

CESMA NEWS

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THE EUROPEAN UNION SHIPMASTER INFORMATION CHRONICLE

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PRESTIGE WAS DENIED PORT OF REFUGE



On 17th October 2012, the long awaited trial for the "Prestige" oilspill has begun in A Coruna, Spain". Captain Mangouras had to wait 10 years before he was to appear in court and testify. He is now 79 years of age and faces a prison sentence up to 12 years when he is convicted of environmental crimes. Also, along with the ship insurers, paying US\$ 5 billion in claims brought by the Spanish and French governments. Also before the court are the chief officer, the chief engineer of the vessel and a Spanish merchant marine government official. They face lesser charges.

To remember. In November 2002, the tanker "Prestige" reported a gash in her single hull. Some 70.000 tons of her cargo of fuel oil had already started to pour out of the vessel during a severe storm. Against the advice of internationally renowned salvage experts, the Spanish authorities ordered the vessel to move away from the coast in a northwesterly direction. After six days of battling in atrocious weather, she eventually broke up and sank, continuing to leak oil on the seabed. Many consider it obvious that the vessels demise and the extent of the pollution that ensued, was overwhelmingly caused by the refusal of the Spanish government to allow the vessel in a place of refuge where the oilspill could eventually have been contained. The trial is expected to take many months, involving 70 lawyers and 1.500 claimants represented in 55 associations.

During the trial which continued on 28th November, discussion intensified between Captain Mangouras and the Spanish state attorneys. Mangouras again argued that it would have been necessary for the "Prestige" to reach a nearby port of refuge and proceed there with smaller tankers to empty the fuel. He however confirmed that the Spanish authorities denied him to do so. He remembered with emotion the moment when the tugs received definitive orders to proceed to course 320 degrees into the sea in stead of going to a port of refuge.

State attorneys again accused him of disobedience for not following and even resisting the orders of the Spanish authorities and crime against the environment and asked for a prison sentence of 13 years. The Council of the Spanish state argued that many large vessels find alternative methods of navigation to prevent damage to the vessel if the sea is disrupted. Captain Mangouras retorted that the size of the vessel only allowed him to reduce speed, which he actually did.

The Spanish authorities ordered eight seaman, including Captain Mangouras, back to the stricken ship in order to try and start the engine and proceed further into the heavy seas. According to Mangouras, they did so with contempt for the safety of human life.

Also testifying was the former General Director of the merchant marine, Mr. Lopez Sors. According to our colleagues in Barcelona, the statements of Mr. Sors were full of contradictions and lies.

CESMA has asked its member association ACCMM in Barcelona to carefully follow procedures in A Coruna. The President, Captain Mariano Badell, has assured us that he will inform the CESMA secretariat of any new developments in the case. One of the staff members of ACCMM, Captain Joan Zamora has very close connections to the lawyer of Captain Mangouras, Dr. Jose M. Ruiz Soroa. Captain Zamora is present in court and regularly reports his impressions in www.naucher.com. Captain Mangouras has been actually informed of our interest in the case and our willigness to assist if necessary.

(Partly based on the Maritime Executive, Tuesday, November 20, 2012)



UniMET - A COOPERATION PROJECT IN EDUCATION

The International Maritime Organisation (IMO) developed the first standard for vocational education and training (VET) programmes for merchant navy officers (STCW) in 1978. A series of model courses for these programmes was introduced in 1991 and were amended to include specific requirements in 1995. The standard was reviewed in 2003 and several significant changes were introduced recently and these changes were announced in June 2010 in Manila. Despite these efforts there are no mechanisms for monitoring how these standards are being applied. The European Maritime Safety Agency (EMSA) has started to monitor STCW compliance, however many VET providers have been found not to follow many of the requirements.

The UniMET partnership, working in collaboration with major awarding, accrediting and licensing bodies will cross reference and include the international and local/national requirements in MET into the UniMET programme (SOS, MarTEL, EGMDSS, EGMDSS-VET & TRAIN 4Cs) with the aim of embedding the programmes initially into the partner's maritime education and training, where relevant. UniMET is in line with the priorities and objectives of the Lisbon treaty and Bologna accord regarding the harmonisation and standardisation of higher education programmes in Europe. Once accepted, UniMET can be used to ensure VET programmes are STCW compliant and meet the local and international requirements of the industry for all ranks and types of seafarers. A quality assurance and control practice based on a well respected system for the delivery of UniMET will also be established to guarantee VET providers continue to fulfill the requirements.

UniMET's AIMS AND OBJECTIVES



The UniMET project will involve existing networks with extensive knowledge and expertise of maritime education and training (MET) institutions whose participants have a vast number of years experience in leading and participating in EU projects. The first aim is to introduce the UniMET programme within the partner countries through cross referencing international and local/national requirements. This will ensure that all seafarers are compliant with the international requirements and will therefore increase their employability within the international labour market as well as enabling needs of local and national maritime industries to be met.

Prof. Capt. Stephen Cross

The unified model to be employed in the delivery of UniMET will allow for each aspect of the model to be changed in a relative simple manner should changes to local, national or international requirements, be made. The second aim is to inform local, national and international licensing and professional bodies about the programme. By exploiting the programme to key decision makers within maritime and government bodies it is hoped that they will find the programme useful in enabling changes to policies regarding MET if necessary. The third aim is to establish a quality assurance and control system for the delivery of UniMET and other vocational programmes based on an existing systems for partners and institutes where this has not been established yet.

DISSEMINATION OF THE PROJECT

UniMET will disseminate the outcomes of several recent and successful Leonardo projects which were instigated to harmonise the Maritime Education and Training (MET) in the European Union (EU) and seek international recognition for it. Through a rigorous process, UniMET will bring together the work and products of three key successful Leonardo da Vinci projects. These programmes focused on improving safety at sea and in ports, primarily through the enhancement of the existing education and training practices and adoption/adaptation of good practices in partner countries involved in the project.

Early in the first SOS project it was noted that sea training is an important part of the MET programmes and hence a second Leonardo Mobility project named TRAIN 4Cs (2007) was formulated. TRAIN 4Cs programme also included transfer of several cadets to partner countries. The third project is the successful Leonardo EGMDSS (2006-2008) and EGMDSS-VET (2008-2010). These projects involved the development of an online vocational education training programme for GMDSS Short Range Certificate (SRC) and GMDSS Long Range Certificate (LRC). The final project is Maritime English unit development within SOS. However, it was noted that although there are IMO guidelines in the form of a Model Course (IMO 3.14) and IMO SMCP (Standard Maritime Communication Phrases), there are no standards for Maritime English. MarTEL has developed a set of maritime English language standards through the transfer of innovation from existing English language standards and maritime English models including IMO Model course 3.14 and SMCP. Recently M'Aider and Surpass projects have been added to the UniMET collection in which real accidents have stood model for training scenarios on e-learning platforms and in full mission simulators.

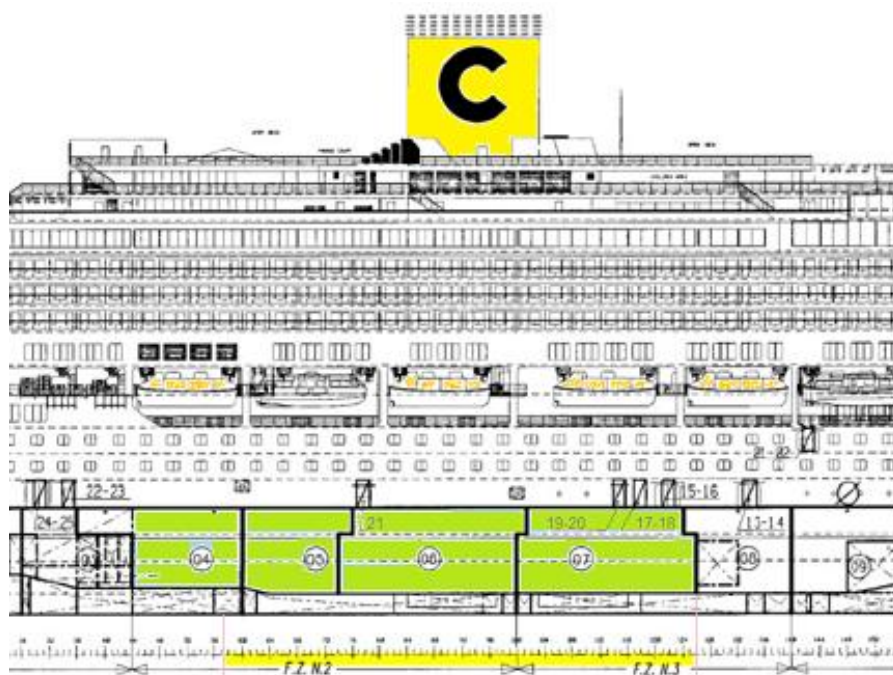
More information can be found on the UniMET project website: www.unimet.pro

Prof. Capt. Stephen Cross
Maritime Institute Willem Barentsz
The Netherlands.



THE MASTERMINDS

The tragedy which occurred on the island of Giglio with the "Costa Concordia" has brought to the surface a number of facts and absurd beliefs rooted in the existence of the merchant navy. The so-called human error has once again emerged as the main cause of the tragedy. Other causes however which were detected as even more serious and which presumably caused the rapid sinking of the ship and a number of victims or wounded people, have to our knowledge, not yet been the subject of the technical analysis they deserve.



It does not take a lot of effort to find out that structural failures go far beyond a regrettable and serious navigational error. It is forgotten that the vessel has not sunk as a result of a collision with an obstacle but as the result of a flood which ingressed the vessel in a few minutes and affected the vessel's buoyancy. The reason could be design errors because stability conditions of the "Costa Concordia" must have been minimal.

It remains unacceptable that a vessel which measures 290 meters in length and is capable of carrying 5.000 people can sink with a gash of 36 meters and only three compartments flooded. How is to justify that 100 years after the tragedy of the "Titanic", which sank after hitting an iceberg after more than five compartments were flooded, the "Costa Concordia" offered less guarantees of survival with a gash of 36 meters and only three compartments flooded? Marine designers and engineering and the Italian authorities will have to clearly explain this apparent blunder.

From the beginning it appears that Captain Schettino has been imposed with all the responsibilities for the victims and wounded on board. Admiral Brusco, who was at the time commander of the Guardia Costiera or Coastguard, was dismissed of gross negligence by directly accusing captain Schettino of the tragedy. However there is no evidence to substantiate the severity of such a complaint. What is the reason of the victims of the accident which were still on board? Have they been able to leave their cabins after a total "blackout" or were locking systems blocked? Have alarm systems worked properly? There are a wide range of questions to be answered.

Why is it still not clear is whether the Italian navy and coastguard had assumed responsibility for an efficient rescue operation and initiated a proper search and rescue (SAR) operation? Why did helicopters not arrive in time to evacuate people who remained on board? Why were rescuers and divers not directly sent to the ship after the ship was abandoned? Why try to manipulate the public opinion in order to present Captain Schettino as the only guilty one?

Another of the controversial issues of the matter is related to the abandonment of the ship. The most widespread belief is that the captain must always be the last to leave his ship. If so, Captain Schettino would still have to remain on board. It is true that in article 1097 of the Italian Code of Navigation adopted on 20th March 1942 clearly states that obligation, however this regulation seems to ignore article 3 of the Universal Declaration

of Human Rights which defines basic rights of people. It states that "everyone has the right to life, liberty and security". There is also common sense involved and there is no law which requires a captain to commit suicide. A captain has to act as a responsible professional, not as a kamikaze.



There are comments on the moment that Captain Schettino ordered the abandonment of the ship. The most competent person at that moment is the captain of the ship who knows exactly the situation on board of the ship and the condition she is in. There are also other reasons for deciding the moment of abandonment of a ship in distress, such as the prevention of unnecessary panic. It is impossible for anyone ashore to judge any decision of the captain on board.

Although the responsible officers in Livorno were aware of the situation at an early stage, there were still a hundred people on board when the captain abandoned the ship with the ship heeling sharply to one side. Although duly advised, no helicopters came to their rescue and nearby coastguard vessels stayed only passively on standby. People who managed to end up in the water had no other choice than to swim towards the shore or were picked up by the vessels' rescue boats which tendered between ship and shore. Captain Schettino did not leave the scene of the accident but remained all the time near the ship and showed his face.

There is no doubt that Captain Schettino, as the responsible person on board, has committed a serious error but this error cannot serve as a smokescreen to conceal the unspeakable actions of the other responsible parties and stakeholders ashore, including some media. It reveals the masterminds of very dark forces which are unworthy of any social respect. (From Italian press reports)



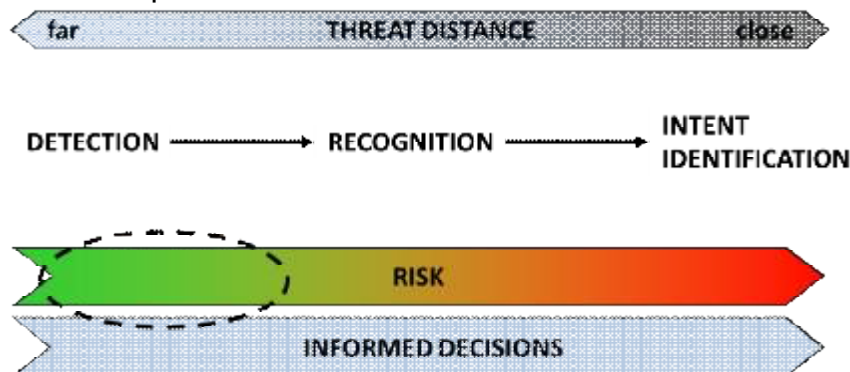
FIGHTING PIRACY: A NEW APPROACH

International trade, which is largely conducted by sea, is being increasingly jeopardised by piracy. The phenomenon continues to spread from the dangerous waters off the coast of Somalia to the entire Indian Ocean and other international seas.

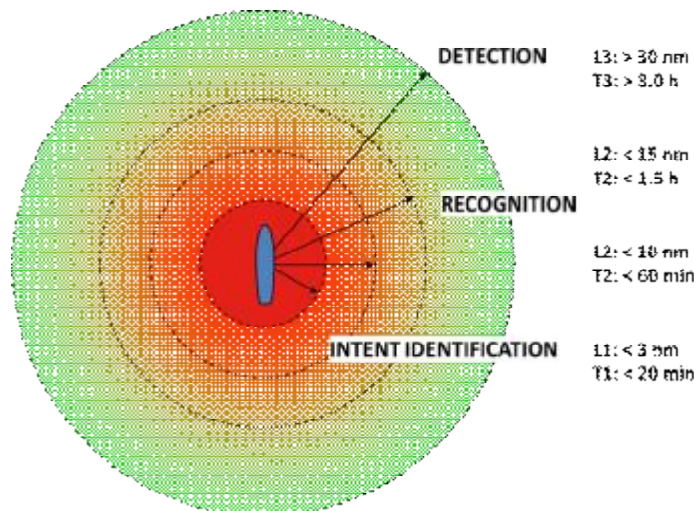
Governments, shipping companies and other affected parties (e.g. IMO, CESMA, ...) have tried to combat the threat via increased anti-piracy budgets and operations, however most observers believe that the problem has not been sufficiently dealt with and will continue to escalate with the number of attacks, and the violence and lethality of these attacks, not just growing but also spreading further around the world.

To date, the lethal and non-lethal solutions adopted to curb piracy such as Best Management Practices (BMP) and Privately Contracted Armed Security Personnel (PCASP) have barely reduced the problem. Indeed, since ships with private security personnel may not feel it necessary to avoid dangerous waters, they may actually put themselves at increased risk as pirates simply arm themselves better to hijack these ships. One of the major problems with anti-piracy action is the poor situational awareness that crews often have regarding what is happening around the ship. Often the Captain only realises the threat when pirates have already boarded the ship - at which point it is too late to take even the most basic security measures. Essentially, a lack of warning about a possible threat means that the crew does not have a chance to plan how they will react to an attack.

The use of surveillance systems is one part of a solution to the problem. Surveillance systems allow threats to be identified long before an attack takes place, allowing the Captain and crew to plan for appropriate action to take place.



This means that the Captain can come to a measured decision on what action to take, and can put this plan into action while the ship is still at a safe distance from the pirates.



With enough warning, a ship can even completely avoid contact with pirates by actively evading them, turning away from their arrival vector and putting a gap between the ships that is insurmountable by the pirates. An automatic threat detection system would also reduce the crew's workload by sounding an alarm only when a threat is detected.

For these purposes, off-the-shelf equipment is available to ensure complete situational awareness for a ship and surveillance of potential threats – at a range of distances depending on the operational requirements of the ships themselves. SELEX Galileo, a Finmeccanica company, is one of the companies that offers this equipment; the European leader in avionics and surveillance systems, SELEX Galileo supplies several such systems for anti-piracy applications.

Short range surveillance (< 4 nautical miles)

Short range surveillance may allow a crew to react at the last moment before an attack, sending an SOS signal or rushing crew members and armed security guards either to fight off the pirates at their point of boarding or to concentrate in the citadel.

This requirement for short range surveillance can be easily satisfied with currently available electro-optic and infrared binoculars. For a complete view of the situation, the binoculars could be set up to exchange and pool what they see. In these cases, Captain, crew and PCASP may all have such equipment and use them vigilantly while crossing dangerous areas.



EO/IR binocular (LINX) (Courtesy of SELEX Galileo)

Medium range surveillance (10 to 15 nautical miles)

Medium range surveillance can give crews up to 60 minutes advance warning of an attack. This gives the Captain time to execute a number of responses such as increasing to full speed, performing evasive manoeuvres, positioning personnel at key boarding points or even just grouping the whole crew together in the citadel and sending an SOS signal.

This requirement is satisfied by using E/O (also I/R) stabilised platforms or stabilised radars. Medium range surveillance systems will use software features that can automatically detect threats. This reduces the workload of the crew as an operator will not need to permanently monitor the surveillance system, instead the threat will be automatically signalled, allowing the operator to decide whether and how to act in response. Radar systems allow an even longer range detection only limited by the horizon (up to 20 nautical miles).



Radar (Gabbiano) and EO/IR turret (Janus) (Courtesy of SELEX Galileo)

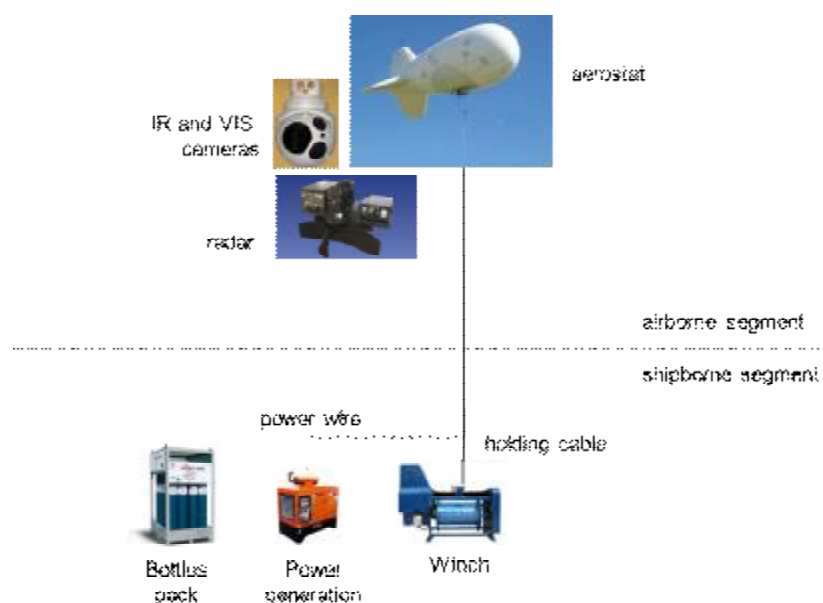
Long range surveillance (over 30 nautical miles)

Long range surveillance can provide up to three hours of advance warning of a pirate's arrival. By changing course and sailing away from the approach vector, even a faster pirate vessel will find their arrival considerably delayed. This delay of course gives the Captain a chance to take a number of counter-actions including sending for help, hailing friendly navies for rescue and even warning other merchant ships of the threat. In most cases if the ship makes the proper evasive actions, the pirate skiff will never even reach it, due to a lack of fuel.

The distance for long range surveillance is generally limited by the horizon, however this limit can be increased by installing sensors (typically radars for very long distance requirements) in the air high above the ship. This can be done using an Aerostat balloon tethered to the ship; an aerostat 300m above the ship can give a surveillance range of around 33 nautical miles. Other equipment such as EO/IR turrets and satellite communication equipment can also be installed on the aerostat to further boost the ship's long range surveillance capability.



Alternative high quote surveillance systems, like Unmanned Aerial Systems (UAS) are generally not feasible for merchant ships as these ships lack the required runway facilities and would require extra specialised personnel to operate them. The aerostat system is technically very simple and the crew can be easily trained in deploying, managing and maintaining the system.



Aerostat concept (Courtesy of SELEX Galileo)

The systems, described above, can be easily stored in a shelter and moved from ship to ship, which could provide a significant cost advantage to the customer. Options generally include either buying a system for each ship, buying a few systems between a larger pool of ships and equipping them when they are due to sail through dangerous areas, or even leasing or renting the system. It is also possible for customers to buy a complete surveillance service provision for sailing through dangerous waters.

For all these reasons, the long-range surveillance aerostat is quickly becoming seen as the solution to the current piracy problem.

About SELEX Galileo

SELEX Galileo is a Finmeccanica company. Finmeccanica plays a leading role in the global aerospace, defence and security industry. From their work with military customers, SELEX Galileo has all the experience, capabilities and products to meet demanding anti-piracy requirements. They also provide support services all over the world to keep their solutions in action.



THE CAPTAIN – HERO OR VILLAIN?



Shipping changes so much and there is over-regulation. But the people who make the over-regulation do not come from a maritime background. The demands on the Master for his time and ability are being stretched to new limits. The advent of the STCW 2010 Manila Amendments came into force on the 1st January 2012. This is in respect of the hours of work and rest. Do you work by hours of work or by hours of rest? If you calculate the hours of rest, things are more flexible. The Master continues to see more and more administrative tasks being awarded to him, but where is the time to complete these and ensure that his ship operates at peak performance? Add to this the increasing numbers of masters who are being prosecuted as criminals and the recipe is set for disaster.

Concerning the criminalization of the Master, there appears to be in shipping that the common rule of law does not apply. "Innocent until proven guilty" does not apply. It would appear to be more the saying of "guilty until proven innocent". If this situation continues, it will drive more seafarers to leave the sea instead of staying. This will result in more expertise being lost that cannot be replaced. This is not to say that every Master is innocent no matter what. That would be stupid. But at least being given access to proper legal defense and the ability to return home or earn a living while the case continues. Or that they have proper insurance cover in place to protect them and be able to bear the costs involved. While P&I Clubs will help it does not appear to be understood by many that its primary consideration is to protect the interests of the ship owner not the crew. This results in Masters being left unprotected.

At plenary of the IMO DSC Sub-Committee Session 17 (17-Sept-2012), there was an extended debate over the weight of containers where wrong tonnages were being declared and that the contents was not as stated. The debate moved from the point of origin to the container being loaded on the ship. At every step no one was held responsible for checking that the declaration was correct, all the way through the terminal it was still left untouched. Then suddenly, once the container is on board, the ship the Master is responsible for weight and content.

Figures from SRI by 3480 seafarers as of February 2012 from 18 countries and 68 nationalities show that:

- 8% had faced criminal charges
- 4% had been witnesses in criminal prosecutions
- 33% knew of colleagues who had faced criminal charges
- 24% of Masters surveyed had faced criminal charges
- 44% of seafarers reported had had body searches
- 87% of those who faced charges relating to the discharge of professional duties had no legal representation
- 91% of seafarers who needed interpretation services were not provided
- 89% of seafarers who faced criminal charges stated that they did not have their indictment explained to them
- 80% who faced charges felt intimidated or threatened
- 46% felt reluctant to answer questions after above
- 81% of seafarers who had faced criminal charges did not consider that they had fair treatment

The following are some characteristic cases.

- "Maas Trader" in Panama. 169 kgs of drugs were found on board. Captain remains in detention.
- "Sv Nikolay" in Spain. 3 tonnes of cocaine were found on board. Captain and crew are in custody.
- "Ocean Atlas" in Venezuela. Weapons were found on board. All weapons were legal. Due to an administrative mistake the vessel and crew were released after 21 days.
- "Star Princess" in the Caribbean. Crew was accused of not rendering assistance to ship in distress. This accusation was ongoing from March to September 2012. The case was dropped after photographic evidence.

Also, there is some cross over about criminal acts and piracy attacks and this is becoming off Nigeria where numbers of kidnap and ransom are rising. There are some possible solutions. Maybe mariners should carry personnel insurance to cover such incidents to ensure that they get a fair deal. But who should pay? The individual or the company? Masters are more liable to prosecution than other crew members. Should protection be directed at them? There are a few personal protection solutions out there with varying sets of cover. Should they be used or new cover produced? The question is where do we go from here?

Shipping is evolving. Part of this evolution is not about business models but to external influences such as criminalization, piracy, abandonment (which is supposed to be covered under the MLC), shortage of seafarers' numbers. If the seafarer feels that they are not being protected and given access to Human Rights and Fair Treatment, then many will leave. Solutions need to be found / but how can they be financed? In times of austerity there is no spare money about. There is so much legislation that we need millions of funding to implement it. Where is the money going to come from? So this is minor in respect to many things. But it is going to be important if we want to manage ships and keep professional seafarers.

Above article is an edited version of Capt. John Dickie's presentation during 2012 Safety at Sea Annual Forum in Athens. Captain Dickie is General Secretary of the International Federation of Shipmasters' Associations (IFSMA)



MODERN MUTINY (FICTION)

A medium size container vessel trades between South and North America on a regular service. She carries a flag of a renowned maritime nation, although the crew consists of seamen from a variety of nations. Even the master has a different nationality from the one that the flag the ship is flying. To understand this story fully, we have to realize that the laws of the flag nation are applicable to what happens on board of that particular vessel. On her regular run, the port of Baranquilla in Colombia is the last port of call in South America before the vessel departs for the port of Cristobal in Panama after which she transits the Panama Canal to Caribbean and north American ports.

The crew of the vessel is recruited by a manning agent based in nation of the flag of the vessel as is the office of the owner. The crew is composed of seamen from eastern Europe and the Far East. Although it is often heard that a mix of nationalities brings something special to the atmosphere and the working relations on board, this is certainly not the case on board this vessel. Everyone however performs his duties under the supervision of a captain who in his leadership uses some methods from the old school which was customary more than twenty years ago but can hardly be maintained in present times. These methods are bringing tensions on board but with the master still more or less untouchable by law, there is little that unsatisfied crewmembers can do as long as international regulations are not trespassed.

There had developed however a situation which aggravated tensions on board. The ambitious chief officer, of a different nationality than the master, had asked for promotion to become master. To obtain such an upgrading, a supporting recommendation of the present master is crucial. Because of various reasons which would lead us too far, this recommendation is denied, angering the chief officer who choose to find crewmembers to more or less revolt against the master.

Before leaving the port of Barranquilla, a mandatory search party, headed by the chief officer, inspects all spaces of the vessel while looking for illegal drugs which are often transported by sea from south to north America and elsewhere. The chief officer reports to the captain that nothing was found during the search and this data is entered in the ship's log book. As became obvious at a later stage, the declaration that no illegal drugs were found during the search, turned out to be false. As is most probably known to a part of the crew, an amount of parcels of cocaine was brought on board the vessel in one of the south American ports, perhaps even previous to Baranquilla, in order to smuggle the drugs to a North American port. It is perhaps evident that this is not the first shipment as the vessel was already on the same run for a number of years. It was also obvious that some crewmembers were involved in this exercise.

Behind the back of the master a message is sent to the owner, asking to alert the authorities in Panama that drugs were on board on arrival of the vessel. In stead of warning the master, the owner chooses to surpass him in alerting the authorities in Panama. Meanwhile there is ample time left for some members of the crew to compose testimonies in which the master is accused of being actually involved in the drug smuggling. It goes without saying that the chief officer gladly acts as an advisor in compiling these testimonies. Finding the quantity of drugs and accusing the master as the guilty one, was seen as the big opportunity to get rid of him after arriving in Panama. It is general knowledge that punishment for drug smuggling is extremely harsh in Panama and that it is very difficult not be convicted to a long prison sentence.

After arrival in Cristobal, Panama, it is decided by the master to divert the vessel to a standby berth in order to carry out repairs on one of the cargo cranes. Soon afterwards an official Panamanian contingent of customs and police comes on board to search the vessel for drugs and finds

approximately 160 kilos of cocaine wrapped in smaller parcels in a forward boatswains store, not at all properly hidden. As it turned out later, the search party was a consequence of a tip off by the vessels 'owner who had been advised by the chief officer evading the master's authority for now wellknown reasons.

The entire crew is arrested for questioning and accused of drug smuggling. As no one admitted direct involvement, the crew is lined up after a few days in an effort by the Panamese authorities to find the crewmember responsible for the transport. To the deception and astonishment of the master, he is pointed out by his entire crew as the guilty person. According to the Panamanian authorities and the vessels' owner, the master pleaded guilty to the offence according to an unofficial declaration which was absolutely denied by the master at a later stage. Soon afterwards he is arrested and the entire crew is released and replaced by a relieve crew, giving the vessel the opportunity to continue its voyage. As the crime is committed on board it should have been declared to the relevant flagstate authorities. Although the owners maintain that they followed this mandatory procedure, nothing can be found at the relevant ministry.

What remains is a master in prison in Panama, accused of drug smuggling with the only evidence of the crew's testimonies and a few vague e-mail messages to his wife said to be found on his board personal computer. The only proof are the testimonies by the crew which are not done under oath and are composed of many conflicting and inconsistent observations. In fact they are quite meaningless also because the persons who made the testimonies cannot be called for questioning. The crewing agent is not cooperating and the master is sacked as the agent is convinced of the guilt of the master, although he is still not officially charged of the crime.

Mutiny is wellknown in maritime history but we seem to enter a different era where evil minds can ruin a man's life. We have read about masters ending up in a rowing boat with enough provisions to reach land and survive. But we live in a different age now and methods have changed into more sophisticated and cruel actions.



THE EUROPEAN MARITIME DAY CONFERENCE 2013



The new edition of the European Maritime Day, the largest annual maritime Conference in Europe, will take place in Malta on 21 and 22 May 2013.

The event will focus on sustainable coastal and maritime tourism in the wider context of "blue growth". "Blue growth" is the EU's strategy to boost growth and jobs in the maritime and coastal economy focusing particularly on sectors such as shipping, tourism, energy, research and development.

Organised by the Maltese Ministry for Infrastructure, Transport, and Communication and the Maltese Ministry for Tourism, Culture and Environment, in cooperation with the European Commission (DG for Maritime Affairs and Fisheries) the event will be an occasion to reflect, at high level, on how to make "blue growth" happen through sustainable tourism, connectivity and coastal development.

This event is a unique opportunity to gather the whole maritime community into one forum to discuss best practices and new ideas. An information meeting was held on 29 November 2012 at the Permanent Representation of Malta to the EU, Rue Archimède 25, in Brussels. CESMA attended the meeting and discussed eventual partnership in organising an event with other associations.

SEMINAR ON PASSENGERSHIP SAFETY (EUROPEAN COMMISSION)

The Directorate General for mobility and transport looks continuously at improving maritime safety. In this framework a public consultation among stakeholders on passengership safety was initiated. The outcome of this consultation was presented by the European Commission on 4 September 2013 in the Conference Centre Albert Borchette in Brussels.

The results of the Consultation were presented by representatives of COWI Consultants which was commissioned to carry out the consultation among stakeholders.

The seminar touched on all kinds of passengerships, from classic sailing ships to even the tenders used to transport passengers ashore and back. An important part of the seminar was dedicated to



the traditional sailing ships which carry passengers in mainly European coastal waters. In the relevant EU nations which have to deal with the safety certification of traditional sailing ships, there are different views on this particular kind of ships which turn out to be very frustrating and costly for the owners concerned. The EU has been asked, also in the past, to come with regulations to bring unity in this legislation, in order to create more transparency for relevant shipowners in being aware of their duties in the field of safety. So far only the

international safety regulations for seagoing passengerships, as laid down in SOLAS, were in fact applicable to those ships. Organisations representing owners of classical sailing ships such as "Maritime Heritage" in the Netherlands, represented at the seminar, pleaded for more leniency and unity from the European Union in implementing safety regulations in order to avoid costly investments which would ruin their industry.

An important part of the seminar was dedicated to the question which should be the benchmark for improving or amending safety regulations. Are these the statistics of accidents, in other words do we have to wait for accidents, before we make, so called, incident related legislation? Or do we need to wait for reports on dangerous practices by either the crew or passengers and then take appropriate action to prevent them?

There was also discussion on the increasing number of cases of crimes committed on large passengerships which are small cities on their own with thousands of passengers. In fact crime rates could be compared with these small cities with the same number of inhabitants. The only problem is the maintenance of order in such a large community, which cannot be left to a contingent of retired police officers with the master as the last responsible person.

The accident with the "Costa Concordia" was shortly discussed with the limitation that the final investigation report by the Italian authorities had to be awaited before any valuable conclusions could be drawn. The final report is expected not before next year. In October 2012, a hearing of all participants in the accident is foreseen. It will take place in Grosseto, Italy, and it is the intention that the findings, recorded in the Voyage Data Recorder (VDR), will be scrutinized and discussed.

The seminar was presided by Mrs Christine Berg, who is head of unit of maritime safety in the European Commission. Further seminars on safety of passengerships can be expected as a sequence to this very successful and fruitful event in Brussels (FVW)



CAPTAIN SCHETTINO STRIKES BACK

In a recent article, issued to the Italian press, Captain Francesco Schettino of the unfortunate "Costa Concordia" has struck back at everyone who has criminalised him and made him the scapegoat for the disaster, accusing him for the death of 32 passengers and even calling him a coward. It was necessary for him to provide some real information to everyone who is interested to hear the truth. He is still proud to be a captain and no one is entitled to take this away from him. He is going to fight with all his forces to win back his respect and that of his colleague captains. There is good evidence, attached to the investigation, that tells a totally different story and clears Captain Schettino of a lot of accusations. He is not planning to play the victim of the disaster, as he is convinced that the real victims are other people involved. He no longer accepts some outrageous lies which have been the topic in the overall story and of which many have distorted the truth. He wants to talk now and put his story in a book to be published in which nobody can influence facts which are not supposed to come to light. What are the facts?

"Evidence has been distorted, recordings have been disclosed in a deliberate partial and captious way, such as "come back on board, damn it!". No one has noticed that this now famous audio file was brought out on the exact time that the investigation judge decided to order my arrest. According to publicity and legal experts, it was obvious that the decision was made on the basis of the public opinion. The famous telephone conversation also victimized Captain De Falco himself because the entire tragedy ended in a terrible game because he was, in fact, not present on the spot and had no idea of what was happening. Although I tried to give him an overview of the situation and tried to reassure him, he did not give any recommendations or assistance.

Who goes to sea knows that when an emergency occurs, all communications are recorded. The time was running fast and people's lives were at risk and while the crew of the Concordia was doing its utmost to save lives, the actions of Captain De Falco were uncertain. Instead of coordinating the overall command with the port of Civitavecchia with which I had agreed in good standing on possibilities to evacuate passengers and crew, he threatened to send me to jail. Was he already preparing himself for the possibility that he had to appear in court to explain his actions? In fact he must have known what he was doing because, apart from being the Port Captain of Livorno, he is also a lawyer. A fact is that the telephone conversation is broadcasted at 01.42 hrs at night after which there had been as many as 12 contacts in a absolutely calm and proactive way with colleagues of Captain De Falco between 22.14 and 00.34 hrs in order to prepare the evacuation of the ship which eventually helped to save more than 4.000 people.

Remains to explain why I abandoned the ship. When the "Concordia" started to heel over to starboard, I found myself with the floor rotating. There was no possibility to walk and there was nothing to hold on to. In the meantime water had already flooded part of the bridge. After going down to the third deck, I continued to help passengers to climb into the last lifeboats which sailed to the mainland. Then the windows on the decks below collapsed resulting in the flooding that tilted the ship even more. This caused a lifeboat to be trapped by the davits or cranes. As a consequence the skipper of the boat completely panicked. At that moment I could choose to be crushed by the ship at 20 meters from the shore and die or cling to the boat and take the place of the helmsman in panic and led many people to safety. I decided to take the second option. There are dozens of people who can testify to prove this.

Is this everything I have to tell? Not quite But it is shameful to mention the gossip which has greatly influenced the media. They did not report how we desperately tried to manoeuvre the ships towards the land to run aground and use the anchors as a brake. Those who want to vilify me, will not have to apologize to me but to the families of the victims and the public who have been cheated with false information and gossip". (Captain Francesco Schettino)



DANGEROUS PRACTICES

Shipowners struggle, for various reasons, to keep their maritime activities profitable and some look for sometimes controversial means to reach that goal. There are not many ways to further economize as the expenditure for fuel, pilotage, agent fees, port calls and others are generally and also mostly internationally stipulated. Moreover new ships are being depreciated in a limited period which lies a heavy burden on the exploitation of the ship.

Remains the cost for manning the ships. The maritime administration in the Netherlands, and we suspect that this is not the only one, agrees on and consequently issues Safe Manning Certificates to merely favour shipowners. As an example, a safe manning certificate is being issued for a vessel of 6.000 GRT for a crew consisting of captain, mate, chief engineer, cook, and two sailors, totalling 6 persons. These practices could greatly endanger maritime safety. In many cases the administration allows practices which directly lead to infringement of existing maritime laws such as in the field of working and rest periods, safe navigation, implementing of the ISPS code, fire protection and tutoring of trainees.

In this construction it is impossible to cope with the present legislation of work- and restperiods. Mandatory working lists are being amended to balance the regulations. The seafarer is still inclined to perform his or her excessive tasks properly and take these methods for granted. It is very difficult for Port State Control officers to lay a hand on this.

According to international regulations, a look-out has to be positioned on the bridge during dark hours. With only two sailors available, it is impossible to cope with this legislation as many other tasks have to be performed to keep a ship in operation. In practice, we very seldom see a look-out on the bridge anymore, as is often shown during recent sessions of the Maritime Accident Disciplinary Court in the Netherlands.

According to the ISPS Code a gangway watchman is compulsory during a stay in port. This watchman is not allowed to leave the gangway at all times. Fire rounds have to be made at regular intervals when the ship is in port. None of these duties can be properly adhered to with the manning as prescribed in this safe manning certificate.

Accompaniment of trainees, meant to accustom the junior seafarer to the practical side of the work on board, turns out to become teaching, as many trainees have not been adequately instructed while at school. Teaching is not a quality every ship officer is capable of and he or she may not be expected to have these qualities. This may result in dangerous situations because the trainee has to perform duties without proper supervision. Because of the limited crew, the responsible person has to actually participate in the activities, can therefore not give proper attention. We could think of mooring or unmooring of the vessel, which can lead to serious accidents if no properly trained or insufficient crew is taking part.

Captain J.S.van de Kop



TIME IS RUNNING OUT

Enclosed by steel walls and surrounded by men (often wearing bright orange jumpsuits!) mariners have long joked that "Going to sea is like going to prison with the added chance of drowning," but some mariners are no longer laughing because going to sea is increasingly resulting in prison terms for unlucky captains.

On March 29, 2011, Panamanian authorities received an anonymous tip that drugs were on board the MV MAAS TRADER. When the vessel arrived at Cristobal, Panama, a search warrant was issued and 168 packets of cocaine were found. The vessel was detained, the officers and ratings interrogated and a few days later, the vessel and crew were released. All except Captain Lyubomirov Sobadzhiev.

Captain Sobadzhiev has now been in jail for 17 months without charge at the La Joya Prison, a place that does not provide for the most basic needs of toiletries, clean water and nutritious food. What Captain Sobadzhiev is not lacking however, is international support. Toward the end of 2011, The Council of American Master Mariners, an organization with a long history of supporting ship masters of all nationalities, enlisted the help of admiralty lawyer Dr. John A.C. Cartner of the firm Cartner & Fiske to help free Captain Sobadzhiev. In the following months Dr. Cartner, along with Peter D. Wolf of the Law Offices of Peter D. Wolf, faced a legal system that has erected numerous roadblocks to delay the case and prevent the release of Captain Sobadzhiev.

"There is nearly a strict liability standard for drug cases in Panama," said Dr. Cartner. "This means that once drugs are found aboard a vessel and it is determined that the Master was in charge, that an extremely strong defense is required to change the presumption of the government that the Master is closely involved and therefore is a culpable party and likely guilty." Faced with these difficulties, Cartner's team contacted many colleagues in the maritime industry for assistance. In particular, they looked to enlist the help of the ship operator, owner, and manning agent in Holland, but they were unsuccessful. Dr. Cartner believes that one major reason for our lack of success was that nearly one year has elapsed since the incident occurred. "We are now at a crossroads," says Cartner. "Funds for the defense are depleted, but Captain Sobadzhiev remains imprisoned. Our work is not done. We are prepared to continue as long as it takes to free the man. However, funds are necessary for that time to be effective."

Sobadzhiev remains hopeful that his luck will turn, but the captain and his supporters are also aware of the reality of the situation.... the defense fund collected by his supporters, magnified by the hours provided pro bono by Cartner and his partners, is dwindling fast against as the Panamanian legal system drags its feet. (by John Konrad)

John Konrad is a maritime journalist, former ship captain and author of the book "Fire on the Horizon": The Untold Story of the Gulf Oil Disaster, which chronicles the initial construction, crewmembers' existence, and eventual disaster aboard the oil rig Deepwater Horizon.



18th CESMA ANNUAL GENERAL ASSEMBLY



The 18th CESMA Annual General Assembly will be organised in the beautiful city of Nantes, Loire Atlantique, France at the invitation of the French shipmasters' associations AFCAN and ACOMM 95 on 10 and 11th May 2013 (Friday and Saturday). The Council Meeting and General Assembly will be held at the "Maison de Mer", 54 Quai de la Fosse, in Nantes. The Assembly on Saturday in the afternoon will be preceded by a seminar on the theme of maritime education and training in France. The

intention is to invite some high level experts in this field. The ENSM (Ecole Nationale Supérieure Maritime of Nantes) will present a paper on the reform of French maritime education (multipurpose officers) accredited to award an engineering certificate. (tbc). The Nantes University of Law will present a paper on the Maritime Labour Convention (MLC) of 2006. (Photo: ACOMM 95)

DEVELOPMENT OF GALILEO

Jac Spaans
Advisor to CESMA



Europe's own global navigation satellite system (GNSS) is named after the Italian 16th century mathematician and astronomer Galileo Galilei. It will provide a highly accurate, guaranteed global positioning service under civilian control.

The other GNSS's are the US system GPS, fully operational (FOC) since 1995, the Russian Glonass system, operational in 1995 then declined and again fully operational in 2011, and the Chinese COMPASS system, giving now Asia coverage and global coverage by 2020. By 2020 some 120 GNSS satellites will offer navigation signals to users. Different types of receivers will be on the market, some receivers will be single constellation but for most civil users multi constellation receivers will fulfil their requirements better.

Galileo started with two experimental satellites the GIOVE-A and GIOVE-B, the first one launched in 2005 the second one in 2008. The mission of these satellites was: testing and claiming the assigned frequencies by the ITU. Both satellites were successful in the operation, the GIOVE-A has been decommissioned in June 2012. In 2011 two IOV (in orbit validation) satellites were launched, on 12 October 2012 the second pair was launched bringing the number of satellites to 5 (four IOV plus GIOVE-B). The constellation of these satellites is chosen to enable positioning during some hours of the day when all satellites are in view at ESA in Noordwijk, the Netherlands. In 2013 three launches of each two satellites will be performed. In 2014 two times two satellites and then (for the first time in history) a launch with four satellites. With GIOVE-B decommissioned, the system will have Initial Operational Capability (IOC) in 2015 with 18 satellites. The remaining 12 satellites for FOC will be launched until 2020.

Apart from the satellites, an extensive ground infrastructure (monitoring stations, control centres, upload stations, etc) is established for a smooth operation of the system. The system will provide different services: Open Service (OS), Commercial Service (CS), Public Regulated Service (PRS) and Search and Rescue (SAR). In the IOC phase the emphasis will lay on OS, PRS and SAR. The SAR is part of the GMDSS, it will inform the ship in distress that the distress signal is received and that rescue is under way. The OS is free to use, the PRS uses robust signals for use by police, customs, etc. The PRS and SAR are therefore Galileo-only services; the OS can be used single or in combination with for instance GPS providing a robust solution by using RAIM (Receiver Autonomous Integrity Monitoring). At this moment the accuracy of GPS is in the order of 5 meter; when using EGNOS (GEO satellites) or DGPS (land stations) this will be better than 1 meter. However the main advantage of both EGNOS and DGPS is the integrity service; the GPS signals are monitored and the user receiver is informed when signals are out of specification.

For precision applications (for instance for the Portable Pilot Unit in the Port of Rotterdam), RTK (Real Time Kinematic) is used where a local reference station provides corrections on the GPS phase measurements; this provides cm accuracy.

For maritime applications the SAR service of Galileo is a supplement to existing services. The PRS will be of interest to customs, police boats, rescue boats etc. The OS will provide in combination with GPS a robust position and time solution. The CS will be further developed with an authentication signal providing more robust solutions for Galileo-only receivers. All in all, the GNSS scenery will change considerably in the coming eight years.



CESMA AND PIRACY

There has been controversy over the position of CESMA in the piracy debate, mainly in the field of allowing private security guard teams on board to protect vessels when they have to pass through piracy infested areas, up to date mainly concentrated in Somalian and further Indian Ocean waters. The issue was widely debated during the last CESMA Annual General Assembly in Rostock, May 2013.

Although it was crucial to reach a decision on how a majority of CESMA associations have clear opinions in this respect, a consensus could not be reached, much to the regret of the Board. However the Board was of the opinion that CESMA had to give answers when questions in this field were posed by for example the European Commission or the press. Therefore a resolution on piracy was drafted and agreed on which, although indeed pointing at a more leniency in employing private armed guards, contained conditions which up to date have not been properly clarified such as the responsibility of the shipmaster and the certification of armed guards. The change of vision was brought about by a majority opinion of actual seafaring shipmasters after an inquiry, which CESMA cannot ignore and the steadily increasing number of vessels which are protected by armed guards if they have to pass through piracy infested areas, legally or illegally. Moreover it is common knowledge that vessels which are protected by armed guards have not been hijacked up to date. This does however not mean that they have not been approached or attacked.

There are however more considerations which in fact make the present situation more precarious. Relying completely on private security guards could lead to complacency of the crew on board. Moreover protected ships could be forced to not keep to Best Management Practices (BMP) therewith not following the recommended routes but the shortest, defying the danger of piracy. In short, private armed guard teams should not lead to carelessness. It is only to be imagined what could happen if a vessel protected by armed guards would be conquered by pirates anyway. There is a real concern that nobody will survive, neither the armed guards, nor the crew of the vessel.

The above illustrates the concerns of CESMA in the piracy debate. The original danger of increasing violence, which in fact has already taken place, has not been removed. On the contrary, CESMA foresees more violence and a more cruel treatment for those held captive by Somalian pirates. The law of the strongest will prevail and more seafarers will loose their lives if the circumstances do not change. There are already signs that the interest of the world and the politicians is declining as a consequence of the decreasing of the number of attacks. If these figures are correct, remains to be seen. The illegal use of private armed guards could lead to withholding the necessary information.
Capt. F. J. van Wijnen



CHANGE OF "GUARDS" IN BARCELONA

We have been informed that the Board of our member association ACCMM in Barcelona, Spain, has resigned. President Captain Felix Socias and General Secretary Captain Jordi Juan-Torres have left the Board after many years in office, Captain Juan-Torres even for 15 years. But with 83 years of age the time has come for Captain Juan-Torres, who has been Council Member for CESMA during his time in the Board. We have wished him many good and healthy years in retirement and thanked for his excellent cooperation and professional and prompt reactions whenever an opinion was asked. His zealous efforts to battle fatigue by trying to get the six on / six off watch system condemned was typical for his dedication to the cause of maritime safety.

The new President is Captain Mariano Badell Serra, actually Professor at the Faculty of Nautical Sciences and Engineering in Barcelona. Captain Badell will act as CESMA Council Member. The new Secretary is Captain Carlos Salleras Villaroya. New e-mail address: capitansmercants@gmail.com

SHIPMASTERS FROM LITHUANIA JOIN CESMA



The Lithuanian Captains Club has joined CESMA as an associated member association. The secretariat of the association is based in the capital Klaipėda. Adres: Aglunos g.5 LT-93235.

The President is Capt. Juozas Liepuonius, pictured here on the right with Capt. Jazeps Spridzans, President of the Latvian Shipmasters' Association, who provided welcome assistance in interesting the Lithuanian shipmasters to join CESMA.

The Vice President is Capt. Vytautas Saulenas and the General Secretary is Capt. Algirdas Kulbokas. The association has a lively website: [www. Jurukapitonuklubas.lt](http://www.Jurukapitonuklubas.lt) and can be reached under [jurukapitonuklubas@gmail](mailto:jurukapitonuklubas@gmail.com) or captainjuozas@gmail.com.



CESMA LOGBOOK (2012 – 4)

We were represented at the following occasions

04 Oct Breukelen	Seminar NVKK on position of the shipmaster
10 Oct Brussels	SAGMAS meeting
15 Oct Grosseto	Costa Concordia investigation
31 Oct Amsterdam	Presentation on piracy
08 Nov Brussels	Visit Panamanian Embassy
14 Nov Warnemuende	Course of lectures
22 Nov Brussels	Seminar on e-Maritime
29 Nov Brussels	Preparation EU Maritime Day 2013 (Malta)
12 Dec Schiphol	Seminar on e-Navigation in North Sea
13 Dec Brussels	SAGMAS meeting

The Board of CESMA wishes all members and supporters and their families a prosperous and healthy year 2013 and the colleagues on board always fair winds.

FROM THE EDITOR

- The EU-ministers for maritime policy and the European Commission have recently decided on a European agenda for growth and employment in the marine and maritime industry. They did so in Limassol on the island of Cyprus of which the government occupies the European Presidency for the next six months. It was stipulated in the Declaration of Limassol. The number of jobs in the maritime industry in Europe is anticipated to grow from 5,4 to 7 million in the coming years, amongst others in shipping. EU nations are asked to work together to reach optimal results. Efforts will be made to improve maritime knowledge and to accommodate and promote maritime education and training for EU citizens.
- During an arrest of criminals in Amsterdam, the Netherlands, the police found, apart from fire-arms, also materials to disturb GPS signals. These findings illustrate the vulnerability of GPS, especially when they are in the hands of criminals or terrorists.
- According to Indian navy officers, pirates in the Indian Ocean have become more organised and sophisticated. They use more sophisticated weapons and are more tactical than before notwithstanding the fact that piracy in the area has significantly reduced in recent months. Pirates are also provided with back-up on land who provide them with information.
- Spanish Rear Admiral Pedro Angel Garcia de Parades Perez de Sevilla has taken up the post of force commander for the EU operation EU NAVFOR Atalanta on 6th December. He replaces Rear Admiral Enrico Credendino from Italy on the rotation basis.
- The composition of EU NAVFOR changes constantly due to the frequency of units and varies according to the monsoon season in the Indian Ocean. It typically comprises 4-7 surface warships and 2-3 maritime patrol and reconnaissance aircraft. Additionally, a considerable international military presence is now in the area comprising of the Combined maritime Forces of NATO and also units from China, India, Japan, Russia, Taiwan and others.
- CESMA has been invited to present a paper on "Criminal offences on board ships and quays", a seminar to be organized by the Maritime Institute of the University of Ghent in Belgium on Wednesday 15th May 2013. One of the themes of the seminar is the problem of smuggling of drugs in ports which also includes ships. The venue of the seminar is the historic building of "Het Pand" in Ghent.
- The European Parliament has agreed on the limitation of the emission of dangerous substances by shipping. Ships which are navigating in the North Sea, the English Channel and the Baltic Sea are allowed to only burn fuel of not more than 0,1 percent sulphur. The measure is intended to reduce the overall emission of sulphur, especially in densely populated areas such as Rotterdam and neighbouring cities.
- CESMA has participated in a two day conference in Brussels on e-Maritime on 22/23 November. One of the main themes was the reduction of paperwork on board by using more IT appliances. We will report further in the next issue of the CESMA NEWS.
- The Nautical Institute has announced the publication of "Industry Recommendations for ECDIS Familiarization". The guidance has been issued by the ECDIS Training Group, an industry body made up of leading international shipping organizations and coordinated by the Nautical Institute. The guidance is intended to promote clarity on generic training and familiarization relating to Electronic Chart Display and Information Systems (ECDIS).
- As a consequence of the accident with the "Costa Concordia", IMO has agreed to industry recommendations requiring passenger safety instruction drills to take place, prior to or immediately after departure of the vessel. Better late, than never.
- The collision between the carcarrier "Baltic Ace" and the containervessel "Corvus J" in the North Sea on 6th December, which caused the death of 11 colleague seafarers, once again brings up the issue of safety and survivability of RoRo vessels, car carriers in particular. We will revert on this accident in our next issue of the CESMA NEWS.
- On the front page: the containervessel "CMA CGM Marco Polo", the largest in its kind.





AIMS OF THE ORGANISATION (abridged)

- TO WORLDWIDE PROTECT THE PROFESSIONAL INTERESTS AND STATUS OF EUROPEAN SEAGOING SHIPMASTERS.
- TO PROMOTE MARITIME SAFETY AND PROTECT THE MARINE ENVIRONMENT.
- TO PROMOTE ESTABLISHMENT OF EFFECTIVE RULES WHICH PROVIDE HIGH PROFESSIONAL MARITIME STANDARDS AND PROPER MANNING SCALES FOR VESSELS UNDER AN EUROPEAN NATION FLAG.
- TO INFORM THE PUBLIC IN THE EU ABOUT PROBLEMS 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

ANNUAL SUBSCRIPTION:

EURO 14,- (EXCL EURO 5,- ENTR. FEE)
PER SEAGOING MASTER
(WITH A MINIMUM OF 25)
FOR FULL MEMBER ASSOCIATIONS

EURO 7,- PER SEAGOING MASTER
(WITH A MINIMUM OF 25)
FOR ASSOCIATED MEMBER ASSOC.)

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