

CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

CESMA NEWS



SEPTEMBER 2021



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CESMA NEWS

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CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

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CESMA 26th COUNCIL MEETING AND AGA IN RIJEKA, CROATIA

After more than two years CESMA Council met in Rijeka, Croatia on 16th September, 2021. Union of Croatian Shipmasters Association hosted the event in the beautiful town of Rijeka. Capt. Juraj Karnincic was the person who took care of all the organization. He welcomed the council members on 15th of September together with the representative of ZHUPC capt. Damir Lakos. The Council Meeting of CESMA took place in the former Governor's palace and present National Maritime Museum of Croatia.



New CESMA Board had been elected during the Council Meeting and important resolutions had been adopted. All that happened during the meeting is stated in the Minutes from the meeting down below. After the Council Meeting CESMA representatives visited Maritime Faculty of the University of Rijeka. In the main building we saw excellent conditions for studying of students and advanced bridge and engine room simulators. Then we went to an old warehouse in the port converted to training facilities with the financial aid of European Union where there is also an office for the Rijeka Shipmasters Association. The day finished with the visit of an excellent exhibition in downtown Rijeka of wooden models of traditional Adriatic ships from medieval ages.

Next day continued with seminar and CESMA AGA. The discussions and decisions made are in the Minutes from the AGA.



CESMA members noted World Maritime Day on 30th September 2021 with participation in the on line events organized by IMO and individual publications in their electronic web sites and social media.

Capt. Dimitar Dimitrov, PHD, FNI,
CESMA President

MINUTES OF THE 26th CESMA COUNCIL MEETING ON 16TH SEPTEMBER 2021, RIJEKA, CROATIA

Those present: Captain H. Ardillon, President, AFCAN, France, Captain D. Dimitrov, Deputy President, BSMA, Bulgaria, Captain M. Badell Serra, Vice President, ACCMM, Spain, Captain L. Geenevasen, Administrator, NVKK, Netherlands, Captain G. Ribaric, ZPU, Slovenia, Captain Captain W. Martens, VDKS, Germany, Captain B. Kavanagh, IIMM, Ireland, Captain B. Alam, IIMM, Ireland, Captain B. Baert, KBZ, Belgium, Captain H. Ammerlaan, NVKK, Netherlands, Captain J. Karnincic, UKPTM, Croatia, Captain D. Lakos, UKPTM, Croatia, Captain G. Lettich, CNPC, Italy, Captain M. Carobolante, CTPC, Italy, Captain M. Gianelli, USCLAC, Italy

The Council is welcomed by the President of CESMA, Captain Hubert Ardillon.

ITEM 1: OPENING BY THE PRESIDENT

The President, Captain Hubert Ardillon opened the 26th CESMA Council Meeting in the beautiful former palace and now Maritime Museum of Rijeka. He expressed on behalf of CESMA appreciations for the excellent atmosphere for the meeting to capt. Juraj Karnincic and wished the participants fruitful meeting. After more than two years again there is possibility the Council members to meet live and to discuss the issues face to face, even if, as we were disciplined, we were able to meet virtually in September 2020.

Of course the main subject of our discussion would be the pandemic, but we could not forget other important subjects such as criminalization of seafarers, fatigue, autonomous ships, sulphur cap, etc.

At the end of his words, he reminded that two years ago, at Antwerp, CESMA was already without General Secretary Capt. Fredrick van Wijnen, being at hospital at that time and passed away few days later. In 2019, was also the passing away of Capt. Jean Chennevière, one of the four captains at the origin of CESMA and its statutes. In their memory, he proposed the Members to observe one minute of silence.

ITEM 2: Apologies

Apologies are received from Members not able to come, due to difficulties to travel in connection with pandemic (Spain-AVCCMM, Finland-HSF, Latvia-LKKA, France-Hydros), or being on board ships (Romania-ACNR, Italy-IYM).

ITEM 3: PRESENTATION OF COUNCIL MEMBERS

Each council member presents himself and mentions the shipmasters' association and which country he represents. New faces in the council are capt. Badiul Alam from Ireland who is representing IIMM together with capt. Kavanagh, capt. Damir Lakos new representative from Croatia ZHUPK. Capt. Geenevasen presented his successor as NVKK representative and CESMA Administrator capt. Hans Ammerlaan.

ITEM 4: ADOPTION OF THE AGENDA

The agenda was adopted as proposed.

ITEM 5: ADOPTION OF THE MINUTES OF THE 25th COUNCIL MEETING ON LINE VIA GOOGLE MEET.

Captain Dimitrov, CESMA Deputy President and acting Secretary General informed the floor that the minutes of 25th Council Meeting had been distributed and agreed on line shortly after the event and published in CESMA News December 2020. No any remarks had been reported and the minutes had been adopted unanimously.

ITEM 6: ORGANIZATION AND RUNNING OF CESMA BOARD (ACTUAL AND FUTURE)

Captain Ardillon explained the council members the necessity to continue having in the Board of administrator. As there is no person in the Board from Netherlands and the confederation is registered in that country CESMA needs a person to take care of administrative matters as well as to register the changes in the Board administratively and to keep physical contact with the bank CESMA uses. For the time being access to the bank account is available for both the President and the administrator and it ensures continuity of the operations in case of difficulties of one of them. It was agreed the Board to have administrator and for the time being access to the bank to be granted to capt. Hubert Ardillon and capt. Leo Genevasen who will be succeeded after the meeting by capt. Hans Ammerlaan and the access will be transferred to him. Capt. Genevasen explained what he has done and capt. Ammerlaan accepted to continue doing the same.

ITEM 7: MAILS, BANK AND INTERNET MANAGEMENT

Capt. Ardillon reported that he cleaned the inbox of CESMA e-mail and now it is fully operational with enough space for new messages. The laptop of the organization is still in order and he managed to reinstall the operational system of it in English with no charge. Now it could be used of anyone coming to the position of Secretary General.

Capt. Dimitrov told the council members the procedure of preparing CESMA News. He urged the member organizations to contribute to the newsletter as it is more valuable when consists of information from members instead of compiling different articles from external publications. He asked whether all members receive the newsletter. The council members present confirmed they received it. Capt. Lakos proposed the newsletter to be distributed electronically only. Capt. Ardillon, capt. Gianelli and capt. Baert expressed their opinion that hard copy is still necessary. Capt. Ardillon said that nowadays all of us receive a lot of mails every day and very often we pass through them without noticing the attachments. Having the hard copy especially the members of EU Parliament, EU Commission and EMSA could at least pass through the pages and find the information we communicate.

Capt. Ardillon informed the council members of the desktop computer available in the office of CESMA in Netherlands. It's completely empty as nobody stays in the office. Capt. Genevasen said he is going there once a month and now during the pandemic even less often. Capt. Baert and capt. Ammerlaan proposed to keep the desktop in the office as we could not do anything else with it.

ITEM 8: RENDERING OF THE 2019 FINANCIAL PAPERS.

The financial papers were presented by capt. Ardillon. There are only Lithuanian and Montenegro shipmasters associations which did not pay their subscriptions but there is communication with them. He mentioned that actual budget for the year 2020 is less than adopted due to pandemic situation and restrictions to travel and meet. The only physical meeting the Board had made in February 2020 and the Board participated in the European Shipping Week in Brussels where the Board members made useful contacts with EU Parliament members, EU Commission officials, EMSA Executive Director and IMO Secretary General. For the time being CESMA has savings transferred to the savings account. All the expenditures had been explained and adopted. Capt. Ardillon proposed to keep the same budget for the year 2021 and 2022 and the Board will monitor the development of pandemic situation and come back to normal travel and meeting in favour of CESMA members when possible. To conclude the financial papers had been adopted as proposed.

ITEM 9: GENERAL SECRETARY'S REPORT

Captain Dimitrov, CESMA Deputy President presented the General Secretary's Report. It explains the activities of CESMA in the year 2020. According to the CESMA Logbook there are

mostly on line participations except European Shipping Week already mentioned in the previous agenda item. Capt. Ardillon informed the council members about his interview on French media about difficulties of the seamen in condition of pandemic. Capt. Lakos added to that information actions of ZHUPK and cooperation with Croatian Ministry of Transport to ensure possibility of seafarers to make PCR tests before joining ships and to be vaccinated with single shot vaccine Johnson and Johnson due to time restrictions. Capt. Martens from VDKS informed that in Germany they organized vaccination for their members with priority to be able to join ships easily. There are no remarks on the report and as such it is adopted by the Council.

ITEM 10: ELECTION OF NEW PRESIDENT, DEPUTY PRESIDENT AND SECRETARY GENERAL.

Capt. Ardillon proposed Election committee to be elected now and the members of it to be capt. Ammerlaan, capt. Karnincic and capt. Kavanagh. In the Board there are proposals from BSMA capt. Dimitar Dimitrov, at present Deputy President to be elected as President and capt. Ardillon to be elected as Secretary General. There is proposal from Italian members capt. Ribaric to be elected as President but he had been re-elected as President of ZPU (Slovenian Shipmasters Association) a month ago and as per the statutes he could not be proposed for President. Finally there is one nomination for President of CESMA – capt. Dimitar Dimitrov. From ten voting members present ten voted and capt. Dimitrov was elected as President. Capt. Ribaric was proposed from capt. Ardillon as Deputy President. There are no other proposals and during voting from ten present council members ten voted in favour. Capt. Ribaric was elected as CESMA Deputy President. Capt. Dimitrov proposed capt. Ardillon for Secretary General. Ten out of ten present council members voted in favour. Capt. Genevasen informed the council that capt. Ammerlaan will succeed him as NVKK Council member representative and CESMA Administrator. As in the statutes and bylaws no voting is necessary and capt. Hans Ammerlaan was announced as CESMA Administrator. The present Board of CESMA consists of:

- President – Capt. Dimitar Dimitrov, Bulgaria, elected 2021;
- General Secretary – Capt. Hubert Ardillon, France, elected 2021;
- Deputy President – Capt. Giorgio Ribaric, Slovenia, elected 2021;
- Vice President – Capt. Mariano Badell, Spain, elected 2020;
- Administrator – Capt. Hans Ammerlaan, Netherlands, as per the statutes and bylaws, 2021.

ITEM 11: MEMBERSHIP

Capt. Ardillon informed that there are no new membership applications. Capt. Dimitrov proposed to continue contacts with Polish shipmasters organizations to persuade them to become members of CESMA. Capt. Martens from VDKS insisted of sticking on EU matters and CESMA has to urge EU institutions on supporting shipping industry to employ EU seafarers via subsidies or other means. Capt. Kavanagh proposed cooperation with EMSA for stricter control of condition of ships sailing in EU waters to ensure safety of navigation.

ITEM 12: STATUTES AND BY-LAWS

No any proposals and discussions.

ITEM 13: ORGANIZATION OF ANNUAL GENERAL ASSEMBLIES. PROPOSAL FOR THE NEXT AGA.

Capt. Gianelli from USCLAC, Italy, proposed next Council meeting and AGA to be held in Genoa, Italy on May 2022. The proposed dates had been discussed and finally it was decided to be 05th and 06th May 2022 subject to further confirmation from the host organization and information to the members in due time till the end of 2021. Genoa, Italy was adopted as the place for the next CESMA Council Meeting and AGA.

ITEM 14: COOPERATION WITH OTHER ORGANISATIONS.

Capt. Ardillon repeated the participation of CESMA in European Shipping Week in Brussels in February 2020 together with capt. Ribaric and capt. Dimitrov. The outcome is meeting and discussion about safety of navigation and the role of shipmasters with European Maritime Pilots Association, European Shipowners Association, European Tug Owners Association, European Sea Ports Organization, IMO representatives. Contacts had been exchanged with the presidents and secretaries of above mentioned organizations. Reconfirmed was the cooperation with Nautical Institute and the members of CESMA are advised to participate in NI webinars.

ITEM 15: ANY OTHER MATERS

Capt. Mario Carobolante raised the problem with employment of cheap labour seamen and captains on board the ships sailing under the flag of Malta and Cyprus and the trend of some EU shipowners to reflag their ships under those flags and replacement of national seafarers with non-EU seafarers. Capt. Lakos and capt. Ribaric mentioned the same experience with Croatian and Slovenian captains. In connection with the increase of attraction of the young Europeans to the maritime profession capt. Kavanagh told the council members their experience with Erasmus program and exchange of students with other EU nations. Capt. Lettich shared the experience of CNPC in signing Memorandum of understanding with Maritime Universities allowing ship captains to assist in training thus the students to get the latest information from the captains working on board ships.

He also raised discussion about the case of grounding of m/v Ever Given and lessons learnt. The ship masters have to know what happened on board to protect themselves in the future. There is continuous increase of the size of ships but the ports and canals remain the same. The other important issue is stack in minimum standards of training as per STCW.

Capt. Lettich raised also the problem of return of dead bodies of seamen died on board the ships because of pandemic. The bodies could not be disembarked several months and that created problems and disappointment to the families of dead seamen. Capt. Dimitrov confirmed the same problem with Romanian shipmaster in China.

Capt. Ardillon informed the council members that the conference in Bilbao “500 years of Magellan sailing” was postponed to the year 2022 and the abstracts should be sent to organizers till November, 05th 2021. He intends to propose a paper on behalf of CESMA about captains’ roles and duties differences between Magellan and actual times.

Capt. Lakos shared his opinion on the existence now of difference of conditions for seafarers when ships are in ports and restrictions of some shipping companies to their crew to go ashore.

ITEM 16: EVALUATION OF RESOLUTIONS FROM 25th AGA ON LINE VIA GOOGLE MEET.

Capt. Dimitrov proposed the resolutions with the amendments made by capt. Ardillon. New resolution nr.6 was proposed about the legal regulation of maritime autonomous surface ships. Capt. Baert mentioned that it is too early to have resolution on that subject as at the moment there are only preliminary researches. Regarding resolution 5 about VTS capt. Lakos pointed out the necessity of unification of the rules for exchange of information in coastal areas so the ship masters to report in the same way. On resolution nr.1 capt Baert proposed text to be added as follows: “Vaccines which are recognised by WHO and EU should be accepted by EU port authorities to facilitate shore leaves and crew changes”. Resolutions were again discussed during the 26th AGA on the 17th September.

Captain D. Dimitrov
President

16th September 2021

Captain H. Ardillon
Secretary General

MINUTES OF THE 26TH ANNUAL GENERAL ASSEMBLY AT THE BONAVIA HOTEL IN RIJEKA, CROATIA ON 17TH SEPTEMBER 2021

The day of AGA commenced with a seminar opened in the morning from Capt. Juraj Karnincic, representative of Union of Croatian Shipmasters Associations. He mentioned the most important problems of captains nowadays as pandemic and restrictions to seafarers created by it, piracy and traumatism on board. The seminar was moderated by Ms Mia Brkic. Welcome addresses were delivered by capt. Nenad Simicic, President of the Union of Croatian Shipmasters Associations, capt. Dimitar Dimitrov, President of CESMA, Ms Lena Storak, Head of Public Relations Department of the City of Rijeka, Mr Komadina, Governor of the Rijeka County and capt. Sinisa Orlic, Assistant Minister in Ministry of the Sea, Transport and Infrastructure in Croatia and Head of the Maritime Safety Department in Croatian Maritime Administration. All of them pointed out the change in shipping industry due to corona virus, digitalization and decarbonization. Capt. Sinisa Orlic informed the participants that there are more than 20000 Croatian seamen 15000 of them sailing internationally. Croatia as a country supports maritime education and training (MET) and co-finances the sea practice of cadets on board ships. The seminar continued with the presentation of capt. Mario Zorovic, President of Croatian Ship Manning Association, member of EUROCREW (European manning association) “Croatian Seafarers Demand and Supply – current trends and future perspectives”. He explained maritime educational system in Croatia which consists of four maritime faculties educating undergraduate students (bachelor degree) for three years, graduate students (master degree) for two years and PHD for three years, altogether more than 500 students per year. Then he gave more details about the existing CIMIS – Croatian Integrated Maritime Information System where all seamen sailing on board ships are registered. There is support of the government for that system and Croatian seamen are tax exempted if they are more than 183 days per year on board ships. The seamen have to ensure themselves for health insurance. The global trends in shipping are in favor because world market will inevitably grow so the number of ships and seafarers, many shipowners moving to Asia to cut their costs – wage differences between Asians and Europeans are reduced and will become less important and quality makes the difference (Operational Excellence will win). At the end of the presentation capt. Zorovic concluded with the efforts of Croatian government to assist the Croatian seafarers in COVID-19 problems by putting the seafarers in vaccination priority list and at present there are more than 60 percent of all seafarers vaccinated. For the future European Seafarers should keep their working places by the experience through centuries (“Sea in blood”), high quality education & training, progressive and modern following industry developments and superior competence (Quality Makes the Difference).

After the coffee break capt. Bero Vranic, FNI and IMO Goodwill Maritime Ambassador for Croatia presented the program of Chartered Master Mariner which gives recognition of excellence in captains profession to ship masters from Nautical Institute and Honorary Company of Master Mariners of United Kingdom.

The next presentation was from capt. Vlado Francic, PHD, from the Maritime Faculty of Rijeka “Maritime education – challenges and opportunities”. He explained the available facilities in the Faculty of Maritime Studies in the University of Rijeka, subjects studied for the sea and shore based professions. As member of IAMU (International Association of Maritime Universities) the faculty complies with all the STCW requirements and beyond them in order to be competitive in the market.

Chief engineer Josip Orovic, PHD from University of Zadar presented “2021 Sulphur Cap – Options and Challenging Issues”. In connection with one of the resolutions he explained the audience the transfer to new fuels, possibilities to the ships to comply with new requirements and problems the crew will encounter.

The last presentation made by Marco Sanditic gave detailed picture of case of piracy, actions

of the crew on board and the negotiating team ashore. It was really valuable as real experience could help in the future to any of our members.

The seminar concluded with fruitful discussion.

1. OPENING BY THE PRESIDENT OF CESMA AND PRESENTATION OF BOARDMEMBERS. AIMS OF CESMA

The President Captain D. Dimitrov welcomed those present, thanked to the host organization for the excellent atmosphere and introduced the Board elected a day before, which now consists of four members and administrator. He presented in short the discussions and decisions of the Council Meeting on the previous day.

2. ADOPTION OF THE AGENDA

The Agenda was presented by the President of CESMA capt. Dimitar Dimitrov as follows:

1. Opening by the President. Presentation of Board Members. Aims of CESMA
 2. Adoption of the Agenda
 3. Adoption of the Minutes of the 25th AGA (on line)
 4. COVID 19 pandemic: Reliefs, Shore leaves, Mental, Atmosphere on board, Vaccination – Problems for shipmasters
 5. Criminalization of seafarers – present situation
 6. Digitalization of shipping – challenges for shipmasters
 7. Decarbonization and new requirements – Responsibility for shipmasters
 8. Any other matters
 9. Resolutions 26th AGA, Rijeka
 10. Next AGA invitation/presentation
 11. Closure by the President.
- The agenda was adopted.

3. ADOPTION OF THE MINUTES OF THE 25TH AGA (ON LINE)

Capt. Dimitrov reminded the audience that the Minutes of 25th AGA had been published in CESMA News December 2020 and agreed by the member associations via e-mail. He asked for any amendments or corrections. No such had been proposed and the Minutes were adopted as presented.

4. COVID 19 PANDEMIC: RELIEFS, SHORE LEAVES, MENTAL ATMOSPHERE ON BOARD, VACCINATION – PROBLEMS FOR SHIPMASTERS

Capt. Ardillon shared with participants the French experience where seamen had been inserted in the priority list for vaccination but the problems had arisen with the seamen not vaccinated and returned home. They had been restricted from going out of home and had to wait quarantine periods and to follow a lot of formalities. Capt. Gianelli from USCLAC said that in Italy the seamen are not in the priority vaccination list. The same situation is in Netherlands as per capt. Leo Genevasen. Capt. Damir Lakos from Croatia said that the biggest problem comes from restrictions from shipowners not allowing crew to go ashore for health safety reasons. Capt. Baert from KBZ informed that in Belgium J&J vaccine is approved for the people above 55 but in order to facilitate seamen restricted in vaccination time that one shot vaccine was adopted for seamen as well. The outcome of discussion was the rewording of resolution one about pandemic.

5. CRIMINALIZATION OF SEAFARERS – PRESENT SITUATION

Several cases had been discussed starting with the ship master on board passenger ship

accused for air pollution in Marseille, France using fuels with higher contents of sulphur. The master was found guilty, then after appeal the case was returned in the court for future re-consideration. The other serious problem mentioned by the participants and discussed was the problem with migrants saved at sea to be discharged ashore. The decision should be found via EU institutions and CESMA Board has to discuss and act via EMSA.

6. DIGITALIZATION OF SHIPPING – CHALLENGES FOR SHIPMASTERS

That agenda item was planned in connection with possible presentation from EMSA. The representative of EMSA invited did not attend. The participants expressed the opinion of necessity to unify the reporting and arrival procedures at least in EU countries in order to facilitate shipmasters when sailing in EU waters.

7. DECARBONIZATION AND NEW REQUIREMENTS – RESPONSIBILITIES FOR SHIPMASTERS

The matter had already been discussed in the seminar in the morning after the presentation of Josip Orovic. The crew have to be trained in using alternative fuels and newly installed equipment. In agenda item 5 the matter was already discussed and the resolution about decarbonisation will remain into force.

8. ANY OTHER MATTER

Capt. Marco Sanditic raised the problem of commercial pressure upon ship captains and said that there are a lot of accidents at work connected with force to do certain job against the safety rules or common sea practice. Many seafarers complain from pressure to work overtime or high risk job during safety training. Usually that pressure is coming at the last moments and usually the instructions are done by phone from the office of the companies. There is also pressure on Safety Departments of the companies and designated persons ashore. The problem is not new but it was decided to mention it in the preamble to the resolutions.

9. RESOLUTIONS 26th AGA, RIJEKA

In the discussion about the wording of resolutions captains Badell, Martens, Baert, Ammerlaan and Geenevasen advised about several cases of losing containers at sea from big container ships due to navigation under pressure from shore to keep the schedule and to proceed with full speed. Capt. Lakos said that the same was observed from time charterers who press the masters to arrive in time to keep the charter.

When discussing resolution about the role of Vessel Traffic Service those present agreed on that VTS should be of assistance to shipmasters but the final decision to act has to be left to the captain of the ship.

10. Next AGA invitation/presentation

Capt. Gianelli presented the invitation of USCLAC next CESMA AGA to be held in Genoa, Italy in May 6th, 2022. The confirmation will be done via e-mail to CESMA secretariat and then the members of CESMA will be advised in due time.

11. CLOSURE BY THE PRESIDENT

President Dimitar Dimitrov closes the 26th CESMA Annual General Assembly and thanks the Croatian Union of Shipmasters Associations and personally capt. Karnincic for the organisation and the hospitality.

**Captain Dimitar Dimitrov, President, Captain Hubert Ardillon, Secretary General
Rijeka, 17th May 2021**

RESOLUTIONS FROM 26th CESMA AGA 17th SEPTEMBER 2021, RIJEKA, CROATIA

The CESMA members attending CESMA 26th AGA noted with concern the problems of COVID 19 pandemic (crew change difficulties and different approaches of the countries all over the world), piracy, safety of ro-ro, ropax and cruise ships, continued refugees in the Mediterranean, mooring accidents involving approved equipment, continued problem with commercial pressure on shipmasters and safety departments, different practices in simulator training in EU countries, excessive paperwork on board commercial ships, decrease of traditional navigational skills, decreased employment of EU seafarers and continued accidents some with fatal end with Very Large Ore Carriers (VLOC's) sticks on the following resolutions of primary importance for shipmasters.

New resolution 1: Covid19 pandemic consequences on crew members and shipmasters

The Assembly noted with concern the serious problems generated by the Covid19 pandemic regards to seafarers and shipmasters in particulars. The situation created new rules in each countries and ports. Crew changes were delayed due to difficulties to travel for seafarers who, at that time, were not recognized early as key workers, despite calls from UN and IMO General Secretaries. This made it quite impossible to relieve crew members at the normal end of their contract. This could lead to exceptional mental and physical fatigue to seafarers, with possible effects on safety, security and environment, and crew management difficulties for shipmasters and the global supply chain.

After more than one year of pandemic, the relieving has become easier, but far too many seafarers are not being relieved within their contractual terms, and the possible consequences, due to fatigue, on safety, security and environment are still the same.

The vaccination of seafarers, now underway, does not result in better procedures for reliefs. Also, vaccinated crew members are not granted shore leave.

Even if some European ports already offer the possibility for seafarers to be vaccinated irrespective of nationality, the Assembly strongly requires EU Administration to encourage the EU Countries and EU ship-owners to facilitate the vaccination of seafarers during calls in their ports and to allow shore leave.

The Assembly urges Port Authorities to accept all the vaccines recognised by WHO and to treat vaccinated seafarers the same way as the vaccinated local citizen.

Resolution nr. 2: Implementation of sulphur cap and ballast water management.

The Assembly noted continuation of serious problems the shipmasters and crew face with the implementation of the 2020 sulphur cap and the prosecution of shipmasters on violations of the existing rules despite the fact that bunkers nowadays are ordered by the ship operators.

When any problems arise with compliance of sulphur contents restrictions or ballast water management rules, masters are blamed and there have been several cases with serious charges against them. The delegates insist that EU institutions adjust existing rules to the latest industry and information technology developments but not to blame shipmasters for the violations coming from the shore parties involved in ship operations and shipmanagement.

Resolution nr. 3: Criminalisation of shipmasters.

The Assembly 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 final verdict has been pronounced. The Assembly was also reported of increasing of commercial pressure on shipmasters.

Resolution nr. 4: 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. It continues to urge Port State Control officers to intensify verification of work and rest periods during shipboard inspections.

Resolution nr. 5: Shipmaster key role in navigating the ship in VTS control areas.

The Assembly discussed the safety of ships when navigating in VTS surveillance areas and the current trend to restrict the shipmasters' decisions in favour of more authority by the VTS operators. CESMA urges European institutions and national legislative bodies to respect the shipmaster's overriding authorities as per ISM Code in saving life at sea, the ship and marine environment.

Resolution nr. 6: MASS (Maritime Autonomous Surface Ship).

The Assembly noted the development of autonomous ships and the consequences on seafarers' employability. It noted also that the responsibilities in case of incident are not yet clearly defined. CESMA will remain vigilant on all aspects of autonomous ships and related International Maritime Laws.

Captain D. Dimitrov
President

17th September 2021

Captain H. Ardillon
Secretary General

Covid-19: Consequences for seafarers

Le Havre Port Center asked Capt. Pierre BLANCHARD, president of AFCAN, to speak at a conference, on 1st July, at the occasion of opening of an exposition called «Les Marins, d'A-Bord», «A-Bord» being be read either first (d'abord in french) or on ship (à bord). Capt. BLANCHARD, being at sea at that date, has transmitted his role to Capt. ARDILLON, vice-président of AFCAN and president of CESMA.

One could regret the very small public during this short conference, even if just before there were more people to the official opening of the exposition, which, if necessary, shows the transparency of the seafarer in France, even in a port town such as Le Havre.

The second part was told by Pavel PEREIRA, president of La Havre Pilot Station.

AFCAN Words by Hubert ARDILLON

First of all I am sorry in advance because my words will only push open doors. Indeed I will say things that you already know, and others that we have heard about, but just a little and for those who follow maritime news closely in the specialized press

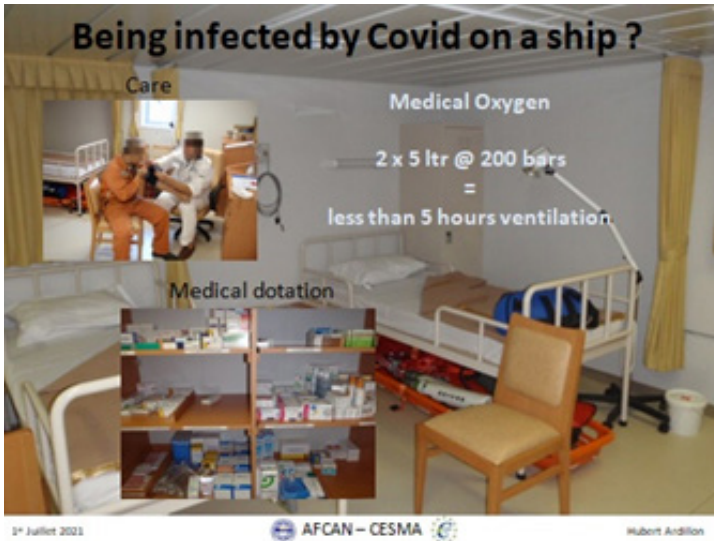
A – Health on board

We talked about health on land, the medical consequences for those infected, respiratory emergencies, overloaded hospitals.

We also spoke, a little when it arose, of the sanitary condition on cruise ships. Finally, we talked about it almost exclusively with regard to the passengers. Not or very few of the seafarers also stuck on board, most of them could not be evacuated like the passengers.

And yet. The seafarer is, a priori, a human like any other - earthling. Therefore also subject to the constraints of health precautions, illnesses, accidents, etc.

On a cargo ship, unlike a cruise ship, there is no doctor. The care is provided by a responsible officer, certified for this, with for ships under the French flag the assistance of an emergency doctor from the Purpan hospital in Toulouse, by satellite phone. This is to treat and possibly cure a crew of 20 to 25 people, sometimes made up of ten nationalities. So with different customs and habits related to this health aspect.



Obviously there are regulations requiring the vessel to have on board equipment and drugs that can be used.

And among this material is medical oxygen. The French endowment imposes on long-haul ships a reserve of 2 times 5 liters under 200 bars of pressure. This will suffice to ventilate a sailor with oxygen in just below 5 hours. But we must not forget that we are talking about long-haul ships, therefore at sea, and so not systematically close to a port.

If a Covid patient is declared requiring respiratory assistance, we can see the problem. A single patient and preferably when in port or there is the possibility of disembarking this patient urgently, by helicopter for example, it is feasible. But, as a small detail, the Covid breaks out several days after infection, therefore after the ship has left its port of call, therefore at sea, so far enough from any shore help.

To put it simply, the on-board seafarer sick with covid is as on death sentence.

An example: on the gas carrier Unity, under the French flag, the sailor, Filipino, having triggered the covid, despite 2 negative tests during his embarkation a few days previously, was saved thanks, among other things, to the fact that the ship had to available an additional reserve of 40 liters of oxygen, a total of 5 times the recommendation! And that there was only one patient!

B – A deceased on board: what to do with?

What if the seafarer dies from COVID on board. What can we do with him/her?

There are still a fairly large number of cases where the ship continued its course, wandering from port to port, where she was refused entry. Why ? Not infecting a country where the virus is already circulating?

Take the case of the Ital Libera container vessel. This vessel is sailing mainly between Asia and South Africa. At the beginning of May, after leaving Durban, several seafarers were tested positive. The ship was then sent to quarantine in front of Jakarta. The ship's captain is believed to have died around April 13. And it was on June 7, almost 2 months later, that its owner repatriated, not the body of the captain but the ship, to Italy, since it is now impossible for him to reach an Asian port!

On the Vantage Wave, the Liberian flag, the captain, Romanian, died in mid April, apparently of a heart attack unrelated to the pandemic. But the ship called in India. Since then and despite the many ports called in Africa and Asia, it is impossible to disembark the body of the captain. The ship is anchored off China, the crew has one dead on board, but almost no food and drinking water. But it is out of the question to land! How to work and live with so little and almost without communication, while respecting the famous barrier gestures?



And these are not the only cases. A death from covid on board, it is almost guaranteed not to be able to call at port. With a corpse on board! How to give a good and nice moral to the crew!

This also helps maritime safety! But don't worry, in the event of an accident, one will be able to quickly find someone responsible, one from the vessel of course, but the port and health authorities who decide on these things will never be worried.

C – Les relèves

At the start of the crisis, the borders were closed. So no more crew changes.

Two consequences: the seafarer stuck on board, and the seafarer stuck ashore.

Stuck on board, it's hard to take. This sometimes happens, for a relatively short time. The relief does not always happen in the best possible way. The on-signer may miss his flight, fall ill when arriving at the airport, more «humorously» suddenly suffering from Christmas or Summer Illness. It has been seen and will be seen again. And believe me, it is very depressing for the sailor who returns from the gangway to the accommodation, dragging his suitcase which has suddenly become too heavy. But it's also true for others who see him coming back like this. We know that for more or less a long time there are subjects not to be broached, jokes not to be told. But, and this is the huge difference with what happened during the covid period, we then go back to work, no joy of heart of course, but knowing that the next port of call or relief is in so many days, that the captain will inform, inquire, and that it is only a story of a few days, but especially that we know a date. A goal. In the covid crisis, there is no longer that date, that goal. No relief, but we don't know until when. Contract times are getting longer, are well over. But we don't see anything really positive coming.

Then there is an accumulation of fatigue. Physical of course because the work of a seaman, on the deck or in the engine room is physical work. And psychological too, because you can't see the end of the tunnel.

Physics: you have to understand how the seafarer is made. When he leaves for his ship, it is for a while, if not a certain time. Whether the contract is for 4 weeks or 9 months, we start preparing for this time. And on board, there is first a period of adaptation, then of intense work (we are in great shape), then the pace slows down as we get closer to the end. Of course, the shorter the contract time is, the shorter, or even zero, this "relaxation" period is. But when the contract is long, there is a moment when the repetition of efforts, schedules of work and rest periods are physically exhausting.

Psychically, it's a long time too. The repetition of watches, the news not always there, even the menus that become so repetitive, the same conversations, the same bullying felt at work (lack of spare parts for example), the safety exercises to be performed, re-performed, re-re-performed, etc., even the video alone in front of his PC. All of this together makes time long, very long, too long. So when there is a date, a port with a disembarkation, that helps to be strong for a lot. But when this date or this port disappears, when there is no news from relatives, when we are also worried about them, this mental fatigue is even more important.

And fatigue, whatever it is, never help the safety at sea.

Also pay attention to the administrative problem. In some countries, to disembark there is subject to a passport with a validity date of 6 months or more after the transit in that country. By postponing the relief too much, some seafarers were also consigned because their passports were going to be expired.

And the relief is a seafarer on board and a seafarer ashore. On leave ? Not systematically. Many seafarers work on contract. They are paid for their time on board, including leave. And each seafarer who does not sign off means also a seafarer who does not sign on. And therefore such seafarer has no more income.

By not organizing, by forbidding reliefs, we create safety problems on the sea, and also misery on land. When we talk about 400,000 seafarers stranded on board, we are also talking about hundreds of thousands of seafarers assigned to land, and therefore of families. The number of seafarers is thus almost doubled. And 400,000 is the number for 2020. Last Thursday, International Seafarers Day, the IMO Secretary General spoke of the number of 200,000 seafarers still awaiting relief. One year after crisis started!

Of course and hopefully, reliefs could be performed in some ports and countries. Among other things, we can congratulate ourselves that in France this has been made possible. Such places therefore, where the initial shock of the crisis passed, measures have been taken to facilitate the transit of seafarers. But not everywhere. A seafarer could very well disembark but find himself stuck in an intermediate airport without the possibility of returning to his home. With the need to find additional accommodation. Filipino seafarers got stranded in Manila. Without pay since disembarked. When this became known, some preferred to request to stay on board. This is understandable. Disembarking but not to return home, where is the interest? Others were put in hotels or holiday villages, such as Malagasy seafarers who could not return to their country.

D – Shore leaves

Small Gallup without interest to do. What could be the percentage of students, past and present, even in the future, who wanted to do this job solely for the pleasure of being at sea, not to travel the world, to discover it during calls?

Well the covid pandemic has made this percentage's wishes come true.



Calls, yes. Because people on shore must always receive fuel for the car, exotic or off-season fruits, cheap clothes, spare TV, latest smartphone. Finally a whole bunch of more or less essential things. And all is coming for a huge percentage per ship. And ships on which there are still seafarers. So ships which, being alongside, unload their various cargoes. But be careful, the seafarers must not go ashore. It is true that they could be infected. And so it is to protect them that they are not allowed to put one foot on the wharf. It's beautiful, it's big, it's generous. And to protect them even better, visits on board are also prohibited. Almost all

the visits, we still keep the pilot, the agent and the strict minimum of people necessary for the smooth running of the commercial calls. At the beginning we also kept the inspections, fortunately quickly stopped, because it would have been a shame to bring in people, possibly infected, just to inspect the vessel, and her certificates.

Seafarers wishing to go ashore for a simple walk, a purchase, or a phone call to the family, never mind. This is to protect them.

Same for ships' visitors, it took a while for them to be able to approach down the gangways, not on top, don't dream anyway. However, great initiatives have been taken, among others in the port of Le Havre, by these visitors. But something was still missing. In the french movie «Les tontons flingueurs (Crooks in clover)», one of the actors says: «it is curious among seamen this need to make sentences». Well, that's what they missed. To speak with people other than those on board. To speak about oneself, to exchange about this sort of ordeal due to the restrictions more or less well accepted by the crew. Seeing faces other than those of his colleagues, those that we meet every day, is what first drives the seafarer to want to go ashore when he can, when his watch duty during the calls allows. Well, it's true that with the face masks in the street, seeing other faces ...

E – Consequences?

Maritime accidents. Although this does not excuse the navigation error (or fault), the M/V Wakashio which ran aground in Mauritius, with the pollution consequences described. Why to come so close to the shore? To pick up a signal and be able to communicate with the family. Because from too long time without news, without the possibility of reliefs.

A deep discomfort among the seafarers. There have been suicide attempts, some of which were successful. And many seafarers have declared that they made their last contract at sea during this period. No longer wanting to come back on vessels in such conditions.

Besides, if most shipping companies are looking for staff, in a more sustained way than before, there is a reason.

F – Solution?

Vaccination of seafarers.

No illusion, the virus will not go away. We're going to have to live with it, as we already live with other viruses.

Thus we must vaccinate.

And the vaccination, the seafarer knows that. Some vaccines are or have been mandatory to be able board a vessel. When a ship arrives in port, among the big lot of papers to prepare is the list of vaccinations.

The vaccination list (also known as the yellow fever list) contains the following information:

- about the vessel: name, nationality, agent
- about the port: name and date of arrival
- and the list of crewmembers with the dates of the various vaccinations imposed or recommended for this call.

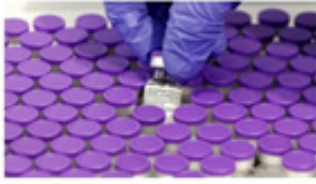
This list is given on arrival. And in the event that a crew member is not vaccinated, the IMO has established a recommendation to facilitate the vaccination of seafarers:

Recommended Practice. Public authorities should provide facilities for the completion of International Certificates of Vaccination or Re-Vaccination as well as facilities for vaccination at as many ports as feasible.

A few years ago, here is what I said to the last year students at the ENSM (French Merchant School): «If necessary, a local doctor will (re) vaccinate, maybe with prophylactic measures sometimes far from the European standard. It had become a little «forgotten» in recent years with the gradual disappearance of the various scourges of past centuries and the evolution of global health. However, there are new viruses that have not yet been mastered and which are relaunching this «health» control in ports (SARS, Ebola, as well as cholera following the tsunami in Asia, etc.).

Similarly, there is also the crew temperature list: this document was already requested more than fifteen years ago in China by health authorities.

Solution : **VACCINATION**



Conséquence de la vaccination
SHORE PASS



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crew member, the situation will be unchanged for the seafarers: no shore leave, risk of quarantine, etc.

So the solution is to vaccinate all the seafarers. And why not to require the covid vaccination, like yellow fever for example, before to sign on. And for the seafarers currently on board, and of course unvaccinated, it is necessary to be able to vaccinate them during the ship's calls.

And whatever be the nationality.

This is what is done in the USA. In about fifty ports, so all along the US coasts, teams come on board, either to pick up seafarers to vaccination centers, or with a case containing vaccines in order to vaccinate seafarers directly on board.

In the USA, seafarers are vaccinated with the Jensen vaccine which requires a single dose, which is an advantage. However, one can easily imagine that it is possible to vaccinate in two doses, in two different ports which would be separated by several weeks, on the condition of course to call at ports where it could be done, therefore administratively and with the presence of vaccines in the port.

It's possible. This is already happening. Elsewhere. Unfortunately.

In terms of the number of ships in our ports (France), and the number of crew members on cargo ships (as opposed to cruise lines), this would represent a relatively small number of doses to distribute.

In France it was expected to receive 30 million doses in June. To keep apart a few thousand of these dose for visiting seafarers would not greatly influence the vaccines injected into the French people.

But vaccination is not the only cure. There is another thing to be applied at the same time: the recognition by the Administrative Authorities of a State that being vaccinated authorizes relief and shore leave without additional constraints. And this is another battle.

And yet, the result would be clear and simple:

1- The more seafarers have been vaccinated, including and even above all from emerging countries, the less risk there is of spread by these seafarers to their local populations;

2- There will found back also seafarers with a smile. In fact, in the United States recently, on the arrival of a ship, the immigration officers went on board, as usual, and distributed «shore passes» to seafarers, just because they had been vaccinated.

And just on that last sentence, the maritime world can only get better, the seafarer of course, but also the maritime safety. We are indeed more rested, mentally, after a walk ashore.

Words from Pavel PEREIRA – President of Le Havre Pilotage Station

How the station implemented measures to face the global pandemic.

First of all, I would like to take advantage of the bicentenary of the death of Napoleon 1st to

recall that he was the man who, by a decree of December 12, 1806, organized the profession. And on December 12, 1899, the Le Havre pilots' union was created.

Pilotage is the assistance given to the captain in the conduct of his vessel for entering and leaving ports. He is the specialist who conducts ships in port areas. It is also the interface with other port services to guide operations by optimizing safety conditions, even in extreme conditions. There is continuity of service, 24/24 and 365 days a year. The pilotage station of Le Havre involves 49 pilots and 44 employees.

March 16, 2020, the confinement started at the national level. Port activity is recognized as essential in the service of France's economy. It is therefore the entire port economic community, agents, logisticians, harbor master's office, transporters, etc. All port services have responded to keep the port operational. At the station, we relied on a business continuity plan. First objective of the plan: to protect the pilots and the personnel of the station, therefore by applying the sanitary measures in the company while maintaining the service to the ships. So to be 100% operational, to be able to meet our public service duty.

Our action plan hinged on three key words:

Protect: The station had to be the place where there was the least risk of contamination. So in addition to barrier gestures, physical distance, we have set up segregated watches. Avoid mixing. We have a daily succession among the pilots but also among the sailors who are on our ships. To avoid this mixing, we used the «weekly watch». So for the pilots, two watches - one working and one resting for seven days - and three watches for the sailors - seven working days and fourteen days off, knowing that at the end of the first seven days of rest, we then obtained a reserve where to call sailors in case there were sick or contact cases in the watch at work. This is to keep the station operational as long as possible. Plus barrier gestures, mask, hand washing, disinfection. And new measures also for physical distance: traffic plan within the station, limitation of the number of people on board the pilot boats (five people instead of eleven) and helicopter (four instead of nine). It was necessary that each person while going to or from a vessel have a minimum distance of one meter with another person. It was also necessary to edit specific procedures for the disinfection of offices, pilot boats and helicopters, and for the organization of work (teleworking in the station being quite impossible, only one employee out of forty-four).

Test: at the slightest symptom that could suggest the virus.

Isolate: ditto for the slightest symptom or sign that might suggest the virus. Seven days (contact case) or fourteen days (sick). Always with teams ready to replace isolated personnel.

So we edit procedures and rules. But this can only be done if at the start there is teamwork and one and the same goal within the station. Hence procedures followed by action for them to be effective. But there are also the other stakeholders in the port, a community, with the authorities, united around the same objective. Hence exchanges between services, mutual aid, coordination, permanent communication. The goal was to immediately find a solution, or to escalate the problems encountered to government authorities. For the masks, it is the UMEP (Union Maritime et Portuaire) which has done what was necessary to ensure that the entire port community was delivered in masks.

Also the concerted preparation with Harbor master's office, towing, mooring, in relation with the authorities (CROSS, Prefecture and Port-admiral's head-quarters) for operations on ships with proven or suspected cases. Each vessel that presented herself (and this was the case again yesterday morning) to Le Havre with suspected or sick cases has been and is being treated as a special case. Work done together to decide on the means, number of pilots, time windows, and overall coordination. This was the case for the Fairway, a job done on the third attempt due to bad weather. Ditto for North Sunda, entered yesterday with a crew of twenty seafarers, with sixteen presenting symptoms or being sick.

It is important, in these times when the slightest noise in the alleyway makes you think

of the worst, to communicate on a regular basis. So memos and preparation in advance of cases that could arise, for example the EVASAN procedures, even if in Le Havre we did not have to deplore a medical evacuation. Ditto for procedures for ships with suspicion, and this was the case six times in Le Havre. All with the equipment ready, and where everyone knew what to do and when to deliver or pick up the pilot when the case arose. And obviously the situation of the station, how many patients, contact cases, to be in tension, to remain 100% operational. The station weathered this storm without too much damage. A few patients and contact cases, but we always remained 100% operational. Thanks also to daily monitoring of developments in the situation and recommendations, and of course to personal protective equipment.

We therefore generated some documents that were communicated at first to the ships' agents. Because indeed a ship that has no suspected cases and has been at sea for twenty-one days is a «safe» place. And the first thing that could introduce the virus is the pilot. So the first duty was to reassure the shipowners, and the captain of the ship that the pilot who comes on board has followed the measures and procedures in order to be in the best possible conditions and not to present a risk of infection to the vessel.

Among these documents, a “Pandemic Contingency Plan”, “Piloting Operation for a Vessel with one or more confirmed case(s) in view to disembark the sick”, “Procedure for cleaning the pilot boats”, “EVASAN procedure” in which we defined who will disembark the patient, how and where the ship will be put on hold, use of pilot boat or helicopter, good weather or not. This last document had been worked on with the Harbor master's office and the SNSM.

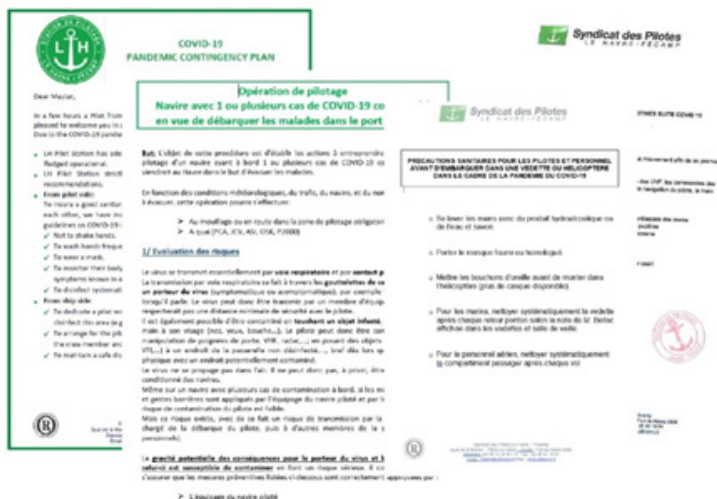


Photo pilotage Le Havre

What we see today on the bridge when a potentially infected vessel enter Le Havre port.



Photo pilotage Le Havre

It is also what we would like to not see anymore. And we are working for that.

Particular case: M/T Fairway, Suezmax tanker

Testimony from pilot Xavier DE SALUNS

Conditions

The Fairway is an oil tanker that had pulled out from Antifer, and anchored due to covid cases. There was a first attempt, which was unsuccessful due to the poor weather conditions, to enter the vessel in Le Havre since three or four seafarers had already been sent by helicopter to the hospital. Then people from the ARS (Regional Sanitary Agency) boarded and took samples to determine the number of positive cases. There was a second attempt, also aborted because of the weather conditions. And at the third attempt, it had become imperative to succeed because the weather window was more favorable, and the weather deteriorated thereafter.

We got the crew list with the negative people and out of the twenty-five crew members of different nationalities, there were nineteen infected, including six able-bodied crew members.

Pilots boarding

So we were on a special vessel, extraordinary because the Fairway no longer had propulsion. Not for damaged engine, but because all machine staff were either bedridden or hospitalized. No personnel at the engine so no propulsion. The designation of the pilots was also special since the day before at 6:00 p.m., we were taken off the list. Personally, I should have worked around 11:00 pm, and we had a quiet night to be able to deal with this ship early in the morning. The president warned us in the evening, he gave us all the necessary information, to clarify the context.

The two pilots boarded using helicopter at 05:30 in the morning. At Octeville when boarding the helicopter, we had to put on the “special covid cosmonaut outfit” (white coat, FFP2 mask, overshoes, gloves, plus a change of clothes). When we boarded, we had almost no contact with the crew. There were only three people on the bridge: the captain, an officer and the wheelman, who were negative. The other three negative people were at the bow mooring station and at the stern station three positive people, all the rest were bedridden.

So special conditions. But I had already had to maneuver a container ship without propulsion in the port of Le Havre, so nautically I had an idea of how to handle the maneuver.

The maneuver

Nice weather. The captain was extremely relieved to see us. We saw that he was really exhausted, overwhelmed by what was happening to him, with a multinational crew. Having been able to talk a little with him, he thinks that the covid got on board at the Suez Canal. Because in fact at Suez, where he arrived during the Ever Given grounding, he had to change anchoring positions four times while waiting for his convoy. Because every day, the ships were moved to get closer to their convoy. So each time, pilots and canal personnel came on board. Plus a partial crew relief. Which, for the captain, explains where the covid came on board.

At the nautical level, everything was programmed. The maneuver took seven hours and a half. We shared the work, my colleague did the first part of the approach channel, I took it at buoys 11/12, and maneuvered to Osaka berth.



Photo pilotage Le Havre

Our organization was simple: the pilot who had the ship was inside of the bridge, and the other was outside to get some fresh air and not be too close to the others inside. It went very well, with the tugs and we respected the passage plan which was to pass the jetties at the most favorable moment, as we approached the high tide. We therefore docked at Osaka berth and the captain was happy to start a fortnight alongside the quay in the port of Le Havre. Which was more comfortable than being offshore.

WHAT IS PARAMETRIC ROLLING REALLY?

The term 'parametric rolling' is emerging more and more in the literature, and often as a possible cause of cargo loss or damage to the ship. But what exactly is parametric rolling? Why parametric? To start with the last question, parametric is that kind of rolling where an important parameter changes during the rolling. And in this case this parameter is the ship's stability, which makes the ship rolling further and further.

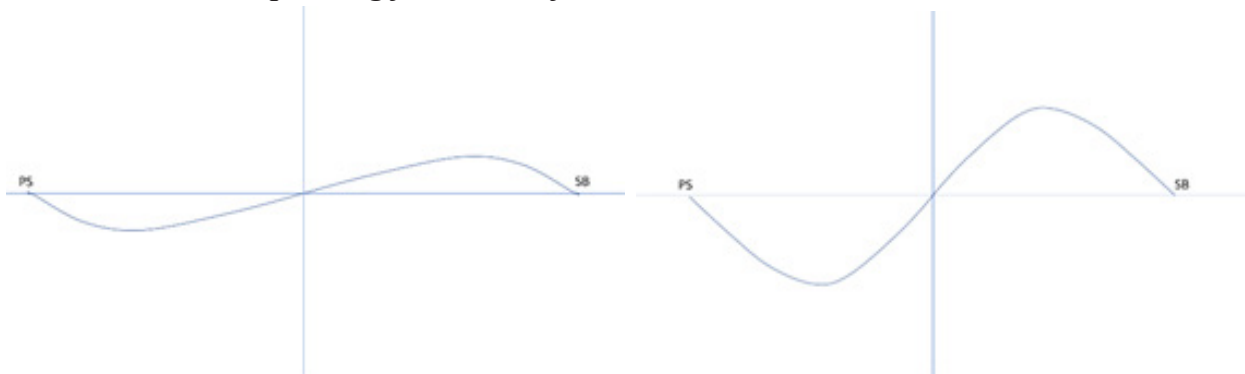


Figure 1: GZ curve for a tender vessel (left) and a stiff vessel (right). The difference in the curve is mainly caused by the difference in hull shape.

When we think of the ship's stability that is changing, we immediately think of the loading, unloading or moving of masses that will affect our centre of gravity, and therefore also the stability of the ship. More precisely, the static stability.

Parametric rolling is rather in the domain of dynamic stability, where external factors such as waves and wind play a major role. Internally, in the ship, no masses are loaded, unloaded or moved, if we ignore the free liquid surfaces for a moment.

Let us consider two different ships: a long, fast-moving ship (e.g. Frigate) with a fine lined hull, and a wide, relatively slow ship (e.g. bulk carrier).

Difference in shape

The difference in shape can also be found in the different block coefficients of both ships, 0.5-0.55 and 0.8-0.9 respectively. We assume that the KG, the vertical distance from the centre of gravity to the keel, is the same for both ships.

In Figure 1 we compare a possible stability curve of both ships side by side. Despite the fact that both ships have sufficient positive stability, they will react differently at sea.

For the fast-moving vessel, we find a lower initial stability and a maximum GZ value at a larger angle of heel. This of course has to do with the narrower waterline. When we look at the shape of the waterline of a container ship we see a relatively fine bow, which allows for a higher speed.

At the back we find a wide aft deck, to be able to load a maximum number of containers. The value of the block coefficient, 0.6-0.75, is therefore located between the two ships described earlier.

Suppose this type of ship is pitching in regular waves coming in from the bow, then we get alternately a narrow fore and a wide aft underwater hull.

At that point, we continuously switch between the two stability curves as described in Figure 2, because the waterline changes significantly.

Due to this change in the waterline, it is mainly the KM value that will change significantly. For a container ship this change could be up to 8m.

Drastic effect on GM value

The effect on the GM value is therefore drastic, and depending on the vertical height of G, GM can even become negative. In order for a ship to be able to roll parametrically, the ratio between the pitching period and that of the rolling must be 1 to 2.

The period of a full pitching motion is equal to half the roll period. Imagine a container ship, sailing in head seas (or following seas) and a roll period that is double the pitching period. If this ship makes a small rolling movement due to an external force of wind or waves, parametric rolling can occur.

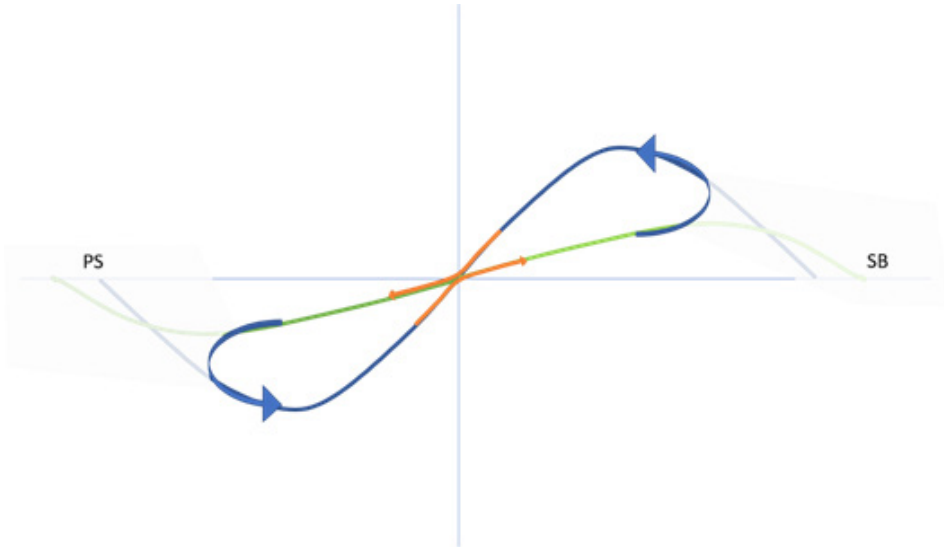


Figure 2: A pitching and rolling containership, with a flare bow and a wide aft deck, switching between two stability curves according to the variations in buoyancy.

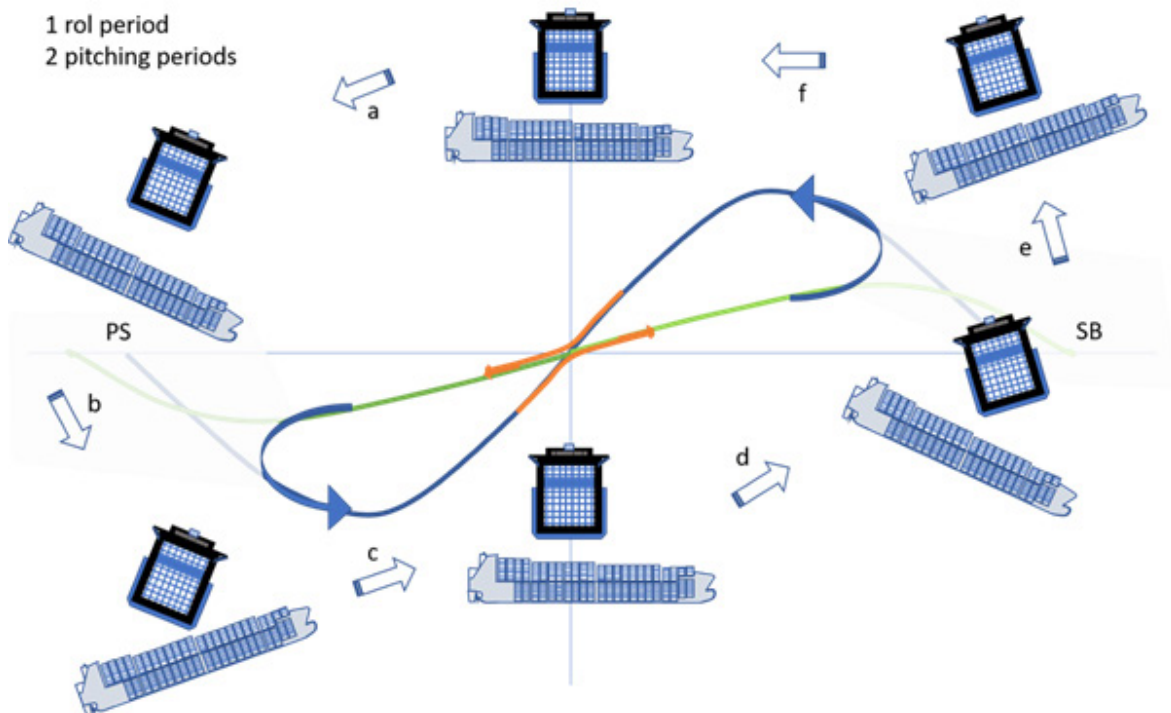


Figure 3: Visualization of the behaviour of a container vessel during parametric rolling.

In case of a roll to port and simultaneously a trim on the nose (Figure 3, step a), the GZ curve of Figure 1 left, applies. The ship will assume a significant list as there is initially little righting moment present. In step b of Figure 3 the ship is brought to a positive trim(trim by the

stern) by the next wave while it is still heeling over port.

This means that the wide stern becomes an important part of the waterline, and we move to the GZ curve on the right in Figure 1. In other words, there is a relatively large righting moment (greater GZ) to bring the ship back upright as indicated in Figure 3 step c. At the e. For the stern the curve on the right of Figure 1 applies, and because we are slightly more inclined, the righting moment will again be slightly greater and the ship will quickly come back upright (Figure 3 step f). We have now completed one full roll period, and it is clear from the difference in fore and aft righting moment that the assumed inclination will only increase with each half of a roll same time, as a result of the pitching period, the ship will also come upright in the longitudinal direction. Due to the inertia, the ship will deviate further to starboard in step d, and will end up on the nose again as a result of the next passing wave.

The narrow foreship only gives a small righting moment and the ship heels a little further than the previous time. The same thing is happening here as when we were heeling over the portside, namely that the next wave will push the ship to a positive trim again. All this while we heel over starboard, Figure 3 step period(see Figure 4). This increase in heel can only stop, when frictional and resistance forces are sufficiently great to overcome the increase in righting moment.

Provided, of course, that the ship has not capsized by then.

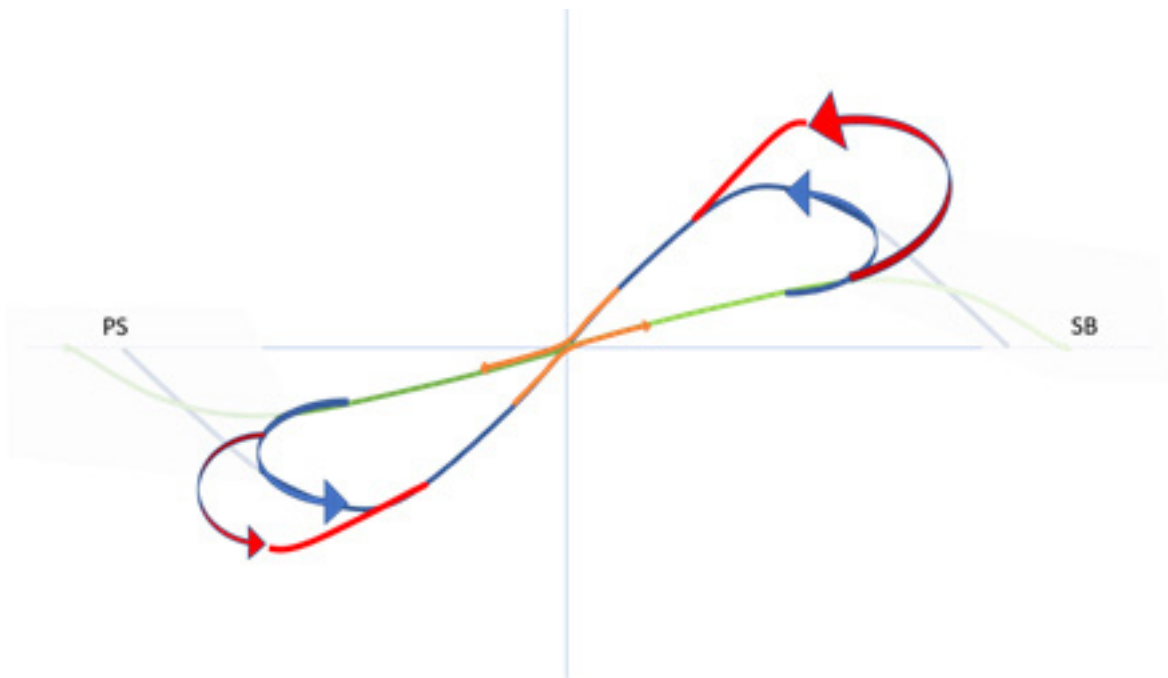


Figure 4: Increasing angle of roll due to parametric rolling, continuously shifting between two stability curves

The luck in real situations is that the wave pattern is not as regular as we assumed above. Any irregularity in the wave period can therefore disrupt the parametric rolling and reduce the risk of capsizing.

However, since 3 to 4 roll periods can be enough to capsize a ship via parametric rolling, this irregularity may come too late.

In practice, these container ships have a rolling period of between 20 and 30 seconds.

Parametric rolling can then occur when the wave period is between 10 and 15 seconds.

IMO circular and avoidance

As early as 1995, IMO in its MSC / circ. 707 pointed out the danger of parametric rolling. In 2007 the revised version was included in MSC / circ. 1228: “Revised guidance to the master for avoiding dangerous situations in adverse weather and sea conditions.

Here we find that:

Wave period (TW) and wavelength (λ) are related as follows:

$$\lambda = 1.56 * TW^2 [m] \text{ or } TW = 0.0.8 \sqrt{\lambda} [s]$$

The encounter period (TE) of the waves can be easily measured during pitching of the ship, or can be calculated by:

$$T_e = \frac{3TW^2}{3TW + V * \cos(\alpha)} [s]$$

at which

V = ship speed in knots;

α = angle between the forward position and direction of the waves ($\alpha = 0$ means waves in front).

The encounter period can also be determined graphically via the following diagram:

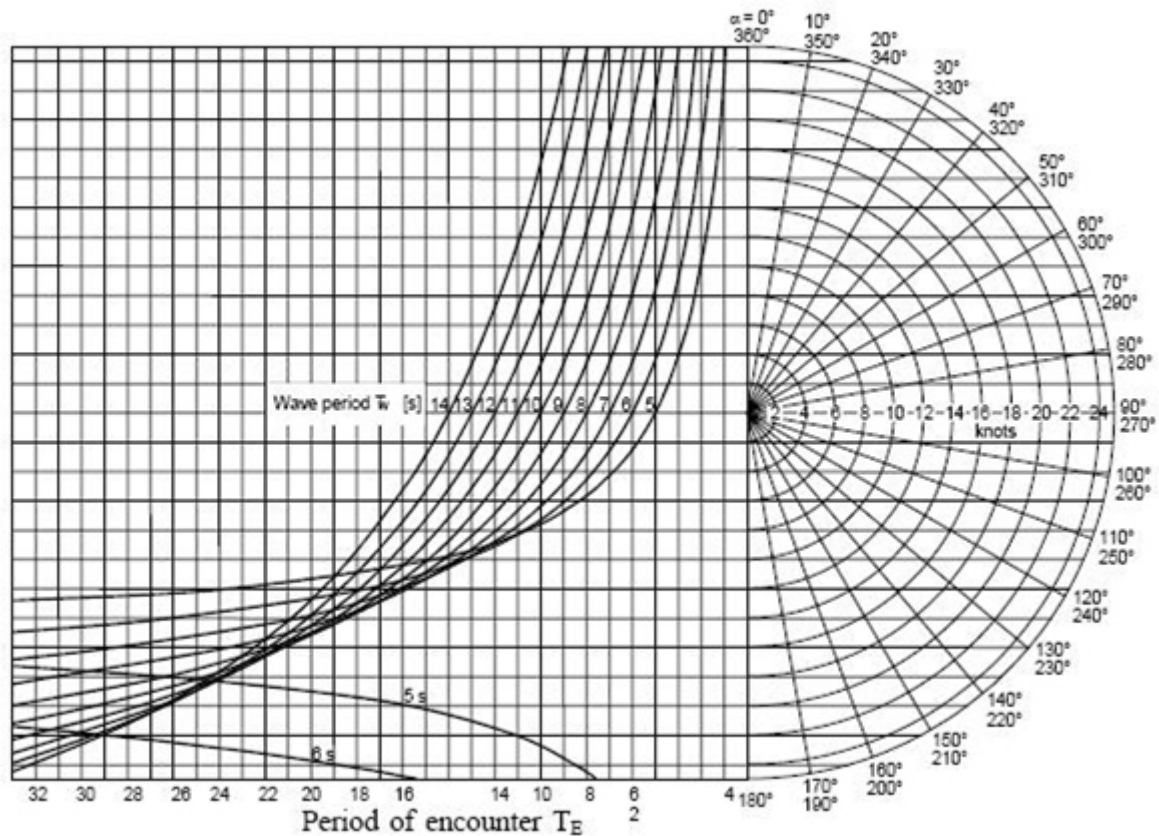


Figure 5: Graphical determination of the period of wave encounter (from IMO MSC/circ 1228).

In the same circular 1228, advice is given to avoid the following situations:

$$T_E \approx T_R \text{ or } T_E \approx 0.5 \cdot T_R$$

where T_R is the rolling period [s]. The first condition is to avoid synchronous rolling, the second to avoid parametric rolling.

The avoidance can be achieved by adjusting speed and/or course. If adjusting the speed is not an option due to the state of the sea, a course change is the most appropriate manoeuvre. Taking the waves a little more aside will influence the rolling period, and therefore also the parametric rolling. The waves will force the ship to adopt a roll period closer to the wave period, instead of being twice as large.

But prevention is even better, of course, where both parameters, encounter period and roll period, are continuously monitored and compared.

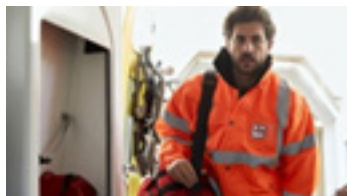
Surely it cannot be that difficult to measure rolling period and pitching period, to compare them and to give an alarm at a ratio between 1.8 and 2.2, for example? Has no one developed this app yet?

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FROM THE EDITOR

1. Lessons Learned (from Maritime Executive)

The pandemic has reinforced the importance of seafarer well-being, generating new healthcare protocols and technologies.



Published Sep 20, 2021 12:08 AM by [Allan E. Jordan](#)

One and a half years into the pandemic, the global community has gained a new appreciation of the importance of public health measures. After years of forecasting that it might happen someday, the world was confronted with a virus that claimed millions of lives – but also reshaped the approaches and delivery of medical care.

While many industries were hard hit, the maritime community faced a unique set of challenges. By nature, it's a profession that requires long periods of absence and isolation that were amplified by the restrictions enacted around the globe. In the past, if a seafarer was faced with a health issue the shipping line could arrange for the person to be landed in the next port of call and receive medical attention or be flown home.

But pandemic-related travel restrictions brought about the crew change crisis that prevented crew from coming and going from their ships. At its peak, unions and organizations including the IMO estimated that as many as a half-million seafarers were stranded at sea with limited contact to friends and family and lacking any easy access to medical care.

“The shipping industry depends on a set population of workers in close quarters and very remote settings,” says Dr. Edward Kim, Clinical Director for Remote Medical International, a company that provides medical support services to customers in challenging environments like maritime. “Due to the closing of international borders, especially in the early days of the pandemic, routine onshore medical care was extremely difficult to access. We had to prove we had maximized offshore medical treatment options and that a patient direly needed onshore hospital treatment

before an onshore referral or evacuation was accepted.”

New Protocols

One of the strategies that helped the shipping industry manage as COVID-19 spread was the development of new health protocols and procedures that provided a structure for seafarers and assurances to onshore authorities dealing with the ships. Kim says access to foreign medical resources is generally better now, but there are still significant limitations compared to the pre-pandemic world.

Shipping lines worked to train seafarers and officers aboard ships to handle the new COVID-related protocols and, as Kim notes, the first significant medical equipment change aboard ships was supplying personal protection equipment (PPE) required for daily operations and adding testing equipment.

Efforts are also underway to train both the home office and ship personnel to better manage healthcare for seafarers. For example, Simwave, a maritime training and assessment company, is teaming up with VIKAND, a provider of outsourced medical services to the maritime industry, to create a training program in infection prevention and control, preparing the maritime industry for future and ongoing public health concerns.

Currently, the emphasis is on vaccinations, but there too the maritime industry faces challenges. The double-dose vaccine only works for a small portion of the population that is on a cyclical schedule or home on leave. Most seafarers need the single-dose option because they cannot return on time for the second dose. Individual countries, private health organizations, unions and charities around the world are arranging for crew members to be vaccinated, but “There’s a patchwork of vaccinations now that needs a more organized approach,” says Len Quist, Senior Vice President & General Manager of VIKAND.

There’s also a need to emphasize testing in addition to vaccination. Both are critical to time management and port access, notes Althea Wright, Director of Maritime Services/Negotiations at Optum, a provider of medical cost-control solutions for the maritime industry.

New Technologies

While near-term concerns remain focused on addressing the challenges of the pandemic, the impact of the past 18 months is also proving to be a catalyst for raising long-term awareness of the importance of health issues, access to medical care and the overall wellness of the seafaring community.

“I equate this outbreak to the lunar landing,” says Dr. Arthur Diskin, Global Chief Medical Officer of Future Care, an international medical management and cost-containment service provider exclusively to the maritime industry. He believes the experiences gained during the pandemic will accelerate new technologies and levels of care that will benefit global health: “Now there’s a focus on having healthier crews and a greater attention to general sanitation on the ship as well as potential exposures coming from onshore.”

A decade ago, ships didn’t have the bandwidth or technology to support interactive medical care through telemedicine. That has since changed. The pandemic greatly advanced the use of telemedicine, driving it from less than one percent of medical visits to nearly a quarter of doctor appointments. Learning from the lessons of the past year, Diskin predicts that additional small remote medical devices will be made available to provide new advances in the use of telemedicine and create a better environment for the crew at sea.

Aiding the expansion of telemedicine is not only increased bandwidth to the ships but also declining prices of hardware and equipment that can be operated by non-medical personnel. “Telemedicine is revolutionizing commercial shipping healthcare for a post-COVID world,” says Holly Love, Vice President of Medical Operations at VIKAND. In collaboration with FrontM and Inmarsat, VIKAND introduced a telemedicine service providing easy access to healthcare and emergency response.

“The idea of having a healthier crew has risen to the forefront,” for shipowners and operators alike, adds Diskin, saying that the companies also understand that health goes beyond medical care to the broader environment: “Through technology and the use of telemedicine, there will be greater attention paid to a wide range of issues – everything from sleep patterns and food to the level of stress and isolation and how they impact the seafarer.”

Mental Health Awareness

The pandemic also placed crews around the world under far greater levels of stress and anxiety. According to Dr. Diskin, those elements have helped exacerbate potential underlying mental health issues, which shipowners did not historically include in pre-employment screenings. “Some subclinical issues have surfaced due to the new stresses,” says Diskin.

In addition to new screening efforts, the focus has shifted to creating a better work environment. Japan’s Mitsui O.S. K. Lines, for example, committed to increasing the availability of connectivity and Internet access aboard its ships after it was revealed that the grounding of one of its vessels, the bulk carrier Wakashio, causing an environmental disaster in Mauritius in 2020, happened because the ship was attempting to sail close enough to shore to access cell phone signals for the crew to call home.

In the past, mental health was not acknowledged culturally as a concern and was often dealt with on a case-by-case basis. “There’s been a major recognition of mental health issues,” Diskin says. The pandemic helped raise the subject to the forefront, creating a cultural shift where more attention is being paid to the overall welfare of seafarers.

Private organizations and charities also rose to the challenge, seeking to provide for the crew’s welfare, and in some ports even created isolated outdoor spaces to permit crew time ashore without the concerns of virus exposure.

Pandemic Fatigue

“In the current moment, the fight is against pandemic fatigue,” concludes Remote Medical International’s Kim. “It’s vital that we don’t let our guard down. Maintaining precautions remains essential” to help the industry navigate through the pandemic.

However, in the longer term, everyone agrees that a cultural shift in the maritime industry along with advancements in technology will create greater attention and improved health and welfare for the seafarer community.

Allan Jordan is Associate Editor of The Maritime Executive.

2. P&O Maritime Tests Wearable Device to Monitor Mariners’ Fatigue



The SmartCap headband was originally designed for mining operators (above), and it is compatible with a wide range of headgear (SmartCap)

Published Oct 4, 2021 1:24 AM by [The Maritime Executive](#)

OSV operator P&O Maritime Logistics is taking a personnel-monitoring technology developed for truckers and heavy equipment operators to the sea. In order to give its mariners advance warning about their fatigue levels, P&O has contracted with SmartCap, the maker of the LifeBand EEG headband and fatigue sensing system.

SmartCap’s wearable band fits into any hat or hardhat, and it uses standard brainwave measurement technology to figure out when the wearer is feeling tired. Using Bluetooth, it sends its measurements to an app on an Android device, and the app alerts the wearer if they start showing signs of fatigue.

SmartCap says that the key to its technology is in sending private early warning alerts to

the wearer before escalating a fatigue alert to management. By keeping the first alert private, SmartCap gives the worker (or mariner) an opportunity to fix their fatigue early.

SmartCap is an Australian firm owned by Hitachi Construction Machinery, and it originally developed its product for the mining industry. According to the firm, companies that have used SmartCap as part of their safety procedures have reported a decline in fatigue-related incidents. This is among the firm's first ventures into the maritime world.

After testing the technology on a group of employees based at Jebel Ali, P&O Maritime says that it will review the system's performance and consider ways to roll it out to the rest of its fleet.

„As P&O Maritime Logistics is a tech-driven business, the SmartCap system is an exciting way we can look to introduce innovative solutions that help in our efforts to continuously boost our high safety standards. With technology such as SmartCap, it also gives us a high-level view of our safety program and will help us track fatigue across our crews,“ said Martin Helweg, CEO of P&O Maritime Logistics.

3. Marine Insurers Warn of Liquefaction Risks from Sierra Leone Iron Ore Fines Cargoes (from Maritime Executive)

Marine liability insurers are warning bulk carrier owners of increasing liquefaction risk of iron ore fines cargoes from Sierra Leone.

In a recent circular to members, the International Group of P&I Clubs, representing 90% of all ocean-going tonnage, said such cargoes are of increasing concern due to a phased restart of iron mines in the region and a lack of regulatory oversight. Specifically, vessels loading cargoes from Sierra Leone's port of Pepei are of particular concern.

The International Group said it has learned of some cargoes of iron ore fines intended for shipment from the port being stockpiled outdoors, uncovered, for extended periods of time during the wet season, a practice that poses a particular risk of liquefaction to the cargoes. It also understands that some cargoes intended for shipment from Pepei have previously been considered too low grade for export and are now being blended with high grade materials.

“Club Members should be aware that iron ore fines shipped from Pepei with a high moisture content may liquefy,” the International Group said.

Liquefaction of mineral ore cargoes due to high moisture content has long been flagged as a major concern for dry bulk carriers and their crews. In fact, cargo liquefaction and failure/shifting is the single most deadly issue facing the dry bulk shipping sector, according to the International Association of Dry Cargo Shipowners (INTERCARGO). Liquefaction is known to cause cargoes to shift at a moments notice, capsizing and sinking ships before crews have time to react.

Among the 39 total losses suffered by bulk carriers from 2010 to 2019, eight have been attributed to cargo failure leading to 106 lives lost, representing over 61 percent of deaths in the sector, according to INTERCARGO's Bulk Carrier Casualty Report published in May 2020. That being said, however, loadings from Sierra Leone have not traditionally been a major cause for concern, considering the vast majority of deadly incidents stem from Malaysia and Indonesia cargoes.

Going back to the International Group's warning, the Group is also informing its members that they should be aware of anomalies and inconsistencies that have been seen in declarations and test certificates provided by shippers for iron ore fines cargoes loaded for shipment from Pepei, suggesting that some shippers are not adequately assessing or understanding the safety characteristics of the material intended for loading.

“It is essential therefore that Club Members loading iron ore fine cargoes from Pepei, Sierra Leone obtain current, valid and accurate information from the shipper on the physical and chemical properties of the cargo presented for shipment,” the International Group said. “It is the shipper's responsibility to ensure that the requirements and procedures for testing and analyzing the moisture content and transportable moisture limit of cargoes which may liquefy are complied with.”

The International Group advises ship Masters to refer to obligations under the IMSBC Code before loading mineral ore cargoes, as well as previous circulars from the Group.

The International Group is comprised of thirteen P&I Clubs covering approximately 90% of the world's ocean-going tonnage with marine liability insurance.

4. Captain Arrested in Hong Kong for Providing False COVID Information



Captain was arrested on charges of providing false information (HK Police) Published Sep 20, 2021 4:52 PM by [The Maritime Executive](#)

Hong Kong police arrested the captain of a Singapore-flagged bulk carrier charging him with providing false information to health authorities when the vessel arrived last month in Hong Kong from Indonesia. The charges come as part of Hong Kong's efforts to fight a spike in COVID-19 cases, which are being blamed on "imported cases" being brought into China by individuals arriving from outside the country.

In late August, Hong Kong's Center for Health Protection reported a total of 68 cases of COVID-19 in the prior two weeks. All but one of the cases they said were imported cases from overseas. Health Authorities said that the caseload was the highest it had been since April 2021 and that they were fearful of additional cases coming from overseas and in particular workers arriving from the Philippines and Indonesia.

Fifteen of the cases reported at the end of August were linked to a single dry bulk carrier, Singapore flagged *Thor Monadic*. The Department of Health reported that 15 out of the 23 crew members aboard the bulker tested positive for the virus, including the captain. They were moved to a hospital on shore while the remaining eight crew members were ordered to quarantine aboard the vessel. After the 15 recovered, they were transferred back to the ship and ordered to remain aboard without coming in contact with residents.

The Department of Health reported that it was investigating the *Thor Monadic* owned by Thorsen Shipping of Singapore and a second vessel, an LNG carrier the Asia Energy that had been in Hong Kong earlier in August. Registered in the Bahamas, the 82,400 dwt vessel was also suspected of failing to report positive cases of COVID-19 when it stopped in Hong Kong but had departed days later. The Department of Health cautioned that knowingly giving false or misleading information to its officers was punishable by a HK\$10,000 (approx. US\$1,300) fine and up to six months in jail.

Hong Kong Police boarded the *Thor Mondic* on September 6 to investigate the circumstance around the COVID-19 cases. They searched the vessel for evidence, and the information was presented last week in court. Media reports indicate that the ship's logs reflected that when the vessel entered Hong Kong waters several crew members had fevers, were coughing, and reporting difficulties breathing. The captain, however, reported to health authorities that the vessel was free of disease and requested a pass.

The 53-year-old captain of the *Thor Monadic*, a Thai citizen named Ekarat Timwatthana, was brought before a chief judge of the province and charged with committing fraud. They are saying that he knowingly and deliberately provided false information to the Department of Health so that they would approve the vessel's entry into Hong Kong waters around August 23.

The captain is facing up to 14 years in jail on the increased charges of fraud. He was released on HK\$10,000 bail but made to surrender his travel documents. He has to remain in Hong Kong and report three times a week to the police. His case is scheduled to be heard on November 11.

The media in Hong Kong is making the additional accusation that the ship was sent to Hong Kong because of a lack of available medical care in Indonesia. The reports contend that instead of returning to Indonesia, the vessel proceeded to Hong Kong because the crew infected with the

virus would receive medical care there.

6. Innovative Unmanned Surface Vessel Receives BV's First AiP for a UAV



iXblue DriX USV collecting data at Sea State 5 off the coast of La Ciotat, Mediterranean, Published Sep 29, 2021 7:40 PM by [The Maritime Executive](#)

In what could mark a significant step forward for the development of unmanned autonomous vessels, the French classification society Bureau Veritas awarded its first Approval in Principle (AiP) for an unmanned surface vessel. The approval was awarded to a French company iXblue for its vessel named DriX, an eight-meter Unmanned Surface Vehicle (USV) designed to assist with hydrographic and geophysical surveys, water column analysis, as well as subsea positioning operations. According to BV, the AiP addresses the safety requirements of the marine drone, which operates under the novel concept of remotely supervised autonomy.

This first certification of an Unmanned Surface Vessel (USV) BV said it believes will help strengthen global acceptance of this technology by supporting operators in their risk analysis and mission planning for USVs deployment. The USV sector is expanding rapidly, and the acceptance of these novel marine drones depend on the capacity to demonstrate that they are safe to deploy and operate. BV and iXblue have been working in close collaboration to raise the standards and acceptance of USVs.

Stéphane Vannuffelen, Marine Autonomy Technical Director at iXblue, said: “We are convinced that the acceptance of autonomous solutions in the marine ecosystem requires a collaborative approach between manufacturers, class societies and authorities, and this work done with BV goes in that direction. This certification is a major achievement not only for DriX, but for the whole maritime industry, supporting its 4.0 transition.”

DriX has been used by major hydrographic institutes and energy companies worldwide. It is equipped with advanced perception means, including radar, lidar, and cameras, as well as artificial intelligence, which enables it to adapt to its environment, avoid obstacles and carry out missions autonomously.

“Smart vessel operations can enable the maritime industry to increase productivity, predictability, and efficiency while reducing operational risk on the water,” said Laurent Leblanc, Senior Vice President of Technical & Operations at Bureau Veritas Marine & Offshore. “At BV, we are committed to supporting innovation with our robust set of standards to enable these new technologies to reach the market and ensure that they are safely implemented.”

DriX has been certified by BV for its system architecture, its operational envelope, its construction (Malta Cross certificate for the hull), as well as its autonomy functions. During the AiP process, Bureau Veritas Solutions Marine & Offshore conducted a Hazard Identification (HAZID) study. This HAZID study identified and assessed the hazards of Maritime Autonomous Surface Ships (MASS) when unmanned, taking into account the level of automation, direct and remote control, autonomy, area of operation, and vessel type and design. BV Solutions M&O also conducted a Failure Mode Effects and Criticality Analysis (FMECA) on critical components previously identified during the HAZID study to identify, evaluate and mitigate the effects of essential equipment failure and to improve the reliability of automation systems associated with essential services.

Since its launch in 2017, DriX has been operated on numerous assignments, including being selected by the U.S. National Oceanic and Atmospheric Administration (NOAA) to create the next generation ocean exploration system. In France, DriX has been tested by the French Navy's Hydrographic and Oceanographic Service (SHOM).

CESMA LOGBOOK (2021 – 3)

We were represented at the following occasions:

8 JULY – NI WEBINAR CYBER SECURITY ON BOARD

15 JULY – NI WEBINAR HOOKED ON ANCHORING

28 JULY – NI WEBINAR SEAFARER WELFARE 28 JULY – ON LINE NI AGA16

SEPTEMBER – CESMA COUNCIL MEETING, RIJEKA, CROATIA

17 SEPTEMBER – CESMA AGA, RIJEKA, CROATIA

30 SEPTEMBER – WORLD MARITIME DAY ON LINE EVENT

On the front page:

CESMA Council Meeting in Rijeka, Croatia; CESMA Board, elected 16.09.2021;
Visit of CESMA Council Members to Maritime Faculty in The University of Rijeka;
CESMA Council members visit old boat model exhibition in Rijeka; World Maritime
Day 2021

(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.
- 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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