veracruz, Mexico

2 Tehran, Iran

3 Residential course brochure

4 Newcastle University award winners 2004/2005

Newcastle University award

Brian McGregor, (left, in picture 4 above) who has recently joined the Association as a claims executive, was the overall winner of the 2004/2005 Newcastle University award for the best MSc graduate in the School of Marine Science and Technology.

The award is sponsored by North of England, which also provides tutoring and support for the MSc course.

Greek naval academy seminars

North of England is joining forces with the Merchant Marine Academy of Hydra, one of the oldest naval academies in Greece, to provide training seminars on P&I insurance and scope of cover, including briefings on current loss-prevention issues.

There has been a naval college on island of Hydra to the south of Athens since 1749, which in the past operated as an educational establishment of the Hellenic Navy. Today the academy is operated by the Hellenic Ministry of the Merchant Marine and is under the supervision of the Hellenic Coast Guard, producing merchant marine officers for the Greek merchant marine and coastguard as well as executives for Greek shipping companies.



E News

The Association is now distributing an electronic news publication – E News – to North of England Members by email. E News provides a monthly summary of recent news from the Association. Each issue will contain a digest of industry news items, Club Circulars and press releases from the previous month.

E News has an electronic table of contents to allow readers to select topics that interest them and the individual items will often contain links that provide access to more detailed information from original sources.

E news provides an additional information service to Signals, which will also be sent in electronic format on a quarterly basis.

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 Association using the dedicated E News email address: add.eneews@nepia.com



Exercising support for seafarers

North of England staff are taking part in two gruelling maritime sporting events in the next couple of months designed to raise money for seafarers' charities.

A team from the Association including members of the risk management department will be jumping on their bikes to help raise £250,000 for The Mission to Seafarers in the inaugural *Tour pour la Mer* London to France maritime industry bike race on 12 May 2006. The two-day 200 km event starts at the *Cutty Sark* in Greenwich and ends in Le Touquet via a Dover–Calais crossing courtesy of P&O.

On 17 June another North of England team will compete in the Cargill/BISS Three Peaks Challenge, which is also specifically for companies linked to the shipping industry. They will aim to climb the three highest mountains in Scotland, England and Wales – Ben Nevis, Helvellyn and Snowdon – within 24 hours to raise money for the British & International Sailors' Society.

If you would like to sponsor the cycling team please go to www.justgiving.com/north, or to sponsor the mountaineering team please email stephen.purvis@nepia.com



Signals Search 7

Questions

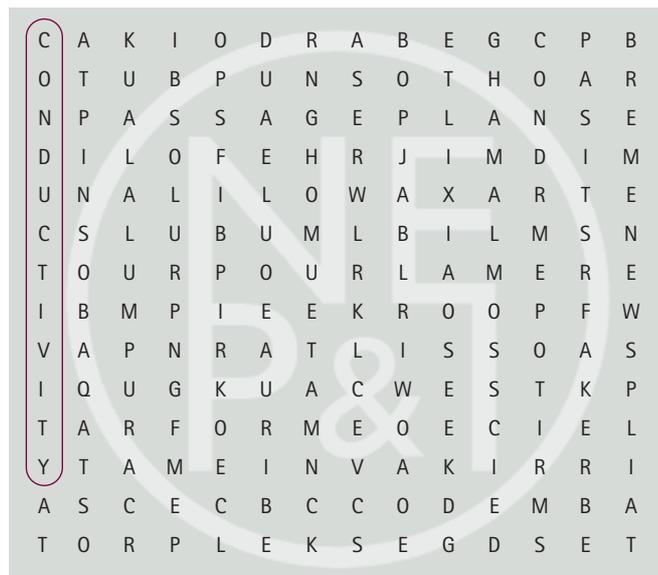
1. What type of meter has been used recently for testing surface contamination of steel?
2. What is a better known name for "green delayed coke"?
3. Where is the Piracy Reporting Centre based?
4. What is the North of England's latest news service called?
5. What organisation has recently adopted a new maritime labour convention?
6. Which meal of the day is very important?
7. What is the acronym for the international pilot's association?
8. What charity cycle ride will take place in May 2006?
9. A new edition of which cargo code has recently been published?
10. What deficiency in SOLAS requirements has recently been highlighted?

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

- Signals Search is open to all readers of Signals.
 - Send a photocopy of your completed search, along with your name and, if appropriate, name of ship, position on board, company and address to Denise Huddleston at the Association.
 - All correct entries received by the closing date will be entered in a prize draw.
 - Closing date Friday 7th June 2006.
- The first correct entry drawn will receive a prize 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 should contain the following enclosure:

- Port State Control guidance card (Members and entered ships only)

Signals Search No.6

Winner: Mr Lee Bon Chew, Glory Ship Management – Singapore

Runners-up: Captain Zawar Hussain Khan, United Arab Shipping – UAE • Captain Sarat RT Pereira, Pacific International Lines – Singapore • Captain Richard Gavin, Arklow Shipping – Ireland • Captain Jose Cecilio D Wagas, Vroon BV – The Netherlands • Wilfredo P Tuguigui, Nimmrich & Prahm – Germany

Answers to Signals Search 6

- | | |
|------------------|-----------------|
| 1 Chemical | 6 MARPOL |
| 2 Medical | 7 BIMCO |
| 3 Permit to work | 8 Ballast water |
| 4 Berth to berth | 9 BC Code |
| 5 Right angle | |

- 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 whensoever 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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