

CESMA NEWS

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THE EUROPEAN UNION SHIPMASTER INFORMATION CHRONICLE

CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

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REPORT ON ANNUAL CESMA COUNCIL MEETING IN KOTOR, MONTENEGRO ON 4TH MAY 2018



THE COUNCIL IN FRONT OF THE MARITIME MUSEUM

This year the CESMA Annual General Assembly was organized by the Montenegro Shipmasters' Association in the ancient city of Kotor, Montenegro, a good example of a well conserved medieval city, full of Roman and Venetian influences and a rich maritime past. This became evident after a visit of the local maritime museum by the CESMA representatives, who had come all the way to Kotor to attend the CESMA AGA 2018. The visit preceded the council meeting in the afternoon.

The council meeting of the yearly CESMA Assembly, discussing mainly husbandry matters, took place in the small Church of Saint Paul, another example of ancient Kotor. The meeting was attended by representatives of CESMA member associations from 12 EU and future EU nations. Shipmasters from host country Montenegro, Croatia, Italy, Latvia, Spain, Ireland, Germany, France, Belgium, Slovenia, Bulgaria and The Netherlands attend the meeting.

The CESMA council was shortly welcomed by the host, Captain Mario Pilastro, president of the Montenegro Shipmasters Association. Since last year, there were a few changes in the composition of the council. Captain J. Cortada Bover represented this year the ACCMM of Barcelona, Spain, as Captain Badell Serra was otherwise occupied. Captain Wolf von Pressentin again represented VDKS, Germany, after his recovery.

According to reports from the general secretary on the financial situation and the activities in 2017, including representations by CESMA (council/board) members, the year 2017 can be considered as extraordinary, caused by the health condition of the general secretary, who usually takes care of the greater part of CESMA representations. The relevant financial advantage will be added to the reserves, stabilizing the situation for the immediate future.



NEW CESMA BOARD INCL. CAPT. PILASTRO

The important issue for this council meeting was the resignation of deputy president Captain Roberto Surez, elected in 2016 in Cork, Ireland. On second thoughts, he could not combine his tasks in his professional career with the activities of the deputy presidency of CESMA. For this reason an election was necessary for a new deputy president. Three associations had presented candidates, making an election procedure necessary. As members of the board were also acting as council members (entitled to vote), the election procedure was handled by the hosting association, the Montenegro shipmasters. After two rounds of voting, necessary for a normal majority, Captain Dimitar Dimitrov was elected as deputy president. Captain Dimitrov has a long experience in the CESMA council and will present himself further on in this issue of the CESMA NEWS.

Membership increased with two associations. The Asociacion Vizcaina de Capitanes de la Marina Mercante (AVCCMM) from Bilbao, Spain, rejoined CESMA as a full member after some years of consideration.



CESMA COUNCIL IN THE CHURCH

The Helsinki Shipmasters' Association from Finland became observer member, as the first in this category. Being a smaller association, the Helsinki shipmasters choose for observer membership, giving it the possibility to be fully involved in CESMA technical matters concerning the maritime profession and industry. We are pleased to welcome the first association in Scandinavia as our member. CESMA now counts 20 shipmasters' associations in 15 European maritime nations. A number of associations is still considering membership.

Communication with members and informing other parties has improved by the new lay-out of the CESMA NEWS and the re-installation of the website. Other means were discussed but face book was considered not applicable due to safety of information issues. We keep looking for means to reach younger seafarers and interest them for association membership. Good cooperation with other maritime associations and organisations such as IFSMA, The Nautical Institute, EMSA and ECSA are important and will be continued as they could influence discussions and decisions on maritime safety and security being made at IMO in London. Concluding the Council Meeting. The president Capt. Hubert Ardillon thanked all participants for their input in the discussions and decisions.

The day was concluded with a visit to the maritime faculty in Kotor. The Dean of the faculty explained about the aims and possibilities of the faculty. The visit was concluded with a visit to the simulator which is very important for training purposes of the students.



INTRODUCTION OF NEW CESMA DEPUTY PRESIDENT

As newly elected Deputy President of CESMA during the 23rd CESMA AGA, I want to thank CESMA members for their vote and to assure you that I'll make all I can do to promote our organization as professional organization of European shipmasters.



**TO BECOME MARITIME AMBASSADOR,
CAPT. DIMITROV MEETS MR. KITACK LIM,
IMO SECRETARY GENERAL**

As council member I joined CESMA in 2007, being Chairman of the Board of Bulgarian Shipmasters' Association and since then I attended CESMA AGA's during all the years up to now. Our association is not big but we try to unite our colleagues from Bulgaria and to express their voice in the European family of shipmasters. We face problems, shared by all colleagues, that young officers and shipmasters are no longer interested in participation of professional organizations as they have internet, facebook, twitter and all the other means of communication and they think they do not need membership of organization like ours.

During the CESMA AGA in Riga 2017, I established a face book group "CESMA" and tried to promote a new way of communication between our members in order to be more attractive and closer to our young members. We have to be in line with the new trends of the industry as automation, computerization, digitalization, etc. At the same time I reconfirm my opinion, as expressed in the previous edition of CESMA News of the necessity to keep traditional navigational skills and especially mentality of maritime professionals that even on board automated, computerized and digitalized ships we still need our safety culture and readiness to act in any situation of failure of electronic systems, computers on board ships and other equipment and systems accordingly. Going further, we have to transfer that safety culture to the maritime industry stakeholders and future shore based captains navigating autonomous ships from shore and computers which will run autonomous ships.

In the last ten years, CESMA remained a purely professional organization, independent from business or trade union influence. In that way, our opinion on industry or professional matters is valuable as all members are non-profitable organizations and so we put safety at sea as our primary goal without commercialization. At the same time we have to be careful to keep the attractiveness of our organization and to be in favor of the daily life of shipmasters. Good example was the intervention of our secretary general, captain Fredrik Van Wijnen in Panama and his attendance during the trial of Bulgarian shipmaster Svetlozar Sobadzhiev, accused of drug trafficking in Panama. Support of our members in their daily life on board as well as providing actual professional information is the key factor to attract more colleagues to join our associations and to retain them during their professional career.

Being Deputy President, my intention is to assist in the activities of our CESMA board and our Secretary General, representing CESMA on regional, European and international level. Our ambitious number of resolutions requires a lot of efforts from either the CESMA board or all member associations to get into practice our ideas and to be in assistance to all member shipmasters. Latest discussions about training of young seafarers and necessity of harmonization and standardization of different approaches in European countries and consolidation of our opinion, express how our common interests could unite us. **(Capt. Dimitar Dimitrov)**



EU INTERVENES IN ITALIAN STCW ISSUES SEAFARER'S JOBS IN DANGER?

The Italian administration is coming more and more under pressure from the European Commission and Parliament, including maritime unions and associations, to sort out an unacceptable muddle concerning the way it deals with seafarer certification as stipulated by IMO in the STCW convention.



Ms. LAURA FERRARA

They describe the slowness of the Italian authorities in renewing essential certificates as a bureaucratic disorder which is putting seafarers' jobs in danger. Therefore they request for an urgent action to be taken by the Italian transport ministry. The problems have been raised in the European Parliament by Italian MEP Mrs Laura Ferrara, highlighting concerns that the gap between international regulations and stricter standards imposed by Italian legislation is making it extremely complicated for the country's seafarers to update and renew certificates.

European transport commissioner Mrs. Violeta Bulc commented that the European Commission has initiated an infringement procedure against the state of Italy as a result of "outstanding deficiencies in the application of a EU directive covering maritime education and training programmes, including problems with course designs, review and approval, recognition of certificates, certification and endorsement for engineer officers at management level and requirements for certification".

As a result there is a very real risk that thousands of Italian seafarers could lose their jobs as a consequence of problems with the issue of internationally approved sea safety certificates. The Italian ministry of transport's slowness in organising and approving national courses is creating serious difficulties. It is unacceptable that many seafarers have already paid 1.000 euro for an update course or 2.000 euro for a basic certificate and are still waiting for further developments.

The European Commission has also accused Italy of failing to provide full information on what steps it has taken to implement the EU directive on the Maritime Labour Convention and has warned that it may refer the case to the European Court of Justice.

(BASED ON ARTICLE IN TELEGRAPH)





RESOLUTIONS FROM 23rd CESMA AGA ON 5th MAY 2018 AT THE CATTARO HOTEL IN KOTOR, MONTENEGRO.

Resolution nr. 1: Criminalisation of seafarers.

The 23th Annual General Assembly in Kotor, again noted that the problem of criminalisation of seafarers and of shipmasters in particular, continues to be a matter of great concern. CESMA urgently requests ship owners and/or operators to always provide legal assistance for masters, serving on their ships, in case of an incident as a consequence of which they are detained by local authorities, until, at least, a verdict has been pronounced. Moreover masters are urgently advised to consider taking a risk insurance.

Resolution nr. 2: Piracy.

The Assembly again discussed the problem of piracy against ships in various parts of the world, with attacks on ships in the West Africa area still frequent and violent, while piracy in seas around Somalia seems to increase lately. CESMA no longer resists the use of armed security teams, either military or private but also advocates the use of non-violent measures which become more and more sophisticated as an alternative, in combination with BMP 4 practices. Under all circumstances the authority of the master should be efficaciously maintained, except when fire-arms have to be used. CESMA also insists on exact rules of engagements to be observed under all circumstances.

Resolution nr. 3: Fatigue and safe manning.

The Assembly again discussed the problem of fatigue in the maritime industry. The requirement of a minimum of three certified bridge watch keepers, including the master, on each seagoing vessel of 500 GT and more, is still supported by CESMA, although we see improvement due to better controls by some flag states (Spain) and Port State Control officers. It continues to urge Port State Control officers to intensify verification of work and rest periods during shipboard inspections. CESMA Supports the results of the Martha project.

Resolution no. 4: Safety of ro-ro- and large passenger ships.

The Assembly again discussed the safety of ro-ro- and large passenger ships as well as car carriers. Disembarking a great number of passengers and crew in an emergency situation continues to be a great concern. Damage stability as a result of flooded decks and/or holds caused by an accident, is still not sufficiently observed, also with regard to new buildings. Recently ordered vessels seem to show improvements due to lessons learned from the "Costa Concordia" accident.

Resolution no. 5: Mooring accidents.

The Assembly again expresses its concern about the increase of serious mooring accidents on board and ashore. Reasons discussed are the increase in sizes of vessels, lay-out of harbours, mooring equipment used and the ability and number of crew at the mooring stations. Another issue is disturbances in communication due to language problems. .

Resolution nr. 6: Employment of EU seafarers.

Following the growing shortage of EU officers, employed on EU flag ships, also due to complicated procedures by some administrations regarding training and certification, the Assembly again urges EU administrations to support their respective seafarers by recognizing certificates issued by all EU administrations and enforcing simpler issue/renewal procedures for certificates of EU officers. CESMA again appeals to EU ship owners to create opportunities for young EU officers to complete their practical education and training and obtain their certificates. In this way maritime knowledge and experience within the EU maritime industry can be maintained. All efforts should be employed to interest young people in the EU to choose for a maritime career.

Resolution nr. 7: Illegal immigrants in the Mediterranean.

The Assembly again noted with concern the situation in the Mediterranean where illegal immigrants try to reach Europe by using unseaworthy craft which sometimes, due to overcrowding and bad condition, require assistance from merchant navy vessels nearby. According to the SOLAS Convention, ships are obliged to render assistance and take the immigrants on board. This could lead to dangerous situations whereby the crew is outnumbered by the quantity of immigrants. Moreover their intentions and medical condition are unknown, as most ships have no professional medical staff on board. As a consequence, vessel and crew could be endangered. The Assembly again wants to convey its concern to the European Commission and Parliament, as well as the IMO, in this respect.

Resolution nr. 8: Future of simulator training in the EU maritime industry.

The Assembly again underlines the importance of simulator training in the maritime industry. However it urges EU administrations to standardise exchanging of practical education and training periods by simulator training as “sea time equivalent”.

Resolution nr. 9: Reduction of paperwork on board.

The Assembly urgently requests governments and authorities to intervene in reducing the many documents to be completed by vessels before and between entering ports, as they severely increase the working load on board, particularly of the master, who is primarily responsible for the safe navigation of the vessel, especially in confined waters.

Resolution nr. 10: Safe construction of Very Large Ore Carriers (VLOC's).

The Assembly, noting with concern the large number of seafarers missing at shipwrecks of VLOC's, asks international maritime authorities, including the European Union, to not close their eyes on a kind of fatality that could convict seafarers aboard this vessel type to death. It urgently requests the European Union and its member states to push the International Maritime Organisation (IMO) to create clear legislation on VLOC's. This includes the prohibition of conversion of Very Large Crude Carriers (VLCC's) into VLOC's, as well as their current operation. The Assembly also expressed concern about the liquefaction of certain bulk cargoes, such as bauxite ore, on bulk carriers, causing this type of vessels to suddenly capsize during their voyage and sink with all crew on board lost.

Resolution nr. 11: Decrease of traditional navigational skills.

The Assembly noted again, with great concern, the decrease of traditional navigational skills among younger shipmasters and officers on board. Recent development of electronic equipment facilitates position fixing by satellite systems. However latest breaches in cyber security, such as jamming of GPS, raise the importance of a backup system.

CESMA calls for relevant action by the European Commission and IMO to maintain proper legislation regarding safe watch keeping and use of satellite systems together with traditional navigational skills. In this process, CESMA encourages maritime and qualification institutes to pay attention in their curriculums to traditional navigational skills. Also to the ability to change over in good time in case of a GPS failure. CESMA also encourages the present generation of seafarers to use all efforts, via mentoring on board or any other means, to transfer their knowledge.

Resolution nr. 12: Harmonizing of seafarer's certificates in the EU.

CESMA urgently requests the European Parliament and Commission, as well as all maritime EU Member States, to provide proper initiatives to harmonize procedures for training certificates of seafarers. These include certificates of training and refreshment courses, issued by EU based training institutions which should be recognized by all EU member states, both for service on EU and foreign flag vessels, in order to facilitate mobility of seafarers and reduce financial burden.

Kotor (Montenegro) 5th May 2018



HAPPY INTERNATIONAL DAY OF THE SEAFARER

Each year, on June 25th, the International Maritime Organization marks the Day of the Seafarer as a way to recognize the global seafaring community, as well as seafarers' contributions to the overall global economy.



Each year, the IMO designates a theme which it highlights through social media campaigns. The 2018 Day of the Seafarer theme is “seafarers’ well-being”, which according to IMO, is a topic that has gained strong momentum throughout the industry in recent years.

“By addressing the issue of seafarers’ well-being and particularly mental health, this campaign can inform specific strategies to tackle stress and other issues affecting seafarers’ mental conditions – and make the tools available more widely known,” the IMO said.



FAREWELL TO CAPTAIN NICHOLAS (NICK) COOPER



CAPTAIN NICK COOPER

It is with great sadness that we have to advise that Captain Nicholas Cooper (Nick) passed away on 30th April 2018 at the age of 72.

Nick had a long and successful career both at sea and ashore and was fortunate enough to work around the world, gaining vast experience across the shipping industry. He was passionate about the maritime profession and continued to be a great supporter of modern seafarers.

Nick was a Past President of the Nautical Institute and was very well known and widely respected across the shipping community, resulting in his recognition with the Merchant Navy Medal for services to the industry and the United States Coast Guard Silver Medal for the demonstration of extraordinary bravery in performing a rescue.

Nick had great stature and a ‘commanding’ presence, speaking with great authority and was able to do so in a range of languages, including Arabic. We will sorely miss his presence, wry observations and extensive knowledge. However, we raise a glass of Shiraz to Nick and wish him safe travels as he starts his next voyage. Nick was also an individual member of IFSMA. His input in various meetings was highly appreciated. As representative of NVKK, I was fortunate to meet Captain Cooper throughout the years, He showed a keen interest in the activities of CESMA. His last command was on a Maersk container ship. (FVW)



MINE IN THE PROCESS OF HARMONIZATION OF RECOGNITION OF EU SEAFARERS' CERTIFICATES

Today, seafarers' training and certification systems in the EU are regulated by Directive 2008/106/EC on minimum level of training of seafarers and Directive 2005/45/EC on mutual recognition of seafarers' certificates as issued by Member States.

In 2017, the European Commission (EC) has launched the auditing of the Community (EU) legislation on training, certification of seafarers and mutual recognition of seafarers' certificates. In particular, two directives are combined into a new Directive of the European Parliament and of the Council by amending Directive 2008/106/EC and repealing Directive 2005/45/EC. The provisions of mutual recognition of seafarers' certificates are also being amended. The EC has already developed its proposals, and further changes are being discussed in the Shipping Working Party of the Council.



CAPTAIN J.SPRIDZANS

In short, the new Directive incorporates all the provisions of the STCW Convention with minimal changes, specifies the procedures for the recognition of third-country certificates and establishes a legislative framework on the mutual recognition between Member States of all EU-issued seafarers' certificates (the Certificate of Competency (COC), Certificate of Proficiency (COP), Documentary Evidence (DE)). This, of course, affects mutual recognition of all Training Certificates, issued by Training Centres or Maritime Administrations of EU Member States.

At this moment, there is the possibility to harmonize the procedure for mutual recognition of EU-issued Training Certificates. In my opinion, the best option would be if all certificates were mutually recognised, without any restrictions and limitations throughout the EU, regardless of which EU Member State they were issued. It is essential that they be recognized both for serving on-board EU flagged vessels and for certification and re-certification purposes.

The proposal, currently developed by the EC, does not have a harmonized provision for mutual recognition of training certificates for seafarers' certification, but ONLY for serving on-board. This does not address the issue of removing unnecessary administrative and financial burden from European seafarers.

There is a lack of logic in the proposal. The aim of certification/re-certification is to verify and ensure the compliance of the seafarer's competence with the provisions of the STCW Convention, in order to issue a new COC, on the basis of which the seafarer can serve on-board safely.

A COC includes competencies covered by Training (course) certificates, as is seen in tables of the Chapter II and III of the STCW Code as amended and is also explained in the B-1/2 regulation. The issuance of any STCW Certificate in any EU country (Training Certificate or COC) already attests the compliance of relevant competences to work safely at sea. The quality of training is continuously monitored by EMSA in all Member States.

If Training Certificates are recognised as good enough for serving on-board EU flag vessel, demonstrating that the seafarer in these particular competences is capable of ensuring safety at sea, why would it be questioned in the certification process? Why should the seafarer, in order to be certified, in many cases have to pass the STCW regulated and strictly supervised (including EMSA) costly training course again, in case if the course was passed in another Member State and a seafarer has a valid STCW training certificate?

The European Commission, as an argument, mentions a questionnaire carried out in February 2018, where the majority of respondents were in favour of the mutual recognition of Training Certificates only for serving on-board. In my opinion, in the questionnaire, this question has been asked inconsiderately or even provocatively, as it can be interpreted. It is also not understandable, who were the 42 respondents to whom the questionnaire was sent. The questionnaire was sent to the Maritime Administrations and 24 responses were received from them. Two answers came from ETF and ECSA. Who were those other 16 respondents who determined the result!? Did all respondents who replied, particularly these 16, are so competent in the STCW Convention and Certification issues? Why has the principle of proportionality been violated: the same number of respondents from each Maritime Member State?

Adopting the provision of the renewed Directive, in which there will be no fairly harmonized procedure for the mutual recognition of seafarers' Training Certificates without restrictions on their use, additional burden will be created for European seafarers, and it will call for their lack of understanding and dissatisfaction.

I call on everyone, who has the opportunity to intervene in the process and to achieve a fair solution, to do so. It's not too late yet, but soon the time will pass and we'll be fighting the consequences once again.

CAPT. JAZEPS SPRIDZANS
CESMA COUNCIL MEMBER
PRESIDENT LATVIAN SHIPMASTERS' ASSOCIATION



SPLIETHOFF USES SPOS

Dutch ship owner Spliethoff has reduced voyage costs through using weather data from MeteoGroup for ship routeing. It operates a fleet of dry cargo, heavy lift and project cargo ships, freight ro-ro and yacht transport vessels.

To assist with route planning and execution, Spliethoff uses MeteoGroup SPOS Weather Routing services, including the latest SPOS9 software. This has become a vital tool for optimising voyages and maximising safety for crew, cargo and vessels. It aims to save time and fuel. SPOS9 is used on board around 100 vessels in the Spliethoff fleet. SPOS lets masters navigate with minimal fuel consumption by calculating and recalculating optimum routes and anticipating oncoming weather and sea conditions. The software can also be used for other running costs and against estimated times of arrival. There are built-in ship models to help vessel masters choose the best possible route. Spliethoff is also using SPOS for verification to check the extent to which the weather forecasts and predictions were accurate and to further optimise fuel efficiency. Spliethoff also interacts with weather experts at MeteoGroup. Masters are encouraged to use this expertise for second opinions if they would like to compare ideas. **But ultimately it is always up to the master to decide how to follow the SPOS guidelines, as they are the ones with final responsibility.**

NO REGRETS OVER THE INTRODUCTION OF ECDIS?

In a few months from now, the phased carriage requirements for the Electronic Chart Display and Information System (ECDIS) begin to become a reality and we can just wonder whether all those people who so enthusiastically has thrust us into the E-navigation age with its mandatory requirements at the International Maritime Organisation, might have the odd second thought about the wisdom of their decision making.

It seemed such a good idea at the time, with the manufacturers all making the running and the hydrographers pointing to the availability of electronic navigation charts. Think of the ease for chart correcting, the precision of navigation, the removal of doubts about dead reckoning, E-navigation. It really all belongs to the 21st century.

These are still, let's face it, compelling arguments. But did people who ran shipping companies really understand the implications of what was being done and what it would mean for the way that ships were manned and navigators trained when electronic assistance moved beyond a useful aid and became a mandatory requirement?

Some see it primarily as a sort of extrapolation of the "satnav generation" of navigation with one's position on the surface of the earth determined with pleasing accuracy, with no obvious need to learn either geography or navigation. And in the de-skilling that was taking place concerning navigation, the challenge to make the E-navigation user interested in and competent with the principles of navigation, became far greater. In doing so you could get away without proper understanding about what the electronic equipment was providing for you. Only when they went badly wrong, you would be confounded because there would be no ways to conceal your embarrassment.

The move over to "paperless" on screen navigation is indeed a very big accomplishment. In this we can witness the work that is being done by organisations like the Nautical Institute, the IMO, the nautical colleges and others.

However, there is a massive job ahead to provide "generic" training to every deck officer on earth to produce a new generation of young people trained in this new medium and then to ensure that everyone is conversant with and can demonstrate competence with the equipment fitted to the particular ship they are sailing in. Personnel people will be losing their hair as they work out whether Officer A can be appointed to Ship B without a familiarisation course on the type of ECDIS of ship B. There are still arguments raging in maritime administrations as to the length of course that is necessary to take on board the contents of the IMO's model for ECDIS training.

Will it all be worthwhile? Some people argue that while equipment like the gyro compass or indeed the radar and even satnav marked a step change in navigation, everything else is just bells and whistles. They tend to deflect from the prime duty of the navigator to keep a good lookout, sometimes glancing through the wheelhouse windows when they still exist.



GNSS INTERFERENCE AND AUTHENTICATION

Many members of organisations such as navigators on land, at sea or in the airline industry, hydrographers, landmeters and seafarers, who use GNSS systems, such as GPS, have to deal with this problem.



TEYLERS MUSEUM IN HAARLEM (NL)

We were present at a workshop on 31 January 2018 about the actual problems concerning interference and authentication of the Global Navigation Satellite Systems (GNSS). The workshop was organised in the historic site of the ancient Teylers Museum in Haarlem, The Netherlands. The organisation was in the hands of the Hydrographic Society Benelux (HSB), The Netherlands Institute of Navigation (NIN) and Geo Information Netherlands (GIN). CESMA is a Honorary Member of the European Institute of Navigation (EUGIN).

Mr. Jaco Verpoorte from NLR (The Netherlands Aerospace Centre) gave an insight in the general causes of radio interference and which tools we have available to cope with this problem. The worldwide spectrum of radio frequencies is quite overloaded. It needs only a small deficiency, causing you to end up in somebody else's frequency space. So regulations and controls are crucial. We do not only depend on GNSS for navigation and positioning. For example banking and telecom companies use GNSS as precise clock for the synchronization of their processes.

GNSS signals are very weak, caused by the limited sending power of the satellites. Also by the enormous distance of 20.000 km from the earth. Not all disturbances originate from human actions. Also activities of the sun can hamper GNSS signals and not all disturbances are caused by humans is wanton. Poor connections or poor protection means can lead to wrong signals in the frequency bands. Disturbances which are caused intentionally are to be divided in jamming and spoofing.

In jamming, a strong signal on the spot or nearby a GNSS frequency is sent, causing the receiver of the GNSS signal to be unable to find the correct GNSS signal. In doing so, the use of GNSS is denied. Spoofing is much more advanced. Signals that seem to originate from GNSS satellites cause GNSS receivers to be diverted, away from the original location. Jammers are very cheaply available on the internet. They are often called "Personal Privacy Devices". Persons who do not want to be traced by his or her employer or police, use this method.

It is possible to counteract against intentional disturbances by using a multi-constellation / multi frequency GNSS and the protection of antennas. Also the use of additional sensors and building in of "clever" filters in receivers. Even the use of completely alternative systems than GNSS, could be considered as back up.

Translation and adaptation of summary of presentation by Mr. J. Verpoorte during the seminar (FVW)



CYBER SECURITY: IMAGINE THIS

It is a normal day at the airport. All of a sudden, the automated check-in machines display a system failure. Travel apps on smartphones stop functioning. The agents at the check-in counters cannot operate their computers. Travellers can neither check in their luggage, nor pass through security checks. There are huge lines everywhere. All flights are shown as cancelled on the monitors. For unknown reasons, baggage claim has stopped working and more than half of the flights must remain on the ground.

A radical group have reportedly taken control of the airport's critical systems by means of digital and hybrid attacks. They have already claimed responsibility for the incident and are using their propaganda channels to spread a call to action and attract more people to adopt their radical ideology.

This was the intense scenario which over 900 European cyber security specialists from 30 countries had to face on 6 and 7 June 2018, during the 'Cyber Europe 2018' (CE2018) – the most mature EU cyber security exercise to date. The two-day exercise was orchestrated by ENISA at its headquarters in Athens, Greece, while the participants either stayed at their usual workplace or gathered in crisis cells. ENISA controlled the exercise via its Cyber Exercise Platform (CEP), which provided a 'virtual universe' (integrated environment) for the simulated world, including incident material, virtual news websites, social media channels, company websites and security blogs.

Organised by the EU cyber security agency ENISA in collaboration with authorities and agencies from all over Europe, the CE2018 exercise was intended to enable the European cyber security community to further strengthen their capabilities in identifying and tackling large-scale threats as well as to provide a better understanding of cross-border incident contagion.

Most importantly, CE2018 focused on helping organisations, including the shipping industry, to test their internal business continuity and crisis management plans, including media crisis communication, while also reinforcing cooperation between public and private entities. The scenario contained real life-inspired technical and non-technical incidents that required network and malware analysis, forensics, and steganography. The incidents in the scenario were designed to escalate into a crisis at all possible levels: organisational, local, national and European.

Mariya Gabriel, EU Commissioner for the Digital Economy and Society, said: "Technology offers countless opportunities in all sectors of our economy. But there are also risks for our businesses and our citizens. The European Commission and the Member States must work together and equip themselves with the necessary tools to detect cyber-attacks and protect the networks and systems. This is how ENISA's 'Cyber Europe' exercise was born eight years ago. It has grown into a major cyber security exercise and has become an EU flagship event which brings together hundreds of cyber security specialists from all over Europe.

In the end, the participants were able to mitigate the incidents timely and effectively. This shows that the European cyber security sector has matured over the last few years and the actors are much more prepared. ENISA and the participants will shortly follow up on the exercise and analyse the actions taken to identify areas that could be improved. ENISA will publish a final report in due course.

(Source ENISA)



MARITIME ENGLISH PUT TO THE FEASIBILITY AND DESIRABILITY OF SETTING GLOBAL STANDARDS FOR MARITIME ENGLISH

As the lingua franca at sea, English has been designated by the International Maritime Organization (IMO) as the language for professional communication on board merchant navy ships.

The “use of English in oral and written form” and “the use of IMO Standard Marine Communication Phrases (SMCP)” are requirements of the IMO International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended¹. Under the umbrella of English for Specific Purposes (ESP), Maritime English has carved out a niche within the maritime curriculum and has become a source of diverse research.

Notwithstanding the key role of communication on board, seafarers display a range of English-language ability, from non-existent to fluent, which is the result of factors such as mother-tongue, country of origin and educational background. An inability to use (Maritime) English hinders the seafarer’s performance on board. Despite the maritime sector’s ambition to reduce the number of accidents attributable to the human factor, evidence shows that poor English language skills, combined with a lack of (inter)cultural awareness amongst today’s multilingual, multi-ethnic crew, still lead to miscommunication and, sometimes, to fatal accidents. IMO offers guidelines for the teaching, learning and assessment of Maritime English but, unlike the aviation authorities, has shied away from supporting universal proficiency testing.

This thesis sets out to examine the feasibility and desirability of setting global standards for Maritime English. A survey distributed to deck officers in the Belgian fleet provides data on linguistic and (inter)cultural aspects of communication on board, including a section dedicated to IMO SMCP. An analysis of the data reveals the key factors with a negative influence on communication. The ensuing discussion reflects on the specific profile of the respondent group and how this impacts the data. Extrapolating the data to the international maritime community generates the conclusion that setting global standards for Maritime English would, without doubt, prove advantageous.

This issue was discussed during the recent CESMA AGA in Montenegro. A remark from active shipmasters in NVKK concerned not only the language ability but also the pronunciation of maritime English. Especially seafarers from southeast Asian countries, The Philippines in particular. Especially their mutual language exchange, although in English, is hardly comprehensible for European listeners, leading to misunderstandings and eventual accidents or incidents. Training institutions should be pay attention that maritime English should be pronounced properly, understandable for everyone concerned.

The above is a compilation of a lecture by Dr. Alison Noble at the Antwerp Maritime Academy under the title: **“Maritime English put to the test”** on 5th December 2017.

The article was sent to us by Capt. B.Baert, Secretary general of KBZ and CESMA Council member.

NVKK CELEBRATES ITS 75TH ANNIVERSARY

The Nederlandse Vereniging van Kapiteins ter Koopvaardij NVKK, (the Dutch Shipmasters' Association), celebrated its 75th anniversary at the premises of Yacht Club "The Maas". In Rotterdam. Many guests, including HRH Princess Margriet of The Netherlands and representatives from the Dutch and Belgian maritime field, came to Rotterdam to congratulate NVKK.



PRESIDENT NVKK OFFERS HRH PRINCESS MARGRIET THE MARITIME LAW BOOK

NVKK was founded in 1943 in London (UK), during the Second World War, by a number of shipmasters from the Netherlands who commanded ships that assisted the efforts of the Allied Forces. Because of the German occupation of the Netherlands, they could not return home.

After the war, the association grew considerably to a membership of more than 700 shipmasters. Presently, this number is halved but NVKK is still active and has a consultative status in The Netherlands on maritime affairs and is often interviewed by media in The Netherlands.

NVKK is a founding member of IFSMA as well as CESMA. The secretariat is based in The Hague at the premises of the Dutch Navy Officers' Association.

Presently the President is Captain Leen van den Ende, (formerly SHELL TANKERS)

(FVW)



VISIT TO MV ROSANNA IN KOPER (SLOVENIA)

It is the intention of the CESMA board to be in close contact with the active seagoing shipmasters. In this way we may find out what is important in the eyes of the actual membership of CESMA. The best way is to go on board of their ships and look at the real situation. We have however to be careful not to bother shipmasters, because their busiest hours are after arrival and before departure.



CAPT. RUPRET, CH.OFF. WEBER, CAPT. RIBARIC

In this framework, our vice president Capt. Giorgio Ribaric visited mv "Rosanna" in the port of Koper in Slovenia on 6th April. There was another reason for him to visit the ship. Her captain, Franc Rupret, had been his cadet when Capt. Ribaric was master on board mv "Izola" when we visited the vessel in the port of Antwerp in 2005.

Captain Rupret, born in 1980, finished his studies at the Maritime Faculty in Portoroz in 2012. He received his Master's License in 2012 at the Harbour Office in Koper. After his exam

he was promoted to Chief Officer on mv "Portoroz". After serving on several vessels as Chief Officer he was promoted to Master on mv "Rosanna". Captain Rupret recently joined ZPU and as such is a CESMA member.

During his visit to mv "Rosanna" Capt. Ribaric also met Chief Officer Ms. Urska Weber, who obtained her Master's certificate in 2016 and was promoted to Chief Officer on mv "Rosanna" in January 2017.

Mv "Rosanna" is a bulkcarrier with registration in Monrovia, Liberia. She is built in China in 2016 and measures 38.557 MT and has a length of appr. 180 metres. She is equipped with 4 single deck cranes. Owner is SPLOSNA PLOVBA, an international shipping and chartering company, based in Portoroz.



MV " ROSANNA"

Capt. Giorgio Ribaric, Vice President CESMA



CHRISTIAN DUPONT RECEIVES AWARD

During the SAGMAS meeting on 28th February at the premises of the European Maritime Safety Agency (EMSA) in Lisbon, Mr. Christian Dupont , received the award of Chevalier of Merite Maritime, presented by Mr. Philippe Roux of the French Administration.



MR. LEROUX (RIGHT) OFFERS THE MERITE MARITIME

Mr. Christian Dupont is Deputy Head of Maritime Security with the Unit DG Mobility and Transport.

He is a former cadet of the Ecole Speciale de Saint Cyr with a Master of police, Security. In 1986, he joined the French Gendarmerie Nationale. Since 1995, after several posts of responsibility in the field of security and police, he was involved in the EU's police cooperation. He joined the European Commission in September 2002, as principal administrator in the Directorate General for Energy and Transport, in charge of maritime security.

Mr. Dupont is notably the author of the Communication of the EU Commission on enhancing maritime transport security. It included the proposal for regulation on enhancing ship and port facility security, issued on 2nd May 2003. It concerns Regulation 725/2004. He is also in charge of the Directive 2005/65/EC on enhancing port security.

Mr. Dupont takes part on behalf of the European Commission in IMO meetings related to maritime security. During SAGMAS meetings he reports regularly on the discussions in IMO. (FVW)

EU MEMBER STATES PUSH TO END REPORTING BURDENS FOR SHIPS

Thirteen EU member states, led by Denmark, have called on the European Commission to present an ambitious proposal on revising the Reporting Formalities Directive. The current directive, once introduced to improve the situation, has instead created more burdens on ship operators in the EU, according to Danish shipping.

The thirteen member states belong to a group of ambitious countries, willing to make right on the original objective of simplification and to lead on the creation of internal market for shipping in the EU. Presently captains and ship operators are required to report the same data over and over and in different formats to every EU port. Sometimes even differently in ports in the same country. The Commission proposal is published on 2nd May 2018.

World Maritime News

SOMETHING FOR SHIPMASTERS?

HOW TO DRIVE PERFORMANCE AND CULTURE THROUGH LEADERSHIP, IN THE MARITIME INDUSTRY

This 2-day program will provide both maritime business managers and leaders with a comprehensive introduction to and understanding of how to approach leadership in order to drive performance and the creation of the desired culture. Leadership is proven to be the strongest driver for performance and culture. In a world that is changing at an ever-faster pace, not least in the maritime industry where challenges and opportunities comes in bundles, your Leadership will be your greatest differentiator.



During these two days, you will learn about research and case-examples proving the importance of Leadership. We will also look at what within Leadership that has the greatest impact on Performance and Culture. Also, you will get the opportunity to define what Leadership you shall practice, given your unique context as in your challenge and you, that will make you succeed. Finally, you will be provided with tangible tools and ideas for development that will move you into action, immediately.

PROGRAM TOPICS Day 1 • Leadership is the greatest driver for Performance and Culture? To challenge this claim you will learn from research and case examples, and be given the opportunity to discuss if this is true and if so why that is, and even more so – go deeper into what they did • Also, during day 1, we will move from research and case examples closer to the reality of the maritime industry and your business, and its unique challenges and opportunities. • Finally, on day 1 you will be given the opportunity to start to craft what leadership you think shall be practiced in your company, from a blank sheet of paper should nothing be in place, or within given boundaries, should such exist.

Day 2 • On day 2 we will start by moving closer to you. Through simple tools you will be able to learn more about how you are viewed as a leader today, by self and others. Following this you will be given the opportunity to connect your own leadership, current and what's desired, and what we learned from day 1, identifying the gap.

- **Also, on day 2** you will learn about some powerful tools and tricks that will help you develop your leadership, starting to close the gap.

- **Finally**, we will close the circle by going back to the bigger picture on Leadership and how it drives performance and culture from an organizational perspective to what you can do, all for the sake of making you able to create impact, immediately.

FACULTY: Lars Häggström CBS Executive faculty member Executive in Residence, IMD Business School, Switzerland Founder and CEO of Enable Performance. Lars is currently a CBS Executive faculty member and also an Executive in Residence at IMD Business School in Lausanne Switzerland, while at the same time heading up Enable Performance, a consulting company focusing on driving large-scale change in global organizations. **DATES 30-31 August 2018**

PLACE CBS Executive, Raavarebygning, Porcelaenshaven 22, 2000 Frederiksberg (Copenhagen)
PRICE DKK 11.500

FOR FURTHER INFORMATION: please contact Program Director Mrs. Irene Rosberg, ir@cbs-executive.dk or the CESMA Secretariat, cesma.vanwijnen@planet.nl

CESMA LOGBOOK (2018 – 2)

We were represented at the following occasions:

06 Apr Koper	Visit to mv "Rossana"
11 Apr Antwerp	Annual General Assembly EMPA
12 Apr Rotterdam	NVKK 75 years anniversary
04 May Kotor	CESMA Council Meeting
05 May Kotor	CESMA Annual General Assembly
22 May Varna	Black Sea Ports & Shipping Conference
23 May Varna	Black Sea Ports & Shipping (cont.)
24 May Vlaardingen	Presentation "Costa Concordia" accident
31 May Burgas	European Maritime Day
01 Jun Burgas	European Maritime Day (cont.)
06 Jun Brussels	Visit European Commission (DG Move)
06 Jun Brussels	Visit ECSA General Secretary
20 Jun Brussels	SAGMAS
26 Jun Rotterdam	Symposium Nautilus



On the frontpage: **Newly built cruise vessel "Nieuw Statendam"**
Godmother Ms. Ophrah Winfrey
Premises of EU Maritime Day 2018 in Burgas
(Bulgaria)

**IN 2019, THE CESMA ANNUAL GENERAL ASSEMBLY
WILL BE ORGANIZED IN ANTWERP, BELGIUM AT THE
INVITATION OF THE ROYAL BELGIUM SEAMEN'S
COLLEGE ON 9TH and 10TH MAY (TENTATIVE)**

FROM THE EDITOR

- Ms. Oprah Winfrey will be the godmother of the newly built Holland America Line (HAL) cruise ship “Nieuw Statendam” now under construction with Fincantieri in Italy. The ship will be baptized in Fort Lauderdale, USA, later this year.
- The Paris Memorandum of Understanding (MOU) has released its “White, Grey and Black” list for 2017. The United States have fallen to the “grey” category while the Korean and Polish flags have risen to the “white” classification.
- The Dutch Second House of Representatives has finally voted in favour of a new law that allows private security guards to protect Dutch flagged vessels when they have to transit piracy infested areas. It took many years to reach this decision which includes various conditions. It has however also to be approved by the First House of Representatives later this year. As condition is stipulated that in the event that fire arms have to be used, all actions are properly recorded to serve as eventual evidence at a court case evolving from victims to be mourned.
- Mr. Allan Graveson, Senior National Secretary of Nautilus Int, has retired, mainly because of health reasons. Allan represented Nautilus and sometimes IFSMA, at various International and European fora. He had great knowledge of ships and maritime affairs and was feared and appreciated for his sharp tongue in various meetings which we attended. We wish Allan a pleasant retirement and good health.
- The Standard P&I Club have raised awareness on the fire risks on board ferries. This type of ships presents particular risks due to the cargo on board such as cars, lorries and refrigerated containers. All of these contain combustible material with fire hazards. These hazards cannot easily be controlled by the ship’ crew.
- The Port of Riga announced that it has become a member of the Cruise Lines International Association (CLIA). Membership in this organization will enable the Freeport of Riga to cooperate with the world’s largest cruise line operators, facilitating the development of the cruise sector in the Port of Riga.
- CESMA was represented at the European Maritime Day in Bourgas (Bulgaria) by deputy president D. Dimitrov and general secretary F.J. van Wijnen on 31 May and 1 June. A report in the next issue of the CESMA NEWS.
- Captain N (Nick) Nash has been elected as the next president of the Nautical Institute. Captain Nash is active as Senior Master for Carnival Corporation’s 144.000 GRT, 3.650 passenger vessel “Royal Princess”. He also teaches at the group’s simulator training facility CSmart in Almere, the Netherlands, where he is a part-time lecturer on BRM and ship handling.
- During a meeting of the Special Tripartite Committee of the International Labour Convention (MLC) in Geneva, Switzerland, a new amendment was agreed. When it enters into force, it will address a potential contractual gap for seafarers held captive on or off a ship, as a result of an act of piracy or armed robbery. It ensures that seafarers’ wages and other contractual entitlements will continue to be paid during the entire period of captivity. After all those years of ship’s crews suffering from the consequences of piracy, the amendment appears to come a bit late.
- Mr. Jacques R. Saade, born in Beirout, Libanon, president of the CMA CGM group in France, has passed away on Sunday June 24th at the age of 81. CMA CGM is the third largest container shipping company in the world with 494 ships, serving 420 ports.
- The Nautical Institute has joined the Green Award scheme as an inventive provider, in a bid to support an environmentally friendly maritime industry. Green Award identifies and certifies ships which are extra clean, safe, demonstrate excellent performance and have gone beyond legal standards.



AIMS OF THE ORGANISATION (abridged)

- TO WORLDWIDE PROTECT THE PROFESSIONAL INTERESTS AND STATUS OF EUROPEAN SEAGOING SHIPMASTERS.
- TO PROMOTE MARITIME SAFETY AND PROTECT THE MARINE ENVIRONMENT.
- TO PROMOTE ESTABLISHMENT OF EFFECTIVE RULES WHICH PROVIDE HIGH PROFESSIONAL MARITIME STANDARDS AND PROPER MANNING SCALES FOR VESSELS UNDER AN EUROPEAN NATION FLAG.
- TO INFORM THE PUBLIC IN THE EU ABOUT DEVELOPMENTS IN THE EUROPEAN MARITIME INDUSTRY AND THOSE CONCERNING SHIPMASTERS IN PARTICULAR.
- TO CO-OPERATE WITH OTHER INTERNATIONAL MARITIME ORGANISATIONS.
- TO RETAIN AND DEVELOP THE HIGHEST MARITIME KNOWLEDGE AND EXPERIENCE IN EUROPE.
- TO BE INVOLVED IN RESEARCH CONCERNING MARITIME MATTERS IF APPLICABLE IN CO-OPERATION WITH OTHER EUROPEAN INSTITUTIONS AND/OR ORGANISATIONS.
- TO ASSIST MEMBER SHIPMASTERS WHO ENCOUNTER DIFFICULTIES IN PORTS WITHIN THE REACH OF NATIONS REPRESENTED BY CESMA MEMBER ASSOCIATIONS
- TO PROMOTE THE SEAFARING PROFESSION IN EU MEMBER STATES

ANNUAL SUBSCRIPTION: EURO 16,- PER SEAGOING MASTER (WITH A MINIMUM OF 25)
EURO 8,- PER SEAGOING MASTER FOR ASSOCIATED MEMBER
ASSOCIATIONS (WITH A MINIMUM OF 25)

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