CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

CESMA NEWS

DECEMBER 2023

IN THIS ISSUE:

– GALAXY LEADER – LETTER TO EU INSTITUTIONS
– SKILLSEA CLOSING CONFERENCE, BRUSSELS, BELGIUM
– MAR-LANG PROJECT, LE HAVRE, FRANCE
– IFSMA BAGA, TOKYO, JAPAN 6 WORDS FROM CESMA PRESIDENT

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CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

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November, 21st 2023

To: EU Commission for Transports
EU Parliament (Groups and Searica)
EMSA

Subject: Hijacking of seafarers in Red Sea

Dear Madam, dear Sir,

The situation in Red Sea is becoming complicated with the latest hijacking of the car carrier Galaxy Leader. In the busy lane connecting Europe with Far East there are a lot ships sailing in that area and a lot of our members are in that area every day in danger of being hijacked.

Confederation of European Shipmasters Associations (CESMA) strongly protests against any actions endangering crew members on board commercial ships. Being part of world supply chain the seafarers are important link ensuring the transportation of goods from one place to the other. Without them there will be almost no goods in the shops.

Up to now ships and seamen had been taken hostages because of economical reasons. However in this last case, we face the political issues. That means the methods to solve the problem lay in the hands of politicians. CESMA urges EU Institutions, EU Parliament and EU Commission to take appropriate actions to release all (not only EU) seafarers taken as hostages and to consider sending military forces in the new high risk area near the coast of Yemen to reduce the risk of attacks to merchant vessels.

We, at CESMA, are ready to cooperate with all the parties concerned and we'll give our professional expertise for the matter to be solved. Of course we'll continue monitoring the situation. We hope the Red Sea, as one of the focal points of world shipping, will remain a safe and free passage to all seafarers.

Furthermore EU Institutions have to cooperate in the international level with UN and IMO as specialized agency of the United Nations and global standard-setting authority for the safety, security and environmental performance of international shipping to raise the matter in the UN and it's Security Council and to take diplomatic steps to ensure safer working conditions at sea for all seafarers on all oceans as per terms stated in UNCLOS.

Yours Very Truly

Capt. Dimitar Dimitrov, PHD, FNI
CESMA President

SAFETY AND SECURITY AGAIN GOALS FOR 2024

Dear colleagues, what to keep in our memory about 2023? Good and Bad Things.

The most beautiful was certainly our AGA in Varna, Bulgaria, where we could meet in the very nice Naval Academy Nicola Vaptsarov, particularly in its amazing planetarium. The discussions were free, friendly and nevertheless constructive. Thanks to our Croatian colleagues for to have organized a lecture on MASS where CESMA Président and Secretary General could attend by video. We were able to visit EMSA, and, as we were in Lisbon, to have a meeting with our colleagues from Sincomar. Also we can note that more and more often one is speaking about seafearers well-being. And do not forget the numerous tests and trials for wind partially powered vessels and on new green fuels.

In another hand, the world situation did not improve concerning the security at sea. There are still risks to navigate in the Black Sea due to the war in Ukraine. And by the end of the year it became again unsafe to transit in the Red Sea (see above the letter CESMA President sent to EU Commission, Parliament, and EMSA). End November, and beginning December, several vessels were attacked, pirates or drones in Red Sea or Aden Gulf, attacks claimed by Yemenites / Houthi rebels. And piracy is still prosperous in the Gulf of Guinea and Singapore Strait.

Well, it could be difficult for Captains to be truly optimistic about the year ahead, and that shows it remains a lot of work to be done in several domains where Captains can help with their experience and knowledge. This is one of our challenges.

Following information from our colleagues from The Netherlands, NVKK, the next CESMA Council and AGA will be holding on 23rd and 24th May 2024 in Rotterdam. Details will be sent in due time of course. During this Council we will have to renew (or not) the Board composition. Thanks to note those dates on your agenda.

CESMA Board is happy to wish all CESMA Member Organizations and all European Union Captains a Merry Christmas and a Happy New Year. May 2024 brings peace on earth, and on seas.

Fair winds and calm seas.

Captain Hubert Ardillon
Secretary General

SKILLSEA CLOSING CONFERENCE
Brussels – 31th May 2023

On July 1, 2023 after four and a half years, the SkillSea project officially ended. During the closing conference at TownHall Europe in Brussels, more than 60 participants discussed the results of the project, and the strategy document presented. In addition the new MET-NET network for maritime education and training was also officially launched with a signing ceremony of a memorandum of understanding between 9 European maritime education and training providers. Since then, two other partners – University of Cadiz (Spain) and Eugenides Foundation (Greece) – have joined the initiative. This collaboration will help support the upskilling and reskilling of maritime sector professionals to prepare maritime transport for current and future challenges.

SKILLSEA STRATEGIC DOCUMENT: "SETTING SAIL FOR SUCCESS"

"Setting sail for success". This is the title of the SkillSea strategy document at the end of the project. This document provides guidance to stakeholders as it recommends that maritime education and training programs adapt to these trends, and that modern technology and skills should be used to reposition maritime transport professions. These are rapidly emerging technologies, digital transformation on ships and in ship operations, and a focus on sustainability.

The recommended repositioning of maritime transport professions is also necessary to give new entrants to the labor market a career perspective and that they can apply their talent in innovation, broaden their knowledge of sustainability issues and deepen their mastery of digitization. When properly integrated into maritime education and training, including lifelong learning, new skills promote mobility and can enhance the attractiveness of a career in maritime transport.

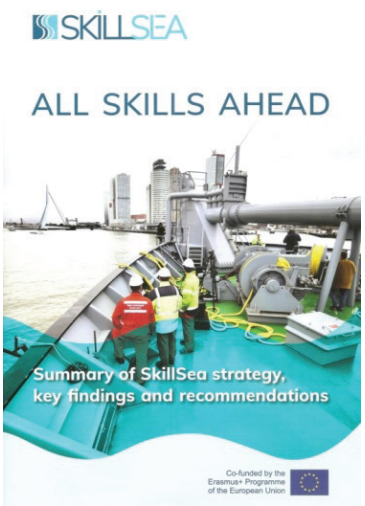
SkillSea key findings, policy recommendations and proposed actions

MTS: Maritme Transport Sector

MET : Maritime Education and Training Institutes

E-MSF: European Maritime Skill Forum

CARB: Competent Authorities and other Regulatory Bodies



1- Impact of new fuels and autonomous vessels

While a widespread introduction of autonomous ship operations offered by digitalization and emerging technologies is not expected in the short or medium term, the increasing use of new technologies will continue to change practices onboard ships and in ship operations, intensifying the need for maritime professionals to have an in-depth understanding of the complex systems on their vessels.

The impact of regulatory requirements for more sustainable shipping operations, including the use of 'greener' fuels and other measures to reduce emissions from shipping, is expected to be strong in the short to medium term, similarly requiring new and enhanced skills to ensure safe and environment-friendly operations together with the health and safety of seafarers.

Recommendations

Closely monitor the evolving technologies in maritime transport in order to gather the most accurate, up-to-date, unbiased view of the developments that are taking place.

Update scenarios for future development on a yearly basis.

Suggestions of actions (MET & MTS)

Liaise in E-MSF with the most important representatives of the maritime transport sector and the technology providers for the sector.

Visit forward-looking seminars and conferences.

Follow relevant (scientific) publications (e.g. DNV studies).

Define consequences of scenarios and trends for education needs.

2 - Changes and the need for new and upgraded skills

Rapid emerging technologies, digital transformation on ships and in ship operations and an increased focus on sustainability require the development of future-proof skills for maritime professionals, resulting in a substantial need for upskilling and reskilling.

The SKILLSEA surveys revealed common perceptions - at varying degrees - among industry leaders and maritime professionals on outdated skills and educational material. There was also a common perception of the level of the short-term resilience of current skills, especially in areas such as digitalization and automation on ships and in ship operations, and ashore.

Recommendations

A continuous identification of skills gaps by relevant stakeholders (among others, researcher institutions, knowledge providers, maritime industry, regulators) and stimulation of concerted action to close the gaps.

Suggestions of actions (MET, MTS & CARB)

Organise regular meetings (e.g. once each year) initiated by the E-MSF with the support of MET-NET to bring the relevant stakeholders together to provide input for closing the skills gaps.

Identify needed skills in cooperation with the maritime transport sector and where relevant comparable economic sectors.

Presentation of analysis in E-MSF, a panel discussion by experts and dialogue on the impact of these results.

Education providers to adapt Educational Programmes and/or upskilling and reskilling.

E-MSF, with the support of MET-NET will initiate the skills gap analysis tool survey and present findings, compared with EMSA and others' findings.

Send feedback to EMSA and make it available to member states' regulatory bodies and other interested parties through the SKILLSEA portal.

3 - Emerging occupational profiles

Occupational profiles in the shipping industry should, as much as possible, be linked with the functions set out in the STCW Convention to ensure that all functions in STCW are reflected in the ESCO (European Skills, Competence, Qualification and Occupations) occupational profiles.

New occupational profiles are not expected to emerge in the short to medium term. However, new ones may appear in the longer term, as developments beyond 10 years ahead can be expected as a consequence of digital/technology/sustainability breakthroughs.

Additional skill sets may likely change the current occupational profiles in the short and medium term.

Recommendations

Align ESCO system and structure with IMO decisions on STCW.

Improve the focus on additional skills instead of the outdated focus on new job profiles.

Opportunities offered by digitalisation, sustainability and emerging technologies should be effectively applied in education, reskilling and upskilling to render seafarers future-ready.

Suggestions of actions (MET & CARB)

MET-NET: look at best practices and implement them in relation to skill sets.

Integrate the profiles Electrical Technical Rating (ETR) and Electrical Technical Officer (ETO) in ESCO.

'Translate' the significant impact of developments in maritime transport into new skills that can be transferred to educational programmes.

4 - Toolbox approach

SKILLSEA has responded to the assessed industry trends by delivering an adaptable toolbox approach to create tailor-made syllabi for upskilling and reskilling, flexible in terms of EQF (European Qualification Framework) level. Emerging training needs such as safety and security are thus also supported.

The toolbox approach cultivates lifelong learning and supports intra-sectoral mobility.

Updating educational material

Educational Packages Green Skills, Digital Skills, Leadership, Intrapreneurship & Innovation, STEM (Science, technology, Engineering and Mathematics), Train the Trainer, and a guide have been delivered for the toolbox; these support future responses to new and emerging educational needs, increasing attractiveness and employability.

Recommendations

Encourage education providers to apply the toolbox approach to close skill gaps and further qualify maritime professionals.

Enrich MET study programmes with broader upskilling/ upgrading topics beyond STCW requirements, such as leadership, resilience, communication, and English language skills.

Suggestions of actions (MET, MTS & CARB)

Current SKILLSEA partners:

Present the SKILLSEA project development and its results,

Participate in congress/seminars at national/ international/ European level,

Use/promote the SKILLSEA website to get more people connected/linked.

Future MET-NET partners:

Organise a yearly Maritime Day Congress,

Organise (online) information sessions with MET providers and other relevant stakeholders to:

Promote the relevance and benefits of the SKILLSEA toolbox and Educational Packages (EPs);

Encourage, stimulate, and support MET providers in applying the toolbox with common terminology and the developed EPs;

Continuously update the toolbox and EP contents (which includes maintaining this capacity in terms of structure and finances).

Support the collaborative development of new EPs in MET-NET.

MET providers integrate EPs in the educational structures of European member states for certification and academic recognition.

Increase staff mobility.

5 - Mobility

As well as enhancing the educational offer, improved mobility between onboard and onshore positions of all educational levels will be of vital importance to maintain the skills level of current and future employees in maritime transport and, whenever possible, to expand the number of staff positions onboard.

Recommendations

Improve and promote opportunities for career mobility and progression.

Develop appropriate solutions for systemic blockages which hamper mobility.

Promote lifelong learning to foster mobility in the context of the impact of emerging trends.

Training should be generic to facilitate mobility of seafarers across a broad range of ship types and trades.

Remove (official and unofficial) obstacles restricting intrasectoral mobility.

Suggestions of actions (MET, MTS & CARB)

Promote the use of relevant tools developed by SKILLSEA.

Raise awareness of the importance of mobility among industry representatives and policymakers at regional and national levels at relevant events.

Investigate the potential for regulatory change to improve the possibilities of mobility.

Promote the visibility of career opportunities onshore, offshore, and on ships and in ship operations.

Investigate the potential for recognition of prior learning.

Where appropriate, MET providers should engage further with the European Credit System for Vocational Education and Training (ECVET) with the aim of improving the recognition and transferability of individuals' learning outcomes achieved in both formal and non-formal contexts.

Raise awareness of the EPs through the E-MSF; ask users' preferences on delivery.

Use SKILLSEA EPs to deliver updated knowledge continuously (by the education provider of the customer's choice).

Inform of options for micro-credentials (education providers to initiate).

Provide and inform of updates to the ESCO database through E-MSF (MET providers to initiate).

6 - Improve and promote the attractiveness of the maritime transport sector

The opportunities of the maritime transport sector and the range of maritime career paths should be promoted to attract a more diverse pool of prospective maritime professionals. Increased maritime career attractiveness can address maritime professional shortages and qualification mismatches.

National campaigns fit for local conditions could be coordinated, though not necessarily integrated, on a pan-European basis.

Campaigns can highlight technological developments, digitalization, sustainability, and intra-sectoral mobility to show career opportunities related to contemporary skills.

Recommendations

Dispel outdated and inaccurate perceptions of the maritime industry to improve its attractiveness.

Take concerted action to improve the visibility of maritime professionals' different possible career paths through public campaigns at the European level, in particular, directed to young people.

Suggestions of actions (MET, MTS & CARB)

Communicate current characteristics of the maritime transport sector instead of 'old', outdated images.

Use more general themes such as 'the ocean' to attract more interest for the sector, in particular to young people.

Involve a specialized agency.

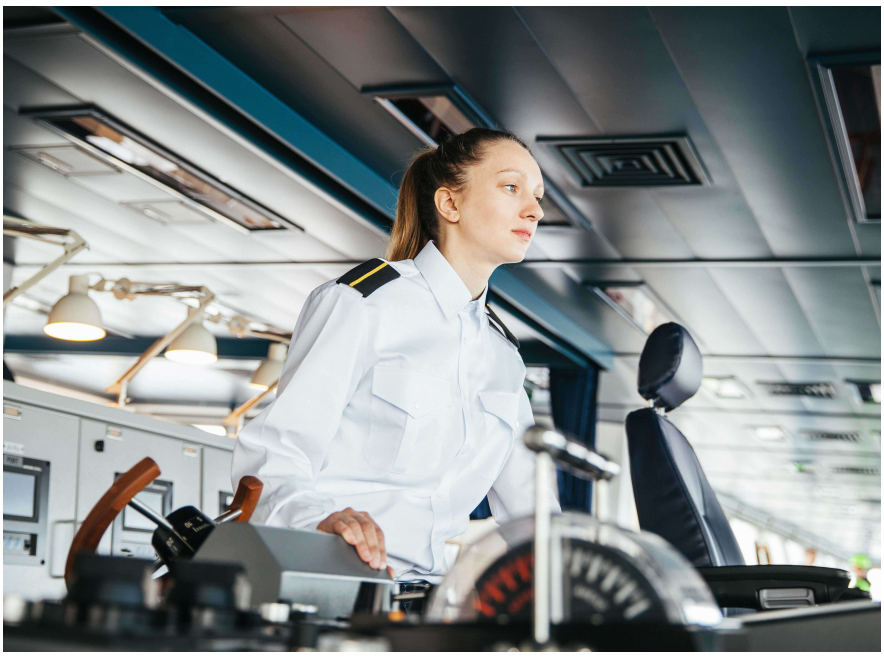
Promote the widespread use of dissemination tools developed by SKILLSEA.

Organize a yearly event with MET providers and industry focusing on sectoral developments, (new) skills, career paths and opportunities, new jobs, mobility, etc.

Involve the young to promote the maritime sector and begin introducing maritime transport in secondary education.

Better target possible recruitment from other current maritime sector students.

Analyse competences (ESCO) and the labour market to identify possible equivalences and gateways for students from other maritime sectors.



7 - MET cooperation

The development of the Maritime Education and Training Network (MET-NET), which was started by SKILLSEA, remains important. MET-NET is necessary to achieve a level-playing field with other organizations of MET stakeholders.

MET-NET will enable the sharing of resources and expertise to enhance the education and training provided to maritime professionals. Improved cooperation increases knowledge sharing, builds trust, and inspires further developments and progress, thus contributing to increased learning and mobility within the sector.

Recommendations

Stimulate participation in MET-NET for the exchange of ideas and knowledge and for the discussion on identifying skills gaps, stimulating concerted actions to close those gaps.

Capitalise on the cooperation among education providers to overcome challenges to future proofing MET.

MET providers should be encouraged to share and extend the educational packages to close skill gaps and further qualify maritime professionals.

Suggestions of actions (MET, MTS & CARB)

Industry presentations of innovative developments.

MET providers/academia exchanging knowledge/ experience regarding common issues (staff shortages, skills gaps, etc.).

Promoting new technologies and solutions through channels to stimulate participation.

Organize workshops, seminars, summer schools, traineeships, etc. (face-to-face/online).

Knowledge transfer.

Facilitate mobility.

Share best practices on education.

Improve recognition to facilitate mobility.

Exchange information to promote the toolbox and the Education Packages.

Disseminate newly developed educational packages.

Organize workshops for teachers.

Encourage critical review of educational packages in MET.

8 - Strategic tools

Strategic tools have been devised in the context of SKILLSEA to assist MET providers, maritime professionals, and other MET stakeholders:

A Strategic Evaluation MET Tool (ST.E.ME.T) was designed to evaluate curricula suitability.

An Analytic Hierarchy Process (AHP) tool has been produced to support MET stakeholder strategic partnership form, the Stakeholder Cooperation for MET Tool - S.CO.MET.T

A Shipping Employability AHP Based Anticipating Tool (S.E.A B.AN.T) has been devised to assess the suitability of MET curricula for employability and the individual employability of maritime professionals. The specifications for a gaps-measuring mechanism have also been devised to increase employability.

Two tools have been devised to support the internationalization process of METs. The Strategy Direction Location (STRA.D.L) can assist in locating partners according to needs. The Transfer International Tool (Trans. IT) can be used to transfer credits, accommodating the diversity of European national MET systems while being based on EQF foundations.

Recommendations

European MET study programmes should be encouraged to include topics related to desired skills in a common and transparent format that is easy to update and document (such as the toolbox) to foster greater compatibility of MET study programmes..

European MET stakeholders should take into account existing different approaches to organizing and structuring education, training and certification, including formats of delivery of training.

Suggestions of actions (MET, MTS & CARB)

Define desired skills.

Use the formats and tools developed in SKILLSEA for current and future educational programmes and modules in the toolbox framework.

Raise awareness of SKILLSEA Toolbox as an appropriate response to new skills needs.

Support MET providers in the inclusion of developing topics and skills.

Put the Train-the-Trainer guides of the developed tools and instruments into use.

Involve MET providers in the continuous updating of teaching materials.

9 - Maritime Skills Forum

Establishing a sustainable European Maritime Skills Forum (E-MSF) will assist in sharing best practices, fostering cooperation among MET providers and maritime stakeholders, and increasing knowledge transfer.

Recommendations

E-MSF should be promoted as a European instrument for harvesting synergies with related sectoral projects.

Inform ESCO on relevant developments of maritime professions in EU projects.

Suggestions of actions(MET, MTS & CARB)

Demonstrate the feasibility and potential contribution of the E-MSF to stakeholders.

Develop the vision, mission, objectives and activities of E-MSF into a long-term action plan.

Use E-MSF to share knowledge and tools amongst the stakeholders.

Involve relevant stakeholders in the creation of E-MSF.

Incorporate the E-MSF page in the SKILLSEA website.

Encourage social partners to take the lead.

Recognize and support E-MSF as the centre for the exchange of relevant EU-funded research.

Create a common gateway website for completing and running EU-funded research in the area of MET (and more general maritime transport).

During E-MSF events, a dialogue between regulatory bodies, social parties and MET providers on improved recognition of seafarers' training, experience and qualifications can occur. ESCO can be informed on latest developments.

Encourage the update of maritime profiles in accordance with STCW requirements.

More fluid communication among national authorities, regulators, industry, and universities.

Evaluate current European grant programmes on their opportunities to finance development of European sectoral cooperation.

Captain Hubert Ardillon
Secretary General

NEWS FROM ITALY COURTS

The final sentence of the Supreme Court regarding 1st trial about the collision of ship Jolly Nero with the Pilot Tower occurred on May 7th 2013 has been published.

The victims were 9. The Supreme Court condemned the Master to 7 years, Ch. Mate to 5 years and 4 months, the Chief engineer to 4 years.

The sentences will be made enforceable in these days. Ch. Mate is already in jail. Ch. Engineer has his sentence suspended because it is lower than 4 years. For the Master, his health assessment is in progress to verify that his health conditions are compatible with imprisonment.

The second trial regarding the location of the Pilot Tower where in 2nd degree accused have been acquitted, we are now waiting for the sentence of Supreme Court.

In Italy also has been completed the first degree trial for the fire onboard ship Norman Atlantic (Italian flag) that in 2014 caused the death of 31 people and injuried 64. The past October 6th 2023 the Curt of Barihas delivered the sentence; for 32 accused the Public Prosecutor asked for 23 convictions between three months and 9 years and only one acquittal. In conclusion three convictions for negligent shipwreck, all for crew members, that is 6 years in jail for Master, 5 years and 4 months for the First Engineer, 3 years for seamen, the first two were also banned for ever from public offices.

For the other accused there are acquittals and prescriptions. Among the acquitted also the Ship's Owner Carlo Visentini and the CompaniersVisemar Navigazione and the greek Anecke.

Most probably all the sentenced will appeal.

The arsh sentences against Officers highlight the crew responsabilities and expecially the Master who always remain the most exposed.

Captain Giovanni Lettich
CNPC - Italy

MAR-LANG Project
Le Havre, France 22nd September 2023

MAR-LANG project (Linguistic diversity in European Maritime Higher Education Institutions) was launch by European Commission on 1st December 2022 for two years, till 30th November 2024.

This project, led by Ecole Nationale Supérieure Maritime (ENSM), Le Havre, France, with as partners Romanian Naval Academy (RNA), Constanta, Romania, and Lithuanian Maritime Academy (LMA), Klaipeda, Lithuania, is a strategic partnership to develop the learning of maritime French in maritime higher education.

Aims of the project:

- Establishing a strong cooperative partnership by organizing transnational meetings and training sessions for teachers, as well as cross-sectoral work by implementing linguistic diversity in European maritime higher educational institutions;
- Building and sharing common curricula for the teaching of maritime French and maritime English by designing curricula and course content;
- Increasing the quality of practice and learning of French-English maritime technology by designing and developing a learning platform to generate digital transformations;
- Opening up to new actors by extending the training offered to third parties in French-speaking maritime universities and port management training programmes.

Four work packages are scheduled:

WP1 – Project management

WP2 – French-English Maritime Terminology collection

WP3 – Virtual Campus Platform

WP4 – Learning and teaching activities

Deliverables:

- Bilingual glossary of maritime terms in French and English
- Curriculum of French-English Maritime Terminology on Ship and Cargo Handling Course
- Curriculum of French-English Maritime Terminology on Naval Engineering Course

- Curriculum of French-English Maritime Terminology on Port and maritime logistic sector Course
- French-English Maritime Terminology on Ship and Cargo Handling Course Module
- French-English Maritime Terminology on Naval Engineering Course Module
- French-English Maritime Terminology on Port and maritime logistic sector Course Module
- Designing and developing a virtual learning platform
- Designing:

– 3 short-term joint training events for teachers
– 3 short-term joint training events for students
– 3 public events

Above should lead to:
Impact on enhancing the graduates' competitiveness
Strengthened cooperation between 3 MHEI
Increased competencies of lecturers in the fields of teaching, learning and assessing
Actual state of the project :

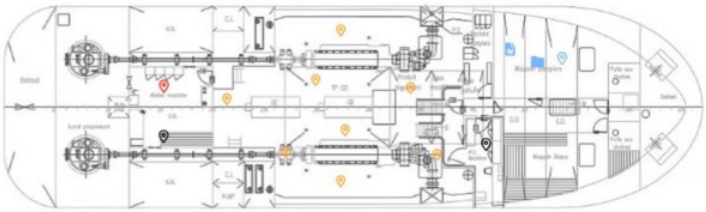
Today, 6 curricula are achieved (3 English and 3 French), 6 glossaries, 6 courses and the virtual campus Platform are in progress.

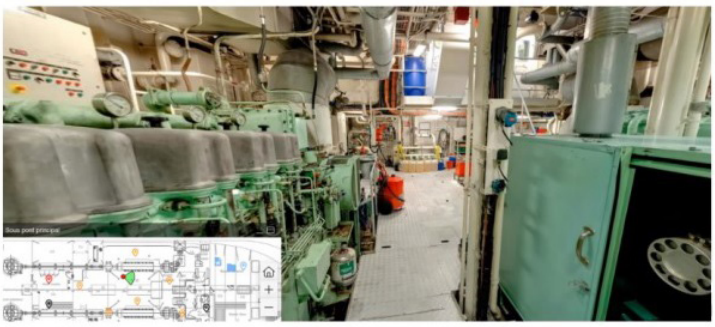
A teacher from RNA makes a demo on the achieved courses on ship design and cargo handling, of course these courses are on the intranet of the schools.

There was a meeting at ENSM, Le Havre on 22nd September 2023, with the possibility to assist online, with several presentations.

A- Navirothèque – Digital Library of Ships

Presented by ENSM





Certainly with few ships at the moment, but, on the intranet of course, it is possible to move around virtually in a ship including the machine part, to take charge and use certain devices, whether it be the operation of the ship or security, to have, for example, the cut of a fire extinguisher, its operation, its commissioning. All in French and English.

B- Features of Marine Engineering Terminology – Teaching and Learning methods.

Presented by LMA

Each language is so vast and complicated that is literally impossible to master it completely. But the truth is that "nobody needs complete mastery of a language".

Marine Engineering Terminology

Marine Engineers who work internationally need to develop their ability to communicate effectively in their workplace and it is therefore a necessity for them to broaden their relevant technical vocabulary that will help them cope with difficulties in their present or future career onboard vessels.

STCW requirements for Marine Engineers Maritime English are developed in Tables A-III/1 and A-III/6.

But what do marine engineers need to know?

Proper and safe operation of machinery by engineers and electro technical engineers is of paramount importance for the safe navigation of vessels.

Especially during bunkering procedures, maneuvering, starting up engines, machinery cooling down situations, carrying out maintenance works, engine repairs in port or during passage at sea.

Under the prevailing circumstances, imagine how difficult it could be for engineers to perform all these operational tasks in a noisy environment under huge pressure trying to establish a good communication with crewmembers of different ages, nationality, culture, mentality, religious beliefs, etc.

The importance of technical vocabulary

Encourages Marine Engineers to write efficiently an email or a damage report, to produce articles and translations of technical texts or to complete prevention certificates, and log books and other official papers.

Makes them feel more confident to use it providing them with sufficient vocabulary practice which enable them to become effective users of it.

Read and comprehend books and manuals of new machinery containing descriptions of technical equipment or devices, their function, properties and applications.

Helps them produce oral language, that is, to participate in various discussions on technical subjects with their colleagues, brief presentations, make oral descriptions, etc.

Which could be shortened as “When you know the terminology, it is easy to understand the necessary documentation and use the maritime language”.

Features of marine engineering terminology

A field of constant evolution;

Complex and abstractly knowledge about technological discoveries;

Some navigation knowledge is not included in their core of training;

Words and expressions need to be used in real contexts, i.e. technical texts to be practiced and interpreted properly;

Ambiguous or complicated terms that mean different things in other kinds of scientific fields.

Challenges in teaching Marine Engineering vocabulary

- Not enough teaching material on this kind of terminology (urgency for developing more of that, especially for Marine Electrical Engineering);
- The tendency to use a kind of maritime jargon of their own instead of IMO SMCP;
- User’s poor level of English;
- The necessity for both students and language teachers to understand context and phenomena which the specific terms describe.

Innovative strategies of teaching in Higher European Maritime Education

1. Initiate strategy that promotes both personal and professional development of the adult learners/student, cadets, etc.
2. Adjust the teaching methods to meet the adult learners needs and expectations

3. Methods built upon the previous age, work experience, knowledge and skills of the learners
4. Improvement of the basic and traditional education curriculum so that the syllabuses correspond to the adult learners' today society and workplace
5. Using a new set of materials
6. Finding new ways of grouping learners
7. Different focus on some targeted learning behavior
8. Prompt applicability of learning
9. Active engagement of the learner in the learning process
10. Creating a supportive emotional environment for the adult learners
11. Helping them to get autonomy
12. Recognition of learning achievement (appraisal)
13. Cultivating their motivation and interest
14. Promoting the well being of the adult learners
15. Promoting their determination, resourcefulness, creativity.

Strategies in general reaching for productive skills: 1- speaking

- Critical lecture
- Debates
- Brainstorming
- Discussion in class
- Web seminars by personal computer in online learning
- Conferences
- Active use of new vocabulary

Strategies in general reaching for productive skills: 2- writing

Controlled writing (paragraphs) and guided process writing exercises such as writing diaries, analyzing layout, comparing text types, analyzing level of formality, jigsaw dictation, reconstructing the text from notes (e.g. after listening).

The use of Artificial intelligence (AI) programs for writing texts has to be practiced, the confidentiality issues regarding the use of AI programs have to be discussed.

Strategies in general reaching for productive skills: 3- reading

Pre – and post – receptive skill practice would integrate other language skills. This applies both for reading and listening.

Correct interpreting of technical publications is one of the core skills separately distinguished in STCW requirements.

Reading can be taught as skim reading and reading for details.

Reading for detailed comprehension can entail: answering questions, jumbled paragraphs, jigsaw reading, multiple choice topic sentences, true/false sentences on the text, cloze tests, predicting phrases, comparing two different accounts of one event, etc.

Strategies in general reaching for productive skills: 4- listening

<u>Listening for gist</u>

How many speakers? – Understanding the context – Putting in sequence

<u>Listening for specific information</u>

Gap-fill – Listen and complete – Listen and follow – True/false statements – Taking notes from a talk

For the vocabulary development, one of the most important skills is the ability to write a new word after listening to it.

Strategies in teaching vocabulary

Introduction of new vocabulary – passive vocabulary – practicing it in context – active vocabulary

Implicit and explicit vocabulary learning

Practicing new vocabulary (describe and draw; spot the difference; odd one out, interpret and write, grids and crosswords)

Revising new vocabulary (brainstorming; writing mind maps; eliciting questions; finding mistakes in new vocabulary, etc.)

Extending vocabulary – the use of monolingual dictionaries, dealing with prefixes, suffixes, word families, etc.

Recording the new vocabulary (testing the vocabulary – gap fill; matching; labeling visuals; true/false exercises, etc.)

Action methods of teaching include the following:

1. Case studies
2. Study visit
3. Practical exercises
4. Reading texts / reading comprehension activities
5. Workshop
6. Written and oral presentations
7. Listening activities
8. Writing essays, reports, emails, etc.

Classification of the best learning strategies

1. Blended learning
2. Face to face interaction
3. Human contact in classroom
4. Learning new skills by following examples of others
5. Experimental learning

However, the selection of the most appropriate teaching actions implemented in each European country is yet to be established since the adult learners belong to different categories – that is to say – different cultural, social, religious and educational backgrounds.

C- Assessment of Language – Competency for Maritime Purposes

Presented by ENSM

Second Language Assessment:

An assessment tool designed to measure ability, knowledge or skill in a defined domain using a predefined form and protocol with quantitative and/or qualitative results. Those tests will:

- Establish level of proficiency
- Validate training objectives
- Help learners improve
- Evaluate performance-based ability

Basic testing principles:

- Validity: Does the test actually test what it claims to?
- Reliability: How consistent is the test under different circumstances?
- Authenticity: How closely does the test address real-world situations?
- Practicality: What resources and logistics are required?
- Feedback: What is the value of the results?

Maritime Language Assessment

- English for specific purposes
- International environment
- Multiple stakeholders
- Risks of miscommunication
- Lack of internationally recognized standards

Following IMO STCW:

All officers in charge of watch must have a good command of spoken and written English.

Senior executives with functions at a management level must also speak and write English.

Ratings on a bridge watch are required to be able to comply with helm orders issued in English.

Crew members who assist passengers during emergency situations must be able to communicate safety concerns in English or the language spoken by passengers and other personnel on board.

Future perspectives:

- IMO Standardisation
- Internationally ratified test(s)
- Artificial Intelligence

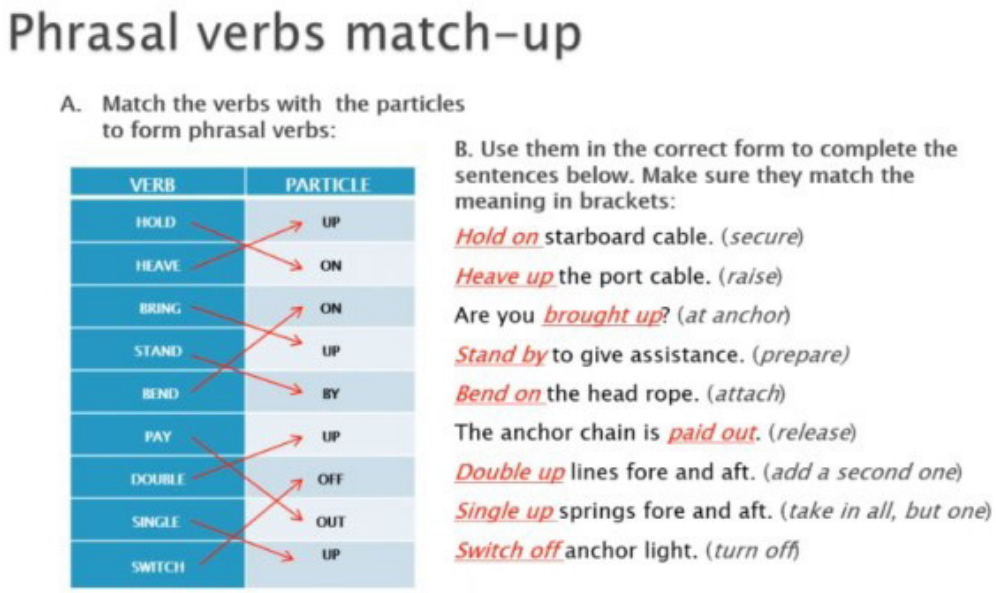
Types of activities and interactive games for teaching and learning maritime vocabulary

Presented by RNA

Vocabulary mastery holds a special place in the teaching of specialized languages as it is essential to the professional development of maritime students

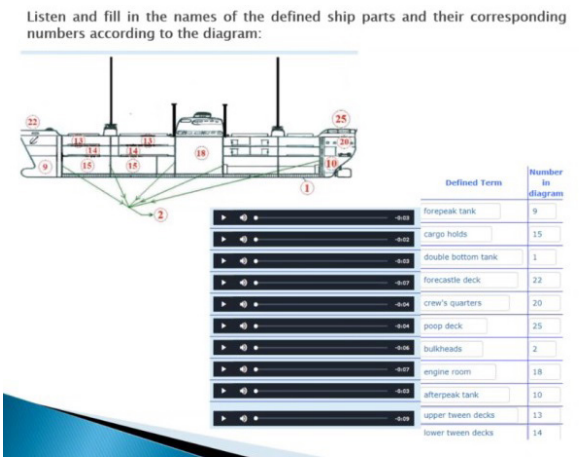
Student-focused approaches to teaching vocabulary highlight learner-centered techniques and strategies for the efficient learning of specialized vocabulary, such as explicit vocabulary-building activities.

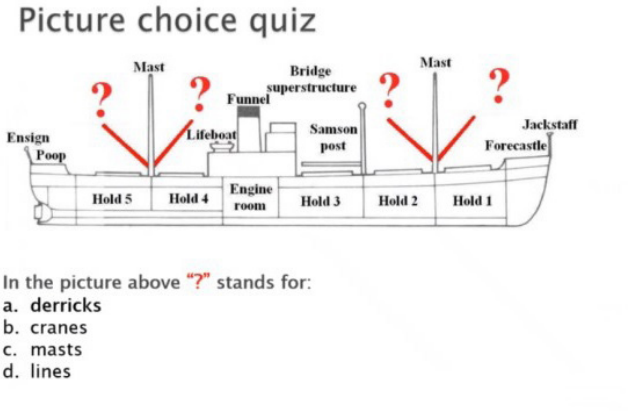
Matching activities:



Definition search; Synonym / antonym search; Translation match-up; Phrasal verbs match-up; Collocation formation

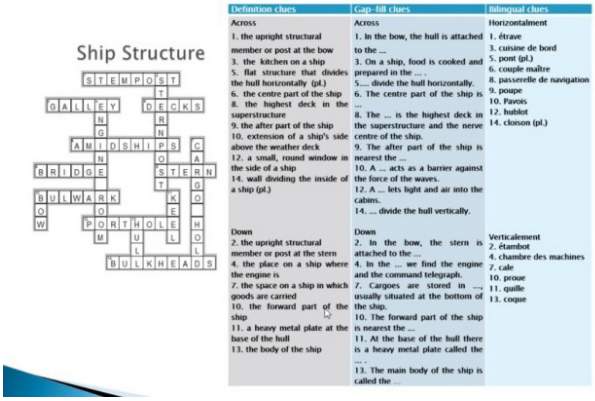
Gap-fill activities:

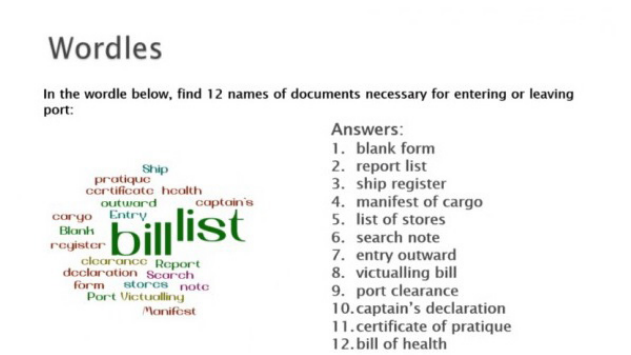




Scatter sheets; Listening gap-fill; Picture gap-fill; Multiple-choice activities; Picture choice quiz

Online vocabulary games:





Crosswords puzzles; Picture hangman; Wordles; Snakes and Ladders; Millionaire; Jeopardy

Conclusion

- Explicit vocabulary-building activities highlight learner-centered techniques and strategies for the efficient teaching and learning of Maritime English.
- They can be designed to cover any specific topic, and can be modified in order to suit the teaching purpose.
- The reiteration of maritime vocabulary through varied exercises brings about the memorization of the lexical structures targeted, promoting the progressive learning of concepts.
- Vocabulary teaching happens intentionally as the teacher targets specific items, whose importance is emphasized.
- They launch a motivating challenge for language learners, and thus vocabulary study is made fun and attractive.
- They increase student awareness and retention of such structures and they ultimately lead to better specialized vocabulary.

To conclude the meeting

"Virtual" education and learning seems to be easier to accept by students. The game, as it has been mentioned several times, allows students to keep their attention longer. This has already been experienced with navigation, machine or cargo simulators.

Captain Hubert Ardillon
Secretary General

INTERNATIONAL FEDERATION OF SHIPMASTERS ASSOCIATIONS (IFSMA) 47th BIENNIAL GENERAL ASSEMBLY (BGA) – Tokyo, Japan

The 47th BGA of IFSMA was hosted by Japan Captain's Association in Toshi Center Hotel Tokyo, Japan. The assembly was opened by Capt. Nakamura, President of Japan Captains' Association (JCA). He welcomed all the participants most of them traveling long time to come to Japan. Life of the organizations almost came back to normal after Covid-19 pandemic which caused four years IFSMA members to not be able to meet in person. Nowadays international conflicts worsen the athmosphere where the ship masters work. Then he pointed the topics to be discussed in the next two days among which the MET system in Japan, Maritime Autonomous Surface Ships (MASS) which will be put into service in Japan coastal waters in 2024. Then Capt. Nakamura gave some explanation about MASS trials first as remote ship operation and the question whether the ship master will be ashore or on board. The role of IFSMA in the discussion about legal framework on MASS operation is important.

Reply by IFSMA President, Capt. Hans Sande included thanks to Finland for the organization of previous IFSMA AGA in Helsinki 2019 and special thanks to JCA for the warm welcome. Then he pointed out the international conflicts bringing uncertainty especially dangerous environment in Ukraine and Israel. IFSMA supports Ukrainian seafarers and Ukraininan Shipmasters Association. He continued with IFSMA history, established in 1974, almost 50 years and since then it is the voice of seafarers at IMO and adviser in developing international maritime legislation. Capt. Sande concerned autonomous ships with the stress that at the moment we have autonomous processes on board the ships. He wished the participants fruitful discussions.

The floor was then given to commodore Jim Scorer, Secretary General of IFSMA. The agenda was adopted as proposed. The election of Executive Council of IFSMA was made unanimously as the proposed members were equal to the positions. The president Capt. Hans Sande, Norway will remain one more turn as well the Deputy president Capt. Willi Wittig, and ten Vice presidents were elected among them Capt. Byrol Bairaktar from Turkey. The assembly continued with the report of Secretary General (Jim Scorer). New location of the office of IFSMA at ITF office gives to the organization possibility to use the legal expertise of HRI and ITF. Life at IMO is coming back to normal work, meetings are now held in hybrid mode live and on line. The participation for those who are not able to attend live is on line. The review of STCW is beginning with identification of areas to be reviewed up to February 2024 and it will be discussed during a meeting of STCW committee. Then he mentioned the criminalisation and piracy with latest cases in Equatorian Guinney / Nigeria and the need of legal insurance to ship masters. IFSMA approached insurer and after clarification there will be further negotiations but there will be necessary minimum 300 participants to start the insurance program. The next topics in the report were MASS code, safety management with 6 on / 6 off watches, responsibility of ship masters, fatigue, Horizon project, MARTA project, Australia issued fatigue guidelines. Development of circular on operational pressure in the industry is in focus in the Human Element Working Group at IMO. The other issues in the report were:

– Project of IFSMA with World Maritime University;
– Entry into enclosed spaces – work with INTERMANAGER – analysis of accidents, recomendations to IMO subcomittee.

Next agenda item was the Strategic Plan of IFSMA 2023-2029 which title is MAINTAINING COURSE AND SPEED. The Secretary General pointed out the important changes during the previous period and new inclusions in the plan as per conclusions in his report. Some changes had been proposed to the Statutes and Bye-Laws and they had been adopted.

About the membership Secretary General reported that Pakistan, India, Chile, Indonesia membership had been suspended for not paying the subscription due to lack of funds. New member is Korea Shipmasters' Association.

Treasurer report made by Capt. Roger Mc Donald, former Secretary General of IFSMA was adopted and Capt. Mc Donald was appointed for honorary auditor for the 2023 & 2024.

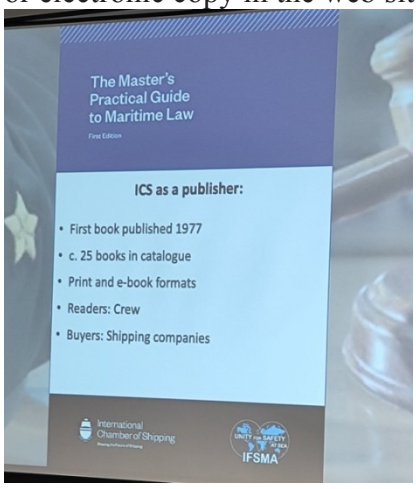
Next venues for BGAs are Faroe Islands for 2025 and Odessa, Ukraine for 2027. Introduction to Faroe Islands was made by FSN President Capt Annfinnur Gardalio with short video about the islands and the venue hotel.

The president of Korea Shipmasters' Association made short introduction explaining the structure of their organization and how they work, attract and retain Korean ship captains. Korea Shipmasters' Associations was founded in 1960 as an association of marine professionals. In 2018, Korea Shipmasters' Association was established and were elected president, board, 3 committees, and subcommittees. Up to now they have published 6 books on ship handling, anchoring. They have activities in training and education for pilots and captains and also hold seminars on important issues for the ship captains.

Oleg Grigoryuk presented Ukrainian shipmasters association, history of the organization. Ukrainian seamen have troubles when on board foreign flag ships go to Russian ports. Then he explained actions of the Ukrainian seafarers union to assist seafarers' families to leave the war territory in Ukraine. Video film (youtube) about activity of Ukrainian STU to distribute food and other goods during the war to seafarers' families was presented.

Capt. Marcos Castro from Argentina presented their work in ensuring effective collective bargaining agreement for the Argentinian seafarers sailing on board Argentinian flag ships. The taxes, retirement, compensation fund of the union – at the moment that fund pays 4 times more than the state pension, income tax is 25 percent, since 2008 seafarer pays between 4 to 5 salaries per year for taxes.

Capt. Martin Bjorkell presented the common project of ICS/IFSMA which issued The Master's Practical Guide to Maritime Law. The guide will be available soon for sale as paper copy or electronic copy in the web site of the ICS.



Next agenda item Seafarer Training was presented by Capt. Pradeep Chawla. He began with Competencies and Learning Methodologies for the Future – new generation on board ships, competences and training required in the future in the time of "fleet operational centers", ability to recognize limitations and dangers of automation, process large amounts of data, to have insight, recognise patters and convert data to intelligence, focus on critical issues, ability to work with remote teams, management of change – for example change to alternative fuels, ability to communicate effectively. In his experience he uses:

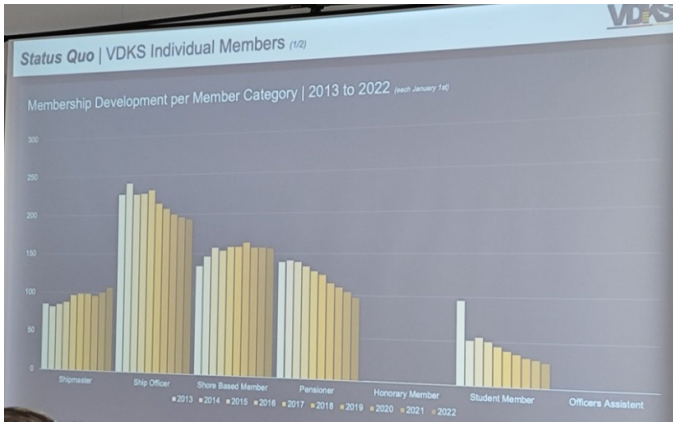
– – Micro-learning – attention/concentration of attention is shorter, 7 hours average time on the phone for US teenager, teaching through games;
– – Virtual reality – films and assessment via virtual reality;
– – Use of simulators;
– – Mentoring on board;
– – Soft skills – teamwork, situational awareness, communications and influencing, decision making, results focus, leadership and managerial skills;

– More change to come – alternative fuels, big data and analysis, …

The most important in the future MET is transition from "Listen, learn, apply" which was before to now "Research, discover, think and apply".

Student Maritime Cooperation was presented by Capt. Willi Wittig, Deputy President of IFSMA and VDKS President. Based on the experience of VDKS he explained the attempt in VDKS to attract young people. They started with the change of logo as the oldest logo they consider as inattractive. Then he explained the present functional organization of VDKS and the changes they plan.

– member associations
– student organizations to be incorporated in the VDKS in order the young people to know about VDKS and further to be interested in becoming members
– change of statutes and bylaws – to be possible the student branches to be established and associated in VDKS, an attempt will be done the young students to have reserved place in the board of VDKS to raise the voice of young generations
– Confederation of European Maritime Students' Associations to be created in the future.



Very interesting presentation was made by Professor Goto (gengoto@j.u-tokyo.ac.jp) (Chairman IMO WG) about the progress at IMO on MASS. The point had been discussed during IMO's MASS Joint Working Group and Legal Committee – MASS JWG2 (April 2023, next MASS JWG3 May 2024), Legal issues will be discussed at LEG 111(2024). During the latest MSC, MASS Code had been discussed, MASS degrees from one to four were confirmed and amedments will be made to SOLAS and STCW, among them definition of a master, common approach will be used to cover all the conventions.

– MSC/LEG/FAL/ JWG on MASS (est 2022), MASS Code non mandatory in 2024, mandatory by 2026, entry into force 2028 as prospect;
– JWG1 meeting in sep. 2022, JWG2 apr.2023, JWG3 Sep. 2023;
– Roles and responcibilities of the master, remote control center and remote operator of MASS, definitions and terminology of MASS;
– Stalemate: Does MASS need a master – (1) no, because MASS is autonomous, (2) yes because MASS is a ship and a ship must have a master;
– Functinal approach – roles of a master of conventional vessel, are such roles necessary for MASS, do those roles need to be performed by "a master" or someone else;
– Decisions up to now
– (1) human should remain being responcible for the MASS;
– (2) the master of MASS need not to be on board;
– (3) a MASS master must have the means to intervene when necessary – completely autonomous ship (without any human intervention) is excluded
– a master may be responcible for multiple MASS at the same time – to be further discussed;
– multiple masters may take control on one MASS when sailing in different areas;
– is MASS master/crew a seafarer – STCW – MSC, HTW; MLC – ILO;
– remote operational center and remote operator;
– is MASS compatible with UNCLOS – easier way for legislators is to decide that MASS will have a master, parties of UNCLOS are responcible for its implementation and change, IMO has to assist;

– remote operational center located outside of the flag state's territorial jurisdiction;
– LEG MASS WG expected to be established at LEG 111 to discuss the legal issues of the problem;
– Civil liability after MASS accidents;
– Negligence in MASS operation – the system requires operator's intervention and the operator does not interevene – that is negligence;
– Liability rules – safety regulations, liabilities of shipyards, software providers, …
– Control versus operation.

On the second day of IFSMA BGA the individual member of IFSMA Capt. Dimitar Dimitrov presented his article "Is Profession of Ship Captain Easier Today? and the European Eramus project "Enabling Seafarers to Mutual Endorsement" ENDORSEME. The profession of the modern ship master is not easier or more difficult now. The profession is just different and the nowadays officers and captains have to follow the trends, to get knowledge and skills every day about the technological developments in the industry in all aspects of navigation, cargo handling and stowage and control of operations and at the same time to remember that at any moment the situation could divert from the normal operation and the ultimate decision is with the captain. He has to follow the advises from shore but overriding authority is with him always and it will be in the future as he has the best knowledge on the reality on board. He is the ultimate decision maker. ENDORSEME platform compares the certificates available to seafaring profession to provide a higher quality system that is suited to each individual member state. It enables MET programmes to be kept up to date with changes to requirements locally and internationally with minimum disruption to other core areas of the programme. The quality assurance system of ENDORSEME platform could enable the good practices to be seen and transferred to EU and all IMO member states as well as maintaining a high quality of education, training and assessment. Features of online tool allow EU member state and third country recognition of their certification issued by their national administration, national administrations' recognition of other EU and third country CoC qualified seafarers. The tool shows data in a drop-down menu, to simply cross check International STCW standardisation on recognition, between a selected country and other seafaring countries that will endorse certification. The information provided is using IMO and EMSA data, published by STCW participating countries official national administrations.

Next speaker Jim Scorer, Seceretary General of IFSMA presented view of the organization on MASS:
– MASS – a ship which, to a varying degree, can operate independent of human interaction;
– Degrees onauthonomy – 1 to 4;
– MASS Code – complementary to other base instruments – SOLAS, MARPOL, LLC;
– Modes of operation:
1) DoA 1 conventional ship with automation;
2) DoA 2 and 3 – remote operation;
3) DoA 4 – fully autonomous

– Key assumptions

1) UNCLOS – every ship requires a shipmaster to have "command and control";
2) The Maritime domain and sea areas beyond national sovereignty;
3) All ships on All Voyages on All Seas for All Seafarers;
4) The safety of navigation;
5) Responsibilities of the shipmaster – SOLAS V 34-1 – master's discretion applies to all ships;
6) COLREGs – rule 5 and 8, UNCLOS

– MASS is a ship
– Ship master of MASS is different than DPA

MASS Code Part 1- Introduction; Part 2 Main principles; Part 3 – Goals and functinal requirements the goals to be achieved

– Key issues on MASS Code – training, competence, certification; application of the Code; environmental instruments…

JCA President Shinya Nakamura presented Proposal of Objective Criteria for Safety of Automatic Collision Avoidance Systems (CAS) based on the study of JCA.

– Road map for practical use of automous ships
– Evaluation / certification of automatic CASs;
– In the COLREG there are many terms which are difficult to be understood by non-seafarers, ordinary seamen practice;
– In advance – there should be objective criteria – how far or how long in advance???
– Awarenessof the risk of collision

1) safety area;
2) caution area;
3) danger area – 1631 ship masters, 181 scenarios – objective criteria – relative distance, bearing change rate, questions – what is the distance from which the ship should take early actions to avoid collision?, from what distance the give-a-way ship should start maneuvering – 75 percent consider 7.3 miles to start maneuvering.

Mr Tetsuya Kikyo from The Nippon Foundation presented "MEGURI2040" Fully Autonomous Ship Program developed by the foundation.

– 80 percent of the accidents are due to human error
– Japan's population is aging
– Coastal ships age is going up
– Real exersize (demostration test) in 2022 of remote operation of autonomous ships in Japan including congested waters of Tokyo bay – stage 1 – coastal ships, container ship, ferry,…
– Commercial implementation in 2025 – stage 2
– 51 companies from all over the world participate
– Technology – autonomous navigation in congested waters, automated berthing / unberthing, simultaneous remote support of multiple ships, more stable ship-to-shore communications
– Rules – international standardization
– Social understanding – education of future generations
– Verification test – bigger ships…

Capt. Annfinnur Gardalio (Faroe Islands) touched the important problem of "Controlling Fires in Electric Vehicles". Their association prepared short video about electric cars carried on board – how to reduce the risk of fire – fire detection via video and thermo cameras, cooling system for controlling electrical cars fire. Briner system brings water inside a car under fire and reduces the damages to the car by cooling down the fire and batteries.

Capt. Hans Sande, President of IFSMA presented "Student Cooperation Experience". Norwegian ship officers and captains are growing in number, there are 21000 seafarers today. In Norway the average stay on board the ships – 16 years, motive for going ashore – 40 percent due to family reasons (for 30 years shipping contracts moved from 6 months to 6 weeks), shore based

companies say they need seafarers for their activities. To attract the young people in Norway they boost social media presence of the organization. There is special area on the web page "Youth" – 1) I am a student; 2) I am a cadet; 3) I have started working and also Webcadet with the possibility to exchange communication and to find job.

An invitation from Faroe Islands Shipmasters Association was adopted for the next BGA in 2025 suppelemnted by interesting movie about the islands.

During the closing ceremony the long standing Vice President of IFSMA Capt. Koichi Akatsuka was congratulated by the President of IFSMA. In his reply Capt. Akatsuka mentioned that when he became captain there were in Japan 50 years ago 55000 japanese seafarers, now there are only 2000 and only 50 ships are with japanese captains.

The BGS ended with a visit to MOL "Safety Operation Supporting Center" (SOSC). The delegates were welcomed by the President of MOL and then the PR officer of the company delivered a short presentation about the support they give to the captains of the company from shore. The captains are advised on weather and any other extraordinary information which the ship could encounter during his voyage. They have 24 hours duty captains in the support center and they could give an advice or find the proper person in charge in the company if any problem arises. The huge comntrol room has several big screens where the shore staff monitors all the ships of the company, weather information is available and alerts are coming to the screens.

Capt. Dimitar Dimitrov, PHD, FNI
President of CESMA
Individual Member of IFSMA

IS THE PROFESSION OF THE SHIP CAPTAIN EASIER TODAY? Presentation from CAPT. DIMITROV at IFSMA BAGA TOKYO 25-27 October 2023

The ship captain had been always a challenging profession. He has to take decisions in favour of the crew, the ship and the environment. That had been the case thousand years ago and that will be thousand years later. More or less each position of a manager of any activity requires taking decisions. The difference at sea is that the ship captain cannot rely on advices from the shore as the situation at sea is always unique never mind what kind of tools of exchange of information we have. But in the last 50 years, life at sea changed enormously. Until the last quarter of the 20th century seamen did not have satellite systems on board. Average time of a position fix was from several minutes when the ship sailed in coastal waters to half an hour or more when doing astronavigation fix using several stars or planets. Meteorological information was mostly from measurements on board the ship and analyses of the master. The exchange of information with the shore staff took hours and some times in bad weather and poor radio transmission / reception days. How is it now? We have 24/7 direct connection with the shore including video conference. The shore staff can see everything on board at any moment. The position fix is done continuously and is plotted on the electronic chart so the officers on watch and the masters can see it from their cabin. The master is able to monitor everything, he has access to weather information and he could get an advice from shore staff of the company or specialized services about the weather, the engine, the cargo or any equipment on board the ship.

Taking the height of the sun during apprentice ship on board in 1983 (own archive)

Monitoring the ship advance on the electronic chart today

And yet the ship master is always responsible and never mind what advice or order he will receive from the shore, from the general manager, from the owner, insurance or any other else he remains the person to do the job. Then what is the difference?

In general if one has more information his decision will be more accurate and clever. But the difference in the general situation on board and at sea makes taking decision not easier. Nowadays we have bigger ships with the the hell more hazards. We have congested waters, busy traffic quite more navigational dangers like wind farms, oil rigs or any other complicated constructions spread at sea and in the oceans. And a lot of regulations. One of the most difficult things to manage at sea is the administrative burden. The captains and crew are preoccupied by thousands of regulations and rules to comply with. In general we could say that more and more from predominantly physical activities the masters are doing today monitoring, analysis, observations, risk assessment and especially exchange of information. A research of Danish Shipowners Association few years ago concluded that the last three decades the shipmasters occupation from 70 percent navigation and 30 percent the rest of activities changed to 20 percent pure navigation and 80 percent administrative burden. With a lot of equipment and necessity of review of information the master relies on his team of officers and crew. That changed fundamentally the skills and knowledge the masters have to get either in their education or during their continuous qualification and training. The actions on board of the crew and the ship masters before relied more on individual skills, knowledge and the final result was formed more on individual basis. Today we are using any kind of equipment and we rely on information from shore and other crew members on board. The final result depends upon the team work of the bridge or engine team. Stll the master is responsible and he takes the decisions but he needs reliable serviscs and other crew to take the right decision. The simple example makes the above clear. If the captain / deck officer makes astro navigational fix using four stars he relies on himself to take the proper measurements with sextant and compass, then he calculates the position of the ship plotting it onto the chart. The same is with taking bearing and distances using sextant or radar and compass. Nowadays the captain / deck officer is observing the GPS position on the electronic chart most of the time relying not on his own knowledge and skills but on equipment and other bridge team and engineers ashore. That creates entirely new environment with relations and behavior of the crew that requires ship masters and crew to interact closer one to the other and to trust each other for the success of the common venture.

On the other hand the modern tools of communication, availability of internet on board and possibility each crew member to use the rest time in his cabin watching movies, communicating with the family and people ashore shortens the time when crew members stay together and in one way or another it alienates crew members on board. The availability of information makes people more suspicious thus motivating them to take away one from the other.

So, from one side we need crew members to work together and to rely on each other, from the other side we have the trend of alienation between crew members due to modern tools of communications and we could say due to the modern life style. Life on board the ships and work on board the ships is not easier today never mind all the tolls the masters and crew have in their hands. The problems still exist but they are more and more in the psychological and mental level. The accident investigations very often show the root cause of accidents as overreliance on the equipment, lack of familiarization with the equipment or lack of knowledge and skills to use the equipment and distraction with different means of electronics, smart phone use during watch, maneuver or sailing in busy traffic. One of the reasons for the lack of familiarization and difficulties in the use of equipment is the absence of standard design of electronic charts. In the paper charts times all paper charts used the same symbols and even if the navigator had to use local paper chart with language not spoken by the user the latter was still able to understand most of the information due to the unification of symbols. Today the symbols are also unified but in order to operate the chart – to plot position, to move the area, to zoom – the master / officer / pilot should be familiar with the exact equipment which is difficult even after imposition of compulsory training and familiarization before joining a ship and using the equipment. The problem arises with the advisers of the ship master as pilots. They are not able to be familiar with all the equipments on board the ships they are joining every day. The short time for familiarizing with the bridge when joining a ship of the pilot gives no time to learn how to use the equipment and that creates problems in using all the means of control of the ship's movement in propper way. The problem is partly solved by portable pilot units but they are not with the same accuracy like the ship equipment and legally the matter is not yet clarified fully.

Maybe the most important reason for problems in navigation nowadays is the overreliance on the equipment. One can hardly find an officer of master looking at the radar or visually outside the window. The faces are usually concentrated on the screens of the electronic chart and the GPS and the AIS transceiver. The last two years in the Black Sea after start of the war in Ukraine confirmed the necessity of back up of the GPS system as it was unreliable almost all the time. In a busy traffic, war messages about war dangers, mines, etc. it is very important to know the exact position of the ship at any moment and to monitor it. That is why we have to maintain traditional methods of navigation in the curriculum of the next generation navigator education and training together with the modern ones. On the technological level the industry has to work on back up of the GPS system and cyber security in order to ensure reliable information about ship's movement at any moment.

Why the young generations of seafarers have different mentality that the old ones? Of course, the root is in general with the change of life, technological development and change of mentality of people in general. People spent more time in front of their screens – computers, phones, TVs. They receive at any moment a lot of information, most of it not proven. At the same time the physical communication is becoming less. On psychological level the process changes the mentality of people and today's people behave in a different way, they have less sense of mutual life and they are lonelier. On board the ship that world trend is stronger and when connected with the other factors in the martime industry it requires the modern navigators and ship masters to be educated and trained in team management and leadership in order to be adequate in the new challenging situations.

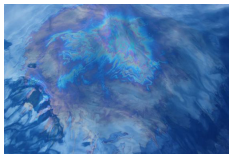
In conclusion we have to say that modern deck officers and ship masters have to have basic traditional knowledge in navigation, proficient knowledge in modern techniques, communication and information exchange knowledge and skills, sense of team work and many more knowledge and skills. The problem comes with the balance in education. New things are coming and as they are necessary they are included in the curriculum but the time for education is the same. So, something should be either skipped from the program or the time for it should be decreased and the information should be compressed and studied in less time.

The profession of the modern ship master is not easier or more difficult now. The profession is just different and the nowadays officers and captains have to follow the trends, to get knowledge and skills every day about the technological developments in the industry in all aspects of navigation, cargo handling and stowage and control of operations and at the same time to remember that at any moment the situation could divert from the normal operation and the ultimate decision is with the captain. He has to follow the advises from shore but overriding authority is with him always and it will be in the future as he has the best knowledge on the reality on board. He is the ultimate decision maker.

Capt. Dimitar Dimitrov, PHD, FNI,
Master Mariner, Port pilot in the Port of Varna,
President of the Confederation of European Shipmasters Associations

FROM THE EDITOR

0. Masters



Court Fines Master for Pumping Out Cargo Hold's Bilges in a Storm

Published Sep 14, 2023 by **the Maritime Executive**

The Maritime Disciplinary Court of the Netherlands has fined the captain of a Dutch cargo vessel for pumping out the bilges of a hold during a storm - bilges that he did not realize were partially flooded with fuel oil.

On February 7, 2022, the general cargo ship Alaskaborg departed Baie Comeau, Quebec, a small seaport on the eastern stretch of the St. Lawrence River. The vessel was under way for Rotterdam, carrying a load of crushed carbon anodes (a waste material from aluminum production).

On the evening of February 9, the vessel was under way off Newfoundland in stormy conditions. At 1630, the duty engineer reported a bilge alarm from the bilge well in the number-two cargo hold. The engineers started up the bilge ejector pump, as per the normal procedure, but the alarm did not turn off and the ejector vacuum level showed that there was still fluid in the bilge.

The chief engineer consulted with the captain and the chief mate about the next steps to take. It had been snowing while the ship was loading in Baie Comeau, and they suspected that the bilge alarm might be from melting snow or seawater ingress, which had occurred previously. The ship was rolling and pitching, with water on deck, and the captain decided that it was too dangerous to send a crewmember forward to check the hold that night. Instead, he agreed with the chief engineer to keep the bilge ejector running until daylight and await better weather.

At 0800 hours the next morning, the engineer stopped the bilge ejector, and the chief mate went forward to check out the number-two hold. He discovered that the d-rings securing a tweendeck hatch had broken loose, allowing the hatch to fall into the hold and cut a hole into the side of a fuel tank. Very low sulfur fuel oil (VLSFO) had mixed with the cargo in the hold and had collected in the bilge well on the port side forward.

The bilge ejectors had been running for about 12 hours, pumping part of the leaked fuel oil spill out and over the side. The maximum possible amount released was about 55 cubic meters of oil; all of the slick dissipated, according to the Canadian Coast Guard, and the reported environmental damage along the coast was limited to seven oiled birds.

The Netherlands' Human Environment and Transport Inspectorate (ILT) charged the captain with running the bilge ejector without knowing what was being pumped, causing the VLSFO to be spilled over the side "due to incorrect assumptions." The ILT inspector also claimed that the

master should have considered additional possible sources of a bilge alarm on only one bilge well, beyond snowmelt or water ingress.

The disciplinary court ruled that the master made a reasonable assumption that the bilge alarm was either water ingress or snowmelt and "should not have considered another cause," since there was no reason for the crew to foresee a fuel leak in the cargo hold. However, the court also ruled that the master should have had the bilge contents pumped into a ballast tank in order to keep the substance contained, as a hedge against the chance that the unknown fluid in the hold was not water. (It was technically possible to pump the bilges into a ballast tank, but there was no official procedure for doing so, and the master was not aware that it was a possibility.)

The court imposed a fine of about $1,000 on the master, with an additional suspended fine of $1,000 to be forfeited in the event of a probation violation.

1. Incident

Coaster Sinks in North Sea After Collision with Bulk Carrier

Published Oct 24, 2023 by **GCaptain**

At least one person has died and four others are missing from a UK-flagged inland cargo ship after a collision with another ship in the North Sea off Germany on Tuesday.

The collision occurred in ther German Bight, approximately 12 nautical miles southwest of the island of Helgoland. The cargo ships involved were M/V Verity, sailing under the UK flag, and the M/V Polsie, a bulk carrier registered in the Bahamas. The Verity, with seven people on board, has sunk as result of the collision.

One person from the Verity has been recovered deceased, while two others have been rescued and taken to the hospital. Efforts are ongoing to locate the remaining four missing persons.

The Polesie, which had 22 people on board, remains afloat and all individuals on board are reported to be uninjured.

The search operation is being coordinated by Germany's Central Command for Maritime Emergencies, known as "Havariekommando," which has deployed multiple air and sea assets to assist.

An AIS animation shows the collision between the two vessels just before 3 a.m. UTC Thursday morning.

The accident site has a restricted airspace within a radius of 10 nautical miles to facilitate the search operation.

The Verity, with a length of 91 meters and a width of 14 meters, was en route from Bremen to Immingham, England. The Polesie, measuring 190 meters in length and 29 meters in width, was traveling from Hamburg to La Coruña in Spain.

Investigations and rescue efforts are ongoing to determine the cause of the collision and locate the missing individuals.

Published Oct 26, 2023 by **The Maritime Executive**

The operation has now turned to an investigation led by the Hamburg public prosecutor's office and the Federal Police. In addition, the Federal Bureau of Maritime Casualty Investigation (BSU) has begun a formal investigation. In addition, the UK's Marine Accident Investigation

Bureau reported as part of its agreement with the Isle of Man Ship Registry, it has begun an investigation. The BSU and MAIB will be working jointly.

The Polesie arrived in Cuxhaven, Germany around 4:00 a.m. this morning and docked. German media published pictures showing damage to the bow of the vessel and scrape marks along the starboard bow. Media reports are saying that the crew is likely to be disembarked in Cuxhaven and interviewed.

Authorities are also concerned because there are reports that the Verity has around 1,300 cubic meters of diesel fuel aboard. They are assuming the fuel is leaking, and media reports said fuel bubbles "the size of tennis balls" have begun to surface. The head of the German Central Command said they believe at least 90 liters have leaked, and they are investigating if it would be possible to pump the fuel off the hulk.

Investigators are looking for the factors that contributed to the collision, while commentators are noting the rarity of collisions of this nature even in a busy shipping lane such as the separation scheme in the German Bight.

Published Nov 2, 2023 by **The Maritime Executive**

German authorities announced today that they plan to salvage the wreck of the Isle of Man-registered cargo ship Verity which sunk on October 24 after colliding with the Polish-managed bulker Polesie in the North Sea. The vessel, which is currently sitting in one piece on the seafloor at a depth of approximately 100 feet, will be raised as part of the ongoing investigation by the maritime authorities in Germany, the UK, and the Bahamas, as well as the public prosecutor's office in Hamburg.

News of the salvage plans came as the public prosecutor's office also provided some additional details on the collision. They reported that the body that was recovered shortly after the collision has been identified as the captain of the Verity. They believe the unnamed individual who was 48 years old and from the Philippines drowned. They said there was no sign of foul play.

The prosecutor reported that the four other missing crewmembers from the Verity were between the ages of 43 and 47. They said they were from Indonesia, the Philippines, and Russia, without providing their identities. All of them are believed to have died in the collision and sinking and may have been trapped aboard the vessel.

The two surviving crewmembers who were rescued from the North Sea shortly after the collision are both reported to be from the Philippines. They are currently in Bremen, Germany.

As part of the ongoing efforts, investigators from Britain and Germany interviewed the bridge team aboard the bulker Polesie after the vessel docked in Cuxhaven the day after the collision. They reported that the information from the ship's data recorder had also been secured. Germany's Federal Office for Maritime Casualty Investigations reports it will be conducting witness interviews while also reviewing communication data, weather conditions, and data from the operations of the Verity.

2. Incident & Crew

Sweden Fines Ferry Officers for Negligence - Grounding and Oil Spill

Published Oct 2, 2023 by **The Maritime Executive**

Swedish prosecutors today announced fines for the captain and third officer of the ro/pax ferry Marco Polo (15,955 gross tons) charging that the two officers acted recklessly navigating the ferry which contributed to its grounding and an ongoing environmental clean-up. This came as the

Swedish Coast Guard is calling up additional resources to help with the ongoing efforts and elected officials warned it could take a year to fully recover.

The ferry, which is operated by TT-Line of Germany, had departed Trelleborg, Sweden on October 21 sailing for Karlshamn, Sweden when it reported grounding on Sunday, October 22. The Swedish Coast Guard assisted in the evacuation of 41 passengers and 10 of the 30 crew onboard.

During the subsequent investigation led by the Coast Guard along with the public prosecutor, they reconstructed the events leading up to the grounding and confirmed earlier reports that the ship touched ground sustaining damage and was likely leaking, but continued under its own power before grounding a second time. The hull of the vessel was damaged causing it to take on water and as of Thursday, the Coast Guard is reporting that 14 cubic meters of oil waste has been recovered from the sea and nine cubic meters from the shoreline. Up to approximately three miles of the coastline has been fouled by the oil.

According to the prosecutor, the third mate was in command of the ferry before the first event. Despite reduced visibility, including fog in the area and nighttime darkness, he was proceeding only using the vessel's electronic chart. The Coast Guard believes the electronic position system malfunctioned while prosecutors charged him with negligence for failing to use other navigational aids such as the radar or to add a lookout.

Based on their interviews with the crew, the Coast Guard investigation shows the crew thought they were to the east of Hanö, a small island off the southeast coast of Sweden, when in fact they were in the channel between Hanö and the mainland. After the first grounding, the master of the ferry took command and he too continued to rely on the electronic chart. The ship went hard aground during the second grounding reporting the incident around 6:25 a.m.

The two officers were each fined with one fine of approximately $3,600 and the other being approximately $1,500. The prosecutor highlighted to reporters that Swedish law provides mild penalties for negligence, which these crimes were judged to be, versus harsher penalties for intentional acts. However, the Coast Guard still can impose a water pollution fee and an additional investigation is underway regarding the seaworthiness of the vessel based on the malfunctions.

3. Security

Captain Injured in Robbery Off Singapore

Published Oct 30, 2023 by **Splash 247**

A ship's captain was sent to hospital in Singapore having been attacked during a sea robbery early on Friday morning.

The Maritime Rescue Coordination Centre (MRCC) operated by the Maritime and Port Authority of Singapore (MPA) was notified of the robbery onboard an unnamed Marshall Islands-flagged bulk carrier in the Strait of Malacca outside Singapore's territorial waters. The vessel was en route to Singapore.

The MRCC directed the vessel to anchor off the western part of Singapore to facilitate a search by the Police Coast Guard. The search was completed onboard and nothing was reported missing.

The ship's master who was hurt in the incident was reported by the MPA to be in a stable condition.

Robbery cases off Singapore have leapt this year with local authorities repeatedly warning ships to be hyper-vigilant when transiting the area, especially the Philip Channel, where vessels typically slow down significantly when turning. Enforcement is also challenging in the Philip Channel due to its wide area, busy traffic, and fishing activity.

4. Environment

EU to Add Sewage, Garbage, and Scrubber Water Discharge to Pollution Rules

Published Nov 17, 2023 by **The Maritime Executive**

The European Union is moving toward stricter measures designed to decrease pollution by increasing the number of materials that would be banned as discharges from ships in European waters. The Transport and Tourism Committee put forward a series of proposed steps expanding the limits on illegal discharges from ships as part of an overall review launched in June 2023 designed to modernize and reinforce EU maritime rules on safety and pollution prevention.

Among the steps adopted in a draft mandate by the committee on Thursday, November 16, was the proposal to extend current EU rules on discharges to include sewage, garbage, and residues from scrubbers. This would expand on the current rules preventing the discharge of oil and other liquid substances that are judged to be noxious or pollutants. According to the committee, the draft that was adopted is designed to ensure that all international standards on preventing illegal discharges from ships, developed by the International Maritime Organization, become part of the EU.

"The current EU rules do not work, because they are weakly applied by member states," said Romanian member of the EU Parliament Marian-Jean Marinescu speaking on behalf of the committee. "It is time for member states to step up and protect European seas from the harmful effects of ships illegally dumping waste. It is necessary to effectively detect illegal discharges and set penalties at levels that serve as a real deterrent."

In addition to widening the ban on pollution from ships, the committee is proposing steps to enhance the enforcement and increase the penalties imposed. The draft calls for expanding the responsibility of shipowners for any environmental damage caused by one of the ships they operate. In the case where the master of the vessel or its crew responsible for the illegal discharge can not be located or cannot afford to pay the penalty, the draft calls for the responsibility to fall to the shipowner. In addition, they want EU governments to avoid setting maximum or minimum penalties for infringements to "ensure that the effectiveness and proportionality of penalties are not undermined."

They also highlighted that the current European satellite-based alert system for oil spill and vessel detection, CleanSeaNet, lacks reporting on how pollution incidents are followed up and the outcome. They are calling for member states to increase the sharing of information as well as a requirement to advise the European Commission on pollution incidents.

As part of the enforcement efforts, they are also calling for increased verification on the spot and as soon as possible after an alert is issued by CleanSeaNet. Under the draft mandate, they are calling for a requirement that half of the incidents be verified on the spot. The committee highlights that increasing the speed of verification is critical to prevent an illegal discharge from dispersing and becoming undetectable by the time authorities arrive at the location.

The draft was adopted by the Transport and Tourism Committee by a vote of 36 to one. There also was unanimous agreement that talks should begin with member states on the final shape of the legislation. The new rules from this session would focus on administrative fines for pollution from ships, while separate negotiations are also underway for criminal sanctions which would be put forth in separate legislation.

CESMA LOGBOOK (2023-4)

We were represented at the following occasions:

22/SEPTEMBER	**MAR-LANG COLLOQUUM, LE HAVRE, FRANCE (SG)**
12/OCTOBER	**MICHAELIS-MAHL DINER, HAMBURG, GERMANY (SG)**
25-27/OCTOBER	**IFSMA BAGA, TOKYO, JAPAN (PRESIDENT)**
21/NOVEMBER	**LETTER TO EU – HIJACKING OF SEAFARERS IN RED SEA**
1/DECEMBER	**MEETING WITH EUROPEAN FOUNDATION, VIDEO (SG)**

On the front page:

Car Carrier GALAXY LEADER, hijacked in Red Sea – Conteneur Vessel CMA CGM SYMI, attacked by drone in Red Sea – IMO Award Ceremony – MV RAPTOR, sunk off Lesbos, Greece

(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 16.00 PER SEAGOING MASTER (WITH A MINIMUM OF 25)

EURO 8.00 PER SEAGOING MASTER FOR ASSOCIATED MEMBER ASSOCIATIONS (WITH A MINIMUM OF 25)

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