



SIGNALS

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CARGO, CLAIMS & CREW

Helping you to manage and control risks

MAIN ENGINE BREAKDOWN AND CARGO CLAIMS

Focusing on main engine damage, low-sulphur fuel and cylinder oil

SEED CAKE SOWS CONFUSION

The carriage of seed cake continues to cause confusion

SEPSIS - KNOW THE SIGNS

We explain what sepsis is and the difficulties related to diagnosis

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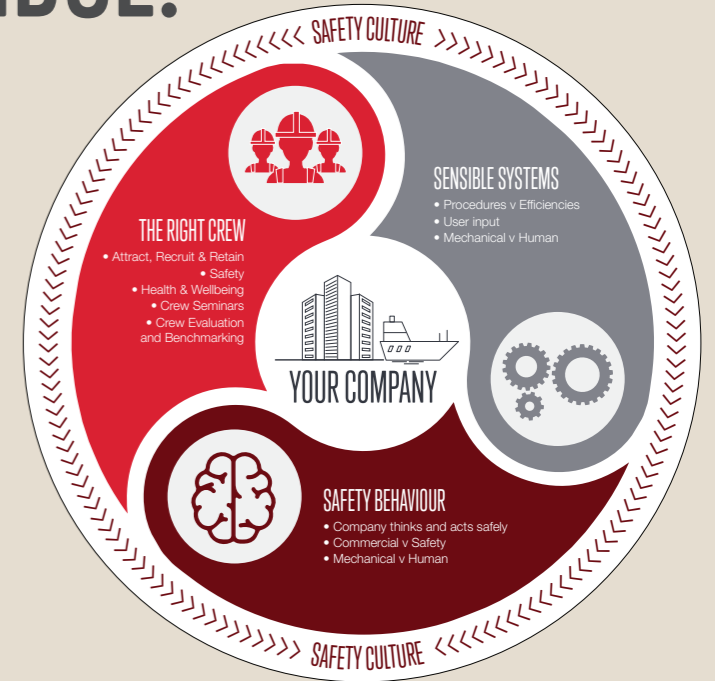
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VIEW FROM THE BRIDGE: TIME FOR CHANGE

MODERN COMMUNICATIONS, REPORTING AND RECORDING ARE KEY TOOLS FOR THE SAFE AND EFFICIENT OPERATION OF VESSELS. HOWEVER, IT IS EASY FOR INEFFICIENCIES TO CREEP INTO THE DAY TO DAY WORK OF THE SHIP. MANAGING VESSEL COMMUNICATIONS, RECORDING AND REPORTING REQUIREMENTS CAN FREE UP VALUABLE TIME.



TIME TO REPORT?

Noon reports, purchase orders, engine performance reports, progress updates for charterers, PMS reports, risk assessments, safety meeting minutes, non-conformance reports, pre-arrival reports, post departure reports, customs declarations, bunkering reports.....the list of things to be recorded, emailed ashore and/or archived is almost endless.

The administrative demands on modern seafarers are very high, particularly for senior officers. Seafarers often complain about this aspect of their job – with some justification. At the same time, reporting and recording of shipboard activities is also necessary for safe and efficient operations.

It is important that a balance is maintained between the time spent communicating, recording and reporting and the time spent running the ship.

TIME TO QUESTION?

When thinking about the balance between communicating, recording and reporting and the 'hands on' running of the ship, it may be helpful to ask a couple of key questions to both shore and ship staff.

Are we getting to a point where ease of communication in combination with comprehensive management systems is actually proving detrimental to the safe and efficient operation of our ships?

Are Masters and Chief Engineers spending too much of their time on administration and communications with ashore and not enough time in training and mentoring junior officers and crew onboard?

These questions are subjective – but if there is a view, either ashore or afloat, that the answer to one or both questions is 'yes' then it may be time for action.

TIME FOR ACTION?

Ask Masters and Chief Engineers to record the amount of time they spend communicating and recording information, who they communicate with and by what means. Simple time recording tools or a spreadsheet can be used to do this. Yes it's more admin, but only in the short term. Problems such as multiple recording of information, sending very similar information to multiple recipients and unnecessary reports can easily be identified from such an exercise.

You may be surprised by the number of reports and emails that the ship has to deal with but you are now in a position to take steps to rationalise the communications, recording and reporting.

Be ruthless in dealing with unnecessary reporting, record keeping and communications. If an email, report, or record is not necessary for the safe and efficient operation of the vessel, then why waste time on it?

TIME TO SPEND?

If you can free up time previously spent by the senior officers on administrative tasks then they can spend their time looking after the crew, the ship and the cargo. Surely time well spent?



Colin Gillespie, Deputy Director (Loss Prevention)

FIND OUT MORE

For further information contact our loss prevention team at loss.prevention@nepia.com or visit www.nepia.com/loss-prevention



NORTH P&I

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MAIN ENGINE BREAKDOWN AND CARGO CLAIMS

DELAYS CAUSED BY MAIN ENGINE BREAKDOWN ARE NOT ONLY COSTLY, THEY CAN ALSO LEAD TO CARGO DAMAGE CLAIMS. THIS ARTICLE FOCUSES ON MAIN ENGINE DAMAGE, LOW-SULPHUR FUEL AND CYLINDER OIL.



REMEMBER: KEY STEPS!



- 1 **CHECK** main engine and cylinder oil lubricators are operated as per maker's guidance.
- 2 **FIT FOR PURPOSE** Cylinder oil used during the voyage.
- 3 **INCREASE** the frequency of scavenge inspections of piston rings and liners.
- 4 **RECORD** the cylinder oil feed rate and take pictures if possible.
- 5 During piston overhauls, **RECORD AND ANALYSE** piston ring gaps, ring wear and liner wear.
- 6 **WELL RECORDED** maintenance records and monitoring.
- 7 **MONITOR** the liner temperature during periods of change, if possible.
- 8 **USE OF SCRAPE DOWN ANALYSIS** to monitor liner wear and adjust cylinder oil feed rates.

CARGO DAMAGE THROUGH DELAYS - SLOW SPEED MAIN ENGINE DAMAGE

High-value cargo claims and charterparty disputes, caused by engine damage delays during a voyage, continue to occur.

Time sensitive cargoes may spoil before reaching the discharge port and the vessel's seaworthiness may be questioned by charterers and cargo interests. A notable proportion of these delays result from damage to slow speed main engines, caused by accelerated liner and piston ring wear.

If you've been unfortunate enough to work on, own or manage a vessel that has been struck by major liner and piston ring wear, you will recognise a scenario where the vessel may be disabled for some time with associated costly repairs. Sourcing, supplying and shipping main engine liners, pistons and piston rings is both costly and time consuming. Long lead times on the supply of replacement parts can extend the period the vessel is out of service. This may result in further losses for the shipowner.

In this article we focus on some of the causes of large two-stroke main engine liner damage, with a particular focus on the concerns of using the incorrect cylinder oil and feed rate and its relationship with the fuel used.

THE RELATIONSHIP BETWEEN LOW-SULPHUR FUELS AND LINER DAMAGE

Since 2010, the allowable sulphur content of marine fuels has been subject to reduction measures. These restrictions on sulphur content have become very stringent in designated emission control areas (ECAs). The global sulphur cap of 0.5% in 2020 will mean all vessels around the world need to find a way of controlling their emissions, and in many cases this will involve burning ultra-low sulphur fuels.

ACID ATTACK - THE ROLE OF CYLINDER OIL

Most modern two-stroke engines have been designed for operation on high-sulphur residual fuel. Engines operated using high sulphur fuel normally use cylinder oil with a high total base number (TBN) or base number (BN). The BN of cylinder oil is the measure of the cylinder oil's ability to neutralise acid. The higher the BN, the more alkaline the oil.

During the combustion cycle, sulphur in the fuel is released, forming SO₂ (sulphur dioxide) and some of this forms SO₃ (sulphur trioxide). Water contained within the scavenging air and from the combustion process reacts to form sulphuric acid.

Additives, for example calcium carbonate, are added to cylinder oil to increase the

BN and neutralise the sulphuric acid. If the acid is not neutralised, corrosion of iron will occur and this is the primary cause of corrosive wear for liners and piston rings.

LOW-SULPHUR FUEL: LESS SULPHURIC ACID

A vessel using low and ultra-low sulphur fuel will produce less sulphuric acid during the combustion process. If the BN of your cylinder oil is too high this may mean that alkalinity in the cylinder oil is not neutralised and compounds can be formed which cause damage. Some slow speed engines suffer from alkaline deposits building up on the piston crown which can damage the oil film between the piston ring and liner. This can lead to scuffing and seizures. Deposits may also form between the piston rings and pistons, preventing free movement of piston rings and increased liner wear.

If a vessel is operating in an emission control area where low sulphur or ultra-low sulphur fuel (less than 0.1% m/m sulphur) is used, the correct choice of cylinder oil, with an appropriate base number, is vital.

FEED RATE

Another factor to consider is the cylinder oil feed rate. This is important because engines operate at different loads, revolutions and power. Whilst some engines have automated adjustment for feed rate

based on revolutions and sulphur content, there are still many manually adjusted systems in use.

Incorrect cylinder oil feed rate may also lead to liner and piston ring wear. The feed rate should be adjusted in accordance with the BN of cylinder oil and sulphur content of the fuel.

In addition to this there may be concerns over the liner surface. There is a need for controlled corrosion in order to form small pockets in the cylinder lining running surface. This allows hydrodynamic lubrication from oil within the pockets to occur. This is known as a lubricating oil film. Maintaining a good lubricating oil film is important in preventing liner wear as well so this is another reason why the optimal feed rate is essential.

SUMMARY

If a vessel is trading in an area where low sulphur fuel is mandatory, it is very important that the type and feed rate of the cylinder oil is carefully considered to prevent damage to main engine liner and piston rings.

If you're operating an engine without an appropriate balance between sulphur content and BN of cylinder oil, it may lead to either scuffing or corrosion wear. Both of these will have an impact on the lifespan of the engine components.

CYLINDER OIL - LOSS PREVENTION

- ▲ Ensure that main engine and cylinder oil lubricators are operated as per maker's guidance. Specific advice may be given for cylinder oil feed rate and cylinder oil BN. Lubricating oil suppliers may also provide suitable guidance.
- ▲ If your vessel is undertaking voyages where there are different sulphur content fuels in use, then check to make sure that the cylinder oils on board are fit for purpose for all fuel used.
- ▲ Consider increasing the frequency of scavenge inspections of piston rings and liners when changes are being made to cylinder oil feed rate or the sulphur content of the fuel being used.
- ▲ Record the cylinder oil feed rate with a greater focus during periods of change and take pictures of liner and piston ring condition where possible, in port and after changes in cylinder oil feed rate or cylinder oil BN. Ensure this information is shared with fellow engineers on rotation and the ship management office.
- ▲ During piston overhauls, record and analyse piston ring gaps, ring wear and liner wear. This should be carried out as per routine planned maintenance. However, extreme wear should be flagged up and properly investigated.

▲ It is important to ensure that all planned maintenance records and monitoring are accurate and well recorded. If there is an allegation of unseaworthiness, this may be needed to defend a claim. Please refer to our Loss Prevention Guide *The Mariner's Role in Collecting Evidence* for guidance.

▲ If liner temperature monitoring is fitted, then monitor this closely during periods of change.

▲ Consider the use of scrape down analysis to monitor liner wear and adjust cylinder oil feed rates.

FIND OUT MORE

Please contact Mark Smith or Alvin Forster on +44 191 2325221 should you wish to discuss any of the issues raised in this article.

By Mark Smith
Loss Prevention Executive

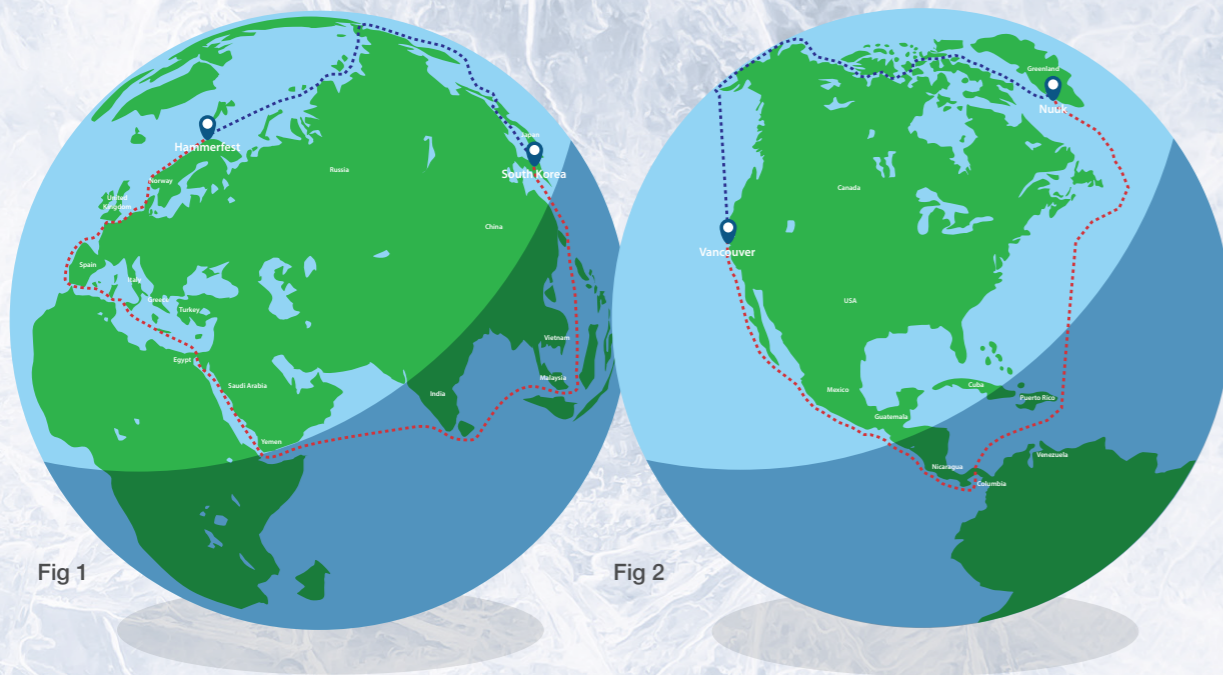


Fig 1

Fig 2

POLAR REGIONS

CLIMATE CHANGE, VESSEL DESIGN, TECHNOLOGICAL ADVANCES AND THE POTENTIAL COMMERCIAL ADVANTAGES, HAVE LED TO AN INCREASE IN VESSELS TRANSITING POLAR REGIONS.



By John Southam
Loss Prevention Executive

On the 31st July 2017, the LNG tanker Christophe de Margerie, completed her first transit of the Northern Sea Route (NSR) from Norway to South Korea via Cape Zhelaniya. She was unassisted by any ice breaking tugs and completed the journey in only 19 days. The transit of the NSR from Cape Zhelaniya to Russia's easternmost point of Chukotka was completed in just 6.5 days. It is one of the fastest transits of the NSR ever made and was completed with an average speed of between 11 to 16 knots. See Fig 1.

Route One: Hammerfest to South Korea using the NSR = 19 days at 14 knots.

Route Two: Hammerfest to South Korea using the Suez Canal = 31 days at 14 knots.

The MSV Nordica recently set a new record for the fastest transit of the Northwest Passage, linking the Pacific and Atlantic Ocean through the Arctic. The vessel completed the 6000 mile harsh environment transit in just 24 days. See Fig 2.

Route One: Vancouver to Nuuk using the Northwest Passage = 24 days at 11 knots.

Route Two: Vancouver to Nuuk using the Panama Canal = 31 days at 11 knots.

These examples demonstrate the increasing use of Polar Regions by vessels. The thickness and extent of the previously

problematic ice is reducing, paving the way for longer periods of time when vessels can transit these areas.

As well as cargo and research vessels there has been a surge in tourism, with cruise ships visiting Polar and Antarctic destinations. Some 40 passenger vessels a year visit Antarctica each carrying between 10 and 500 passengers. Voyages to Antarctica have also included larger passenger vessels (carrying from 500 to 3,000 guests), which conduct "cruise-by" or sightseeing cruises only, without landing.

NSR administrators believe that by 2025 the use of the NSR could have increased to 75 million tonnes.

There are many potential risks for vessels operating inside Polar Regions, such as:

- ⚠ Temperature effects on essential machinery.
- ⚠ Environmental effects on LSA and FFE equipment.
- ⚠ Crew and passenger exposure.
- ⚠ Vessel navigation due to satellite navigation issues in higher latitudes and scant hydrographic information.
- ⚠ Vessel communications in high latitudes.
- ⚠ Crew Abandonment and Search and Rescue facilities.

Coupled with the above safety issues is the potential impact on the sensitive marine environment from vessel pollution.

North's Loss Prevention department has seen an increase in enquiries from Members regarding vessels trading inside the Polar Regions.

With the increase in these Polar transits expected to continue to rise, the IMO have published the Polar Code, which came into force in January 2017. The Code's purpose is primarily to ensure that ships and their owners are prepared for the increased risk of operating in the Polar Regions with regard to crew safety and environmental protection.

Before considering operating in the Polar Region, shipowners and operators should ensure that they both understand and comply with the Polar Code requirements.

FIND OUT MORE

North's Loss Prevention Team has published a new Loss Prevention briefing on the Polar Code:

www.nepia.com/media/773873/LP-Briefing-Polar-Code-July-2017.PDF

CABLES AND PIPELINES - VESSEL ENCROACHMENT ALERTS



OWNERS OF SUBMARINE CABLES AND PIPELINES ARE MONITORING AND WARNING SHIPS THAT COME TOO CLOSE.

By Peter Scott
Senior Executive (Claims) P&I

There are many things that can be found on the seabed. Besides the usual lost anchors, empty bottles and pirate treasure, there are submarine cables and pipelines. If a ship's anchor fouls a cable or pipeline the consequences can be extremely expensive.

Cables and pipelines are typically clearly marked on charts. Sometimes cable and pipeline areas are marked, as well as prohibited anchorage zones, in the vicinity of the cables and pipelines. Areas where anchoring is prohibited are also usually mentioned in Admiralty Sailing Directions. Masters should observe these marked and mentioned restrictions carefully.

Even if no prohibited zone is marked or mentioned, as a matter of good practice Masters should not anchor in any position where the anchor or any part of its chain could interfere with the submarine cable or pipeline. Sometimes the ship's SMS will specify a minimum safe distance for anchorage.

INCREASED MONITORING

Some cable and pipeline owners are using AIS data to determine if a ship is in danger of fouling their property. We have seen an increase in automated email messages being sent to ships and their owners that the ship is in a cable or pipeline protection

zone and demanding that the ship move a safe distance away. Sometimes the emails are also copied to the Club asking it to take urgent steps to point out the dangers to the owner.

ROLE OF VTS

Where the Club has checked with Members, Masters have sometimes told us that the port control or Vessel Traffic Service (VTS) had instructed them to anchor at that spot. This will not protect the Master or vessel from prosecution or claims if a cable or pipeline is damaged by the ship anchoring at that point.

Where port control or VTS issues an unsafe or inappropriate instruction, the Master is entitled to refuse. He should respond giving the reason he refuses to comply and should request alternative instructions. A danger of damage to marked submarine cables or pipelines is a very justifiable reason to refuse instructions.

ANCHOR FOULED?

If the Master finds, when raising the anchor that he has fouled a submarine cable, he should act in accordance with the guidance provided in the Mariners' Handbook, which can be summarised as follows:

- ⚠ The cable or pipeline should never be cut.

- ⚠ The anchor should be carefully lowered back to the seabed and the ship should use best endeavours to maintain its position.
- ⚠ Every effort should be taken to clear the anchor gear by normal methods taking care not to damage the cable.
- ⚠ If this fails, the anchor and chain should be cut loose, ideally with a marking buoy attached so that the anchor and chain can be salvaged in due course. It is obligatory that the anchor and chain be abandoned rather than risk damage to the cable or pipeline.

- ⚠ Incidents involving the fouling of submarine cables or pipelines should be reported immediately to the appropriate authorities, which in most cases will be the local port or Coastguard.

The cost of recovering an abandoned anchor and chain may fall within the owner's P&I cover.

FIND OUT MORE

For further information, owners and Master should contact our Loss Prevention Team at loss.prevention@nepia.com or visit www.nepia.com/loss-prevention



ECONOMIC HARDSHIP BUT NO RIGHT TO RENEGOTIATE OR TERMINATE?

A RECENT LONDON ARBITRATION (21/17) IS A SALUTARY REMINDER OF THE ENGLISH LAW POSITION ON ECONOMIC HARDSHIP. THE AWARD DECIDED THAT CHARTERERS HAD WRONGFULLY SOUGHT TO REDELIVER THE VESSEL BEFORE THE END OF THE CHARTER AS A RESULT OF A CHANGE IN MARKET CONDITIONS WHICH LED TO CHARTERERS CLAIMING ECONOMIC HARDSHIP IN CONTINUING THE CHARTER.

There was no clause in the charterparty allowing for this and, therefore, charterers were in breach of the charter party and the owners could recover damages from charterers for early redelivery.

THE FACTS

In this case, the vessel was chartered at a higher rate than the market rate for Arabian Gulf to China trade. Vessel availability was limited at the time for such trade and the charterers relied on western sanctions continuing against Iran to keep freight rates high. However, after the charter party was entered into, the EU and US suspended a number of the sanctions introduced in response to Iran's nuclear programme. This resulted in the freight rates for this trade collapsing. After only one voyage, the charterers were unable to find profitable employment for the vessel and with a considerable amount of hire owing to owners, sought to renegotiate the charter. Unable to renegotiate the charter, the charterers sought to cancel the charter party.

There was no right under the charter party for the charterers to renegotiate or cancel it as a result of the collapse in freight rates. As such, owners held the charterers in repudiatory breach of the charter party for cancelling, and accepted that breach as bringing an end to the charter. The owners then brought arbitration proceedings against the charterers claiming the balance of hire and damages for early redelivery.

THE DECISION

The Tribunal held that the charterers had evinced a clear intention not to continue to perform the charter and that therefore amounted to a repudiation of the charter, which owners accepted as bringing the charter to an end. As such, the Tribunal awarded the owners losses based on what the vessel should have earned through to the earliest date for redelivery under the charter, plus the cost of bunkers used by the vessel between early redelivery and when it should have been redelivered. Deducted from that figure was the amount that the vessel earned (net of port costs) giving the net loss suffered by the owners.

EVENTS WHICH CHANGE THE PROFITABILITY OF A CHARTER

As can be seen from this case, the lifting of Iranian sanctions after the charter party was entered into, which led to the collapse in freight rates, did not give charterers a right to renegotiate or terminate the charter party. If a charterer (or indeed an owner) wants to be able to renegotiate a charter, or get out of a charter, as a result of a change in circumstances which causes them an economic hardship, then a specific clause would need to be included in the charter party (often referred to as a "hardship" clause). However, such clauses need to be clearly defined and sufficiently certain to be enforceable as a matter of English law. For example, there must be careful drafting to ensure clear definition of the events which oblige the parties to renegotiate and/or give the right to terminate, as well as clear guidelines as to how the result to be achieved by the renegotiation can be objectively assessed.

If Members are considering including a hardship clause to apply when economic conditions radically change, because of the difficulty with drafting enforceable hardship clauses, we would advise Members to contact their usual FD&D contact. They will be able to assist with a review of the clause and its enforceability as a matter of English law.

By Helen Barden
Professional Support Lawyer (FD&D)

LAYTIME - CHARTERERS' RIGHTS & PORT COSTS



By Helen Barden
Professional Support
Lawyer (FD&D)

IN A RECENT LONDON ARBITRATION DECISION (18/17) THE TRIBUNAL HAD TO CONSIDER WHETHER THE OWNERS WERE ENTITLED TO RECOVER ADDITIONAL EXPENSES INCURRED IN COMPLYING WITH CHARTERERS' ORDERS TO STOP LOADING OPERATIONS.

THE FACTS

The vessel was voyage chartered for a voyage from the USA to Venezuela. Upon arrival at the load port, loading commenced. When charterers became aware of this they ordered the loading to stop. Loading did not then recommence until four days later. Owners claimed from charterers the additional dockage, security and guards' expenses incurred as a result of the four day interruption to loading.

THE LOAD PORT EXPENSES

In respect of the additional load port expenses, the Tribunal held that the allocation of such expenses would usually fall to owners under the charterparty terms. This was because the charterers were entitled to use the laytime as they wished and so it followed that the associated expenses had to lie where they fell, i.e. with the owners. However, the Tribunal accepted evidence from the owners that an oral agreement had been reached between the owners and the charterers that charterers had agreed to pay the owners' invoice in full, which included the additional port expenses. It was, therefore, as a result of this additional oral agreement that the Tribunal ordered the charterers to pay the additional port expenses to the owners. Without this oral agreement, which changed the terms of the charterparty, the owners would not have received any compensation for the additional load port expenses incurred as a result of the four day delay.

A REMINDER

It is worth reminding owners that charterers do have an absolute right to use the given laytime as they see fit. There is no duty on them to load or discharge faster than the given laytime. Therefore, if a charterer orders the vessel to stop cargo operations when laytime is running, the port expenses incurred during the stop will usually be for owners. This is unless a specific clause (or additional oral or written agreement on this point) can be agreed between the owners and the charterers to the contrary.

GREEK SHIPPING LEADS THE WAY



TO MARK THE 2017 YACHT CLUB SEMINAR TONY ALLEN REVIEWS SOME LOCAL SHIPPING ISSUES.

It is nearly a decade since the global crisis began, and despite the ongoing austerity and economic uncertainty in Greece, Greek shipping has demonstrated its ability to sail in high winds and weather the storm. With freight rates improving across the board, and the new building order book becoming more balanced, along with anticipated scrapping, there is cautious optimism of a sustained recovery in the shipping sector going into 2018 and beyond.

As ever, Greeks are leading the way maintaining their pole position as the world's leading maritime nation, controlling 20% of the world fleet, and 50% of the EU fleet. Greek shipping is there on merit. If further evidence were needed of that justified prominence, beyond bare numbers, Greeks now chair four of the leading global shipping organisations. We are proud to say that this includes North Members, Intercargo chairman John Platsidakis, and European Communities' Shipowners' Associations president elect Panos Laskaridis. Both have long been leading promoters of Greek shipping and shipping in general. Indeed, I can recall John saying to me some years ago that with an established office in Piraeus, North was "part of the story" which I confess did get me thinking as to what role we had to play.

SUPPORTING OUR MEMBERS IN GOOD TIMES AND BAD

First and foremost we are here to support our Greek Members through good times and bad. Fine words but from the Club perspective, what does that really mean? We see on a daily basis the hard work and commitment of our Greek Members to make their companies a success, often in challenging circumstances, and aim to do all that we can to facilitate that goal. What that

means in practice is making sure that we provide expert and accurate advice and assistance as quickly and effectively as possible.

This is of course an imperative on the claims front, where commercial pressures often mean that time is of the essence, and that decisions need to be made on the best information available, albeit often with incomplete details and control. To that end we have a highly qualified and expert team based both here in Piraeus and in Newcastle, including Lawyers, a Master Mariner and a Naval Architect. Our local presence, combined with our experience of working in-house for a number of prominent Greek shipowners, means we have a real insight and understanding of how our Greek Members work and what they expect from their Club.

MEETING THE CHALLENGES OF TODAY AND TOMORROW

Claims handling is only half the story. These days a considerable amount of our time is taken up dealing with general enquires and loss prevention issues. We are all aware that ever increasing regulation, which shows no sign of letting up, places a growing burden on today's shipowners. From environmental concerns due to green house gas emissions and ballast water management through to sanctions, cyber risks, and a shortage of the right crew (especially, if as anticipated the markets pick up) the challenges are coming thick and fast. There is no doubt that Greek shipping will respond and we are here to make sure that we contribute and play our part.

We also recognise the importance of education and training and offer in-house seminars on a whole raft of subjects to our Members, along with our annual Yacht Club

seminar. We continue to be involved with the Merchant Marine Academy on Hydra, where this year's annual seminar looked at some of the lessons to be learnt from the 'Torrey Canyon' oil spill and the 'Herald of Free Enterprise' ferry casualty, along with sponsoring an annual award for the best cadet. We have also recently become sponsors of Isalos.net, the education and training platform for young Greeks hoping to make a career within the shipping industry.

We are tremendously proud of our Greek Membership and grateful for the trust and support we are given. Greek shipping continues to lead the way and we will continue to do all that we can to play our part in that success.



WE MUST FREE OURSELVES FROM THE HOPE THAT THE SEA WILL EVER REST. WE MUST LEARN TO SAIL IN HIGH WINDS.

Aristotle Onassis



Tony Allen, Director (Greece)

POST ACCIDENT - WHAT DO WE DO WHEN IN PORT?

KOSTAS KATSOULIERIS DISCUSSES THE STEPS TO TAKE ON BOARD WHERE THERE IS A SERIOUS INCIDENT REQUIRING MEDICAL ASSISTANCE FROM ASHORE.

By Kostas Katsoulieris
Senior Executive (Claims) P&I

MEDICAL ATTENTION

Basic first aid should be provided on board under the guidance of the Ship's Medical Officer and with reference to the Ship's Medical Guide. Timing can be all important when treating an emergency so always call the emergency services immediately. Many ports have medical centres within port installations covering basic emergency needs.

Once the immediate emergency is under control, Club correspondents should also be informed to observe and report on medical care.

SECURING AND RETAINING EVIDENCE

If a serious injury occurs, the Master should ensure that the cause, nature and extent of injuries are recorded. Additionally any treatment provided on board should also be noted (including actions taken, first aid and any medicine provided). Statements from eyewitnesses as to the circumstances surrounding the incident should be obtained and a sketch map drawn or photographs taken of the area of the incident. Secure evidence by retaining any damaged equipment (including tools, safety clothing and machinery) that played a role in the cause or nature of the injury sustained. In addition, the position of any CCTV cameras in the vicinity that may have recorded the incident should be noted. The ship should also consider if the VDR on board may have captured any relevant evidence, for example where a mooring accident has occurred.

The Club correspondent should also attend and consideration be given to appointing

a surveyor (and in more serious cases a lawyer) to investigate the matter. Please refer to our *Loss Prevention Guide - The Mariner's Role in Collecting Evidence for guidance.*

MEDICAL AUDITORS & CONSULTANTS

There are certain areas around the world where medical costs have become very expensive. Together with the help of US correspondents Shuman Consulting Services (who cover some Southern & US Gulf ports) and Hudson Tactix (who cover the US East and West Coasts) North has created the First Call facility via 24-hour contact numbers for ship and/or shore staff to contact directly. The correspondents will arrange medical attention, transport to and from the ship, and treatments at a reputable medical facility. This service also includes the control and auditing of medical costs.

Where medical issues are slightly more complex, nurse case managers can also be arranged through First Call.

FIRST CALL

Shuman Consulting can be reached on telephone number: **+1 281486 5511** and emailed at firstcall@scslp.com. First Call Hudson Tactix can be contacted on telephone number: **+1 856 342 7500** and emailed at firstcall@hudsontactix.com.

A poster detailing the main ports and which company to contact can be downloaded from the Club's website at: www.nepia.com/correspondents/first-call.

Outside the US the Club has also experienced expensive medical costs in countries such as Brazil, Panama and private clinics in Greece. In limited circumstances and if contacted early enough, the Club may be able to control the cost whilst ensuring the highest standard of care.

If bad things DO happen, be safe in the knowledge that the Club is here to help our Members and their crews through every step of the process.

But just so they don't happen, follow procedures and always have the right equipment for the job at hand. In addition and as the Greeks say, "Τα μάτια δεκατέσσερα!" or "keep your eyes peeled!"

FIND OUT MORE

Please contact Kostas Katsoulieris on +30 210 4283038 should you wish to discuss any of the issues raised in this article.

For more information visit:
www.nepia.com/first-call

FRAUD BY EMAIL - MISDIRECTED PAYMENTS

NORTH'S FD&D DEPARTMENT IS SEEING AN INCREASE IN THE NUMBER OF DISPUTES ARISING FROM MISDIRECTED PAYMENT EMAILS.



By Ben Roberts, Group Director (FD&D)
Tiejha Smyth, Deputy Director (FD&D)

Everyone is at risk of becoming a target of cyber fraud and recent experience has shown that the shipping industry is particularly vulnerable. In this article we discuss a very common fraud in shipping.

Unfortunately, some of North's Members have been the victims of 'cyber' fraud in cases where money paid to a provider of goods or services was diverted to criminals. Virtually the same methods were used in every case. Here's what happened:

1. Members (owners or charterers – the criminals are happy to steal from anyone!) entered into email discussions with a third party for provision of goods or services e.g. bunker suppliers, port agents etc.
2. During the email discussions, the price was discussed and bank details provided for payment.
3. The email discussions were then intercepted by criminals, who had gained access to one or both parties' email systems.
4. The criminals then continued the email discussion, as if they were one of the genuine parties, using a very similar email address (created specifically for the relevant transaction) to that of either one or both of the parties e.g. shippers@shipping.com might be the address of one of the parties but the criminals would use a very similar address e.g. shippers@shpping.com, with a difference that may not be noticed by someone who is busy.
5. Where bank details had already been given, the criminals told the paying party that they should use different bank account details to those already provided

and they gave believable reasons for the change. In another case, the criminals intercepted the email discussion before bank account details were provided, but after they had been requested. You only ever see one set of details if this occurs.

6. In some cases, vessels were arrested by the unpaid service/goods provider.
7. In most cases, the criminals were successful and Members had to pay twice.
8. In all cases, there was disruption to Members' business and lost personnel time.

If you are lucky, funds might be stopped by a bank but this cannot be relied upon.

The criminals' methods are simple and take advantage of the following facts:

Shipping is a fast-paced, globalised industry where time is money and most transactions are carried out by email, quite often with new parties.

People are motivated to do a good job. They will naturally want to help the genuine third party to be paid and will be efficient in doing so.

The human brain will generally "auto correct" apparent mistakes so that information is interpreted as expected e.g. the word "shpping" will still be recognised as 'shipping' even if there is a letter "i" missing, unless you are very vigilant.

The use of remote technology (laptops, smart phones, tablets etc.) and generic email addresses with the same passwords provide criminals with more opportunities to access

email systems. A hack is not necessary if criminals can get hold of (or guess) genuine passwords, or a laptop or phone left momentarily unattended.

IF IN DOUBT, CHECK IT OUT!

No email system can be truly secure, so it's important to be vigilant to warning signs that could help you to avoid becoming a victim of this very common 'cyber' fraud. The warning signs might be:

- An email address that doesn't look quite right. **If in doubt, check it out.**
- Being asked to use different bank account details. **If in doubt, check it out.**
- Being provided with details of a bank that is in a different country to the party to be paid. **If in doubt, check it out.**

Taking five minutes to make a phone call to the other party (using a known telephone number; not the one on the suspect email) might help you to avoid losing both money and time. Having a standard procedure that requires this step where a change is made or an email address does not seem right is good practice. Raising employees' awareness can also greatly increase the chances of spotting simple frauds such as this.

FIND OUT MORE

For further information on cyber risks, please visit our *Insights* area:

www.nepia.com/cyber-risk

INHERENT VICE

INHERENT VICE IS A DEFENCE TO A CARGO CLAIM UNDER THE HAGUE/HAGUE VISBY RULES AND COULD MEAN THAT THE CARRIER CAN DEFEND A CLAIM BY CARGO RECEIVERS.

Inherent vice is a defence to a cargo claim under the Hague/Hague Visby Rules (Article 4 para. 2 (m)) and could mean that the carrier can defend a claim by cargo receivers. Inherent Vice has been defined as “the risk of deterioration of the goods shipped as a result of their natural behaviour, in the ordinary course of the contemplated voyage without the intervention of any fortuitous external accident or casualty” [Soya GmbH Hainz Kommanditgesellschaft v White HL 1982].

Over the last few years the Club has dealt with a number of cases, in particular concerning soya beans and fertilisers, where despite arguments that the damage complained of is as a result of inherent vice, defending the claims has not proved to be straightforward. In many instances, difficulties arise because the local jurisdiction does not recognise the concept of inherent vice and/or because there is an incomplete evidence trail. Early and comprehensive evidence collection will always assist in minimising exposure or assist in the pursuit of an indemnity.

The following is an example of one of the most common current claims trends.

SOYA BEANS TRANSPORTED FROM LATIN AMERICA TO CHINA – A TALE OF 40 DAYS AND 40 NIGHTS

Voyages from Latin America to China usually last around 40 days. Soya beans should be carried in accordance with the Grain Code. The moisture content of soya beans is critical; moisture content and average temperature at loading determine the “shelf/transport-life” of the beans and the lower the moisture content the longer the shelf/transport-life. Soya beans are stable below 11.5% moisture content and 25 degrees C. It is essential to obtain as much information about the cargo as possible before loading commences. In addition to the shipper’s cargo declaration, Members should also

request the certificate of quality. This should provide the actual moisture content rather than a maximum limit. Elevated cargo temperature, mouldy and caked cargo are signs of a cargo deteriorating due to a high moisture content.

Some of the issues that make transportation of soya beans from Latin America to China problematic are:

- ▲ Latin American countries experience warm to hot and often humid weather for most of the year, resulting in elevated temperatures and exposure to moisture during the post-harvest stage before loading.
- ▲ pressures of increased export demand sometimes lead to shipments of poor or deteriorating cargoes.
- ▲ infrastructure problems in the country of produce increases the risk of the cargo being exposed to heat and moisture before shipment.
- ▲ some cargo sales contracts (e.g. cargoes from Brazil) allow a moisture content of 13% or 14%, resulting in shorter shelf/transport life.
- ▲ strict inspections by the authorities at the country of discharge often condemn the full cargo quantity when only a part of the cargo may have any signs of damage.
- ▲ discharge delays at Chinese ports can lead to situations where there is nothing which can be done by the ship to prevent cargo deterioration.
- ▲ Chinese courts do not currently recognise the concept of inherent vice for soya beans.

EVIDENCE COLLECTION

Closely inspecting the condition of the cargo during loading is strongly recommended. Cargo that appears wet, discoloured, caked, smelly or mouldy should not be accepted



By Maria Psaroudaki
Senior Executive (Claims) P&I

for loading and a surveyor should be called to inspect the cargo. Proactive evidence collection in the form of the following should help to minimise the exposure to these cargo claims or allow an indemnity claim to be pursued:

- ▲ cargo quality certificate.
- ▲ photographs of the cargo during loading.
- ▲ cargo samples at loading.
- ▲ harvest and storage history of the cargo obtained by the local surveyor through local sources (where this information is publicly available).
- ▲ hatch cover test reports.
- ▲ ventilation records.

Similarly, requesting the disclosure of the sale contract specifications for the cargo from charterers is recommended, along with the incorporation in the charterparty of the ICA 1996 (as amended 2011) or similar clauses. These allow for a potential part or full recovery from charterers in the event the vessel is held liable for an inherent vice claim.

If there are signs of damaged cargo at the discharge port, then representative sampling and testing and proper segregation of the damaged cargo should be arranged as soon as possible.

FIND OUT MORE

You can find out more by reading our briefing on the subject at

www.nepia.com/media/773142/LP-Briefing-Soya-Beans-Cargo-Damage-Claims-July-2017.pdf

FOR FURTHER INFORMATION ABOUT NORTH IN GREECE CONTACT TONY ALLEN

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SEED CAKE SOWS CONFUSION

THE CARRIAGE OF SEED CAKE CARGOES IN BULK CONTINUES TO CAUSE CONFUSION AND THE POTENTIAL FOR MISDECLARATION REMAINS HIGH.



WHAT IS SEED CAKE?

Seed cake is the name given to the residues remaining after oil-bearing plant matter has been either mechanically crushed or treated with solvents to remove the oil. The seed cake is commonly transported in bulk for use as a feedstuff, predominately for livestock.

IS IT A GRAIN CARGO?

No – natural grain products, or products which have not undergone any form of processing, must be loaded and carried in accordance with the requirements of the International Code for the Safe Carriage of Grain in Bulk, whereas seed cake cargoes must be loaded and carried in accordance with the requirements of the International Maritime Solid Bulk Cargoes Code (the IMSBC Code).

The IMSBC Code contains an extensive list of the products from which seed cake is derived that are included within four individual schedules in the Code:

- ▲ Seed cake, containing vegetable oil UN 1386 (a) mechanically expelled seeds, containing more than 10% of oil or more than 20% of oil and moisture combined.
- ▲ Seed cake, containing vegetable oil UN 1386 (b) solvent extractions and expelled seeds, containing not more than 10% of oil and when the amount of moisture is higher than 10% not more than 20% of oil and moisture combined.
- ▲ Seed cake, UN 2217 with not more than 1.5% oil and not more than 11% moisture.
- ▲ Seed cake (non-hazardous).

The particular schedule a seed cake cargo will fall under is therefore determined by the method in which the oil was extracted and the percentage of oil and moisture remaining in the cargo.

WHAT ARE THE HAZARDS?

Self-heating and oxygen depletion. With the exception of Seed cake, (non-hazardous) which is categorised as a Group C cargo, all seed cake cargoes fall into IMDG Code Class 4.2 – substances liable to spontaneous combustion and are categorised as Group B; known to possess a chemical hazard, as there is the potential for self-heating.

Self-heating of the cargo is initially caused by microbiological activity, driven by the inherent moisture content. Therefore the higher the moisture content, the higher the risk of self-heating occurring. This can cause the temperature to rise to a point where oxidation of residual oil can occur, which can in turn cause further self-heating to occur. The oxidation of residual oils can result in a reduction in the oxygen content within the atmosphere of cargo holds and surrounding spaces, with the subsequent risks to personnel.

WHAT PROBLEMS DO WE SEE?

The carriage of seed cake cargoes regularly creates confusion both with regards to the requirements for carriage on a vessel and with the requirements for documentation. Some of this confusion arises due to cargoes being incorrectly declared as a natural grain product rather than a residue remaining after processing. These cargoes have very different carriage and documentary requirements.

A number of incidents have been reported where a cargo that was declared as seed cake (non-hazardous) has self-heated during the voyage. This has usually been as a result of the cargo not meeting the requirements of the exemption due to excessive oil and/or moisture content.

Localised damage to cargo has also been noted where cargo has been loaded over heated fuel tanks, against hot bulkheads or where hold lighting has been left on after loading.

CHECK THE DOCUMENTATION

It is essential that the cargo is properly declared in order that the potential risks associated with carriage can be adequately assessed and the precautions for its safe carriage be taken. The declaration should state, as a minimum, which schedule the cargo will fall under, the method of extraction and should be provided to the Master prior to commencing loading.

If in doubt about any aspect of the documentation ask the shippers for clarification. If you are still in doubt, please do not hesitate to contact the Club for advice.

By Simon MacLeod
Loss Prevention Executive

FIND OUT MORE

A new Loss Prevention Briefing on the “Carriage of Seed Cake” has been produced.

In addition to defining what constitutes a seed cake cargo and outlining the IMSBC Code requirements for differing seed cake cargoes, the briefing outlines the hazards associated with these cargoes and the documentation required.

A copy of the briefing can be read here.

www.nepia.com/media/788909/LP-Briefing-Carriage-of-Seed-Cake-August-2017.PDF

AGM CERTIFICATION REGULATIONS IN AUSTRALIA



By Michelle Foster
Claims Executive (P&I)

ASIAN GYPSY MOTH CERTIFICATION IN AUSTRALIA.

Historically, Australia has called for Asian Gypsy Moth (AGM) free certification for vessels that have been in a high AGM area prior to entry into the country.

Recently the Australian authorities have slightly changed their stance. As they begin to understand more about the species of AGM, the authorities now take a risk based approach rather than the mandatory certification approach.

In the past, it was mandatory for any vessel from a high AGM area to have the necessary phytosanitary certification showing that it had been fully inspected and was found free from AGM. Now, the authorities will undertake a risk assessment of the situation before imposing any requirements on the vessel.

Therefore, not having the required certification does not necessarily mean the vessel will be refused entry.

If a vessel arrives without certification, the authorities will not assume that AGM is present and that the vessel poses a significant risk, as there may be other factors involved to assess such a risk. Likewise, if a vessel does have the required certification, the authorities take the view that this does not necessarily mean the ship is free from AGM (the inspection may have been imperfect for example).

Now, whether a vessel arrives from a high AGM area into Australia with or without certification, the authorities will make their own risk assessment. If they are not satisfied, they will conduct their own inspection.

Part of the risk assessment that the authorities will consider is the Free Pratique Form, which all vessels are required to submit ahead of their arrival. Questions 5 and 5a of this form are submitted electronically to Australian Quarantine (AQIS) via the ship's agent addressing whether the vessel has been in any high AGM risk area in the past 24 months (Q.5) and whether she has the necessary certification (Q.5(a)).

Whilst it is always preferable for a vessel to answer positively to Q.5 (a) should she have visited a high risk area, a lack of phytosanitary certification will not be detrimental. Having appropriate certification will be a risk factor that will be taken into account during the risk assessment. However, it is only a factor.

If a vessel can only answer negatively to Q.5 (a) regarding certification, there are various options that can be taken.

The vessel will have the opportunity for the Australian Government to conduct an inspection and issue a certificate on her arrival. There will be a fee for this and potentially any surveyor's travelling expenses. A further option is that no certificate is required in any event and the vessel may enter without one.

If Carriers find themselves in a situation where they do not have certification, they are encouraged to provide any information they do have in advance to the Government and disclose everything at the earliest opportunity such as photographs, efforts to eradicate moth eggs and any inspections undertaken

by the crew. All proactive steps by the vessel will be considered by the authorities during the risk assessment. They will also require information as to what port the vessel is going to as this is a relevant factor in the risk assessment. All of these steps will ensure that the authorities are able to investigate and take steps to prepare for the vessel's arrival which should smooth the process and reduce any delays.



An Asian Gypsy Moth caterpillar
Photograph courtesy of Ferenc Lakatos,
University of West Hungary.

FIND OUT MORE

For more information on AGM please refer to North's Loss Prevention Briefing:

www.nepia.com/media/795537/LP-Briefing-Asian-Gypsy-Moth-September-2017.PDF

THE CERTIFICATE NOW ACTS ONLY AS GUIDANCE TO THE AUTHORITIES.

SEPSIS - KNOW THE SIGNS



NORTH HAS EXPERIENCED A NUMBER OF CASES RECENTLY WHERE INFECTIONS HAVE LED TO SEPSIS AND THE UNFORTUNATE DEATH OF A NUMBER OF SEAFARERS.

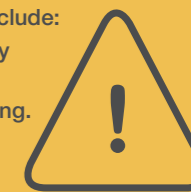
By Lucy Dreyer
Senior Executive (Claims)



DIAGNOSING SEPSIS

Early symptoms include:

- Fever or low body temperature.
- Chills and shivering.
- Fast heartbeat.
- Fast breathing.



REFERENCES

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Sepsis, Severe Sepsis, and Septic Shock
By Paul M. Maggio, MD, MBA, Assistant Professor of Surgery and Co-Director of Critical Care Medicine, Stanford University Hospital ; Carla Carvalho, MD, MPH, Surgical Critical Care Fellow, Stanford University Hospital

WHAT IS SEPSIS?

Sepsis is a life-threatening condition that arises when the body's response to infection causes injury to its own tissues and organs. It is an acute and life threatening illness which may involve multiple organ dysfunctions.

Normally our immune system protects our body from harmful substances by recognising and responding to an antigen. Antigens are substances on the surface of cells, virus, fungi or bacteria which our body recognises as foreign.

An individual who has an impaired immune system does not have the ability to respond normally to an infection. Inability to fight infections can be caused by a number of conditions including diabetes, HIV infection, AIDS, cancer, malnutrition and drugs, such as immunosuppressant drugs (for conditions such as arthritis), steroids and the misuse of any other intravenous drugs. Those who have the inability to fight infections will be more susceptible to sepsis.

HOW IS IT TRIGGERED?

The infection which triggers sepsis can be routine: a contaminated cut or wound, a urinary tract infection (UTI), an insect bite or a simple throat infection.

Sepsis can be triggered by an infection in any part of the body. The most common sites

of infection leading to sepsis are the lungs, urinary tract, abdomen and pelvis.

DIAGNOSING SEPSIS

Sepsis can be difficult to diagnose even for medical professionals.

In most instances, patients suffering from sepsis may have high or low body temperature, increased heart rate and respiratory rate, which can also be encountered in mild infections. So the early symptoms can be easily mistaken as less serious.

The difficulty in diagnosing means that sepsis is often diagnosed late or when it has already progressed to severe sepsis.

Many recover from mild sepsis but the mortality rate goes up to nearly 50% if the patient progresses into septic shock.

SEVERE SEPSIS/SEPTIC SHOCK

Symptoms of more severe sepsis or septic shock (when the blood pressure drops to a dangerously low level) develop rapidly. These symptoms include:

- ▲ Feeling dizzy or faint.
- ▲ A change in mental state such as confusion or disorientation.
- ▲ Diarrhoea.
- ▲ Nausea and vomiting.
- ▲ Slurred speech.

- ▲ Severe muscle pain.
- ▲ Severe breathlessness.
- ▲ Less or no urine production in past 18 hours.
- ▲ Cold, clammy and pale or mottled skin.
- ▲ Cyanosis of the skin, lips or tongue.
- ▲ Loss of consciousness.

If the above symptoms are apparent, the patient is at high risk of severe illness or death from sepsis, so serious consideration should be given to urgent medical evacuation.

Without timely treatment patients with sepsis can deteriorate rapidly and this can cause tissue damage, organ failure and ultimately death.

Sepsis can be serious. One of North's recommended repatriation clinics, Ship to Shore Medical Assists, had a total of 7 cases of sepsis from 2014-2017, and all cases required hospital and intensive care unit admissions. One person recovered and was able to return to his previous line of work. Three of these cases resulted in long term cognitive impairment and neurologic deficits and 3 out of the 7 cases died.

Early recognition of sepsis and prompt treatment is the key to a better outcome, which is why symptoms should be reported early and advice received from medical professionals ashore.

MALARIA - PREVENTION IS BETTER THAN CURE

THE CLUB HAS RECENTLY FACED A NUMBER OF CLAIMS INVOLVING CREW FALLING ILL DUE TO MALARIA.

Malaria is a life threatening disease caused by parasites that are transmitted to people through the bites of infected mosquitoes.

The mosquito which carries malaria is the female Anopheles. According to the World Health Organisation (WHO), travellers could be at risk of malaria infection in 91 countries around the world, mainly in Africa, Asia and the Americas.

Malaria is a preventable disease and although figures provided by WHO suggest that the incidence of malaria has fallen by 21% between 2010 and 2015, it is still a major issue which we face in shipping. Where there are malaria-like symptoms on board, vessels may be quarantined and denied entry into port until the precise nature of the illness is known. There are likely to be further delays whilst all crew are tested and, where necessary, treated and possibly even replaced.

PREVENTION

Malaria can often be avoided using the ABCD approach to prevention, which stands for:

Awareness of risk – find out whether you're at risk of getting malaria.

Bite prevention – avoid mosquito bites by using insect repellent, covering your arms and legs, and using a mosquito net.

Check whether you need to take malaria prevention tablets – if you do, make sure you take the right type and dose.

Diagnosis – seek immediate medical advice if you have malaria symptoms, including up to a year after you return from travelling.

As the anti-malaria medication is not a guarantee in itself of prevention, it is also sensible to use insect repellent on the skin and in sleeping environments, and to wear trousers and long sleeved shirts, particularly during early evening and night time when mosquitoes prefer to feed. If possible, sleep under a mosquito net that has been appropriately treated and keep doors and windows closed.



APPROACH TO PREVENTION

- A** Awareness of risk
- B** Bite prevention
- C** Check
- D** Diagnosis

SYMPTOMS CAN INCLUDE:

high temperature (fever)
headache sweats
chills vomiting diarrhoea
muscle pains generally feeling unwell

To properly reduce the risk of developing the disease, it is essential to take the necessary treatment before, during and after the period of exposure, and specialist medical advice should be taken as to which drugs are likely to be the most effective for the areas visited. It is necessary to be open and honest with your doctor about your medical history as taking anti-malaria medication can have an impact on conditions such as epilepsy, psoriasis, psychiatric problems, heart, liver or kidney problems. It is also important to be aware that medication can cause side effects such as nausea, diarrhoea, headache, rash, dizziness and mouth ulcers.

The antimalarial medication you need to take depends on which strain of malaria is carried by the mosquitoes and whether they are resistant to certain types of antimalarial medication, which is why it is important to seek advice prior to travel.

Some regions have a fairly constant number of cases throughout the year and are termed "malaria endemic", whereas in other areas there are "malaria seasons", which usually coincide with the rainy season.

MALARIA SYMPTOMS

Typically, the time between being infected and symptoms starting (incubation period) is 7 to 18 days, depending on the specific parasite you're infected with. However, in some cases, it can take up to a year for symptoms to develop.

The initial symptoms of malaria are flu-like and include:

- a high temperature (fever).
- headache.
- sweats.
- chills.
- vomiting.

The symptoms are often mild and can sometimes be difficult to identify as malaria. With some types of malaria, the fever occurs in 48 hour cycles. During these cycles, you feel cold at first with shivering. You then develop a fever, accompanied by severe sweating and fatigue. These symptoms usually last between 6 and 12 hours.

Other symptoms of malaria can include:

- muscle pains.
- diarrhoea.
- generally feeling unwell.

The most serious type of malaria is caused by the Plasmodium falciparum parasite. Without prompt treatment, this type could lead to quickly developing severe and life-threatening complications, such as breathing problems and organ failure.

Travellers from malaria free regions, with little or no immunity, who go to areas with high disease rates are particularly vulnerable, although all seafarers should take necessary preventative action.

Medical advice should always be sought before embarkation.

FIND OUT MORE

For more information please visit:
www.WHO.int



By Lucy Dreyer
Senior Executive (Claims)

EU MRV REGULATION ENTERING NEXT PHASE



The European Union MRV (Monitoring, Reporting, Verification) Regulation requires shipowners and operators to monitor, report and verify CO₂ emissions from their vessels calling at EU ports.

Adopted in 2015, the regulation concerns CO₂ emissions released for voyages that either start or end in the port of an EU Member State, voyages between EU ports and periods at berth in EU ports. This also includes ports in the EEA countries, namely Iceland and Norway. It applies to ships above 5,000 GT regardless of Flag State.

The regulation has two important milestones (see Fig 1).

SHIP-SPECIFIC MONITORING PLAN

The first step is to prepare a monitoring plan for each applicable vessel. The monitoring plans are subject to verification and must have been submitted to an independent and accredited verifier by 31 August 2017. A verified monitoring plan must be in place before the requirements on monitoring and recording enter into force.

Companies providing verification must be accredited in accordance with ISO 14065:2013 (Greenhouse gases - Requirements for greenhouse gas validation and verification bodies for use in accreditation or other forms of recognition). Verifiers already achieving accreditation include the major classification societies as well as some independent consultancies.

The monitoring plan is a description of how monitoring and reporting will be managed. The plan should be developed in line with EU Regulation 2015/757: eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32015R0757&from=EN

As well as including the important definitions (such as "port of call" and "voyage"), the Regulation states that the monitoring plan should detail the method of monitoring and contain the following as a minimum:

- A** Information on the vessel and the shipowner or operator, complete with appropriate contact details.
- A** A description of the CO₂ emission sources on board: main engines, auxiliary engines, gas turbines, boilers and inert gas generators and what the fuel types are used in each.

- A** A description of the procedures, systems and responsibilities to ensure the list of CO₂ emission sources is kept up to date and any changes over the reporting period are accounted for.

- A** A description of the procedures to monitor and ensure the list of voyages is complete.

- A** A description of the procedures for monitoring the fuel consumption of the ship, including:

The method chosen for calculating the fuel consumption of each CO₂ emission source.

The procedures for measuring fuel bunkered and fuel remaining on board.

The method chosen for determining density of fuels, where applicable.

A procedure to ensure that the uncertainties in fuel measurements are consistent with the Regulation.

- A** The emission factors used for each fuel type, or in the case of alternative fuels, the methods used to determine the emission factor.

- A** A description of the procedures used for determining activity data per voyage, including:

The procedures, responsibilities and data sources for determining and recording the distance.

The procedures, responsibilities, formulae and data sources for determining and recording the cargo carried and/or the number of passengers, as applicable.

The procedures, responsibilities, formulae and data sources for determining and recording the time spent at sea between the port of departure and the port of arrival.

- A** A description of how any data gaps will be managed (e.g. in the event of a failure of a flowmeter) and the use of secondary data to fill in these gaps.

- A** A revision record sheet to record all changes and modifications to the plan.

The EU has provided a template for the monitoring plan which can be found in Annex I of the following document:

[eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=PL_COM:Ares\(2016\)3985800&from=EN](http://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=PL_COM:Ares(2016)3985800&from=EN)

Additionally, the European Sustainable Shipping Forum (ESSF) has provided here: ec.europa.eu/clima/sites/clima/files/docs/0108/20170517_guidance_plans_en.pdf

MONITORING AND RECORDING CO₂ EMISSIONS

Emissions monitoring and recording in accordance with the verified plan commences on 1 January 2018 on both a per-voyage basis and annual basis.

Vessels that exclusively trade domestically in an EU/EEA member state or perform more than 300 applicable voyages during the reporting period are exempt from reporting on a per-voyage basis and only need to report on an annual basis.

The ESSF have published guidelines on monitoring and reporting and can be read here: ec.europa.eu/clima/sites/clima/files/transport/shipping/docs/02_guidance_monitoring_reporting_parameters_en.pdf

The reporting period reoccurs annually, from 1 January to 31 December each year. At the end of each reporting period, the shipowner or operator must prepare an emissions report. This report is submitted by the end of each April. Therefore the first emissions report must be submitted by 30 April 2019.

IMO MONITORING PROGRAMME

Some industry groups have expressed concern on the EU MRV programme. Their apprehensions are not through any opposition to the principle of the regulation but due to a lack of harmony with the IMO study on greenhouse gases.

It is understood the EU were frustrated with the rate of progress of this study and acted accordingly. But in October 2016, MEPC 70 adopted a data collection system which will commence in January 2019. This will be known as the IMO DCS (Data Collection System for fuel oil consumption).

Similar to the EU MRV, the IMO DCS will apply to vessels 5,000 GT and greater. However, the monitoring plan will not be separate. Instead it will be integrated as part of the Ship Energy Efficiency Management Plan.

By Alvin Foster
Loss Prevention
Executive



DEADLINE FOR THE SUBMISSION OF A SHIP-SPECIFIC MONITORING PLAN TO AN ACCREDITED INDEPENDENT VERIFIER



COMMENCE MONITORING AND RECORDING CO₂ EMISSIONS

Fig 1

IMO CONVENTION UPDATES



A NUMBER OF IMO CONVENTIONS ARE DUE TO BE UPDATED OR AMENDED IN THE EARLY PART OF 2018. DETAILS ON SOME OF THE MORE NOTEWORTHY CHANGES ARE INCLUDED BELOW.

SOLAS

Following the 94th meeting of the IMO Maritime Safety Committee, it was agreed that a new Chapter XIV would be added to the SOLAS convention relating to the Polar Code. The new chapter outlines the design and arrangement requirements of the Polar Code. Vessels constructed before 1 January 2017 operating in Polar waters are required to meet the requirements of the Code by their first intermediate or renewal survey after 1 January 2018.

FAL CONVENTION

A new standard has been adopted by the IMO as part of revisions to the Convention on the Facilitation of International Maritime Traffic (FAL). The new standard, which is expected to enter into force on 1 January 2018, requires systems to be established for the electronic exchange of vessel information required for arrival, stay and departure from a port. This includes information such as general declarations, cargo declarations, ship's stores declarations, crew effects declarations, crew lists and passenger lists.

The relevant authorities are required to establish the exchange systems within three years of the entry into force date of the new standard. There will be a transitional period of 12 months where both paper and electronic documents will be permitted.

The revisions to the convention are intended to prevent delays to vessels, persons and cargo and prevent duplication of documentation.

Other standards within the Convention have also been updated, including those relating to shore leave and access to shore-side facilities and stowaways. A new standard requires Governments to incorporate into their national legislation legal grounds to allow stowaways, attempted stowaways and those aiding stowaways to be prosecuted.

MARPOL

During the 70th meeting of the IMO Marine Environmental Protection Committee a number of amendments to the MARPOL Convention were adopted which include:

ANNEX I

Amendments to Form B of the supplement to the International Oil Pollution Prevention Certificate, in relation to segregated ballast tanks. These amendments are expected to enter into force on 1 March 2018.

ANNEX V

Amendments related to products which are Hazardous to the Marine Environment (HME) and Form of Garbage Record Book. These provide criteria for classifying solid bulk cargoes as HME and are aimed at ensuring

that such substances are declared by the shipper if they are classed as harmful and are not discharged. These amendments are expected to enter into force on 1 March 2018.

ANNEX VI

Amendments to the requirements for vessels of 5,000 GT and above requiring them to record and report their fuel oil consumption. Vessels will be required to collect consumption data for each type of fuel oil used in addition to other specified data using the new mandatory fuel oil data collection system. The data collected from this system will ensure future IMO decisions aimed at reducing greenhouse gas emissions are informed and effective.

The amendments also include an appendix which details the information to be submitted to the IMO Ship Fuel Oil Consumption Database and the form of the Statement of Compliance, which would be issued to the ship once the relevant data has been reported. These amendments are expected to enter into force on 1 March 2018.

FIND OUT MORE

For more information on IMO Conventions visit: www.imo.org



Winner of The Insurance Day Maritime Award at the Lloyd's List Global Awards 2017

STOP THE PRESS: NORTH P&I CLUB WINS THE INSURANCE DAY MARITIME INSURANCE AWARD



The North of England P&I Club won The Insurance Day Maritime Insurance Award at the Lloyd's List Global Awards on 27 September at the National Maritime Museum in London, England.

In making the award, the judges commended North's industry-leading Right Crew and Cyber Security initiatives as well as its financial strength. The independent judging panel commented, "It's been a particularly good year for Newcastle-based North P&I. It began with Standard

& Poor's raising to AAA its assessment of the group's capital adequacy. It got better. Overall tonnage grew by 7% with a 99% retention rate. North P&I was a first mover to reassure members of its ability to fully function irrespective of Brexit outcomes on free movement of financial service and judges also noted that, during the past year, North has led the P&I market on loss prevention and risk management issues surrounding cyber resilience and crew competence."

NORTH'S GREEK TEAM



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9 GREEK SPEAKERS & VARIOUS OTHER LANGUAGES SPOKEN



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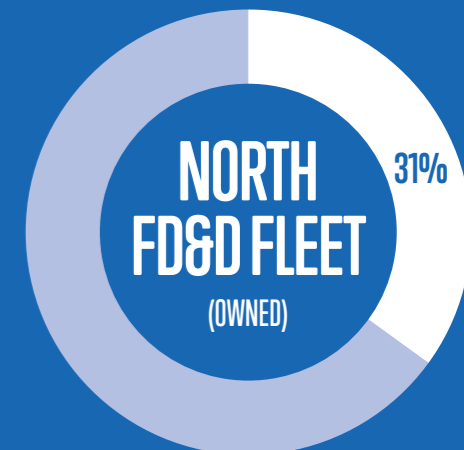
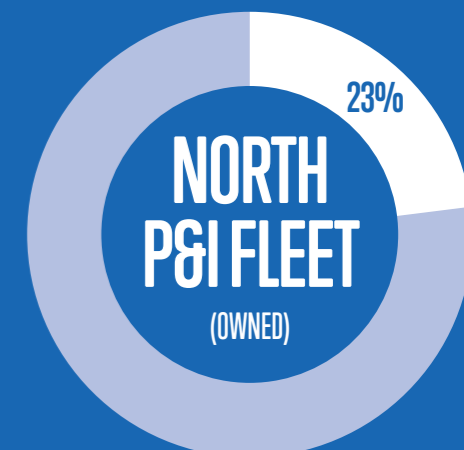


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- CHARTERED INSURANCE INSTITUTE (CII)
- ROYAL INSTITUTE OF NAVIGATION
- INSTITUTE OF CHARTERED SHIPBROKERS
- ROYAL INSTITUTE OF NAVAL ARCHITECTS
- LAW SOCIETY OF ENGLAND AND WALES
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