Electronic information services for Members

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

Industry News

Industry News is the proactive loss-prevention service for Members, available on the Association’s website, which provides Members with information on current issues, changing legislation and any potential difficulties with particular cargoes or trades. Members can access Industry News from the link on the home page of the Association’s website: www.nepia.com/renews.

E News

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

RSS feeds

RSS (really simple syndication) feeds are provided for Industry News, club circles and press releases, which enable Members to receive new information as soon as it is published and without having to check the website for updates. A guide to using the RSS feeds is available on the Association’s website: www.nepia.com/rss.

Signals Search

Questions

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

Your copy of Signals

Copies of this issue of Signals should contain the following: • Safe Work poster – Enclosed Spaces
• Signals Experience – Power Tool Precautions
• Global Legal Navigator
• Naval Institute sensor brochure – Mapping the Future

Signals Search No.15 Winners

Winner:
Jenni Lam – Pacific Chartering Singapore
Runners-up:
Richard Miles, FKB Marine Limited, UK
John M Boslet, Great Lakes Pilot, USA
Captain Jose Cecilio Wagas, Vroon BV, The Netherlands
Captain BP Singh, Nargal Shipment Management, India
Captain S Kuma, The Shipping Corporation of India, India

Answers to Signals Search 15

1 Dinghy 2 Ropemod 3 Arbitration 4 Blocking 5 Grating 6 Mansplattering 7 Linear 8 Lash 9 Ear

Global legal navigator

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

The system is accessed from within North Online – the part of North Online’s website provided specifically for Members and entered ships – by clicking on the relevant area of the world and selecting the required country. Members can then choose either an answer to a question from the available categories or use the search option.

Pirate problem

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

Preventing injury and illness

Health and safety topics covered in this issue include Hepatitis C and injuries caused by grinding tools. Many people infected with Hepatitis C may never become aware of it, whereas others can develop life-threatening liver damage. There is no ‘magic bullet’ for prevention or cure, so continual care should be taken to avoid catching it and regular testing carried out to identify and help carriers. In the case of grinding tools, the most common injuries are caused when a cutting disc shatters – which in some instances can be fatal to the operator. The article highlights precautions to be taken when using such tools.

More rules to reduce emissions

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

Defending draught surveys

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

Entering enclosed spaces

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

The latest poster in the club’s Safe Work series illustrates two very different approaches to such work by comparing a casual approach, where no regard is taken of the potential dangers of entering a space, with a proper approach, where common-sense precautions are taken. An article on the poster, Safe Work, Enclosed Spaces, is enclosed with this issue of Signals for all Members and entered ships. A high-resolution A4-sized copy of the poster can be downloaded from the Association’s website: www.nepia.com/risk/publications/posters/safework.php.

Yourcopy of Signals

To Denise Huddleston at the Association.

Closing date Friday 5 September 2008.

All correct entries received by the closing date will be entered in a prize draw.

The first correct entry drawn will receive a prize along with a statuette of ‘Bosun Bob’. 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.
Hepatitis C – usually silent, sometimes deadly

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

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

Treatment

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

Those infected with Hepatitis C should see their doctor regularly to monitor their liver function. They are strongly advised not to drink alcohol and should check all forms of medication with their doctor first as there are drugs which can directly affect the liver. It is clearly not appropriate to become either a blood or organ donor.

Prevention

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

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

The Association is very grateful to Dr. Olomade, aNFLH, and Ms. Holynx Marine, Philippines, for help in preparing this article.

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

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

Causes and prevention

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

Advice for crew members

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

• Only use grinding wheels and discs from a reputable source.
• Inspect wheels and discs prior to use.
• Ensure wheels are properly mounted and balanced.
• Do not force the machine so that the wheel slows, or jam the work into the grinding wheel.
• Ensure guard is fitted to the machine and that safety glasses and face protection are always worn.
• Replace any wheel, or at least have it tested, after 200 miles or when the work is done.
• Consider the health risk of getting a tattoo. If the artist is not careful, the tools may be infected.

That is why grinding tool mishaps must be considered a serious incident.

A Signals Experiences case study about an injury resulting from a grinding machine mishap is included with this article.

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

A Signals Experiences case study about an injury incurred using a grinding tool is enclosed with this copy of Signals sent to Members and entered in the accompanying table.

Myth or truth?

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

Although many people genuinely believe that stress or shock can turn you grey overnight, there is actually no scientific evidence to support this. All the hairs on our head have pigment cells that contain melanin. As we get older, these cells gradually die and the subsequent decrease in melanin causes the hair to become a more transparent colour such as grey, silver or white.

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

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

Voyage planning

The developments raise the question as to what routes masters ought to follow in the region. In the context of a time charter, a charterer will often provide voyage instructions specifying the route that the ship should follow. Following the decision in MV Harmony (2001) [I ALER 400], a charterer is entitled to insist on a new route and an owner must follow them, unless the master has good grounds for amending the voyage plan in the interests of the safety of the ship, its crew or the cargo.

If masters decide to follow a different route on safety grounds, they must be able to demonstrate that their concerns were well founded and that their decision was reasonable. Providers owned act reasonably, their vessels will remain on hire in the normal way and charterers will pay for additional steaming costs. However, if a master’s decision cannot be justified, an owner will have committed a breach of the charterparty terms in not following the designated route, so any additional time taken will be charged to the charterer.

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

Preventing grinding tool accidents

Causes

Prevention

Using a damaged grinding wheel.

Always inspect wheels before use for signs of damage. NEVER USE A DAMAGED WHEEL.

Using the wrong type of disc for the job.

Check that the disc type is correct for the intended work.

The machine speed and disc speed are incompatable.

Never use a grinding disc and also check manufacturer’s recommended maximum disc speed against the machine speed.

Poor machine maintenance.

Always ensure that machines are regularly maintained and guards are properly in place.

Operator carelessness.

Use machines with care to avoid accidental damage to the grinding disc. Always wear proper personal protective equipment.

Lack of training.

Do not allow anyone to operate a grinding machine without training.

Somalian pirates expand their patch

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

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

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

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

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Piracy reporting centre

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

Further information is available from the ICC IMB (Far Eastern Regional Office), PO Box 15550, 50792 Kuala Lumpur, Malaysia. Telephone: +60 3 2078 5763, fax: +60 3 2078 5769, email: imbl@icc-ccs.org, website: www.icc-ccs.org

There is also a 24-hour anti-piracy helpline. Telephone: +60 3 2301 0014.

Beware deck-stowed containers in Belgium

Members carrying deck-stowed containers to Belgium need to be aware they may not be entitled to their normal liability defences in the event of a cargo claim. The defences and exceptions of the Hague and Hague Visby Rules apply to deck cargos only if the contract of carriage provides that the vessel is licensed to carry such cargo.

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

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

In addition to the revised requirements for DRI cargoes, the new edition of the IMSBC Code also contains newly adopted provisions for the carriage of airbagged copper and aluminium, and granulated tyre rubber. Forms recommended be used for the provision of cargo information along with standard procedures to be followed for those cargoes not listed in the code will also be included.

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

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

Attempts by some surveyors to manipulate survey reports have been identified in some regions. Masters have indeed reported that initial draught figures in such a way that allows a third party to falsify final draught results that appear to have the authentication of the ship’s captain and master’s signature. Subsequent failure allegations of shortage upon completion of discharge can be supported by the precautionary nature of the signed draught survey, showing the master’s apparent acknowledgement of draughts at load line.

The Association’s loss prevention guide, ‘Cargo Handling – A guide to good practice’ (2nd edition) provides advice on draught surveys. Surveyors should be prepared for the survey and present the vessel and required documentation ready for examination. Ballast tank contents should be accurately determined, referring to sounding tables and ensuring the vessel’s trim is within the limits of trim-incorrect values.

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

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

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An examination will be carried out at each null point and oversized meters and capacitive meters should be attached to reading units to avoid any errors.

If a bunker survey is not to be included, the chief engineer’s figures for fuel, diesel and lubricating oil should be available and marked clearly. Bulk and store delivery notes must be sighted if they are to be included in the bunker load report.

Density and draughts

Density samples should be taken from half-draught depths from at least two offshelves and two inshore locations. Care should be taken to make sure samples are not mixed and that the sample bucket is clean, free from contaminants and placed onboard clear of discharges, stagnant water and any other source of error.

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

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

Deductions

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

Asian gypsy moth – an unwelcome traveller

Asian gypsy moths are found predominantly in eastern Russia, northern China and some parts of northern Japan. The main migration possibility they will lay eggs on visiting ships which will then inadvertently carry them to other parts of the world.

The problem is that in their larval stage, when they emerge from the eggs, the females can fly up to 40 km, and lay a considerablenumber ofeggs in a mound or egg mass. If the vessel’s staff do not contact the NZ Ministry of Agriculture and Fisheries or local port authorities, there may still be inspected in port.

The inspectors are looking for any egg masses or masses of eggs that may not have been inspected in port. The inspections are for treatment of any egg masses by specified spray methods.

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

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

Police recently visited Russian ports during the previous ‘flight season’ (18 July to 16 September) must have a Certificate of Freedom from Asian Gypsy Moth. If they do not, they should contact the NZ Ministry of Agriculture and Forestry to arrange for an inspection. There are also concerns that some vessels are being falsified and may not have a valid certificate.

The consequences of inadequate stowage and ventilation of cargo can be serious, not only in terms of cargos for the carrier, but also for the seaworthiness of the vessel itself, particularly if stability is affected.

Cargo securing manual

The major problems arise from the forces created by a vessel moving and accelerating in a sea way. Regulations VIs and VIII of the 1974 International Convention for the Safety of Life at Sea (SOLAS) require cargo tanks and transport units to be loaded, stowed and secured throughout the voyage in accordance with a cargo plan approved by the Flag State administration. The cargo securing manual provides suitable cargo-securing arrangements, taking into account parameters such as the vessel type and size, the freight expected to affect the vessel and the type of cargo expected to be carried. The manual also makes provisions in respect of a vessel’s equipment in areas such as strength, quantity, condition and maintenance.

IMO introduces more emission controls

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

Sulphur width (SNX)

The committee approved a revised Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines (SNX Technical Code) that subject to formal adoption at MEPC’s 58th session in October 2008, will enter into force in March 2010.

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

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

The fire was dealt with efficiently and safely by the ship’s crew. Indeed, the accident investigators praised the crew for not only bringing quick, safe and effective in putting out the fire but also for their subsequent actions in removing all remaining and tracing burnt cables and inspecting potential hot spots.

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

Electrical equipment should never be left plugged in and switched on in an empty cabin. Use of electrical equipment in cabins can be dangerous enough without people setting fire to their cabins.

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

**Vessel reporting – Resolution MSC.290(88)**

Reporting has been introduced for vessels calling at ports within the territorial area to be avoided (TAZA) off the southwest coast of Iceland, and for vessels of less than 500 GT permitted to transit the territorial AUSA off of 40° 40’ N, engaged on voyages between Icelandic ports and not carrying dangerous or noxious cargoes in bulk or in cargo tanks.

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

**ISPS Code – MSC/Circ.1157**

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

**SOLAS chapter III – life-saving appliances**

*Emergency training and drills* Paragraph 3.3.4 of regulation 19 of SOLAS chapter III has been replaced and now requires the crew of free-fall lifeboats to board at least once every three months and drill to the paint just prior to launch. The boat is then required to be either launched or lowered into the water, with the operating crew on board for manoeuvring. At intervals not of more than six months, the lifeboat is either to be launched free-fall with only the operating crew on board, or a simulated launching to be carried out.

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

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

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

**Passenger vessels**

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

**Personnel life-saving appliances**

Immersion suits supplied to vessels must now be of a packaged type/s and training manuals must be provided in the working language of the ship.

**Long-range identification and tracking**

The long-range identification and tracking regulations established by IMO resolution MSC.290(88) SOLAS V/10-1, came into force on 1 January 2008 and will be mandatory for passenger ships and cargo ships, including high-speed craft, with a gross tonnage of 300 GT and upwards on international voyages and mobile offshore drilling units.

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

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

**Releasing**

**Ballast water management**

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

**Residential training course 2008**

The Association’s annual residential course took place at South Shields and Lumley Castle near Newcastle, UK, on 9–13 June 2008. The course was attended by almost 40 delegates from all parts of the world, including 17 from Members’ offices. Presentations and workshops were provided by North of England staff and included visits to the bridge simulator at South Tyneside College and a guided visit to ships at Tyneport. As usual the course was very much enjoyed by the delegates.

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

**IMO update**

Signatory states will have to make alternative arrangements. At the moment the options that there may be significant delays in issuance of blue cards is anticipated. Some of these, along with interim measures for compliance with the Bunker Convention will be reviewed and progressed on the basis of the work of the review group’s terms of reference for the MEPC’s 58th session in October 2008.

**Residential training course 2008**

The Association’s annual residential course took place at South Shields and Lumley Castle near Newcastle, UK, on 9–13 June 2008. The course was attended by almost 40 delegates from all parts of the world, including 17 from Members’ offices. Presentations and workshops were provided by North of England and included visits to the bridge simulator at South Tyneside College and a guided visit to ships at Tyneport. As usual the course was very much enjoyed by the delegates.

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