

CESMA NEWS

DECEMBER 2019

PRESIDENT: CAPT. H. ARDILLON, FRANCE

TEL : +33 2 35 801 505 MOB: +33 6 09 450 057

E-MAIL: hubert.ardillon@afcan.org; hubert.ardillon@orange.fr

DEPUTY PRESIDENT: CAPT. D.DIMITROV, BULGARIA

MOB : +359 888340160

E-MAIL : mitko652012@gmail.com; mitko652012@yahoo.com

VICE PRESIDENT: CAPT. G. RIBARIC, SLOVENIA

TEL/FAX: +386 56772642 MOB: +386 31 375 823

E-MAIL: zpu.slo@siol.net; jrg.ribaric@gmail.com

GEN.SECRETARY: VACANCY

TEL/FAX: MOB:

E-MAIL :

HON.TREASURER: VACANCY

TEL/FAX: MOB:

E-MAIL :

HON.VICE PRESIDENTS:

CAPT. R. SERRA †

CAPT. W.VON PRESENTIN

HON.MEMBERS:

CAPT.F.V.WIJNEN †

CAPT. H.B. BOER †

CAPT. J. CHENNEVIERE †

CAPT. J-D. TROYAT

CAPT. G. KIEHNE

CAPT. J. JUAN

TORRES

ADVISORS:

PROF. J. SPAANS

CAPT.W. MUELLER

E-MAIL: cesma-eu@introweb.nl



IFSMA 45th General Assembly, HELSINKI - Finland 26 & 27 september 2019

IFSMA held its General Assembly at Helsinki, Finland, on the invitation of FSOU (Finnish Ship's Officers Union).

The Assembly started with some welcome words from Johan RAMSLAND, president of FSOU, followed by the president of IFSMA, Hans SANDE.

Having adopted the agenda, the annual activities and financial reports were read. The election of three new vice-presidents closed the first morning. There were four candidates for three vice-president positions and the vote was conducted under the new IFSMA vote rule with each association having a different number of votes (from 1 to 9) based upon the number of captains it represents. The three new vice-presidents that were elected are : Juan GAMPER (Nautilus CL - Chili), Sune BLINKENBERG (DMO - Danemark) and Oleg GRYGORIUK (MTWTU - Ukraine). Following the election, there was a discussion on the format (repartition of the number of voices) of the election.

The main subject of these two days (except the first morning) was addressed by some presentations as follows; Mr Tor HUSJORD (Maritime Forum North – Norvige): SAREX.

SAR trainings in Norwegian waters.

80% of polar waters are under Norwegian SAR control and in case an incident arises, which necessitates SAR, there are two major problems : the time needed to be on site and the capacity for the persons in water to stay alive in very cold waters. It is therefore necessary to arrive on site very quickly, and this depends on the weather and the distance to go. The capacity to survive in cold water is dependent on three factors : temperature, dehydration and fatigue. This last element is difficult to be simulated during a drill.

After the drill SARiNOR2, four priorities were defined : to have a permanent response base in Svalbard ; to increase the competency on navigation in icy waters ; to have close monitoring of the area near Svalbard ; to prepare and to train onboard an assistance vessel.

Following the drills from 2016, the conclusion of the forum can be written in few words: the polar code and the equipment are not enough for an efficient and quick answer.

Among foreseen improvements is the testing of new radar. There is a difference in term of radar reflection between a new ice and an old ice. The old ice is stronger and contains less salt than new ice, so it reflects radar waves better.

During the summer of 2019, a ship not classified as an ice-breaker reached the north pole by her own means sailing only by the detection of cracks in the ice pack.

More information is available on the internet site 'maritimt-forum.no', however it is in the Norwegian language.

Other presentations;

Corral bay, after the tsunami in 1960 by Juan CAMPER (Chile) ; Captain returns to his Alma Mater by Kazuki INOUE (Japon) ; Human Element Interest group (HEIG) by David APPLETON (UK) ; Regulatory Scoping exercise for MASS

by Jim SCORRER (IFSMA SG) ; Safe Navigation in Malacca Strait by Dwiyono SOEYONO (Indonesia) ; Maritime Anti-Corruption Network (MACN) by Vives MENON (Danemark) ; IMO MSC Guidelines on Fatigue by Paul OWEN (IFSMA ASG) ; Overriding Authority and How to Defend It by Erik KRAVETS – Attorney in Law ; Action & Control, Physical & Mental Action, Regulation of Activity or Freedom of Actions by Dimtar DIMITROV (Bulgaria). The latter was already printed in the last CESMA newsletter (September 2019).

Capt. Hubert Ardillon, CESMA President

American rescuer who saved four recognized with IMO bravery accolade

Briefing: 29 26/11/2019

Petty Officer Michael Kelly, a rescue swimmer with the United States Coast Guard, received the 2019 IMO Award for Exceptional Bravery at Sea during this year's IMO Awards ceremony (25 November)

Petty Officer Kelly was recognized for his courage, perseverance and skill in rescuing four survivors from a life raft from a sinking fishing vessel, in extremely high winds, battling huge waves to swim to rescue each survivor and get them winched to safety.

Petty Officer Kelly, Aviation Survival Technician Second Class, Coast Guard Air Station Cape Cod, United States Coast Guard, was nominated by the United States of America for his part in the rescue operation in November 2018.



"I would not be here if it was not for the amazing skills of my crew. Their precision and focus allowed me to act as a tiny cog in the large process of search and rescue, that we are all so passionate about and train for daily," Mr. Kelly said. "There is nothing more precious than human life and we all strive to go home to the ones we love." – Petty Officer Kelly, recipient of the 2019 IMO Award for Exceptional Bravery at Sea.

Accepting the award, Petty Officer Kelly said it was an immeasurable honour and truly humbling to be recognised by the International Maritime Organization (IMO), the global organization that sets the standards for maritime safety and security. He acknowledged the teamwork involved in the rescue.

"I would not be here if it was not for the amazing skills of my crew. Their precision and focus allowed me to act as a tiny cog in the large process of search and rescue, that we are all so passionate about and train for daily," Mr. Kelly said. "There is nothing more precious than human life and we all strive to go home to the ones we love."

Four rescued from fishing vessel

On 14 November 2018, during heavy storms, the crew of the rescue helicopter CG6032 was directed to provide assistance to the sinking fishing vessel Aaron and Melissa II. The vessel's four crew members were abandoning ship in very severe weather conditions, 70 miles off the Coast of Maine, United States.

After taking off, the helicopter crew immediately encountered very strong turbulence and gusts up to 60 knots. Arriving on scene, the aircrew located a life raft, battered by raging seas.

AST2 Michael Kelly was immediately deployed into the cold water. Battling 20-foot waves and chasing the raft, which was constantly being blown away by 50-knot winds, he finally managed to reach the anchor line and pull himself to the life raft.

It was a critical situation, with all four survivors suffering from hypothermia. Two were unable to swim, while the flooded raft was in danger of capsizing. With great strength and stamina, AST2 Michael Kelly pulled each survivor from the raft, one by one, swimming strongly through the storm to keep them afloat. Each was lifted into the swaying rescue basket to be hoisted to safety.

After each rescue, AST2 Kelly was forced to regain lost ground, as the heavy winds continued to push the raft further away. He fought through extreme weather conditions, as well as physical and mental exhaustion, to save the lives of four seafarers in distress.

The IMO Council in July agreed with a panel of judges that AST2 Kelly demonstrated truly exceptional bravery and determination.

Certificates of Commendation

During the award ceremony, four certificates of commendation were also presented:

- The members of the emergency rescue team of **Guangzhou Salvage** involved in the rescue operation of the dredger Rong Chang 8, nominated by China, The rescue team were involved in rescuing two people who had been trapped for 55 hours inside the capsized dredger Rong Chang 8, which was drifting

bottom up in the water. They were nominated by China for their tireless efforts and courage in diving multiple times through debris for several hours, fighting strong ocean currents.

Mr. Wang Hongwei, Maritime Councillor at the Embassy of the People's Republic of China in London, received the certificate on their behalf.

- Corvette Lieutenant of the Naval Infantry **Juan Mateo Cabrera** (posthumously). He was nominated by Mexico, for sacrificing his own life while helping other crew members to abandon their helicopter, which had crashed into the sea during routine maritime surveillance operations. The helicopter was sinking rapidly, but Lieutenant Cabrera managed to help three of his fellow crew members to escape to the surface. Sadly, he did not survive the ordeal and his body was recovered five days later.

Rear Admiral Leopoldo Jesús Díaz González Solórzano, Alternate Permanent Representative of Mexico to IMO, received the certificate on behalf of Lieutenant Juan Mateo Cabrera's family.

- **Captain Mioc Zeljko** and crew of the M/V APL Vancouver, nominated by Singapore, for the bravery, determination and professionalism displayed while fighting a fire that broke out in a cargo hold and had quickly spread to the containers on deck. Captain Mioc Zeljko and his crew tirelessly fought the fire for more than 36 hours, keeping it under control until the arrival of fire-fighting tugs and the Vietnamese Coast Guard. As a result of their courageous actions, 24 lives on board were saved, further damage to the ship was prevented and a serious marine pollution incident was averted.

Captain Mioc Zeljko was at the ceremony to receive the certificate

- **Captain William Boyce** and crew of the car carrier Green Lake, nominated by the United States, for the exceptional seamanship, tenacity and leadership demonstrated in rescuing seafarers from the car carrier Sincerity Ace who had been forced to abandon ship due to a fire on board that had quickly got out of control. The Captain of the Green Lake skilfully manoeuvred his 633-foot long vessel safely alongside survivors in the water, in extreme weather conditions of 30 knot winds and 25 foot waves. Over 18 hours, seven crew members were rescued. At the same time, Captain Boyce coordinated rescue efforts conducted by three other vessels assisting in the operation, saving the lives of the other survivors.

Captain William Boyce was at the ceremony to receive the certificate.

Letters of Commendation

Letters of commendation have been sent to:

- **Captain Huang Zhibin**, Commander of the rescue helicopter B-7310, Donghai Rescue Bureau, nominated by China, for the challenging rescue of all nine crew members of the stranded ship Linfune 16, in the midst of Super Typhoon Mangosteem.

- **Lieutenant Commander Julien Kervago, Sub-lieutenant Alexandre Guillet, Petty Officer Brice Jarreau and Petty Officer William Leprktre**, crew of the helicopter Panther, Flotilla 36F, French Navy, nominated by France, for the professionalism and expertise demonstrated in the rescue of six people, including a five year old child, from the sailing vessel Jab de Mer, in heavy seas.

- **Captain Manuel B. Balinquit**, Master of the M/V Star Norita, nominated by the Philippines, for rescuing two fishers from a sinking vessel and staying at the scene until four more fishers were rescued by the MRCC Vladivostok rescue team.

- **Captain Heo Yeong-il**, Master of the fishing vessel 2017 Manseok, nominated by the Republic of Korea, for rescuing 10 fishers from the flooding vessel 3088 Moon Chang, which had collided with another fishing boat. Captain Heo Yeong-il prevented the sinking of the vessel, thus avoiding serious damage to the marine environment.

- The Captain and crew of the **patrol vessel 3010**, Gunsan Coast Guard Station, Republic of Korea Coast Guard, nominated by the Republic of Korea, for extinguishing a raging fire on board the fishing vessel Zhe Ling Yu 28925. The lives of all eight crew members were saved and a serious marine pollution incident was averted.

- **Captain Oleg Goncharov**, Master of the floating plant/fish factory vessel Dalmos, nominated by the Russian Federation, for coordinating the rescue operation of 10 crew members found in a life raft, after their ship sank, in severe weather.

- **Mr. Mykhailo Myroniuk**, Second Officer of the tanker Anuket Amber, nominated by Ukraine, for his leadership and great resolve after pirates took control of the ship and kidnapped the Master, Chief Officer and 10 other crew members. As the highest-ranking officer left on board, he took charge and navigated the vessel to safety.

- The crews of the Motor **Lifeboats MLB 47295 and MLB 47229, Station Umpqua River**, United States Coast Guard, nominated by the United States, for their combined effort to rescue three survivors from their capsized recreational vessel, in very rough seas and dangerous waters. There was significant debris and the risk of grounding.

IMO Award for Exceptional Bravery at Sea

This annual award was established by IMO to provide international recognition for those who, at the risk of losing their own life, perform acts of exceptional bravery in attempting to save life at sea or in attempting to prevent or mitigate damage to the marine environment. Such acts of bravery may also involve extraordinary seamanship skills in very difficult conditions or any other display of outstanding courage. Nominations are scrutinized by an assessment panel made up of members of nongovernmental organizations in consultative status with IMO, under the chair of the Secretary-General. Subsequently, a panel of judges (made up of the Chairs of several IMO bodies) considers the recommendations of the Assessment Panel and selects the recipient.

<http://www.imo.org/en/MediaCentre/PressBriefings/Pages/29-Bravery-Award-2019-.aspx>

IN MEMORIUM, ONE OF THE FOUR FOUNDING FATHERS OF CESMA CAPTAIN JEAN CHENNEVIERE



2019 will have been a sad year for CESMA. After the passing of our General Secretary, Captain Fredrik van WIJNEN, in June, one of the four founding fathers, Captain Jean CHENNEVIERE, died on 13th October.

Capt. CHENNEVIERE, I could not name him by an other name even if I never sailed with him, was for me more than a counsellor : a model and even a mentor, for AFCAN and for CESMA.

The very first time I met him, during a regional meeting of AFCAN in Normandy in 1994, he impressed me. He was not speaking for nothing, to tell his own and old story. No, he had remarks, questions, ideas on the specific captain's function, on the safety at sea for vessel and crew. More, he had very clear and large knowledge of the maritime law, french and/or european one. Knowledge which left me speechless. I listened and I learned.

With another captain (Captain TROCHERIS being at that time the chief for the Normandy) he insisted a lot for me to succeed them, but with them, in Normady. Which happened a day.

But for captain CHENNEVIERE, to be and to stay in Normandy was not enough. Often, very often, he told me that I have to go to CESMA. Each time, I answered that I could not arguing that I was still at sea, which he understood. But

as the hunter he was also, he came back to the question.

Jean CHENNEVIÈRE had an organizing soul, a sparkling spirit, but also fussy. The drafting of CESMA statutes owes him a lot. To answer a question in a general manner was not for him. He was keen to present a text which be clear, understable and well done.

An other founder of CESMA, captain Gerhard KIEHNE, from VDKS, wrote me, after being informed of his death : « When we worked together trying to get CESMA under way, it very often was his well balanced opinion pointing us toward progress ».

Of passion. Passion on maritime world, passion to very well end things. To meet administration, journalists, to organise a General Assembly, such as the one for IFSMA in 1988 in Le Havre. At that time he was vice-president of IFSMA. To play an important role in the founding of CESMA. But we xan note that he denied to be the first president of CESMA, arguing of his age.

Last years, he had physical problems. He was not able to come to our AFCAN regional meeting in Le Havre, he has also serious problem of eyes. I called him by phone time to time, probably not enough of course, but each time I phoned him, I was really impressed after by his clear view of the situation we were speaking about. And even if we were two french men speaking, each time he told me some sentences in english, by memory or because he was just reading it in an english magazine. And of course our discussion was mainly on CESMA news and affairs.

To God and Thanks a lot Captain CHENNEVIÈRE

Capt. Hubert ARDILLON, CESMA President

European Maritime Day In My Country 2020 - submit your event! Deadline: 31 January 2020



21/11/2019

In parallel with the European Maritime Day (EMD) Conference in Cork (14 & 15 May 2020), the EMD In My Country 2020 events will take place all over Europe for the public at large (from April to June 2020).

During 2019, 145 events were organised in 23 different countries, attracting 25.000 participants, making a record in EMD history! For 2020 the focus will be on youth activities. Read our call and submit your event before 31 January 2020.

Read more European Maritime Day website

https://ec.europa.eu/maritimeaffairs/press/european-maritime-day-my-country-2020-submit-your-event-deadline-31-january-2020_en

CESMA PRESENTATION IN ROMANIA

11th of October, 2019 upon the invitation of Romanian Shipmasters Association (RSA) CESMA was presented in the initial general assembly in Dorna Restaurant in Mamaia, Romania. The invitation came to the attention of CESMA board due to contacts of Capt. Ivan Conev, Chairman of Bulgarian Shipmasters Association with Capt. Marius Tutuianu, President of RSA. The initial general assembly was combined with a seminar attended by more than 30 participants. The presenters were from CESMA, the Bulgarian Shipmasters Association and local captains and professors involved in maritime industry, maritime education and training and maritime business.

Capt. Tutuianu as President of the organization addressed the participants

and opened the assembly. He presented the guests and then gave the floor to Capt. Ivan Conev, who as chairman of Bulgarian Shipmasters' Association addressed the audience with the topic "The personal view of the importance of having and being part of a professional national association." He was followed by Capt. Dimitar Dimitrov, Deputy President of CESMA who spoke about "The benefit of having international representation in organizations like CESMA or IFSMA".

Dr. eng. Ovidiu Cupsa, Director General CERONAV, Romanian Maritime Training Center presented the present standards of competence of seamen and ship masters and the challenges Romanian maritime professionals face nowadays. Capt. Romeo Stavar Vergea, President of Romanian Crewing Association explained the possibilities for cooperation between manning agencies and professional organizations and pinpointed the importance of mutual understanding and sharing of information.

Prof. dr. eng. Costel Stancha, Dean of Navigation Faculty in Romanian Naval and Maritime Academy gave the last speech of the first part of the seminar explaining mentoring and its role in maritime education and training and especially the specific position of ships' captains on board merchant ships and the importance for developing professional young officers. The first part of the meeting ended with a fruitful discussion followed by finger buffet. The second part of the assembly continued with presentations of Capt. Vireil Titimeaua and Capt. Adrian Pica about difficulties that Romanian captains meet in the Romanian maritime legislation and bureaucratic obstacles. The seminar finished with a discussion and was followed by administrative closed session about membership in international organizations and elections.

CESMA presented its aims, history, its place within non-governmental organizations in Europe and the world, and its participation in various European projects as SAGMAS, MARNIS and others. The members of CESMA were presented to Romanian captains and also the decisions of the latest annual general assemblies. An invitation to RSA was made by Capt. Dimitar Dimitrov to join CESMA and to be present in the next CESMA AGA in Rijeka, Croatia on May 09-10, 2020.



Capt. Dimitar Dimitrov, PHD, AFNI, CESMA Deputy President

Summary of symposium in NVKK

Safe sailing with (out) cyber threats

Speakers:

- 1) Mr. Jeroen de Jonge/moderator and from Royal Dutch Navy and TNO Cyber threats and Geopolitics.
- 2) Mrs. Sarah Olierook, senior advisor staff Port of Rotterdam harbor division. Cyber security in the Port
- 3) Mr. Glenn Rittereiser, Cyber security officer Maersk Ship-owners answer on security threats
- 4) Mr. Jeroen Kortsmid, general manager JRC Europe and Alpatron Marine Cyber security protection of vessels nautical equipment

Ad.1) Worldwide, cyber-attacks continue and are implemented by several foreign countries on virtual items of other countries. Now it should/will/shall be considered as an attack on the sovereignty of other nations. What can be done to protect us against these threats? The Royal Dutch Navy department has created a special department to protect virtual items against cyber attacks and crimes. It will also increase crew of awareness of cyber threats, however, because it is a military organization, the methodology is confidential.

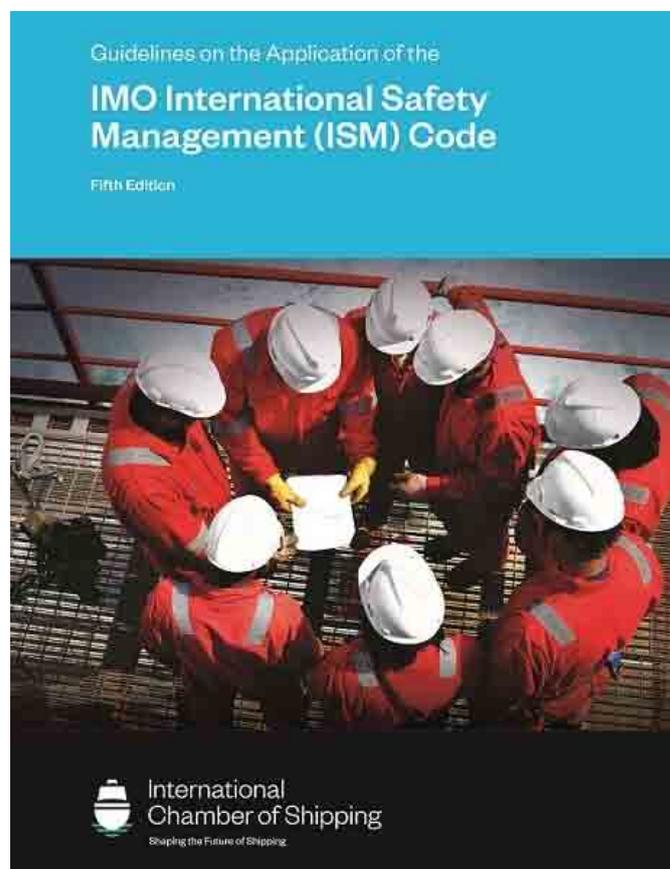
Ad.2) Port of Rotterdam consists of a variety of organizations and stakeholders, all with their own digital systems and not efficiently connected. A program has been commenced by the Port of Rotterdam to improve stakeholder awareness of cyber-attacks, as it is now an almost forgotten area for some. Some stakeholders are still working with the XP system, plug in memory-sticks are used from one computer to the other, increasing the risk of spreading computer viruses to computer systems and so on. Agents are using plug in memory-sticks on vessels on board computer systems for load/discharging data with possible virus infection of the systems. The program is making the parties aware now of the threats in the port of cyber-attacks by criminals for ransomware and malware on the computers in port and on board.

Ad.3) The cyber attack that occurred in 2017 at Maersk, worldwide infected computers from Maersk, sea-going operations, especially container trade, missing containers, terminal positions, destinations, planning etc. It was all together a costly and time consuming operation for Maersk to recover all information and data, after a period of time, using the old means of operations again for a while (fax-printers, telephone etc) for the recovery and continuation of cargo operations and the setup of a whole new system with up to date IT. Upgrade to Windows 10. It was a long and costly operation to make this new system, starting from the beginning. The virus was a ransomware virus that originated from Ukraine. No payment was made to the criminals, but a whole new system was setup. Security was implemented to ensure that this will never happen again. But the changes are much less, also an awareness program has been developed for vessels' crews and for the terminals. Maersk was not the only firm what was infected by this attack.

Other much bigger firms were attacked but were not reported worldwide. Because Maersk is a worldwide operation the cyber-attack had greater impact.

Ad4) JRC equipment is built (handmade) for protection against cyber-attacks and Alpatron Marine has a special department made for the programs delivered, for awareness against cyber attacks and how deal with it. Also here is the weakest link from the chain where the problem starts, so be mindful and use common sense and be aware of cyber-attacks in vessels on-board systems. Make a program for on-board training, and delegate a person to take charge and to have access to certain amount of the IT system (in layers) on-board.

ICS Launches New ISM Guidelines



The International Chamber of Shipping (ICS) has launched a new edition of its Guidelines on the Application of the IMO International Safety Management (ISM) Code, originally published in 1993 with over 50,000 copies sold worldwide.

An expert ICS panel drawn from shipowners and shipmanagers across a variety of sectors, and with considerable experience of working with ISM, helped create the new guidelines which look forward to the future, balancing the need to implement Safety Management Systems (SMS) that further improve safety with helping crews to do their jobs efficiently.

Mark Rawson, ICS Expert Group Lead, says: “The view from ship operators was that we should be looking at how we can simplify understanding of the ISM

Code and the application of its requirements.

“The purpose of ISM, when it was adopted by IMO more than 25 years ago, was to make it easier and safer for ships’ crews to carry out their work. Today, this is something which is sometimes overlooked. The industry has changed so much since the 1990s, and we are now in a very different and far more complex place. There is much more pressure from external stakeholders – including charterers and commercial interests, such as banks and underwriters – to use the SMS for their own purposes. We have therefore sought to provide greater clarity on what ICS believes is actually the key point of ISM Code compliance.”

The new fifth edition of the Guidelines includes comprehensive advice on compliance with the Code for anyone involved with developing, implementing and maintaining the SMS, including Masters and Designated Persons Ashore (DPA).

The revised Guidelines are divided into three sections. The first outlines the significant stakeholders and objectives; the second explores the experience of companies with ISM Code implementation and the importance of risk assessment and commitment to best practice; and the third features new ideas on how to replicate success and use the ISM Code to deal with new technologies and complexities in the future.

The ICS Expert Group has focused on using simple English, for clarity and ease of use.

ICS recommends that a copy of the new Guidelines is carried on board every commercially trading ship and that a copy is held within every shipping company office.

New Polar Operating Guidelines

In November, the ICS and the Oil Companies International Marine Forum (OCIMF) jointly released guidelines to support shipping companies intending to operate in polar waters develop a Polar Water Operational Manual (PWOM) so their ships can be issued with a Polar Ship Certificate.

Appendix II of the IMO Polar Code provides a model PWOM, but ICS and OCIMF have recognized that additional guidance is necessary to help shipping companies to develop a quality PWOM that is truly fit for purpose.

Guidelines for the Development of a Polar Water Operational Manual was prepared by expert contributors with in-depth experience of operating ships in polar waters, as well as knowledge of the challenges faced by seafarers on board. Topics addressed include: identifying hazards; understanding operational limitations; updating procedures; upgrading equipment and systems; understanding relevant legislation and ensuring that the results of assessments are fully addressed in the PWOM.

By [The Maritime Executive](#) 2019-12-02 17:01:30

Seafarers Need Games, Shore Leave and Internet

A recent study by Helen Sampson and Neil Ellis from SIRC (Seafarers International Research Centre), Cardiff, for IOSH (Institution of Occupational Safety and Health), looks at the mental health and well-being of seafarers.

New research by Cardiff University urges shipping companies to provide more amenities for seafarers. Specifically, the report states that they should be provided with internet access and :

- At least one activity onboard, such as basketball, squash or swimming;
- At least four activities from table tennis, darts, barbecues, karaoke, bingo, and card and board games ;
- A gym with at least three pieces of equipment ;
- At least two facilities from a sauna, a book and DVD library, satellite TV with cabins and a library of interactive video games ;
- Comfortable mattresses and furnishings within cabins ;
- Shore leave at every opportunity for all ranks ;
- Varied, good quality food.

The study, funded by the Institution of Occupational Safety and Health (IOSH), involved over 1,500 seafarers completing a questionnaire and face-to-face interviews with a small group of seafarers, employers, maritime charities and other stakeholders. Lack of internet access, long periods away from friends and family, poor accommodation and food were among the leading causes of concern for those working at sea. Professor Helen Sampson, who led the study, says there is evidence that recent-onset psychological disorders are increasing among serving seafarers, yet more than half (55 percent) of employers said they had not introduced any policies or practices to address mental health for a decade.

When questioned in an interview about suffering from mental ill-health, one seafarer said : “Between pressure, workload, no days off and you are a gazillion miles away from home with limited communication, what do you think is going to happen ?” Another said : “Three months on land is nothing. You can’t see your kids grow up, you can’t see anything. You are just like an uncle coming and going.”

Sampson, Director of Cardiff University’s Seafarers International Research Centre, based in the School of Social Sciences, said: “It is all too easy for seafarers working out on the deep ocean to be invisible to those ashore. Their remoteness allows for abuse to go undetected.

Sometimes seafarers are subjected to bullying and harassment by superiors and colleagues on board. However many employers also mistreat seafarers by failing to provide decent and humane living conditions which promote good mental well-being.“ The report concludes that the provision of free internet access would make the most significant contribution to improving the mental health and well-being of those working onboard ships. In addition, organizations are urged to provide self-help guidance on improving mental resilience, provide contracts that balance work and leave time, introduce and enforce anti-bullying and harassment policies, train officers on creating a positive on-board atmosphere and set up confidential counselling services.

Summary and full reports can be downloaded on : <https://www.iosh.com/seafarerswellbeing>

CESMA LOGBOOK (2019 – 2)

We were represented at the following occasions:

25-26 SEPTEMBER - HELSINKI – IFSMA AGA

11 OCTOBER – MAMAIA, ROMANIA - CESMA PRESENTED DURING AGA OF ROMANIAN SHIPMASTERS ASSOCIATION

On the front page:

The hybrid ferry Berlin (file image courtesy Scandlines),

The Maritime Executive

World Maritime Day 2019, IMO web site

FROM THE EDITOR

• **Ancona – Mooring line breaks and hits shipping agent** - On Monday 10 June, a fatal accident happened in the port of Ancona, when a mooring line broke and struck a shipping agent. The serious accident occurred at quay 23 of the new dock where container ships dock. A 34-year-old shipping agent, father of two children and employee of an agency in Ancona, died after being hit in the neck by a mooring rope made of synthetic fibre used to secure the ships at the quay, which suddenly broke. The agent was witnessing the operations of loading and unloading the goods from a container ship. Investigations are being carried out to reconstruct the tragedy and to understand if the mooring procedure had already been completed. The emergency medical service and the Yellow Cross health officials intervened, but were only able to ascertain the death of the port worker. Capt. Stein Inge Dahn, President of the European Maritime Pilots' Association (EMPA), offered his sincere condolences, on behalf of EMPA: "We are deeply saddened to hear of this terrible loss and extend our heartfelt condolences to his family, friends and colleagues during this difficult time."

(Photo credit: Indy Pauwels)



<http://empa-pilots.eu/news/aancona-a-mooring-line-breaks-and-hits-shipping-agent>

AIMS OF THE ORGANISATION

- The European Maritime Pilot Association (EMPA) and European Tugowners Association (ETA) presents a new video on safe and efficient harbour towage operations. These guidelines described in the video were defined in close collaboration from both associations. This animation summarises the necessary steps that tugmasters, pilots and vessel captains should take in order to ensure the safety and efficiency of port towage operations. To reach the highest safety standards, good communication between all the participants in the mooring operations is a must. Essential information like communication channels, vessel deficiencies or the vessel's safe pushing points must be included in the towage plan and shared with all the parties. This clear communication creates an efficient and safe working environment, helping captains, tugmasters and pilots to enhance safe manoeuvres in ports. <http://empa-pilots.eu/news/empa-presents-new-safe-harbour-towage-operations-guidelines>
- *////*

(abridged)

AIMS OF THE ORGANISATION

- **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.**
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LIST OF CESMA MEMBERS AND REPRESENTATIVES

MEMBER REPR VDKS	CAPT. W.VON PRESSENTIN PALMAILLE 29	TEL: 0049 40 384981 FAX:0049 40 3892114
GERMANY	22767 HAMBURG	E-MAIL: vdks.office@t-online.de
MEMBER REPR AFCAN	CAPT. B. DERENNES RUE DE BASSAM	TEL: 0033 2 98463760
France	29200 BREST	E-MAIL: courrier@afcan.org
MEMBER REPR HYDROS	CAPT. F. VANOOSTEN 201 RUE RENE CASTELIN	E-MAIL:vanoosten.francis@wanadoo.fr
France	59240 DUNKERQUE	
MEMBER REPR NVKK	CAPT. L.J.H. GEENEVASEN WASSENAARSEWEG 2	TEL: 0031 512 510528 MOB.: 0031646260098 CAPT.H.AMMERLAAN
NETHERLANDS	2596 CH THE HAGUE	E-MAIL: nvkk@introweb.nl
MEMBER REPR CTPC	CAPT. M. CAROBOLANTE VIA MAZZINI 30	TEL: 0039 040 362364 MOB.: 0039 334 7400488
ITALY	34121 TRIESTE	E-MAIL: collegio69@collegioditrieste.191.it
MEMBER REPR CNPC	CAPT. G. LETTICH VICO DELL' AGNELLO 2/28	TEL: 0039 010 2472746
ITALY	16124 GENOA	E-MAIL: info@collegionazionalecapitani.it
MEMBER REPR USCLAC ITALY	CAPT. C. TOMEI VIA XX SETTEMBRE 21/10 16121 GENOA	TEL: 0039 010 5761424 FAX: 0039 010 5535129 E-MAIL: segreteria@usclac.it
MEMBER REPR IYM ITALY	CAPT. L. TRIGGIANI MOLO CENTRALE BANCHINA PORTO 17025 LOANO (SV)	TEL: 0039 3483365010 E-MAIL:italianyachtmasters@hotmail.com

MEMBER REPR ACMM SPAIN	CAPT. M. BADELL SERRA CARRER DE SARDENYA 259 1-4 08013 BARCELONA	TEL: 0034 934089288 MOB.: 0034 680321138 E-MAIL: info@capitansmercants.com
MEMBER REPR AVCCMM SPAIN	CAPT.J. ZARRAGOIKOETXEA C/BAILEN, 5 PLANTA – 1 48003 BILBAO	TEL: 0034 94 416 65 06 MOB: 0034636 44 90 54 E-MAIL: avccmm@avccmm.org
MEMBER REPR KBZ BELGIUM	CAPT.B. BAERT ITALIELEI 72 ANTWERP	TEL +32 475435942 E-MAIL: secretary-general@kbz-crmb.be
MEMBER REPR HMM IRELAND	CAPT. B. KAVANAGH NATIONAL MARITIME COLLEGE RINGASKIDDY / CORK	TEL: +353 214335637 E-MAIL: bill.kavanagh@nmci.ie
MEMBER REPR ZPU SLOVENIA	CAPT. G. RIBARIC OBALA 55 SI – 6320 PORTOROZ	TEL(GSM): +386 31 375 823 E-MAIL: zpu.slo@siol.net
MEMBER REPR BSMA BULGARIA	CAPT. I. CONEV 49B CHATALDZHA BUL 9002 VARNA	TEL : +359 888 435977 E-MAIL: chairman@bsma-bg.org
MEMBER REPR LKKA LATVIA	CAPT. J. SPRIDZANS TRIJDIBAS STREET 5 RIGA, LV-10 48	TEL: +371 67099400 FAX: + 371 67323100 E-MAIL: jazeps.spridzans@lja.lv
MEMBER REPR ZHUPK CROATIA	CAPT. I. SOSIC TRG PAPE ALEKSANDRA III,3 23000 ZADAR - HRVATSKA	E-MAIL: udruga.kapetana@zd.t-com.hr
MEMBER REPR UPKCG MONTENEGRO	CAPT. J. MILUTIN PELUZICA b.b 85330 KOTOR	E-MAIL : captain@t-com.me TEL : +382 32 304 672 FAX :+382 325 107
MEMBER REPR LCC LITHUANIA	CAPT. J.LIEPUONIUS AGLUNOS g.5 KLAIPEDA/ LT- 93235	E-MAIL : jurukapitonuklubas@gmail.com TEL : mobile +37069875704
MEMBER REPR SINCOMAR PORTUGAL	CAPT. J. TEIXEIRA CAIA DE ROCHA CONDE D OBIDA ARMAZEM 113 1350 352 LISBON	E-MAIL : sincomar.fesmar@net.vodafone.pt TEL: +351 213918180
MEMBER REPR HELSINKI SHIPMASTERS FINLAND	CAPT. S. SUNDBERG VEHNAKUJA 4 06400 PORVOO SF-FINLAND	E-MAIL: stig.sundberg@pp1.inet.fi TEL: +358 40 5944954