

CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

CESMA NEWS



DECEMBER 2021



IN THIS ISSUE:

- 1st CONGRESS MEDICO-PSYCHOLOGIC, ST NAZAIRE - FRANCE
- FRENCH EUROPEAN MARITIME DAY
- COMMEMORATION OF BATTLE OF LEPANTE
- SURVIVAL DRILL NEAR NORTH POLE

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CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

SECRETARIAT:

MUNTPLEIN 10
NL-1012WR AMSTERDAM
THE NETHERLANDS
Tel.: SEE LIST OF BOARD MEMBERS BELOW
e-mail: cesma-eu@introweb.nl

PRESIDENT:

CAPT. D. DIMITROV, BULGARIA
MOB : +359 888 340 160
e-mail: mitko652012@gmail.com;
mitko652012@yahoo.com

DEPUTY PRESIDENT:

CAPT. G. RIBARIC, SLOVENIA
MOB: +386 31 375 823 Home: +386 56 772 642
e-mail: jrg.ribaric@gmail.com

VICE PRESIDENT:

CAPT. M. BADELL, SPAIN
MOB: +34 680 321 138 Home: +34 934 089 288
e-mail: mariano.badell@gmail.com

GEN .SECRETARY:

CAPT. H. ARDILLON, FRANCE
MOB: +33 609 450 057 Home: +33 235 801 505
e-mail: hubert.ardillon@gmail.com

ADMINISTRATOR:

CAPT. H. AMMERLAAN
MOB: +31 646 260 098
e-mail: h.ammerlaan56@gmail.com

HON. VICE PRESIDENTS:

CAPT. R. SERRA †
CAPT. W.VON PRESSENTIN

HON. MEMBERS:

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CAPT. J. CHENNEVIERE † CAPT. J-D. TROYAT
CAPT. G. KIEHNE CAPT. J. JUAN TORRES†

ADVISORS:

PROF. J. SPAANS CAPT. W. MUELLER

The end of 2021 is coming with all the difficulties it began. We are at the peak of the present COVID wave with lockdowns in some countries, travel restrictions and new requirements to visit public places. The world economy and the shipping industry in particular are unpredictable. The 2021 was remarkable year with the shut down for a week of Suez Canal and extraordinary situation coming out of it due to container ship Ever Given grounding plummeting of the freight rates in the second half of the year, shortage of container ships in the market, transition to new fuels, developments of the autonomous ships, etc. The life at sea became more difficult with problems with the crew changes in a lot of countries and ports, necessity of seamen to wait under quarantine from days to weeks before embarkation and after disembarkation. Seafarers: at the core of shipping's future was the slogan of the World Maritime Day in September coming to show the world the importance of the maritime industry to the daily life of people and global supply chain.

The maritime industry is becoming more digitalized and provided with new and better tools for navigation and automation but the incidents yet happened and common problems to seamen as piracy, criminalization, fatigue and social welfare on board created difficulties to seamen and seafarers. Most of European countries recognize seafarers as key workers and provide favorable conditions to seamen either to be able to go ashore when in ports or to be able to embark and disembark the ships without complications but most of the companies imposed additional restrictions to their seafarers with the presumption to safeguard them from possible problems with COVID virus.

CESMA made its Annual General Assembly in Rijeka, Croatia in September and we were able to meet face to face to discuss our problems, to make our elections and to take our decisions and resolutions in favor of our members and ship masters in general. We shall continue working to pursue our goals working together with EU institutions and other international organizations to keep maritime industry alive and to ensure smooth operation of global supply chain of goods and services.

CESMA Board wishes to everybody Merry Christmas and Happy and Prosperous 2022.



Capt. Dimitar Dimitrov, PHD, FNI,
CESMA President

SHOULD THE CAPTAIN OF ASSO VENTOTTO BE JAILED?



On October 13th, the Naples court convicted the Italian captain of Italian flagged OSV Asso Ventotto for having violated international laws by returning, in 2018, a hundred migrants rescued at sea to Libya, their point of origin. Following the court the migrants' rights were threatened.

The judge sentenced Capt. Giuseppe Sotgiu to one year in prison for abandoning minors and vulnerable persons, but acquitted him of an abuse of office.

On July 30, 2018, the ship's operator, Augusta offshore based at Naples, said that Asso Ventotto received call from the Libyan Coast Guard to rescue refugees aboard a rubber raft, about one mile from the Sabratha oil platform where she was operated.

However the Italian prosecutors said the instructions to bring the migrants back to Libya came from the oil platform's managers. In addition, nothing has been done by the crew to identify the migrants, check their state of health, whether the minors were accompanied or ask those rescued if they wished to apply for asylum. All points in contravention of international conventions. According to an Italian newspaper, Radio conversations about this operation were recorded by an NGO migrant rescue vessel which was operating in the vicinity.

Here is certainly not the place to determine if the Libyan ports could be considered as safe ports for to disembark refugees. Same, it should be remembered that between 2018 and 2021, there have been significant changes in politics in Italy. At the time of the alleged delivery to Libya in July 2018, the interior minister Matteo Salvini had firmly closed Italy's ports to any and all vessels carrying migrants – even his own nation's merchant vessels and coast guard cutters.

However, the fact that « nothing has been done by the crew to identify [...] to apply for asylum » seems to come from another planet. But it can set a precedent. Who can imagine that on a merchant vessel with an average of 20 crew members, much less on an offshore supply vessel, which collects castaways and some time by hundreds, because in the sea they are only castaways, not migrants or refugees, there will be people and time enough to interview all those who were just recovered and to ask them where they would like to disembark.

CESMA will follow the case and its consequences.

1st CONGRESS ON THE MEDICO-PSYCHOLOGICAL EMERGENCY FOR SEAFARERS

Saint Nazaire October 7th and 8th, 2021

Capt. H. Ardillon assisted to the first Congress on the subject.

Acronyms:

Acronyms are kept in French, below is the translation in English of such acronyms.

AT: Work Accident

ATM: Maritime Accident

BEA: Accident Investigation Bureau (equivalent to MAIB)

CCMM: Maritime Medical Consultation Center

CRAPEM: Psychological Help at Sea Resource Center

CROSS: Maritime Rescue Coordination Center (MRCC)

CUMP: Medico-Psychological Emergency Center

SAMU: Urgent Medical Aid Service

SCMM: Maritime Medical Coordination Service

SSGM: Seafarer's Health Service

SSM: Social Maritime Service

After words of welcome, the congress opens with a page of history

«From scurvy to nostalgia for the seafarer». Indeed, the current pandemic, and all the true and false information about its origin, treatment and vaccination, reminds him of the history of scurvy in the Navy. A new, fatal disease appeared when long haul navigation, without any call, exceeded 3 to 4 months. In 1593, a British admiral, following contact with the Indians, made his crew take lemon juice. Remedy? Yes and no because the effect was first attributed to the acidity of the juice and not to the vitamins contained in the same juice. Time wasted. For the hypotheses of the origin of scurvy were given as coming from the miasma, the humidity of the air, the sea vapors, and more secret melancholies. 200 years later, another Scottish doctor will make lemon juice compulsory in the British navy. And it was not until 1856 that it was made compulsory in the French navy, the damp cold being still considered the cause of scurvy. Why then to speak of nostalgia? At the beginning of the 19th century, it was still said that scurvy was the product and the last term of nostalgia. Nostalgia and boredom: concerns among marine doctors. However, nostalgia is not an illness per se but a probable cause of illness, which then rendered the sailor unfit if it persisted and developed into «nostalgic psychosis».

Today, boredom still exists in the Merchant Navy. This is not due to a lack of occupations (the captains know something about it), but the automation, the reduction of personnel, the watch and the repetition of tasks, and paradoxically the greater ease of communication offered to the crews, all this creates nostalgia.

Psychological care for seafarers

Seafarers are therefore subject to many psycho-social risks: remoteness, natural elements, weather and sea risks, physical and chemical exposure, staggered hours, night work, multinational crews, family isolation, harassment, piracy, rescue services, castaways, various attacks and bullying during calls which are also increasingly short. I would also allow myself to add to this already long list the numerous inspections and various audits, for which it is necessary to prepare, undergo, explain and justify oneself. And since everyone has something to do on a ship, what do you do when a crew member is sick?

As for access to care, at sea it is provided by non-medical personnel assisted by a CCMM, which is a source of stress both for the patient and the on-board “caregiver”, and in certain areas where the vessel could trade, access can be very difficult or even impossible. Quote: «Access to healthcare is a concern for captains».

To this we must also add that the workplace is also the living environment of the merchant seafarer, which prevents a total disconnection from work during the contract. The navy is seen as an institution where constraints are freely accepted. This results in a protective role for the crew and therefore solidarity between seafarers.

Seafarers perform one of the most accident-prone jobs. In 2019, in France, 63 ATM for 1,000 merchant seamen, while all shore sectors combined, we are at 33.5 AT. Also fourteen times more fatal accidents at sea than ashore – of course we are talking about accidents at work only, the main causes being falls into the sea and shipwrecks. We also note a higher psychoactive consumption



among seafarers. Of course the increase in these substances is not specific to seafarers, but what is the part of the dangerousness of the profession, as well as the emotional isolation, and family in this overconsumption? The intervention of medico-psychological emergency units is therefore of great help but its initiation is not systematic.

Why? For cultural reasons, for the difficulty in bringing in a medico-psychological emergency unit for serious accidents but with few victims.

The health crisis linked to the pandemic has exacerbated these risks: the ship is seen as a favorable environment for the transmission of the virus, with insufficient medical means available, also the refusal of the port and local authorities to disembark the seafarer making relief impossible, even the care of patients during calls. Still now the confinements before and after boarding, systematic tests are experienced as an additional constraint. With the added bonus of concerns for the families who remained ashore.

This crisis, having an impact on the length of careers – more short careers, and on the attractiveness of the profession – how to understand the ban on the free movement of seafarers, while economic exchanges are functioning, the cargo is more important than the maritime personnel on board the ship, reinforced the interest of medico-psychological consultation for seafarers.

Hence the creation of CRAPEM for the psychological care of workers in an isolated situation at sea and who cannot easily access the existing medico-psychological structures due to the constraints of navigation, this support having to have a multidisciplinary approach (CRAPEM, SSGM, CCMM, SSM).

The genesis of the project

In 2013, first meeting with the SSGM, followed in 2017 by a study on the prevalence of post-traumatic stress disorder showing that there was 20% of traumatic stress among seafarers. Then meetings with actors of the maritime environment for a finding of a lack of responses in terms of emergency psychic care (difficulties in mobilizing CUMP depending on the region – all sea events not meeting the CUMP criteria, waiting time). Finally, CRAPEM consultations begin in March 2020.

CRAPEM has distributed its call number, as well as an email address to ships under the French flag.

The Covid-19 crisis has shown an increase in anxious decompensation, burn out, suicidal crisis among seafarers. This de facto led to a strengthening of the links between the usual care units: CCMM and CROSS, and an adaptation of the care with the means on board since it was impossible to disembark.

Isolation of seafarers

In the face of a traumatic event, the isolation means that even if this event does not apply to everyone on board, we are no longer safe.

It is societal isolation: seafarers are governed by specific institutions, there are stereotypes associated with the maritime environment (ex: pirate = Captain Hook or Jack Sparrow but not what we see in the Gulf of Guinea, we can also cite the rogue captain, ocean polluter), during the pandemic, there was no or very late recognition of the essential worker status, the same for access to vaccination.

It's a group isolation: on board the hierarchy is strong, you have to do (shifts, homework, etc.), but what happens on board is on board, one does not talk about it on land.

Finally, it is also an individual isolation: what to do in case of suffering, talking can pollute the whole group, so one protects it by not speaking. This is the example of the romantic sailor, with the first definition of romanticism: distinction between the intelligible and the sensitive.

All this makes the maritime environment a specific, closed environment, but where there is a stronger capacity for resilience.

To this is added the, or rather the, notion of time. The time of history, the sea is a story of men, of silence, of few words (the seafarer is silent), of actions. While waiting, the family waits on land, the seafarer waits for the next port, the next voyage, the disembarkation. The time of suffering in the event of a sea event, often accompanied by the time of the announcement (of mourning) on land. Then the time for accompaniment by listening, support on shore.

But the mobile phone, among others, has brought the shore on board, the news are more and more often learned (ashore as at sea) by social networks. This also explains the reason for shorter and shorter careers.

Then several speakers who explained their role in medical aid at sea.

CROSS: the difficulty for teams to estimate remotely a need for psychological support for victims of a maritime accident, the psychological burden of CROSS operators has long been ignored, finally there are now more exchanges between CROSS and the CCMM / SCMM to take into account psychological support during reception while ship is alongside.

CCMM: the difficulty of medical aid at sea: quality of care within a timeframe comparable to those on shore, the CCMM can receive direct calls from ships, but also from CROSS, it is an advisor on medical procedures, help for the person in charge of care on board, medico-psychological support. The COVID pandemic at the CCMM is 272 calls for 120 files (only in relation to the pandemic), 15% concerning commercial vessels, in 75% of cases there was care on board, 23 disembarkations and 2 diversions.

SCMM: the need to know the maritime environment, the actors who work there. There are many obstacles: access to health care, family distance, the language barrier, acute stress, plus post-traumatic stress, all associated with very important political and commercial issues.

CUMP Martinique recounted a feedback. Even if the case (foreign seafarers shipwrecked in the Caribbean Sea) could be followed in a satisfactory manner, this demonstrated the need for a standard, national procedure in the care of seafarers who have been subjected to traumatic situations. This protocol should be very specific to this type of situation.

The CUMP

Each department has a voluntary referent psychiatrist appointed by the prefect who coordinates the departmental CUMP, in close collaboration with the SAMU.

Each CUMP is made up of around fifteen people (psychiatrists, psychologists and psychiatric nurses) who are volunteers and trained, who can be mobilized when an alert is triggered by the prefect.

The CUMPs are called upon to deploy in the event of disasters, collective accidents or serious incidents having a strong psychological impact on groups and communities.

The suicide crisis in an on-board maritime environment

Some data: a little less than 10,000 deaths by suicide in France per year, 1 in 5 deaths is a suicide, it is the leading cause of preventable early mortality, 3/4 of suicides are men, in a context of decline progressive thanks to the preventive actions that are developing, specific populations have been studied (e.g. farmers), but we have no figures on the suicide rate of seafarers.

The state of crisis is a state of vulnerability placing the person in a situation of suffering and disruption. It has the effect of disrupting a person's emotional balance with himself and his environment.

The suicidal crisis is a psychological crisis of which the major risk is suicide. It is dynamic, scalable, temporary and reversible at any time.

How to recognize the state of crisis: the person is overwhelmed by emotions, emotional tension causes depletion of cognitive resources, the person can no longer find solutions to their difficulties, the perception of reality is confused, the person focuses on unsuitable solutions.

Various manifestations of the person in crisis:

Physical: asthenia, insomnia, appetite disturbances ...

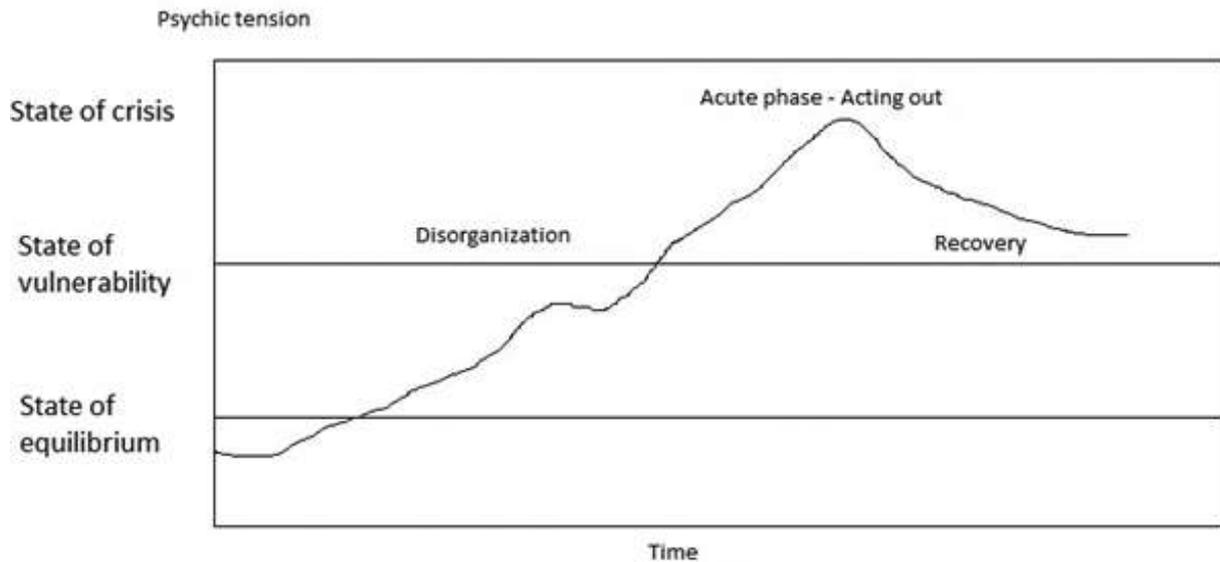
Cognitive: difficulties with memory, concentration, difficulty in making decisions ...

Emotional: sadness, anxiety, irritability, fear, despair ...

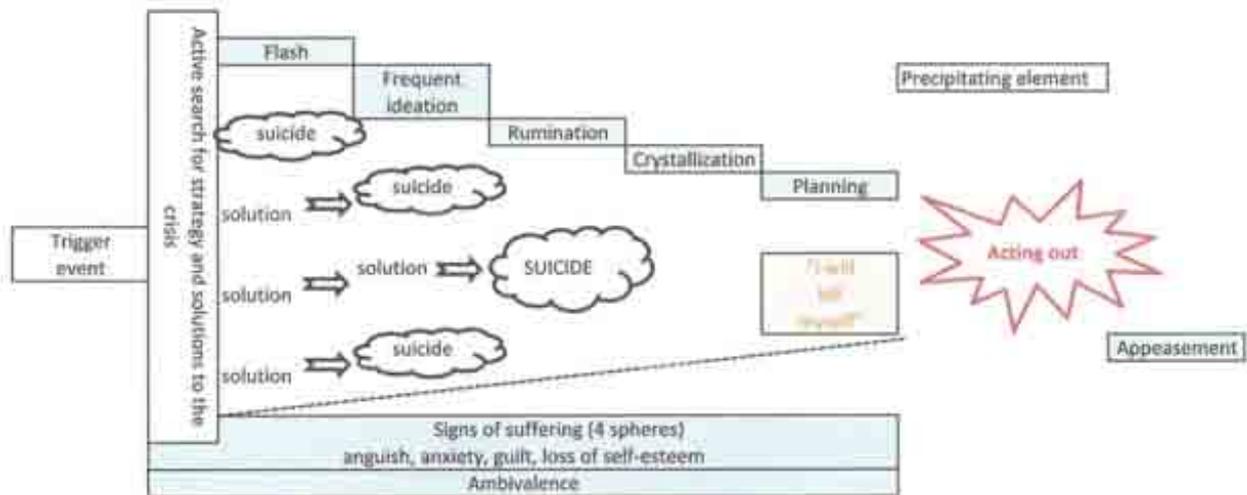
Behavioral: tendency to isolation, relationship difficulties, aggressiveness, overconsumption...

Verbal: expression of helplessness, negative speech; suicidal thoughts ...

Crisis progression table



Suicidal crisis model



There is a «tunnel effect». The solutions considered are impossible or too complicated for the person, which leads to the suicide solution.

Goals of crisis intervention

Prevent the onset of suicide.

Defuse the crisis.

Make an assessment of the crisis using specific tools (UDR: emergency, dangerousness, risks). Protect the person in crisis, help the person regain hope.

Main principles of crisis intervention

Establish contact with the person in crisis.

Listening, allowing the expression of emotions and suffering, recognizing and validating them.

Focus on the current crisis.

Address suicidal intentions directly (assessment of the suicidal urgency).

Break the isolation and open up perspectives inside and outside the person.

Encourage the person's commitment to solving their problem (soliciting their active participation, psychological resuscitation).

Establish a clear agreement between the suicidal person and the worker (accompaniment, support, follow-up).

Provide for the mobilization of the social support network.

Specificity of suicidal crisis intervention in an on-board maritime environment

Isolation of the suffering sailor, reinforced by this guilt. Tendency to naturally exclude oneself from the crew group, undermining the very strong sense of belonging of the maritime environment.

No visibility of what is really happening on board, within the crew group, and of the "agreements" made on board, some elements remain inaccessible.

Feeling ashamed, and inability to confide in other crew members, especially when they are in positions of responsibility.

Not always the possibility of immediate disembarkation, and on board the possibility of access to lethal means.

Difficulties in accepting treatment.

Little possibility of mobilizing the social network insofar as it is on board, the seafarer not wanting to worry those around him ashore.

On-shore consultation for the seaman's assessment, with recommendations for stopping work and returning home, except that in this situation the return home is on board.

Question of the work stoppage which remains difficult for the seafarer to integrate (in his professional identity).

Need for intensive care, support, hence the interest of a 24/24 system. Scheduling of close telephone conversations to support the seafarer in this time of suffering.

Importance of being proactive in taking charge.

Important coordination work with all the different actors in the field.

Conclusion

The main principles of crisis intervention to defuse a suicidal crisis can be applied in an on-board environment, but with certain specificities that make this treatment complex:

The remoteness.

The isolation, of the suffering seafarer, of the crew.

Difficulties in having access to all information.

Increased feelings of guilt (professional identity – one will do the shift in my place therefore overload of work for colleagues).

Essential coordination work with the CCMM, the captain, the manning manager, the health services on shore.

The case at the base of this intervention was quite specific since the seafarer had called CRAPEM from his cell phone, which shows that he had a network, therefore either at call or close to the Channel / North Sea type coasts. And therefore without having informed the captain, who could only be made aware after acceptance by the seafarer that CRAPEM informed him (at the second seafarer/CRAPEM communication).

Maritime medicine research

Research, including in maritime medicine, is an engine of scientific, technical and social progress. There are few intervention studies. The studies are mainly quantitative observational, more rarely qualitative. The main themes: chronic or acute pathologies in seafarers, occupational health, aptitude, communicable diseases, psychosocial and medico-psychological risks, emergencies and safety, telemedicine. In addition to methodological limitations, there are social, professional and cultural obstacles to carrying out large-scale studies.

The SSGM: fitness and prevention medicine

The seafarers' health service fulfills for professional seafarers the dual mission of aptitude medicine (regardless of the navigation practiced) and occupational health (suitability for the job/rank).

The specificities of maritime work: rest on board, overcrowded on fishing vessels, isolated seamen on large merchant vessels, cohesion, pride in the profession promoting mutual aid, sanitary remoteness.

Apart from the usual psycho-social risks, seafarers are exposed to a distance from their personal entourage, to sustained work rhythms, staggered hours, in positions with a high level of vigilance required.

In the event of a traumatic event, the duration of exposure is long and its repetition frequently over the course of a career. To envisage the resumption of navigation after a sea event, an adjustment of the navigation conditions is often necessary, but the involvement in a serious event often leads to the permanent cessation of navigation.

Early treatment via CRAPEM and improving seafarers with symptoms and possible consequences of post-traumatic stress disorder are areas for improvement.

Personal thoughts:

At least the congress has shown that some thing exists, and that the psychological health of seafarers is now taken in account. However it is in France, only in France, and due to the language barrier for french seafarers only. To the question, how to act with a seafarer non speaking french on a french flagged vessel, the answer was that it is one of the problems to solve, and most probably is will be the last one to be solved.

On another question on the time necessary to take charge of such support, it was answered that even if it was preferable that support could intervene as quickly as possible, support even delivered later had the same beneficial side.

Problem of the medical confidentiality, the medical cells spoke among themselves, took decisions possibly of diversion but that it was without informing the company of the vessel and that it was therefore always appropriate to the captain to call and explain the reason for the diversion without violating the medical confidentiality with which he himself is also confronted. The problem remained almost unanswered as confidentiality is confidentiality, as the law is the law. The problem will stay again on the captain's shoulders.

FRENCH EUROPEAN MARITIME DAY

On July 7, for the celebration of the European Maritime Day, the French General Secretariat for the Sea (SGMer) invited young people from various maritime backgrounds to discuss initiatives from and to European Union for the preservation of the marine environment, the development of the blue economy and the protection of the social rights of seafarers.

The session was opened by Ms. Charlina Vitcheva, French Director General of Maritime Affairs and Fisheries. Three European experts spoke: Ms. Sandrine Gaudin, French Secretary General for European Affairs, Ms. Isabelle Viallon, representing DGMARE, and Mr. Théo

Barbe, representing the Permanent Representation of France to the European Union, as well as personalities from around the maritime world: the president of the French Maritime Cluster, one person representing the Youth4Ocean Forum (funded by the European Commission), and some French European Parliamentarians on site or by video means.

Three lines of thinking and the measures and / or proposals made by the think tanks and presented by some youngs coming mainly from environmental NGOs, engineers or students in environmental and oceanographic policy, logistics chain, wind farmer, fisheries, machine learning, lawyers in maritime law and labor law. No one was an officer, or even a cadet, on board merchant vessels.



A- Environmental challenges

The proposals would lead to a real ecological transition building on the strengths of the European Union.

- The allocation of part of the fishing quotas based on environmental criteria and the raising of the target for the management of fishery resources by departing from the too weakly protective framework of «maximum sustainable yield».
- The drastic reduction in plastic pollution, by reducing the use and production of plastics, and the installation of collection systems at the river mouths.
- The inclusion of maritime transport in the emission quota trading system with, in return, the reinjection of the revenues thus generated in research to finance the ecological transition of the sector.
- Ambitious regulations in marine protected areas, including through the ban on mining in these areas.
- The implementation of an eco-conditioning of European funds to finance only green projects.
- The electrification of European ports to allow all ships to call.
- The development of a sector of excellence in renewable marine energies, by classifying wind farms as marine protected areas to reconcile the need to preserve biodiversity and fight against climate change.

B- Economical challenges

The proposals stress the importance of better maritime planning, raising awareness among economic players in favor of a low-carbon model, and implementing a framework more favorable to innovation.

- Ensuring better maritime planning, maritime development involves many players who

sometimes struggle to communicate and harmoniously apply the main European orientations, therefore:

- Promote their cohesion through the definition of detailed maritime spatial planning
 - Establish a local and inter-scale dialogue to explain and bring down the content of European directives, but also so that local actors can submit their proposals
 - Integrate the management of the coastal and urban strip into this planning
 - Harmonize this planning between the different countries.
- Raise awareness among economic players, support the transition between a carbon-based model and a low-carbon model and help translate greenhouse gas reduction objectives into facts, therefore:
 - A rating of the carbon intensity of boats on which a specific tax would be indexed in order to finance decarbonisation solutions
 - An ecosystem or biodiversity tax at the entrance to the European maritime area which would supply a fund for the protection of marine protected areas
 - Encourage innovation, support the development of more energy efficient ships, create a regulatory framework and set a clear course for research and innovation, therefore:
 - Modification of the regulatory framework to allow experimentation with new vessels (foils, kite wings, new forms of vessels)
 - The establishment of a European Rotterdam-Dubai sea route with suitable infrastructure, knowledge sharing and encouragement of innovation

C- Social challenges

Human must be placed at the heart of the challenges of the sea. Faced with multiple issues (social dumping, support in the transition of maritime professions), the proposals reflect a way of making the sea a factor of social unity European.

- The fight against social dumping, the gradual disappearance of French operational staff and the reduction in maritime vocations, therefore:
 - The implementation of a European flag, either in the form of a „European flag“ label which would be added to the national flag, associated with qualitative social criteria in return for European advantages, or through a real flag
 - More frequent revisions of the French international maritime minimum wage, currently lower than the globally recommended minimum
 - The European framework for maritime work companies for seafarers and the establishment of a system to control and sanction this activity.
- Support coastal stakeholders to standardize information and training, therefore:
 - Create a European standard for training in seafaring trades to overcome the weaknesses of the STCW convention, in particular for low-tonnage vessels, in order to unify professional paths and extend the skills of seafarers to European scale.
 - Raise awareness among the general public and coastal stakeholders through online training in order to democratize access to knowledge in this area for the general public
 - Facilitate information through a European portal for access to the sea, a gateway and complement to all existing initiatives.

Quote of the conclusion of Mr Karleskind, French European Parliamentarian and President of the Fisheries Commission of the European Parliament:

“These two hours of reflection have shown to what extent the European Union is an actor that we would like to be more present on maritime issues!

Everything that happens on shore ends at sea: faced with this observation, action is necessary to change things. The objective of being climate neutral in 2050, embodied in the Green Pact, must go through a „green blue deal“, namely a marine component. It ties in with the proposals made this afternoon, I thank you for that.

In conclusion, I would like a stronger voice from young interested by sea and involved in, this is something that is lacking in the European political debate. I hope that this expression of youth can continue and be taken to European level.“

COMMEMORATION OF THE BATTLE OF LEPANT

The “UPKOR“ – Captains Association of the island of Rab commemorated the 450th anniversary of the Battle of Lepant.

The Captains Association of Rab Island has 22 members of which 4 active deep sea Captains. It is a member of Croatian Sea Captains Association and for the current year 2021 preside the Croatian Association.

As a regular item on the Annual Activity Agenda of the Association, the commemoration of the Battle of Lepant this year was also organised and planned three-day activities on the Island.



Text on commemorative plaque :

On the occasion of the 444th anniversary of the Battle of Lepant
To the seamen from our shores and islands who took part in.
Confederation of Croatian Shipmasters' Associations
RAB 7th October 2015

On October 7th 2021, was the 450th anniversary of this famous and important maritime battle in which also men and seamen from Rab island participated.

A wreath and candles lighted in memory and gratitude to the perished in this battle were offered by Association members.

On October 8th 2021, Rab city Officials on the square next to St Justina church also paid honour to the perished commons seamen and commanders.

A tour of St. Justina church, built-in memory of the killed – perished locals in this Battle, now also a museum, was arranged for the Association members and guests. A very interesting class about the history and events of the Battle was also organised during the tour.

A tour to the gallery PIK where Banners and Coats of Arms, drawings and models of the galleons and ships were exhibited was also organised.

A tour of the old city was arranged as well.

Refreshments were offered during the tour.

In the evening gala dinner in the island countryside restaurant for the members and guests was organised.

On October 9th 2021, a regatta in this memory in 3 categories was planned:

- traditional rowing boats
- traditional sailing boats
- sailing cruisers.

Regretfully the famous “Bora” gusting to 45 knots postponed the start, and by 12:00 hours, the regatta was closed.

The Bora did not postpone the lunch and the closing ceremony of the event.

The epic and important Battle of Lepant took place on October 7th 1571, in the Gulf of Patras near the Greek city Nafpaktos – Lepant.

The Otoman fleet was sailing westward and the Holy Lige fleet eastward coming from Messina where the Christian fleet gathered together.

Around noon they met and clashed in the Gulf of Patras. The Holy League defeated the Ottomans. Both sides suffered a huge number of killed and perished.

The significant threat and continuous expansion of the Ottomans in the Mediterranean and Continental Europe was of great concern of the European states and Christian community of the time.

The Ottoman’s encroachment of Venetian eastern territories in the Adriatic and trying to acquire the Venetian island of Cyprus, united the Catholic force of Europe and Pope Pio V managed to arrange a Holy League.

The Holy Lige formed the Republic of Venice, Spanish Empire, the Papal State, the Republic of Genoa and others.

Being at that time under the rule and part of the Republic of Venetia, the Eastern Adriatic cities of Koper, Cres, Krk, Trogir, Hvar, Sibenik, Kotor, and Rab had to contribute with men, money and goods to this effort.

The city of Rab contributed with 800 men and with the galley “Sveti Ivan” under command of Capt. Ivan de Dominis. 500 men from Rab were killed and perished in this engagement or every tenth inhabitant of the island.

In memory and gratitude to this victims in 1573 a Church of St. Justina was built same as a Benedictine monastery for the common girls. The fourth and lowest tower of the four characteristic towers of the city was built as well.

The Battle of Lepant was a last maritime engagement in the Mediterranean to be fought between rowing vessels and the defeat of the Turks changed the history of that times and seriously inflicted the expansion of the Ottomans.

Cpt. Ivan Kucich

FIRST SURVIVAL DRILL IN A POLAR ENVIRONMENT CARRIED OUT BY FRECH CRUISE COMPANY PONANT

Surviving 24 hours on the pack ice near the North Pole, the vessel “Le Commandant Charcot” from Ponant – with 67 persons – carried out successfully this exercise in September 7th, one day after reaching the North Pole. A world first that could serve as a benchmark for the IMO.

During the building phase of its new flagship, the French company worked on how to meet the requirements of the Polar Code, namely to make survive for five days in a hostile environment, in a temporary camp, 460 people, passengers and the crew, without external input. But after thinking about theory, Ponant designed a rescue drill, on the assumption that the ship was lost and that one had to survive while waiting for help.

The scenario

A total of 67 people are participating, aged 17 to 71. About 30 are crew members, the rest, including many experts, play passengers. Among these volunteers: one representative of French Classification Society Bureau Veritas, two officers of the French Navy, four Coast Guards US and Canadians and a former Norwegian Coast Guard, the same one who coordinated the exercises carried out in Svalbard from 2016 to 2018. The Norwegians had carried out a twelve-hour mission with a raft of about twenty people but military ones only. There, in this purely civil exercise, the objective was to last 24 hours.

At 8:00 am, the alert has been given. A fire in the ship's battery room caused an explosion with toxic fumes. Everyone is concentrated and counted at the muster point on board. At this point, the boat remains the safest place. But two hours later, the decision to abandon the ship is taken. Each passenger dons their survival suit, provided by Puerto Rican White Glacier.

The evacuation starts with a 10-meter resin gangway, specially designed to go over the fractured ice around the ship. It is deployed by a crane connected to the emergency generator. Survival gear is stored in small one-ton containers, called "ice cubes" and made by German Fassmer, which can float or slide on the ice, easily being handled by two people. There are eight on board. Two will be deployed during the drill.

Inside those "ice cubes", there are inflatable polar survival tents made in France by Survitec and inspired by life rafts designed for 25 people but elevated, with an additional coil to maintain thermal insulation against water or ice, and limited to 16 people. After 15 minutes, the six tents are inflated, four for accommodation, one for command and one for medical support. Two Inuit from Greenland give their invaluable advice, both for anchoring the tents on the ice and for explaining how to take refuge from the wind behind the ridges formed on the pack ice.

The drill predicts three injured. The link has been established with the French Health Center for Seamen in Toulouse and with the Ponant's director of operations, at the head office in Marseille. The vessel "Le Commandant Charcot" has a helicopter on board, and it is used to evacuate the wounded from the ship to the medical tent.

Each passenger has a personal survival kit, in which it can be found something to protect and drink. The link with the ship, considered lost, is cut, the PLB and EPIRB satellite distress beacons were triggered. The captain and his team took over the communications from the ice from the tent fitted out as a Command Center.

In this zone shared between five countries (Russia, United States, Canada, Norway and Greenland), the "mayday" was received first by the Greenlanders, followed by the Americans who propose, in a dozen hours, to parachute heated tents and medical reinforcements. So hardware support but no ability to extract anyone. The ship is in Russian waters and the Murmansk MRCC takes the operational leadership.

In conjunction with the Russians, the Norwegians are proposing to send a helicopter Super Puma from Svalbard, but it will not have enough kerosene to make the round trip. The Russians



Survival Suit



Ice Cubes



Polar Survival Tent

could dump fuel cans on the pack ice before arriving there in four to five days of icebreakers. But whatever happens, the castaways won't have any sign from anyone for at least twelve hours.

The long wait begins. To keep people busy, a team is responsible for producing water from snow. Others are invited to stretch their legs, under the watchful eye of bear guards. It's -8°C outside, -18 felt, with the wind. The suits are almost too hot, except for those who have sweated to inflate the tents and are now cold. To reduce the risk, 15 people will be brought back on board before the end of the exercise.

Feedbacks

Change of clothes is necessary; number the personal survival kits to avoid confusion; keep the shoes in survival suits; provide masks to be able to sleep when it is broad daylight; provide the tents with a firmer floor, like a paddle board inflatable, to avoid everyone being crowded in the middle; have more intimate toilets...

Never have so many people been in such an extreme environment for so long. The exercise carried out was therefore the subject of a detailed report submitted by Ponant to the French IMO delegation. And it has been taken so far that it could be used to set new Polar Code standards, which may be on the agenda for a session in London in April 2022. The exercise is going to benefit the entire middle of the expedition cruise. As an example, Viking has already bought "ice cubes". Coastguard experts have all welcomed the results.

(Abstract translated from a French Newspaper – Photos from Ponant)

FROM THE EDITOR

1. Incidents



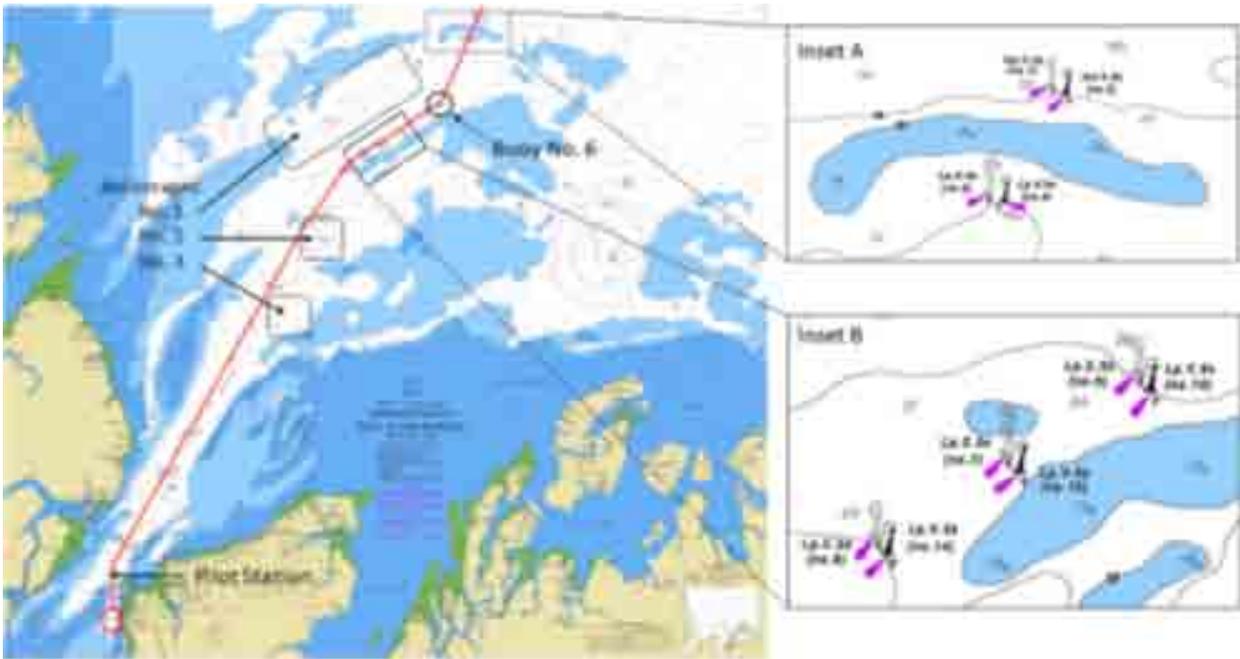
Giant Ore Carrier Ran Aground Because Master Changed Route

Published Nov 2, 2021 9:58 PM by **The Maritime Executive**

The administrator of the Marshall Islands flag registry has released its final report on the loss of the *Stellar Banner*, the very large ore carrier (VLCC) that grounded off Ponta da Madiera, Brazil in early 2020. Investigators determined that *Stellar Banner's* master bore primary responsibility for the grounding because he decided to deviate from the vessel's planned route, taking the ship through an area of lightly-surveyed sandbanks.

At 1440 hours on February 24, 2020, the *Stellar Banner* got under way from the Ponta da Madiera terminal with a full load of iron ore. She was drawing about 22.2 meters, including heeling and squat effects at five knots.

Stellar Banner left the pier about 50 minutes late, which meant that she would pass over a sandbar at the channel entrance after peak high tide. Company ships had measured the channel through the sandbar at 23 meters with their echo sounders, and Admiralty sailing directions confirmed that the channel depth was maintained at 23 meters MLLW, but the charts showed an 18 meter shoal. The second mate prepared the route assuming a 23 meter depth and ample under-keel clearance.



*Inset A shows the charted sandbar across the channel entrance, between the 1 and 3 buoys.
No dredged channel is shown (Marshall Islands / IRI)*

The transit was uneventful until 2030 hours, when the master decided to exit the navigational channel, heading northeast through a gap in charted sandbanks at about 10 knots. At that speed, the investigators calculated that *Stellar Banner's* dynamic draft would have been about 23.5 meters due to the effects of squat.

The alternate route that the master selected was never plotted on the ECDIS or on the paper chart, as required by the company's SMS procedures. The officer of the watch – who was also on the bridge and plotting positions – was not informed of the intended course.



*Recorded ECDIS screen shows *Stellar Banner* deviating from the original route (dashed red line) on a new heading (white) (Marshall Islands / IRI)*

The master later told investigators that he picked the course in order to head through deeper water and avoid the charted sandbar across the channel, since the ship was behind schedule and would not arrive at the sandbar at high tide. Historical AIS data shows that his alternate route was not a new invention: it had been commonly used by bulkers of all sizes, including a dozen VLOCs like *Stellar Banner*.

At about 2128-2129, roughly one hour after the course deviation, the ship's speed slowed down suddenly from 11-12 knots to about nine knots. The crew reported vibration; multiple bilge and tank alarms sounded; and the echo sounder displayed a null value (loss of signal or too shallow to measure). The ECDIS showed that *Stellar Banner* was about one nm from a charted shoal, as the master had planned; however, the paper chart showed that her position was on the wrong side of a 20-meter contour line.

The master ordered the crew to prepare to anchor and sound the tanks. Soundings indicated flooding in the double bottom centerline void, the number 1 and 2 starboard ballast tanks and the forepeak void.

The shipowner was informed, and overnight, the owner consulted with the ship's class society to carry out damage stability calculations. Class advised an intentional grounding to prevent the vessel from going down. The master ran the vessel onto a nearby shoal at about 0600 on the morning of the 25th, and the crew abandoned ship onto a salvage vessel at about 2300 that night.

Stellar Banner took on a heavy list as flooding continued, and over the days and weeks that followed, the water penetrated into all of her cargo holds. She was de-fueled and her cargo was lightered off, and at the end of May, after a complex and costly effort, she was successfully refloated. Class conducted a survey and found that the damage to the hull was extensive, with severe deformation and cracking. *Stellar Banner* was declared a constructive total loss, and the ship was towed to deep water and scuttled.

BRM failure

The investigators found that the master's decision to depart the planned course was the primary cause of the grounding. Post-accident calculations found that the vessel would have had ample under-keel clearance along her original, planned route, and the deviation was unnecessary.

In addition, the master's failures to alert the officer of the watch to the change in course or to plot the new course on the ECDIS or the paper chart were significant bridge resource management failures.

The responsibility was also shared amongst the bridge team. Neither the officer of the watch nor the second officer – who returned to the bridge before the grounding – asked the captain why he had left the navigational channel. There was no indication that the officer of the watch was conducting his own assessment of navigational hazards and providing advice to the master, nor did it appear that any member of the bridge team had attempted to analyze the significant difference in charted depth contours between the ECDIS and the paper chart for the vessel's new course.

«The apparent lack of information sharing between the Master and the OOW prevented them from having good overall situational awareness regarding where the ship was, where it was heading, and whether it was approaching any potential hazards to navigation,» the investigators concluded.

The charts for the area have been updated to include a small shoal near the end of *Stellar Banner*'s ill-fated trackline.

NTSB Determines Cause of the Fatal Collision of a Tanker and Fishing Vessel Near Galveston, Texas

Published Nov 4, 2021 by **Mike Schuler – GCaptain**.

The National Transportation Safety Board has identified a fishing vessel captain's decision to navigate towards a Galveston entrance shipping channel, which created a close quarters situation

in dense fog, as the probable cause of a fatal collision between the vessel and the tanker Bow Fortune.

The NTSB issued Marine Accident Brief 21/21 Thursday for its investigation of the January 14, 2020, fatal collision near Galveston, Texas.

The Bow Fortune was transiting inbound in the Outer Bar Channel while the fishing vessel, Pappy's Pride, was transiting outbound. The two vessels collided in dense fog and the fishing vessel capsized and sank. Three of the four crewmembers aboard the fishing vessel died. One crewmember sustained serious injury. There were no injuries to the pilot or crew of 28 on board the Bow Fortune. A surface sheen of diesel was reported. The fishing vessel was a total loss valued at \$575,000.



The graphic illustrates the Pappy's Pride's outbound track (red) from Galveston and Bow Fortune's inbound track (blue) just before the collision. Source: trackline data USCG, background NOAA, annotated by NTSB

Prior to the collision, the pilot of the Bow Fortune used VHF radio to hail the Pappy's Pride three times and the Bow Fortune sounded two danger signals. The Pappy's Pride's captain had radar, automatic radar plotting aid and electronic charts onboard capable of showing the automatic identification system (AIS) information of nearby vessels. The Pappy's Pride AIS history showed that the captain made multiple course changes, indicating he was actively steering; however, the Pappy's Pride did not reply to any of the radio calls or danger signals.

Investigators determined the probable cause of the collision was the captain of the Pappy's Pride's outbound course toward the ship channel, which created a close quarters situation in restricted visibility. Contributing to the collision was the lack of communication from the captain of the Pappy's Pride.

"Early communication can be an effective measure in averting close quarters situations," the report said. "The use of VHF radio can help to dispel assumptions and provide operators with the information needed to better assess each vessel's intentions."



New Photos Show the Full Extent of the Damage to the Ever Given

Published Nov 5, 2021 8:43 PM by **The Maritime Executive**

Last month, the container ship *Ever Given* arrived at a shipyard in Qingdao, China for repairs to her bulbous bow, which was damaged when she ran aground in the Suez Canal in March.

That infamous grounding delayed billions of dollars worth of trade for six long days, prompting a billion-dollar fine from the Suez Canal authority (later negotiated down) and a brief backlog of supply-chain disruption.

Shipping scholar Sal Mercogliano, associate professor of history at Campbell University, has obtained photos from the *Ever Given's* yard period showing the damage to the vessel in detail.

The images show that the impact pushed the bottom of the bulbous bow upwards, inside the hull, folding the shell plating inwards.

The repair plan is a full «nose job,» cutting out and replacing the bulbous bow with newly-built steel sections – all the way back past the bow thrusters. The sections have already been pre-built in anticipation of the ship's arrival.

Ever Given became a household name when she grounded in the Suez Canal in late March, blocking the busy waterway and interrupting the flow of east-west trade.

Even after the Suez Canal Authority's dredgers and tugs freed her from the banks, the ship's ordeal was not over. The SCA obtained a court order to detain *Ever Given*, and the vessel, her cargo and her crew were stuck at anchor for months while her owners negotiated for her release.

The parties ultimately settled for an undisclosed amount – rumored to be much less than the SCA's initial demand – and the *Ever Given* set sail for the Netherlands on July 7. She arrived in Rotterdam later that month to offload all of her cargo, then turned around to head for Qingdao for repairs. Her return trip through the Suez Canal was uneventful.



Oct. 4, 2021: the damaged part of Ever Given at ship-repairing dock of Qingdao Beihai

2. Crew



Crew Vaccinations and Change Statistics Continue Positive Trends

Published Oct 1, 2021 7:41 PM by **The Maritime Executive**

The challenges facing seafarers that have dominated the headlines for the past 18 months are continuing to stabilize and show slight signs of improvement according to the latest monthly update on the Neptune Declaration Crew Change Indicator. The data compiled from the largest ship managers shows a positive trend for the issues of crew change while vaccination rates among seafarers appear to be accelerating according to the Global Maritime Forum which reports the monthly indicator results.

The latest report shows that the number of seafarers onboard vessels beyond the expiry of their contract has decreased from 8.9 to 7.9 percent in the last month. Similarly, the number of seafarers onboard vessels for over 11 months has slightly decreased from 1.2 to 1.0 percent. These statistics continue the trend that began to appear in the summer months as the numbers stopped increasing as more seafarers were able to complete crew changes on schedule.

The October Indicator also shows encouraging numbers on seafarers receiving vaccinations for COVID-19. The percentage from the past month is up from 21.9 to 31.1 percent of seafarers reporting they have received vaccination for the virus. The percent increase increased from the numbers the prior month, suggesting that seafarers are gaining increasing access to vaccines. These numbers are still lagging behind the rates of many large ship-owning nations, the European Union, or the U.S. but illustrate a positive trend.

“It is encouraging to see the vaccination rate for seafarers going up and the number of seafarers onboard their vessels beyond the expiry of contracts is decreasing slightly,” says Kasper Søggaard, Managing Director, Head of Institutional Strategy and Development, Global Maritime Forum. “However, lockdowns, flight cancellations, and travel restrictions persist, thus posing continued challenges to crew changes globally.”

Ship managers submitting input from the monthly updates continue to report travel bans and restrictions for certain geographies, challenging crew supply from those countries. Issues were also cited with the approval of specific vaccines and of vaccines where both doses were received in different locations.

A shortage of crew was also first reported last month and this arose again as a difficulty that the ship managers are facing. Due to continued lockdowns, seafarer academies have been closed or operating remotely, which has delayed the training of seafarers, and lockdowns and travel bans have also impacted crew supply.

While the global shipping organizations continue to warn of the challenges to maintaining ship operations as the pandemic stretches on, they are also encouraged by the positive steps. For example, the Singapore Shipping Association, in collaboration with PSA and the Fullerton Health Group, has set up a seafarers’ vaccination (SEAVAX) center in Singapore. The effort expands on a trial program and has received financial support from numerous organizations. The center, which began operations yesterday, September 30, will administer vaccines to seafarers, starting with signing-on crew arriving in Singapore. Other efforts in Europe, North America, and Asia also continue to provide COVID-19 vaccinations for crew members when their ships arrive in port.

US Outlines Testing and Quarantine Requirements for Seafarers who are not Fully Vaccinated

Published Nov 11, 2021 by **Nautical Institute**

The United States Department of Transportation (DOT) has issued further clarifications regarding the rules that apply to seafarers entering the country.

From 8 November 2021, non-citizen, non-immigrant air travellers to the United States must be fully vaccinated and provide proof of vaccination status prior to boarding an aeroplane headed to the US. However, DOT previously clarified that ‘sea crew members traveling with a C-1 and D nonimmigrant Visa’ who do not work on cruise ships are exempt from the requirement.

Responding to further questioning from the International Transport Workers’ Federation, DOT has now stated that testing and quarantine requirements apply to crew travelling on these visas who are not fully vaccinated or cannot prove that they have recovered from Covid-19 in the past 90 days.

Testing requirements

Like all other passengers, crew in this category must present a negative Covid-19 viral test result or proof of having recovered from Covid-19 in the last 90 days before boarding their flight.

- Those who are fully vaccinated must take the test no more than three days before departure and show proof of being fully vaccinated against Covid-19
- Those not fully vaccinated must take the test no more than one day before departure. They must get a second test three to five days after arrival unless they can document having recovered from Covid-19 in the past 90 days
- Those who have recently recovered from Covid-19: may instead travel with documentation of recovery from Covid-19, where the test was taken no more than 90 days before departure. They must also show a letter from a licensed healthcare provider or public health official stating that they are cleared to travel

Quarantine

Crew travelling with a C-1 and D non-immigrant Visa who are embarking aboard their vessel the same day they arrive in the US must either:

- Self-quarantine in a single-occupancy cabin with a private bathroom for at least seven days after arriving in the US; or
- Maintain a 'working' quarantine on board the ship for at least seven days after arriving Crew who are not embarking the day they arrive must self-quarantine for seven days in hotel accommodations.

Those due to embark before the seven-day self-quarantine period is completed must quarantine in their hotel until boarding. Once onboard, they must follow one of the quarantine options above for the remainder of their quarantine period.

Further clarification from the Department of Transportation on questions raised on the new requirements for seafarers entering the U.S. via air is attached.

Sailors Venture on Land at Packed California Port as Limits Ease

Published Nov 19, 2021 by **Augusta Saraiva (Bloomberg) – GCaptain**

The logjam of ships waiting for a turn to unload their cargo at the U.S.'s busiest container port has left thousands of crew members stuck on board for weeks longer than they'd expected.

Some of those sailors are finding relief in a small concrete house near the ports of Los Angeles and Long Beach, where the International Seafarers Center has offered workers a break from their stints at sea for almost four decades. The center is slowing getting busier again as pandemic-era restrictions begin easing. Crew members are able to take advantage of a long-standing international rule allowing foreign sailors temporary shore leave to relax and run errands for hours at a time or longer.

In a drive to create "a home away from home," the organization offers temporary housing and food, and takes crew members on shopping trips to local grocery stores and retailers or to attend a church service, said manager Pat Pettit, a 35-year veteran at the center. The facility itself is stocked with piles of puzzles, hundreds of books, and has snooker and foosball tables, as well as massage chairs and bunk beds.

The non-profit has also helped offer Covid-19 vaccinations to crew members. This week, the number of sailors on stops to the twin ports of L.A. and Long Beach who had received the single-shot Johnson & Johnson vaccine since May surpassed 9,000, with vaccines being administered both on board ships and to crew members who have come ashore for short breaks.

As of September, only one in four of the world's 1.6 million seafarers was fully vaccinated, and a majority was unlikely to get shots through national programs until next year, according to an estimate by the International Chamber of Shipping. On Wednesday, its secretary-general, Guy Platten, urged ports everywhere to follow the example of American hubs and inoculate sailors of every nationality to "avoid delays when workers reach other countries."

But the virus itself isn't the only pandemic-related challenge for seafarers. Travel restrictions and supply-chain issues have trapped hundreds of thousands of sailors at sea for months after their contracts expired, with some companies refusing to pay the wages. Once these sailors finally reach the port docks, many of them haven't been allowed to exit the ships, according to the International Labor Organization.

The long journeys and tough conditions can take a toll on the mental health of crew members. Before the pandemic, a quarter of seafarers suffered from depression, over four times more than the general population, a 2018 study commissioned by the International Transport Workers Federation found. During the height of the Covid-19 crisis, calls to helplines tripled, according to the International Seafarers' Welfare and Assistance Network.

Filipino-American seafarer Cyrus Balena said the pandemic has made his job even harder. The 40-year-old began sailing in 2004 because it was decent-paying work. Balena has been living at the seafarer center since his last trip ended in September while he looks for his next contract, allowing him to save money and better support his three children.

"Working in the ships is not that easy," said Balena, who missed the birth of his youngest child because he was at sea. "If your family is receiving just one text a day it means a lot."

Pettit said that seafarers often first ask for the Wi-fi password or for a phone to call their families. More than once, crew members have watched videos of their newborn child or the funeral of a loved one on the center's computers. Sailors also appreciate just walking around on land to "get rid of those sea legs," Pettit said.

Despite recent stepped-up efforts to ease the backlog of ships, the average wait time for vessels has increased to 18.4 days, more than double the level from two months ago, according to L.A.'s Wabtec Port Optimizer. This means sailors — who can be at sea for many weeks or months — have to wait even longer to get on land.

These sailors are "phantoms in steel island," said Chairman Guy Fox. Despite being a linchpin of world trade, the invisible work of ships' crew members often goes unacknowledged, he added.

"It reminds me of 'The Rime of the Ancient Mariner,' which is 'water, water everywhere, but not a drop to drink,'" Fox said. "When the seafarers see the shores and they're aboard these vessels, they are thinking, 'land, land everywhere, but not a path to walk.'"



Code of Conduct Developed to Increase Focus on Crew Welfare Issues

Published Oct 12, 2021 6:36 PM by [The Maritime Executive](#)

With the increasing focus on the welfare and mental health issues for the world's two million seafarers along with the increasingly difficult work environments, a new initiative is launching to provide a uniform code of conduct and assessment tool for ship owners, operators, and charters. Design as a tool for the industry to demonstrate its commitment to seafarers' welfare and provide transparency, the Code of Conduct builds on the ILO Maritime Labor Convention (MLC) to provide a more comprehensive standard for the industry and its employees.

"A sustainable shipping industry needs to ensure the protection of its workforce. This presents a unique opportunity for the industry to work together and take concrete action for the rights of nearly 2 million seafarers worldwide, now and in the future," said Kristina Kunigenas, Human Rights Lead at the Sustainable Shipping Initiative.

The project has been led by the Sustainable Shipping Initiative (SSI) and the Institute for Human Rights and Business (IHRB), in collaboration with the Rafto Foundation for Human Rights and RightShip. Key SSI members played an active role in its development, with expert input from Forum for the Future, Louis Dreyfus Company, Oldendorff Carriers, South32, Standard Chartered Bank, Swire Shipping, and Wilhelmsen Ship Management.

Based on international labor and human rights standards and principles, the Code of Conduct and self-assessment were created over eight months of consultation and collaboration with shipowners, operators, charterers, cargo owners, seafarers' associations, civil society, and others. According to the organizers, the initiative aims to support a safe, healthy, and secure onboard work environment. The 52 clauses in the Code provide a tool for shipowners, operators, charterers, and cargo owners to understand the extent to which current operations meet crew welfare responsibilities.

“The global pandemic brought seafarers’ rights firmly into focus, with many crews forced to endure exceptionally difficult conditions to keep global supply chains and trade freely flowing,” notes Frances House, Deputy Chief Executive at IHRB. “We expect a great deal from them and it’s only right that they expect an adequate standard of care, conditions, and quality from us. This is a proud, vital industry that depends on people to keep sailing. This Code of Conduct and self-assessment will help build a platform to respect worker dignity while advancing industry progress. We look forward to widespread engagement from industry stakeholders everywhere.”

To enable immediate action across the industry, RightShip has launched an online self-assessment tool developed in collaboration with SSI and IHRB. This freely available questionnaire provides practical guidance on utilizing the Code of Conduct, helping shipowners and operators understand their responsibilities while assessing current operations and ways of working, and consequently showing areas for improvement.

The self-assessment is not ratings-based and respondents will not be compared against other operators. Once submitted a self-assessment on the Crew Welfare Tool, the project encourages the ship owners and operators to work with their teams to explore the areas of improvement and to use the results as a guide to strengthening crew welfare where gaps are found.

The Code of Conduct can be downloaded for free from SSI.

3. Environment



Bulk Carrier Spewing Toxic Fumes Moved Offshore in South Africa

Published Nov 12, 2021 by **Mike Schuler – The Maritime Executive**

A bulk carrier carrying a chemical cargo has been given the boot from South Africa’s Port of Durban after it began spewing toxic fumes during cargo operations.

The NS Qingdao was discharging at the port earlier this week when its chemical cargo was apparently soaked by rain, causing the cargo to become unstable and release the toxic fumes into the atmosphere. The vessel was evacuated from the port and towed out to sea in order to ventilate its hatches offshore.

The South African Maritime Safety Authority (SAMSA) reports that the fumes coming off the vessel do not pose an immediate threat to human health or the marine environment.

“The South African Maritime Authority are (s.i.c) aware of a vessel releasing toxic fumes in St. Helena Bay,” SAMSA said in a statement. “The geared bulk carrier NS Qingdao suffered a chemical reaction after its cargo came into contact with rain water while discharging the cargo in the port of Durban. Concentrated toxic fumes were released into the atmosphere and as a result, the Transnet National Port Authority in consultation with SAMSA, DFFE and other stakeholders decided to evacuate the vessel from the port so that the hatches can be ventilated offshore.” SAMSA has directed the vessel to sail to a protected anchorage under the escort of the tug. A team of salvors, chemical experts, hazmat teams and other emergency personnel have since boarded the ship to manage the situation.

“The owner is co-operating with the Authorities and has been very proactive to help contain the situation,” SAMSA said.

The agency added that the cargo will be discharged into skips, chemically neutralized and brought ashore at an approved dumping site “in a safe and controlled manner.”

“The vessel poses no immediate threat to the marine environment and humans,” said SAMSA.

NS Qingdao is registered in the Marshall Islands and, as of Friday, it remained at anchor in St. Helena Bay.

Details about what kind of cargo the ship was carrying have not been disclosed.

4. Safety/Security



Armed Gang Boards Bulker in Apparent Search for Cocaine

Published Oct 11, 2021 11:58 PM by **The Maritime Executive**

When 20 new crewmembers signed on to the bulker *Trudy* at an anchorage off Normandy last week, they likely did not expect that they would be swept up in the aftermath of a drug bust – but on Monday morning, they had unwelcome visitors.

The *Trudy* was intercepted and boarded by French police off Dunkirk on October 1, bringing an early end to her transatlantic voyage from Brazil. She was diverted to the port for a thorough search, and officials found and removed more than one ton of cocaine that had been concealed on board. It was the biggest cocaine seizure in French waters since 2018, and a top customs official hailed it as «emblematic of the daily mobilization of customs in the fight against drugs.»

19 members of the *Trudy*'s crew were arrested on suspicion of smuggling, and the vessel was detained and moored alongside at Dunkirk's west bulk cargo terminal. A replacement crew was brought in to care for the ship while the inquiry continued.

In the early hours of Monday morning, at about 0100, approximately 10 armed intruders boarded the vessel and took the replacement crew captive. The leaders of this unauthorized boarding party spoke English, and they were «violent and threatening» in their manner, according to local police. They searched the vessel, «accompanied by the captain,» but did not appear to take anything. They departed empty-handed at about 0500 hours, before sunrise. No serious injuries were reported.

The port's security forces did not intercept the intruders, and no arrests have been made. As to the motive, «the likely goal was to recover drugs and money,» a police source told Ouest France.

France's National Jurisdiction Against Organized Crime (Junalco) is treating the boarding as a «kidnapping and forcible confinement by an organized gang,» according to Le Figaro. The national anti-narcotics office, OFAST, will head up the inquiry.



Good Samaritan Ships Carry Out Mass Rescue in English Channel

Published Oct 24, 2021 9:07 PM by **The Maritime Executive**

On Saturday, the French rescue coordination center CROSS Gris-Nez organized a rescue for 39 maritime migrants who went into the water in the Strait of Dover. The center had the assistance of three good samaritan vessels, and working together they successfully retrieved all survivors, with no loss of life.

During the day, the center received an alert that a migrant boat was in difficulty in the strait. Several of the passengers had gone overboard in cold water.

Watchstanders broadcast a general mayday message to call for assistance from nearby merchant vessels. Simultaneously, they launched multiple rescue assets: a Dauphin helicopter of the French Navy based in Le Touquet; the French Navy's public service patrol vessel *Cormorant*; and the allweather lifeboat *President Jacques Huret*, operated by the National Society for Rescue at Sea (SNSM) of Boulogne-sur-Mer. The British HM Coastguard helicopter Rescue 163 was also put on alert.

Meanwhile, three good samaritans – the fishing vessel *Parti De Rien* and two merchant ships, the *Arco Dijk* and the *Thun Garland* – responded quickly to the scene.

On arrival, the French Dauphin helicopter crew found that the boat had already sunk and that 39 survivors were in the water. Six of the migrants were hoisted aboard the helicopter and evacuated to the hospital at Boulogne.

The crews of the *Arco Dijk* and *Thun Garland* launched their lifeboats, and they took on board several survivors each. The fishing vessel *Parti De Rien* retrieved several more of the migrants from the sea herself, and she transferred aboard all of the survivors who had been rescued by the two larger ships' lifeboats.

Two crewmembers from the *President Jacques Huret* all-weather lifeboat also transferred to the *Parti De Rien* in order to carry out a medical assessment of the 33 survivors collected on board. With the lifeboat providing an escort, the *Parti de Rien* headed to the port of Boulogne-sur-Mer, where the migrants were transferred to the custody of the border police and the local fire department.

Meanwhile, the Dauphin helicopter returned to the area, joined by HM Coastguard's Rescue 163 and the PSP *Cormoran*. Together they swept the site to ensure that there were no further personnel in difficulty.

«The Maritime Prefecture of the Channel and the North Sea warns anyone who plans to cross the Channel of the risks involved,» cautioned regional directorate Premar Manche in a statement. «This maritime sector is one of the busiest areas in the world. The weather conditions are often difficult (120 days of wind greater than or equal to Force 7 on average annually), and it is therefore particularly dangerous.»

Despite the risks, an unusually high numbers of migrants have attempted to cross the Channel from France to the UK in recent months, prompting concerns among the British public (and officials at the UK Home Office). The British government has rolled out new «pushback» measures intended to deter irregular maritime migration.

5. Technical



Tug Completes First 1,000 NM Autonomous Voyage in Europe

Nellie Bly navigated the waterways of Germany and Denmark commanded from Boston (Sea Machines)

Published Oct 22, 2021 7:24 PM by **The Maritime Executive**

The tug *Nellie Bly* has completed the world's first 1,000 nautical mile autonomous voyage marking a milestone in the use of computer vision and autonomous tech to circumnavigate Denmark and gather essential data on waterways. Using a system developed by Sea Machines Robotics of Boston, the voyage was completed in just 129 operational hours over 13 days. The

program was commanded by U.S. Coast Guard-licensed mariners remotely stationed 3,000 miles away in Boston, many of whom are also members of the American Maritime Officers union.

“The completion of this voyage marks the catalyst for a new era of at-sea operations,” said Michael Johnson, CEO of Sea Machines. “Remotely commanded autonomous vessels provide the marine industries with the platform necessary to be competitive in the modern world, delivering significant increases in productivity and operational safety, digitized ultra-efficiency and response speed, and will provide a new world of actionable operational data for improved planning and business practices. The Machine Odyssey signals the start of a new human-technology relationship propelling on-sea operations in the 21st century.”

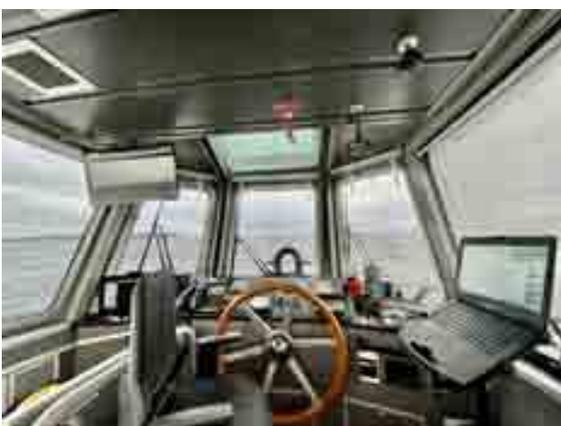
The *Nellie Bly* employed first-of-it’s-kind AI-enabled, long-range computer vision and a sensor-to-propeller autonomy system. Its technical features allowed for path-planning, active domain perception, dynamic obstacle, and traffic avoidance and replanning, depth sensing, and fusion of vectored nautical chart data. Sea Machines reports that 96.9 percent of the 1,027-mile journey was accomplished under fully autonomous control. During the voyage, they executed 31 collision avoidance and traffic separation maneuvers.

The voyage began in Cuxhaven, Germany, and transited the Kiel Canal before traveling to the northernmost points of Denmark. The tug safely returned to Hamburg, Germany last week.

Using multi-sensor fusion, the system digitally perceived over 12,000 square miles of ocean space more accurately and comprehensively than comparable human operators. According to Sea Machines, this successful autonomous operation demonstrates that with this technology the world’s fleets can ply the oceans in a more predictable and safer manner, while optimizing the global supply chain by delivering a greatly more efficient and productive means of transportation than what exists today.

Throughout the voyage, the tug averaged a speed of 7.9 knots. Sea Machines garnered 3.8TB of essential operational data showcasing how the ships can readily connect as IOT systems into the cloud economy. The system also provided the remote commanders in Boston with an active chart of the environment and live augmented overlays showing the progress of the mission, state of the vessel, situational awareness of the domain, real-time vessel-borne audio, and video from many streaming cameras.

“Autonomy is taking hold faster on the waterways than it is on roadways,” said Johnson. “Our autonomous systems are already supporting vessel operations around the world in manned and unmanned capacities. We are rapidly retooling the marine industries with an advanced perception, self-piloting system, and connected vessel intelligence. The Machine Odyssey was a success and we believe we will soon see autonomy become commonplace.”



Pilot house of the Nellie Bly



Team in Boston commanding the tug

(Photos Sea Machines)



Yara Birkeland, the World's First Autonomous and Emission-Free Containership

Published Nov 19, 2021 by **Mike Schuler – Seatrade-Maritime**

Norwegian fertilizer producer Yara has debuted its long-awaited Yara Birkeland, the world's first electric and autonomous container ship for emission-free shipping. The ship departed for its maiden voyage Friday in the Oslo fjord.

Norwegian Prime Minister Jonas Gahr Støre, along with Minister of Fisheries and Ocean Policy Bjørnar Skjæran, were on hand to tour the ship following its arrival in Oslo.

“We are proud to be able to showcase the world's first fully electric and self-propelled container ship. It will cut 1,000 tonnes of CO₂ and replace 40,000 trips by diesel-powered trucks a year, says Svein Tore Holsether, CEO of Yara.

Yara has been working with maritime technology company Kongsberg on the development of the vessel since 2017 – a pioneering project leading the maritime shipping industry's journey towards autonomous operations and zero-emission shipping. The project was nearly derailed by the COVID-19 pandemic, which delayed the planned delivery of the vessel by over a year.

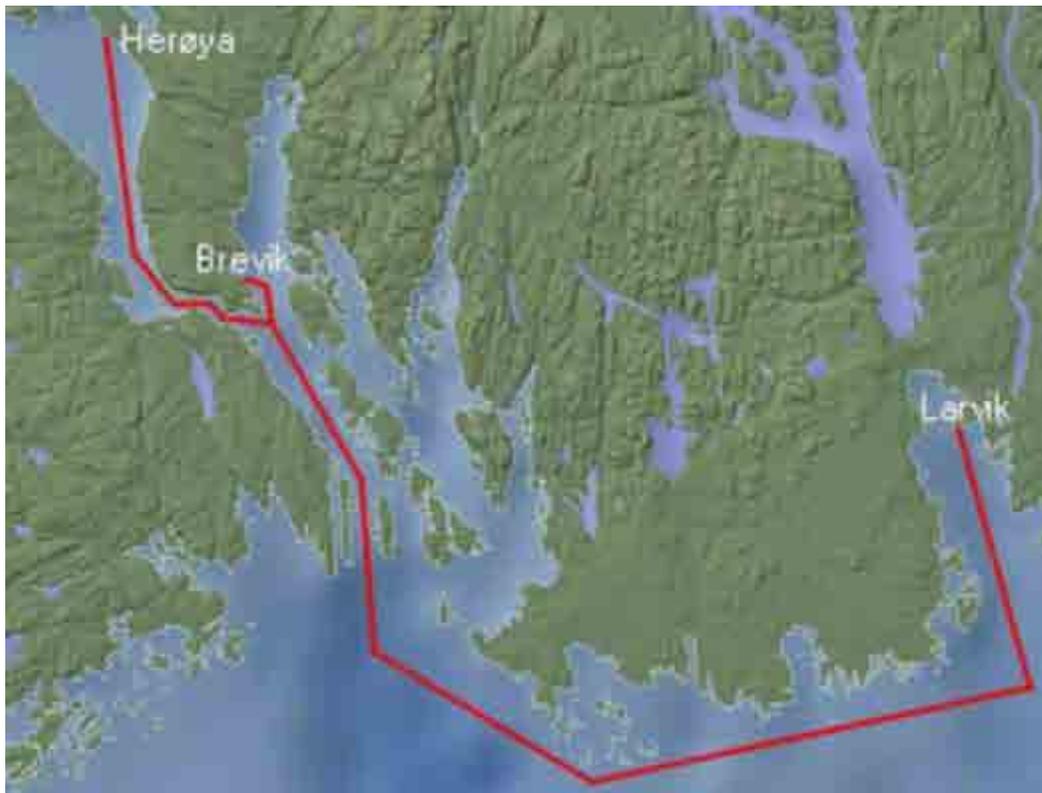
The 120 TEU ship will cut emissions and reduce road transport by up to 40,000 truckloads per year while transporting fertilizer products from Yara's Porsgrunn plant to Norway's Brevik and Larvik ports.

The route will have it sail within 12 nautical miles from the coast between the ports of Herøya, Brevik and Larvik in southern Norway. The area is managed by the Norwegian Coastal Administrations' VTS system at Brevik and the distances between the ports are approximately 7 nm for Herøya – Brevik and 30 nm Herøya – Larvik.

The ship was constructed by VARD and it will begin manned commercial operations from 2022, kicking off a two-year testing period of the technology that will make the ship self-propelled and finally certified as an autonomous, all-electric container ship.

The ship will be operated from Massterlys' monitoring and operations center in Horten. Massterly is a joint venture between KONGSBERG and Wilhelmsen.

“Norway is a big ocean and maritime nation, and other nations look to Norway for green solutions at sea. Yara Birkeland is the result of the strong knowledge and experience we have in the Norwegian maritime cluster and industry. The project demonstrates how we have developed a world-leading innovation that contributes to the green transition and provides great export opportunities for Norwegian technology and industry, says Geir Håøy, CEO of the Kongsberg Group.



Yara Birkeland route

Enova, a government enterprise responsible for promoting renewable energy projects, has allocated up to NOK 133.5 million for the project.

“On the way to a low-emission society, transport emissions must come down to almost zero. To achieve that, we need projects that can transform the market – projects that have the potential to pave the way for others and increase the pace of change in their sector. This is exactly what we believe the world’s first autonomous and all-electric container ship will do, says Nils Kristian Nakstad, CEO of Enova.

Alongside the construction of Yara Birkeland, Yara has also initiated the development of green ammonia as an emission-free fuel for shipping, through the company’s newly started Yara Clean Ammonia unit.

“Renewable energy was our starting point in 1905. Now, ammonia can bring us back to our roots. Our large shipping network and existing infrastructure means that ammonia has the potential to become the leading fuel for long-distance shipping globally,” says Magnus Krogh Ankarstrand, CEO of Yara Clean Ammonia.

As the world’s largest producer of fertilizers, Yara relies on ammonia for its fertilizer production. At the same time, current ammonia production represents 2 percent of the world’s fossil energy consumption, corresponding to about 1.2 percent of the world’s total greenhouse gas emissions.

“As the world’s largest producer of ammonia, Yara has launched an offensive plan of international scale, both to remove current emissions and to establish the production of new, clean ammonia,” says Ankarstrand.

CESMA LOGBOOK (2021-4)

We were represented at the following occasions:

7/8 OCTOBER – CONGRESS MEDICO-PSYCHOLOGICAL FOR SEAFARERS,
ST NAZAIRE, FRANCE

[On the front page:](#)

Asso Ventotto – Panoramic view of the city of RAB – Le Commandant Charcot –
Yara Birkeland

(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)

LIST OF CESMA MEMBERS AND REPRESENTATIVES

MEMBER REPR VDKS GERMANY	CAPT. W. MERTENS PALMAILLE 29 22767 HAMBURG	Tel.: +49 40 384981 Fax: +49 40 3892114 e-mail: vdks.office@t-online.de
MEMBER REPR AFCAN FRANCE	CAPT. B. DERENNES RUE DE BASSAM 29200 BREST	Tel.: +33 2 98463760 e-mail: courrier@afcan.org
MEMBER REPR HYDROS FRANCE	CAPT. F. VANOOSTEN 201 RUE RENE CASTELIN 59240 DUNKERQUE	e-mail: vanoosten.francis@wanadoo.fr
MEMBER REPR NVKK NETHERLANDS	CAPT. L.J.H. GEENEVASEN WASSENAARSEWEG 2 2596 CH THE HAGUE	Tel.: +31 512 510528 e-mail: nvkk@introweb.nl
MEMBER REPR CTPC ITALY	CAPT. M. CAROBOLANTE VIA MAZZINI 30 34121 TRIESTE	Tel.: +39 040 362364 MOB.: +39 334 7400488 e-mail: collegio69@collegioditrieste.191.it
MEMBER REPR CNPC ITALY	CAPT. G. LETTICH VICO DELL' AGNELLO 2/28 16124 GENOA	Tel.: +39 010 2472746 e-mail: info@collegiazionalecapitani.it
MEMBER REPR USCLAC ITALY	CAPT. C. TOMEI VIA XX SETTEMBRE 21/10 16121 GENOA	Tel.: +39 010 5761424 Fax: +39 010 5535129 e-mail: segreteria@usclac.it
MEMBER REPR IYM ITALY	CAPT. L. TRIGGIANI MOLO CENTRALE BANCHINA PORTO 17025 LOANO (SV)	Tel.: +393479603893 e-mail: triggiani@italianyachtmasters.com
MEMBER REPR ACCCMM SPAIN SPAIN	CAOT. M. BADELL SERRA CARRER DE SARDENYA 259 1-4 08013 BARCELONA	Tel.: +34 934 089 288 MOB: +34 680 321 138 e-mail: info@capitansmercants.com
MEMBER REPR AVCCMM SPAIN	CAPT.J. ZARRAGOIKOETXEA C/BAILEN, 5 PLANTA – 1 48003 BILBAO	Tel.: +34 944 166 506 MOB: +34636 44 90 54 e-mail: avccmm@avccmm.org
MEMBER REPR KBZ BELGIUM	CAPT.B. BAERT BROUWERSVLIET 19 B-2000 ANTWERPEN	Tel.: +32 475 435 942 e-mail: secretary-general@kbz-crmb.be
MEMBER REPR IIMM IRELAND	CAPT. B. KAVANAGH NATIONAL MARITIME COLLEGE RINGASKIDDY / CORK	Tel.: +353 214 335 637 e-mail: bill.kavanagh@nmci.ie

MEMBER REPR ZPU SLOVENIA	CAPT. G. RIBARIC OBALA 55 SI – 6320 PORTOROZ	Tel. (GSM): +386 31 375 823 e-mail: zpu.slo@siol.net
MEMBER REPR BSMA BULGARIA	CAPT. I. CONEV 49B CHATALDZHA BUL 9000 VARNA	Tel.: +359 888 435 977 e-mail: chairman@bsma-bg.org
MEMBER REPR LKKA LATVIA	CAPT. J. SPRIDZANS TRIJDIBAS STREET 5 RIGA, LV-10 48	Tel.: +371 67 099 400 Fax: + 371 67 323 100 e-mail: jazeps.spridzans@lja.lv
MEMBER REPR UPKTM CROATIA	CAPT. D. LAKOS TRG PAPE ALEKSANDRA III, 3 23000 ZADAR – HRVATSKA	Tel.: +385 98 433 685 e-mail: udruga.kapetana@zd.t-com.hr
MEMBER REPR UPKCG MONTENEGRO	CAPT. J. MILUTIN PELUZICA b.b 85330 KOTOR	Tel.: +382 32 304 672 Fax: +382 325 107 e-mail: captain@t-com.me
MEMBER REPR LCC LITHUANIA	CAPT. J.LIEPUONIUS KANTO 7 KLAIPEDA/ LT- 92123	Tel.: +370 698 75704 e-mail: jurukapitonuklubas@gmail.com
MEMBER REPR SINCOMAR Portugal	CAPT. J. TEIXEIRA CAIA DE ROCHA CONDE D OBIDA ARMAZEM 113 1350 352 LISBON	Tel.: +351 213918180 e-mail: sincomar.fesmar@net.vodafone.pt
MEMBER REPR HELSINKI SHIPMASTERS SF-FINLAND	CAPT. S. SUNDBERG VEHNAKUJA 4 06400 PORVOO	Tel.: +358 40 5944954 e-mail: stig.sundberg@pp1.inet.fi
MEMBER REPR ROMANIA SHIPMASTERS	CAPT. M. TUTUIANU STR. AL.STEFLEA NR. 8A CONSTANTA	Tel.: +40 722 727 123 e-mail: office@acnr.ro