

CESMA NEWS

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THE EUROPEAN UNION SHIPMASTER INFORMATION CHRONICLE

CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS

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CAPTAIN WOLF VON PRESSENTIN RE-ELECTED AS CESMA PRESIDENT



During the 17th Annual General Assembly in Rostock, Germany, on 11th May, Captain Wolf von Pressentin was re-elected CESMA President for another term of three years. Due to statutory stipulations and personal reasons, this period will be his last. Captain Von Pressentin was elected unanimously by those Council Members present at the 17th CESMA Councilmeeting at the historical site of the Hausbaumhaus in Rostock, seat of the Rostock Shipmasters Association VKS, a member of the national German Shipmasters' Association (VDKS) with its base in Hamburg.

Important during the Council meeting, of which the presence is restricted to Council members only, was the decision for CESMA to look for (associated) membership of shipmasters' associations which exists in other European nations outside the European Union under the condition that these nations belong to the geographical territory of Europe. In this CESMA follows the example of other similar European associations such as EMPA (European Maritime Pilot's Association) and EMHC (European Harbourmasters' Committee). Experience from these organisations learn that membership of non-EU European associations offer very interesting and productive co-operation adding experience and knowledge to European shipmasters in general. It must be stressed that eventual new membership from shipmasters' associations from non-EU countries is limited to associate membership which follows the principles of the Statutes of CESMA.

During the second day, in the Technology Centre in Warnemuende, CESMA was welcomed in Rostock by Mrs Karina Jens, President of the Citizenship of Rostock. Next Prof. Capt. C. Wand, as President of VDKS and host, also said words of welcome to CESMA, after which he presented a lecture on Maritime Education and Training in Germany. Important is the on board training for a period of 2 semesters during a period of 8 semesters, in which the higher education certification can be obtained. He was the first speaker in a seminar, preceding the Annual General Assembly, dedicated to maritime education and training. Next Captain Hubert Ardillon, President of AFCAN, France, talked about Simulators versus Practice or Experience at Sea. He mentioned some advantages and disadvantages of simulator training.



Prof. Capt. C. Wand

Notwithstanding its advantages in training, simulator technique can never replace the on board practice. Trainees should always remember that a simulator session is not playing a video game. Prof. Dr. Ing Michael Rachow of the Hochschule Wismar elaborated on the implementation of the Manila Amendments on the STCW Convention in Germany. He gave an overview of the new requirements for certification, refresher courses, new functions, such as the electro-technical officer. Also requirements for new developments such as polar navigation, dynamic positioning, ECDIS, training on tankers and LNG carriers and environment techniques were highlighted. For shipmasters the training with regard to leadership and Bridge Resource Management (BRM) are very important. Implementation in the German legislation is expected to be completed by 1st July 2013. As last speaker Captain Dimitar Dimitrov, President of the Bulgarian Shipmasters' Association, presented a paper on "Theory or practice, which is more valuable at sea?". He spoke about the situation in Bulgaria where until 2000, 78 months of seagoing practice was required to become master. Nowadays this period is restricted to half that time. Consequently recently appointed Bulgarian masters have much less practical experience. Captain Dimitrov also stated that younger officers do not receive enough training on electronic navigation equipment such as ECDIS. He agreed with Captain Ardillon that for them, this equipment is more a game than a valuable aid to navigation.

The afternoon session was dedicated to the CESMA General Assembly during which the actual activities of CESMA in the maritime field were discussed. The Resolutions of the previous year 2011 were evaluated. The resolutions are used as a working programme for CESMA in the running year.

Criminalisation of seafarers, shipmasters in particular was the first point of discussion. Some examples of this ongoing problem were a.o. highlighted by Captain Dimitrov of BSMA. A Bulgarian shipmaster is still hold captive in Panama under very difficult circumstances without trial, after being totally abandoned by his owner/crewing agence because they are convinced of his guilt. Captain Willi Wittig, representing IFSMA as a guest, reminded the Assembly of the Master Mariner Protect Insurance initiated by IFSMA, which could protect master mariners against the consequences of criminalisation. The cost amounts to ca. 530 BP yearly.



Capt. Sobadzhiev

Captain Leo Geenevasen (NVKK) presented a paper on a case in which drugs were found on board his vessel in a German port. By co-operating with the authorities and being able to present that all necessary measures had been taken to avoid drugs being smuggled on board, none of the crewmembers were arrested and the vessel could leave the port with only two hours delay. Recommendations to avoid arrest and consequent criminalisation were:

- Enter all events and activities in the ship's logbook.
- Do not hide any facts and/or information.
- Co-operate fully with relevant authorities.

On the important issue of combating piracy, the Assembly again discussed the presence of armed security guard teams on board. During the previous Assembly in 2011, no consensus could be reached. During present discussions, a majority of the Assembly did not oppose armed guard teams on board anymore, taking new developments into consideration. However concern was expressed about the liability of the master in the event that violence has to be used to fight off potential pirates. Some delegates demanded armed guard teams to be properly screened and certificated by the flagstate or an official recognized organisation.

The Assembly noted again that little or no progress was made in relation with the fatigue problem, notwithstanding the recommendations made by the European Project Horizon in which CESMA was represented as an observer. An ongoing concern is the six on / six off watch system on many smaller coastal vessels with busy schedules. Project Horizon investigated the impact of fatigue on the performance and decision making ability and the consequent handling of emergency situations by watchkeeping officers. The Assembly reconfirms its support for the principle requiring at least three certified watchkeepers on each seagoing vessel of over 500 GT.

On the accident with the "Costa Concordia", CESMA has already expressed its opinion in the CESMA NEWS of March 2012. Although it appears that serious errors in judgement and navigation and the consequent handling of the emergency situation have been made, the Assembly agrees to refrain from any speculation or accusations as made by the media and await the outcome of the official investigation by the Italian maritime authority and the consequent judicial process. The issue on the safety and security of passenger and cruise vessels will remain an issue of concern for CESMA.

The General Secretary informed the Assembly about the recently initiated European Nautical Platform. The Platform is a cooperation between European organisations of shipmasters, pilots, harbour masters, tug operators and boatmen. These nautical experts combine forces to address nautical safety and performance in the area from pilotstation to berth in which according to statistics, most shipping incidents and accidents are happening.



The Platform intends to improve the cooperation and understanding between all nautical parties in European ports with the aim of safe and efficient operations. It does so by sharing nautical topics, best practice and exchanging expertise on nautical operations and eventual incidents or accidents. It will eventually agree on common European standards for safe marine operations in port waters and approaches and present these to the European Commission. One of the activities of the platform is the initiation of a website showing the activities of the European Nautical Platform:

www.nauticalplatform.org.

Other items discussed during the Assembly concerned the increasing number of stowaways on ships in European waters. The European Commission has been asked to pay attention to this problem and facilitate the disembarkation of stowaways and refugees in ports of European Union Member States.

Although owners reassure that there is no shortage of EU seafarers and that a surplus could be expected in the immediate future, delegates mention that many European shipowners do not employ European seafarers anymore, mainly because of economic reasons. They are replaced by cheaper counterparts. Unemployment in some EU nations is a possible outlook for those who choose for a maritime career.

THE Annual General Assembly was concluded with the invitation made by Captains H. Ardillon (AFCAN) and A. Ribes (ACOMM) to organise the 18th CESMA Annual General Assembly in 2013 in Nantes, France. The invitation was accepted and appreciated with applause.



AGREEMENT REACHED ON EU DIRECTIVE ON TRAINING OF SEAFARERS

Recently, the European Parliament and the Council (Member States) reached a first reading agreement on the revision of Directive 2008/106/EC on the minimum level of training of seafarers. To recall, the European Commission put forward a proposal to revise this directive in September 2011. The main aim of the revision is to bring the existing Directive in line with the 2010 Manila amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW). The Commission's proposal suggested a one-to-one transposition of the Manila amendments into EU law, marginally adapting the STCW provision on watchkeeping to ensure consistency with Directive 1999/63/EC on working time for seafarers. In addition, the Commission's proposal suggested that Member States should provide information on seafarers' certificates to the Commission for statistical purposes.

The Council and the Parliament endorsed most of the Commission's proposal, while making slight adjustments requiring the anonymisation of certain seafarers' data and limiting the delegation of power to the Commission for the collection of statistical data. The agreed text needs to be formally adopted by the European Parliament and by the Council before the new Directive can enter into force. This procedure is merely a formality and can be expected to take place after the summer. Together with two proposals on the enforcement of the Maritime Labour Convention (MLC), the revision of Directive 2008/106/EC on the minimum level of training of seafarers, this Directive forms the Maritime Social Package, an EU initiative to promote maritime professions and improve working conditions of seafarers.



RESOLUTIONS FROM THE CESMA GENERAL ASSEMBLY ON 12 MAY 2012 AT TECHNOLOGY CENTRE, ROSTOCK GERMANY

Resolution nr. 1: Criminalisation of seafarers.

The 17th Annual General Assembly in Rostock, Germany, again noted that the problem of criminalisation of seafarers and of shipmasters in particular, continues to be a matter of great concern. Motives are not only environmental offences but, among others, also the finding of drugs on board. Recent cases have again shown that co-operation between all parties concerned is the best solution to tackle the problem of criminalisation. CESMA urgently requests shipowners or operators to always provide legal protection to masters, serving on their ships, in case of an incident as a consequence of which they are detained by local authorities, until a verdict has been pronounced. Moreover masters are advised to take a risk insurance into consideration.

Resolution nr. 2: Piracy and armed robbery.

The Assembly also discussed the problem of piracy and armed robbery against ships in various parts of the world, Somalian and adjacent Indian Ocean waters in particular. All means to prevent these criminal acts should be activated to protect the lives of seafarers. Although CESMA is still critical about the use of fire-arms on board as it could escalate violence, it came to the conclusion that present efforts do not adequately protect seafarers from the effects of piracy. Therefore it supports, as a temporary measure, the employment of officially certified armed guard teams on board. It will adopt a practical position in line with European and international organisations on the condition that the authority and responsibility of the master is efficaciously maintained, as recently confirmed by the IMO working group on piracy, even when fire-arms have to be used by the teams when agreed by the master. CESMA also insists on exact rules of engagement to be observed under all circumstances.

Resolution nr. 3: Fatigue and safe manning.

The Assembly discussed the final results of the Project Horizon which investigated the consequences of fatigue in connection with maritime safety by means of simulation. It noted with concern that the problem of fatigue is still not attracting enough attention. The requirement of three certified bridge watchkeepers, including the master, on each seagoing vessel of 500 GT and more, is still supported by CESMA. It still denounces the flexibility clause in the stipulation of hours and work in the STCW convention enabling the system of the six on six off watch schedule to be continued as it affects maritime safety and the health of the seafarers concerned.

Resolution no. 4: Safety of ro-ro- and large passengershops.

The Assembly discussed the safety of ro-ro- and large passengershops and the recent accident with the Italian flagged passengershops "Costa Concordia" in particular. It denounced the public prosecution by the press of the master of the vessel. CESMA will closely follow proceedings of the investigation to ensure a fair judgement of the master. It has offered assistance to the European Commission and the Transport Commission of the European Parliament to co-operate in constituting conclusions and recommendations. Large passengershops with thousands of passengers and crew continue to be very vulnerable, notwithstanding the many tests that newbuilding passengershops have to undergo before all certificates are issued and the many requirements as stipulated by classification societies and the International Maritime Organisation.

Resolution nr. 5: Safety of life saving equipment.

The Assembly discussed again the safety of life saving equipment on board seagoing vessels including incidents and accidents during drills. It urges international bodies and flag states to introduce proper legislation to improve safety and design of life saving equipment in order to improve efficiency and avoid fatal accidents.

Resolution nr. 6: Employment of EU seafarers

The Assembly noted with concern that shipowners and operators in the European Union refrain more and more from employing ship officers from European nations, sometimes replacing same by cheaper non Europeans. This results in unemployment and a receding interest from European young people to choose for a maritime career. CESMA will bring this issue to the attention of the European Commission and Parliament as it contradicts the intention of retaining maritime experience and knowledge in the European Union.

Resolution nr. 7: Safety and Search and Rescue in the Northern Black Sea and the Sea of Azov.

Latest info shows that the situation in the above waters has somewhat improved with regard to maritime safety and Search and Rescue. Yet CESMA and the Bulgarian Shipmasters' Association will closely monitor developments and are ready to offer advise for further improvement.

PIRACY, THE CURSE OF MARITIME TRANSPORT

CESMA attended the third seminar on piracy and armed robbery at sea, organised by the European Commission in cooperation with the Danish Presidency of the Council of the EU in Brussels on 28 and 29 March 2012. It focused on the effects of piracy on the shipping industry and seafarers especially in the Gulf of Aden and wider Indian Ocean region, but also increasingly in the Gulf of Guinea area in West Africa.

The seminar was attended by stakeholders from the maritime industry such as IMB, BIMCO, ECSA, INTERTANKO, IACS, ECSA, CESMA, insurance companies and private security companies. Participants came from EU Member States and Indonesia, Philippines, Russia, Singapore, Ukraine and the US as well as from a number of EU Institutions. The participation of representatives of different areas of the maritime transport sector ensured a broader treatment of the subject.

Presentations, made during the seminar, tackled wide-ranging issues such as the human and economic cost of piracy, the EU military involvement in the Gulf of Aden, legal aspects related to the use of private security companies on board merchant vessels, counter-piracy orientated research, the promotion of development in Somalia and the media coverage of piracy.

The seminar was opened with an introduction by Mr. Matthias Ruete, Director for policy coordination and security of DG Move, European Commission, followed by various speeches by Vice President of the Commission Mr. Siim Kallas and a representative of the Danish administration.



Mr. Matthias Ruete

They all highlighted the need to take action to eliminate piracy, specifically in Somalian waters. Full support for the action of EU NAVFOR was expressed, as well as appreciation for the efforts of the IMO. The importance of Best Management Practice (BMP) was advocated and the Danish representative Mr. Ole Sohn, Danish Minister

for Business and Growth, went so far as to make BMP mandatory. The use of private armed guards was mentioned as well as the need for legalisation and certification. Yet the opinion was that the armed guard problem is still an issue of discussion as a number of (mainly legal) problems has to be solved. The Danish representative stressed the importance of compassion with the victims of piracy and the simple fact that piracy will not disappear by itself. Lessons to be learned can be deducted from history in which there are many examples of piracy curses which had to be wiped out by force.

Mr. Brian Simpson, Chairman of the European Parliament Transport Committee, asked whether more could be done to solve the problem of piracy. He maintained that the present EU NAVFOR mission had not enough potential and that the number of warships should be doubled. He advocated the training of police forces in Somalia as well as the dismantling of the criminal networks behind piracy. Regulation of private security is strongly required and everything should be done to avoid violence.



Under session 1: "Getting our acts together against piracy", Mr. Koji Sekimizu, Secretary-General of the IMO, summed up the results of the IMO campaign of 2011 to combat piracy, including the activities to be expected in the future. In a Key Note speech, he stressed the importance of cooperation with the EU in wiping out this curse of maritime transport. Ever present during anti-piracy seminars was Captain Pottengal Mukundan, who gave an overview of the latest number of attacks and locations. He again mentioned the importance for ships to report to the designated centres before entering piracy infested areas.

There seems to be an improvement in this respect. Statistics show that unreported ships have a fair chance of being attacked. Mr. Lars Faaborg-Andersen, Ambassador to the Political and Security Committee of the EU, Danish Permanent Representation to the EU, mentioned that Mrs Ashton, the Foreign Affairs Commissioner, has indicated that she wants piracy to be included in the top priorities of her foreign policy. Speakers and participants agreed that piracy cannot be eradicated without action on land. There is a need to tackle the root causes of the problem through promotion of rule of law, good governance and capacity building. No progress will be made until the rule of law is properly applied in Somalia. Overall, participants welcomed the EU's integrated approach towards piracy.

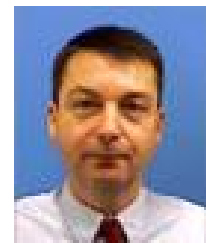
A number of speakers again argued that further military means were needed in the Gulf of Aden and the wider Indian Ocean, considering the huge area in which pirates operate and the escalation of violence during hijacking operations. The recent decision to extend Atalanta's mandate until December 2014 and to allow operations against pirates' facilities on the Somali coastal territory, were generally welcomed by speakers and participants.

The contribution of the EU was highlighted by Mr. Robert Missen, Head of Unit DG MOVE of the European Commission. There is an interdisciplinary / global approach in which the European Security Policy Division (EEAS) answered questions on operations and related initiatives such as naval operations, arrest and prosecution of captured pirates, including management of financial development instruments. In this the internal coordination within the European Commission plays an important role.

The second session "Hardening the targets" provided an overview of industry measures and industry-led initiatives to combat piracy. This session was chaired by Captain Christer Lindvall, President of IFSMA. Speakers and participants all stressed the importance of properly implementing the industry's best

management practice (BMP) to mitigate the risk of piracy attacks. The promotion and monitoring of BMP compliance were presented. Industry representatives recognized the importance of properly implementing BMP but stressed that making it mandatory would be very difficult, especially considering the wild variety of ship types, transiting through the Gulf of Aden and other piracy infested areas.

The use of privately contracted armed security personnel onboard ships was generally viewed as a temporary measure which needs to be strictly and independently certified and regulated. The use of private armed guards is among the most pressing items for discussion. In this context Mr. Giles Noakes of BIMCO presented the GUARDCON standard contract for the employment of armed security guards onboard vessels. It aims at providing a clearly worded and comprehensive standard contract for the use of armed security guards on board ships. BIMCO does not want to really promote armed guards but argues that armed guards currently provide an effective deterrent to piracy attacks. Many participants pointed out that the use of private security companies onboard vessels is still surrounded by legal uncertainty, notably when it comes to responsibility and liability in case of opening fire against suspected pirates. CESMA asked attention for the responsibility and liability of the shipmaster. Among the outstanding problems, that need to be solved in priority, are the questions of insurance and liability, the carriage of private and/or public armed security guards, the prosecution of pirates and the payment of ransoms. Shipowners' organisations such as Maersk and Intertanko gave their vision on how to combat piracy.



Capt. John Boorman

Capt. John Boorman, Marine Director of INTERTANKO and former shipmaster, asked for constant care for the details of BMP. Also to avoid complacency and understand the threat of piracy. He also pleaded for training, motivation and support for the crew onboard vessels.

During this session, other presentations looked into ship design solutions to prevent/deter piracy attacks such as the initiating of so-called "citadels" in which seafarers can lock themselves to avoid being taken hostage, awaiting rescue from outside. It also included technology solutions such as radars, cameras, search lights, acoustic devices and smoke generators.

On the second day the same theme was continued with presentations by a.o. Mr. Jan Fritz Hansen, deputy director general of the Danish Shipowners Association and Mr. Fritz Ganzhorn of the Danish Maritime Officers Association. They both expressed their preference for use of certified private armed guards. Captain Paul Gelly explains the strategy of the EU initiated EUNAVFOR unit and Lieutenant Colonel Edwin Altena of the Dutch Ministry of Defence gave the Dutch example.



In the Netherlands, private armed guards are not allowed on board Netherlands flagged vessels. The Royal Navy supplies special teams (VPD's) to protect merchant vessels. Mr. Altena presented a clear report on how the Dutch approach functions with advantages and disadvantages such as the high cost involved. The Dutch government looks at possibilities to reduce these costs in order to meet objections made by the Dutch shipowners.

The third session: "Human Costs of Piracy" looked into the human costs of piracy. They include high stress levels, physical violence, psychological impacts of long detention periods and torture. Mr. Peter Swift, former director of INTERTANKO, presented the Maritime Piracy Humanitarian Response and Save Our Seafarers programmes. He came to the conclusion that the seafarer's conditions in the framework of piracy were not sufficiently addressed. Mrs Natalie Shaw of the International Chamber of Shipping, (ICS) representing shipowners worldwide,

mentioned some relevant points in the recently adopted Maritime Labour Convention (MLC). Maritime stakeholders, including CESMA, raised concerns about proposals to outlaw payments of ransoms to eliminate piracy. They argued that such a ban would further endanger the life of seafarers, particularly those in captivity.

In the fourth and last session: "And if that intensity of piracy lasts?" participants discussed the way forward in the EU's fight against piracy, stressing in particular that EU NAVFOR and other naval operations in the Horn of Africa need to be strengthened and better coordinated. However capacity building in Somalia should remain the longterm solution to piracy. Mr. Juan Riva of ECSA, the European Community Shipowners Association (ECSA) told the audience that re-routing via the Cape had to be ruled out as a rather unrealistic solution to avoid piracy, considering the huge costs it would imply for shipowners and operators. BMP should be implemented by all ships. There is also a need for effectively addressing the pending problems related to the use of armed guards.

Mr. Henrik Hololei, Head of Cabinet of the Vice President of the EU Commission Mr. Siim Kallas, concluded the seminar and summed up some of the results. In general, we can conclude that the seminar has produced workable results and recommendations to bring, at least temporary, answers to a number of pending questions with regard to combating piracy. The most important being to bring in line some kind of regulation in order to launch legal possibilities to employ properly certified armed guards teams, a solution which is favoured by a majority of colleague shipmasters under the condition that the issue of liability and responsibility is clearly stipulated. The now, sometimes illegal, use of private armed guard teams should be prevented as it hinders a general strategy and could bring colleague shipmasters into difficulties in the event of shooting incidents which would result in wounded or killed crewmembers or damage to the vessel.

RATIONALE FOR A EUROPEAN RADIO NAVIGATION PLAN

The European radio Navigation Plan (ERNP) is a critical policy instrument that will form the basis of the future European positioning, navigation and timing infrastructure. In this context it may be better to view ERNP as a European PNT Plan.

One of the principal drivers for the ERNP is GNSS vulnerability or lack of resilience. With Galileo, rejuvenated GLONASS, Beidou, etc, adding to GPS, all eggs are now definitely in one basket. The message of the need for a resilient PNT Plan is being heard but there is little or no agreement on the complementary (to GNSS) systems that can provide that resilience. Without a top-down plan the majority of States (not only European but world-wide within, for example, in the context of IMO), are not willing to make a commitment one way or another to any particular system. This reticence is both in the context of international obligations (e.g. within IMO) and within national interests, such as timing for telecommunications backbones. Aviation is the principal exception, where traditional systems are being retained, possibly at the expense of the realisation of benefits that could be delivered by more modern systems.

Without policy commitment, the industry is, quite understandably, reluctant to invest heavily in the development of complementary (to GNSS) systems and the PNT community is in a state of planning blight. In the worst case, this could mean a major event resulting from a GNSS outage causing disruption of critical infrastructure across a wide geographical area and many safety-, business- and socially-critical industries. Previous work on this type of scenario has shown the magnitude of the potential impact of such events including loss of life, environmental damage and massive negative business impact. The social dimension must not be neglected as, for example, power distribution networks depend on precise time synchronisation.

In the best case, the result will be a patchwork of barely compatible back-up systems organised in a very uneconomic way, impeding the free flow of people and goods. Thus an ERNP is needed urgently to ensure that Europe develops and operates a robust, resilient and economic PNT infrastructure to the benefit of the very wide range of industry sectors that routinely uses PNT either commercially or to deliver socially important services. The ERNP will be a catalyst and framework for EU Member States to make informed decisions in areas where they have statutory or moral obligations and will facilitate decisions within industry concerning investment and innovation.



EMSA WELCOMES APPOINTMENT OF NEW EXECUTIVE DIRECTOR

Mr Markku Mylly of Finland has been appointed as the new Executive Director of the European Maritime Safety Agency (EMSA). The vote was held during the 33rd session of the Administrative Board on 8 June 2012. Deputy Chairman, Achim Wehrmann, congratulated Mr Mylly on the new appointment saying: "I am confident that this new leadership will provide the strong direction that EMSA requires to work towards its overall goal of sustainable maritime mobility". The Administrative Board proceeded with the appointment of the new Executive Director in line with the Agency's founding regulation. Following pre-selection by the European Commission, a final shortlist of three candidates was adopted by the College of Commissioners and presented to EMSA's Administrative Board. The board then appointed the new Executive Director. The new Executive Director will now be entrusted with the execution of the Agency's strategic objectives. He will be responsible for drafting the annual budget proposal and work programme in close cooperation with both the European Commission and national authorities. (Source: EMSA)

ALWAYS THE TRUTH

For many years we have been involved in assisting shipmasters when they were involved in incidents or accidents and had to confront national administrations and courts of justice or any other investigation authority. In all cases we have advocated to those concerned to come out with the truth about what had happened, preceding and during the incident or accident. Changing the entries in the Oil Record Book is one of the most occurring efforts to try to escape conviction. In many cases this has caused extensive prison sentences or fines.

A recent case in this respect is the accident with the container vessel "Rena" in New Zealand. The local maritime authorities has filed additional charges against the master and second officer of the Costamare owned vessel that grounded on the Astrolabe Reef off Tauranga on New Zealand's North Island on 5th October 2011. The two men were charged with a wilful "attempt to pervert the cause of justice" by altering the ship's documents (probably the ship's logbook) after the grounding. The charge has been filed under certain articles in the New Zealand's Crimes Act. We are convinced that such articles are existing in many other nations in the world.



The Master of the "Rena" faces four charges under the Act , while the second officer faces three. Each charge has become a sort of witch hunt by environmental enthusiasts in New Zealand carries a maximum penalty of seven years in prison. These charges are preceded by charges related to the nation's Resource Management Act, holding the master and the second officers responsible for the discharge of harmful substances from the ship. They have also been charged under the Maritime Transport Act for reckless operation of the vessel. The last accusation points to the fact that the track followed by the vessel ran too close or over the Astrolabe Reef in order to save time to reach the next port in time.

The case against the two colleagues is clearly influenced by the press and the public opinion. However, it goes without saying that the evident errors in navigation made need to be scrutinized and that those involved should be punished accordingly in a respectful and responsible way. The two men have already entered a plea in February 2012 and it is expected that a final verdict will take a long time to come.

Partly based on Lloyd's List 22-12-2011



CRUISESHIP SAFETY TO BE REVIEWED BY THE EU COMMISSION

The European Transport Council intends to carry out a review of legislative proposals on passengership safety. They will be submitted to the International Maritime Organisation for consideration. The Transport Council plans to follow up and react to the accident with the "Costa Concordia". There may also be a revision to the Ship Stability Directive and further recommendations on the watertight division of passengerships. These could result in further regulation later in 2012.

The current safety of passenger ships is regulated at three levels: through International Conventions to which EU Member States are party (e.g. SOLAS), EU acquis and national law. EU acquis works gradually and can be found in several different legislative instruments. The rationale behind the latest main passenger safety directive 2010/36/EU is, that persons using passenger ships and high speed passenger craft through-out the EU, should have the right to expect and rely on an appropriate level of safety on board. The directive thus aims to set out a common set of safety standards for domestic ships to maintain a common high level of safety. It also aims at removing potential barriers to the transfer of ships between Member States and the operation of ships in domestic waters of the Member States. International safety standards for most types of passenger vessels operating on inter-national voyages are normally developed by the International Maritime Organisation (IMO) under its SOLAS convention.

According to Lloyd's List, Italy has yet to confirm the inclusion of amendments to European passengershhip safety rules into its national laws although it was notified to do so in November 2011. The Commission is still waiting to hear whether a Directive that was written and agreed in 2010 on safety rules and standards for passengershhips has been included in Italian law, as it has in nearly every other European Union Member State. These rules are almost identical to the latest safety amendments of the International Maritime Organisation's SOLAS Convention but they were specifically written to close a loophole with large domestic ferries. IMO rules do not apply to registered domestic traffics. As the "Costa Concordia" was on an international voyage, the Commission maintains that the directive was written to ensure that all passengershhips, trading in European waters, were operating to the same standards.



Lessons to be learned

Following the accident with the "Costa Concordia", the EU Commission has ordered yet an expanded review of EU passengershhip safety regulation. The review, which builds on the existing study of EU legislation that has been underway since 2010, will focus on design and stability, latest technological developments in the sector, crew training and safe operation, including emergency evacuation. It is to be envisaged that industry representatives will be invited by the Commission to give their views.

The lessons learned from the "Costa Concordia" disaster will certainly be taken into account in the already ongoing review of EU passengershhip safety. New legislation will include route planning, security of bridge access and supply of lifejackets.

The Commission envisages also a proposal to update EU passengershhip stability rules for ro-ro ferries with a particular view to improve stability after damage. At the same time the Commission will provide its research on ro-ro passengershhip stability in a damaged condition to the IMO with a view to enhancing the IMO international rules. In this respect the preliminary findings of the EU-funded research project GOALDS on cruise and ro-pax ship stability is scheduled to be completed in the autumn of this year. The Commission will await the results of this technical study as well as the results of the current accident investigation by the Italian authorities into the "Costa Concordia" casualty before considering whether further proposals are needed. The 12-week public consultation on safety will end on July 5. This will be followed by a workshop for stakeholders to present their input. CESMA has been asked to co-operate. (partly based on articles in Lloyds List)



EDUCATION AND SIMULATORS

(as presented by Captain Hubert Ardillon (AFCAN) during the 17th CESMA Annual General Assembly in Rostock)



Since years, simulator training is an integral part of education in naval schools for the merchant navy. To learn on a simulator comes directly from the commercial aviation. By upgrading of technology, it is possible to build video simulators more and more realistic. From one small screen, it is now possible to play on full vision bridges with a possibility to look even on aft of the vessel. It is, of course, possible to prepare simulators for different kind of vessels, from a little coaster to a VLCC. Same goes for engine room simulators.

Actually a bridge simulator, with its different views, is connected to radar, ECDIS, engine and steering controls, giving a very really realistic view. Two kinds of simulators exist: video screen and scale models (for ship handling) or facilities (for engine). There are however great differences. For video appliances, cost is not so high (could be in restricted place with only a few computers), and except an occasional bug, there is almost no possibility for breakdowns. On the other side, the investment for scale models or engine facilities is much bigger and the location where to store and to play should be consistent. Also the consequence of damage is more important. A wrong manoeuvre (such as a collision with a quay or another vessel or a boiler explosion) will have bigger consequences. Even if for engine facilities, damage could lead to maintenance learning, or how to learn from a mistake. Take care of the cost.

In order to clarify my own point of view, let me say that learning on simulators is good. But also consider that it should be performed with knowledge of dangers of this method of learning, and by requiring more than acquisition of automatism.

Let us see what are advantages and disadvantages of simulators, limits in their use, and how to perform better.

Advantages: extreme situations, which could never be met during years at sea, can be preset, learning of automatism in rules application such as Colregs, possibility to replay the same scenario to learn from errors or even to confirm that the first good interpretation of a situation was not due to hazard but to wellknown rules application, possibility to faster time in order to shorter calm periods of the game, and, even if it is less, to approach the same surrounding conditions like at sea.

Preset situations: It is possible to program a lot of vessels which could be in close situation with the trainee depending how he is manoeuvring his own vessel. Two different trainees will have two different reactions on the first manoeuvre, and then they will have the sensation to have not played the same game even if it was in the same environment with the same targets. This will give a new possibility to replay the game with another react. And during debriefing this could lead trainees to exchange about their own manoeuvres and to explain them.

Situations can be created for day, night, good and bad visibility, with radar targets more or less strong, it is even possible to set a target to appear only from time to time on screen, like a false target, but an existing one which will appear visually sometimes too late.

Replay the same scenario, or to learn from own errors. It is wonderful to be able to play again, to correct manoeuvres after understanding. And even without error at the first attempt, when all was successful, but after a long and strong thought, to play again the same game and regularly in order to acquire automatisms.

This is really applicable for pilot stations which are equipped with simulators, where repeating the same situation and the same manoeuvres in different weather conditions, will give to the pilot a greater knowledge and a faster ability to make a decision.

Disadvantages: obviously the environment is more and more realistic, but rolling, heat, cold, noise from air conditioning system, VHF, other devices such as engine and communication appliances, numerous alarms nowadays on the bridge, are still missing. When one is trained on a simulator, he or she is really concentrated on manoeuvres and on navigation, without any perturbation from all surrounding business as customary on board. The vessels, videos or scale models, are very similar to the real ones, and technological upgrading will lead to further improvement in the future. However there is still a slight difference between the vessel on which we will operate at sea, and the video or scale model one. First of all, every kind of vessel is not yet (and could not) be available everywhere. And even for one kind of vessel, differences exist, following shipyards, a rudder slightly different, an engine a bit more powered, a cargo repartition, so a stability not exactly the same, etc. The officer of the watch or the captain does not control his own vessel but a similar one, only similar. Of course, it is better than nothing, but that means we should keep in mind that the next real vessel will maybe not answer like the simulated one. And therefore we should not be surprised later on. This could lead to greater risk at sea.

What are the most important problems on using simulators? In some countries, it is very seriously planned to replace months at sea by weeks on simulators and same for some basic courses in classrooms. Learning, training on

simulators, as now considered as essential in education, should only be a further training, in almost real situation, but must not be given in place of rhetorical courses, such as learning of Colregs. One can learn early on a simulator, but this will never replace experience at sea, alone or in a team, confronting an unstable environment where a lot of additional problems arise. In fact training on a simulator should be only reserved for officers having experience at sea and who would come to improve their experience, eventually to confirm or to correct their ideas. This for less cost than at sea. While training on such a simulator, I tried some manoeuvres, which I had the idea since some time, but which I judged with more risk, and never attempted due to uncertainty of result and having not the will to risk millions of dollars just to see if I was right. On that occasion, I learned that I was right for some situations, as manoeuvres were successful but so dangerous in their concepts that I never tested them later in real situation.

And this what I would like to point out, how to improve the quality and efficiency of such trainings? I think that trainings on simulators would be more efficient if 2 essential things are admitted: to forget that one is just playing video game, and to include a great amount of the human factor.

Considering human factors in simulation is essential. It leads to a more real situation, and to the necessity to work as a team like on a bridge or in an engineroom, to include additional problems by interfering with phone calls, amazing mails as well known by our technical, quality or commercial services ashore. To force the trainee to assimilate that concentration should be at maximum at all times whatever the circumstances. And then to forget that it is only a game. I am always surprised to see students, in courses on simulators, to laugh because they had a collision with port entry jetties or another student. It is amazing for the "play station" generation to play on a video game and to receive further explanation that we have only one life, not 7 or 10, that in real life, we will never come back astern.

One thing impossible to simulate: fatigue. How to play in a realistic mode on a simulator a close situation, arrival in or sailing from port when you already were on bridge part of the night. Understanding of situation, reflexes are considerably lowered by fatigue. And it is not possible to simulate it during even a four hours exercise. Should we come to 10 hours or more scenarios in order to make the exercise more realistic? But then instructors will also be tired and their eventual remarks would be less pertinent except if one considers that all officers on watch are well rested before coming on the bridge. It should also be explained to those who are working by 2 on a 6/6 watch basis plus manoeuvring and calls. To them or to their managers?

Captain Hubert Ardillon



Even if I said bad things about training on simulators, my last comments will be that I think it is absolutely necessary for every captain and chief engineer to receive training on simulators, for different reasons: to try to go in depth of knowledge and to correct wrong or unsafe automatisms. On videos or on scale models, with, in my opinion, more benefits with scale models which are certainly more realistic and less playful. This last training one scale models should become mandatory in a continuous professional education, as in the aviation industry and consequently the owners, in view of considerable money spent for those trainings, could also get a profit. Why not during the negotiations of an insurance contract?

AIR STRIKES BY EU NAVFOR

The European Union's anti-piracy force EU NAVFOR recently attacked pirate bases in Somalia for the first time, in a significant escalation of their action against pirates along the Somali coast. Small arms fire from a single helicopter destroyed a number of skiffs in an overnight operation that targeted an isolated pirate camp near their stronghold at Haradhere. The EU NAVFOR spokesman said that the "focused, precise and proportionate action" had been undertaken from the air and that all the forces involved had returned safely afterwards. The force added that no Somali people appeared to have been injured.

The naval force has had the power to launch attacks on shore in Somalia only since the EU council revised the force's mandate, and the attack is expected to be the first of many along the thousands of miles of Somali coastline. This EU action follows long-standing calls from the international shipping industry for more determined action to tackle Somali pirates' onshore bases to prevent them putting out to sea. But the attack has witnessed a potentially worrying response from the local pirates. After the strike Somali pirates threatened to kill the hostages if they are attacked again.

The raids which saw the destruction of speedboats and step ladders, has triggered an angry and potentially violent response from the pirates. Speaking to local press sources one pirate explained the ultimatum, "We will not allow them to attack us again. Next time our response will be to kill the hostages we hold." Things could soon be coming to the boil, and we can only hope that the hostages can be sprung or released before the air raids lead to the ultimate retribution. With over 200 seafarers still believed to be in pirate hands the stakes could not be higher.

(From Shiptalk, June 2012)

NEW ROUTES NEAR USHANT

In our Newsletter of July 2010 we asked attention for a request to modify the regulation about the use of the double way lane in the French Ushant Traffic Scheme in which the opinion of shipmasters was asked about their experiences. Whether they had problems having tried to pass the channel off "Le Four" or having used the double way lane by dispensation or having been refused to navigate through those passages and having to change their navigation plan, using the normal lane at the last moment.

AFCAN was questioned on this subject by masters of coasters and by shipping agencies in Brest. Although the number of reactions were limited, the reasonableness for this proposal has reached the IMO. Shortly, in July 2012, a proposal will be discussed and probably passed at the NAV session of IMO to use the double way lane of Ushant. The proposal will be presented by the French navy and it is evident that it will be quite different from the simple request by AFCAN which only asked for a passage for coasters going from or to Brest or Douarnenez.. The inner lane, coastalwise, east of Ushant, is sometimes used by ferries under some conditions.



Captain René Tyl will represent AFCAN during the NAV meeting in London and we look forward to his report on discussions at the IMO.

Info by Capt. Jacques Loiseau, Former President of AFCAN



AGREEMENT IN THE EU TO ENSURE SEAFARERS IMPROVED TRAINING

The Danish EU Presidency has conducted the negotiations between the Council and the European Parliament that have now resulted in an agreement to amend the EU directive on the minimum level of training of seafarers. The agreement ensures the incorporation into EU legislation of the most recent amendments to the UN International Maritime Organization's (IMO) International Convention on Standards of Training, Certification and Watchkeeping (STCW) for Seafarers. Consequently, the EU countries are obliged to meet international regulations. This will help ensure improved training, health checks and amended regulations on hours of rest as well as the introduction of blood alcohol concentration limits for seafarers.

With this agreement the competences of European seafarers will be strengthened through improved training. The new regulations will help ensure that, also in the future, we have many skilled seafarers from European countries. Competent seafarers are decisive for our ability to retain our competitiveness in the maritime field. This means that we can continue to create growth in a growth industry of great importance. The agreement will be adopted by the European Parliament and the Council later this year, and subsequently the agreement will be transposed into amendments to the directive on the minimum level of training of seafarers.

Source: Danish Presidency of the Council of EU



NO REGRETS OVER THE INTRODUCTION OF ECDIS?



In a few months from now the phased carriage requirements for the Electronic Chart Display and Information System begin to become a reality and we can just wonder whether all those people who so enthusiastically has thrust us into the E-navigation age with its mandatory requirements at the International Maritime Organisation, might have the odd second thought about the wisdom of their decision making.

It seemed such a good idea at the time, with the manufacturers all making the running and the hydrographers pointing to the availability of electronic navigation charts. Think of the ease for chart correcting, the precision of navigation, the removal of doubts about dead reckoning, E-navigation. It really all belongs to the 21st century.

These are still, let's face it, compelling arguments. But did people who ran shipping companies really understand the implications of what was being done and what it would mean for the way that ships were manned and navigators trained when electronic assistance moved beyond a useful aid and became a mandatory requirement?

Some see it primarily as a sort of extrapolation of the "satnav generation" of navigation with one's position on the surface of the earth determined with pleasing accuracy, with no obvious need to learn either geography or navigation. And in the de-skilling that was taking place concerning navigation, the challenge to make the E-navigation user interested in and competent with the principles of navigation, became far greater. In doing so you could get away without proper understanding about what the electronic equipment was providing for you. Only when they went badly wrong, you would be confounded because there would be no ways to conceal your embarrassment.

The move over to "paperless" on screen navigation is indeed a very big accomplishment. In this we can witness the work that is being done by organisations like the Nautical Institute, the IMO, the nautical colleges and others.

However, there is a massive job ahead to provide "generic" training to every deck officer on earth to produce a new generation of young people trained in this new medium and then to ensure that everyone is conversant with and can demonstrate competence with the equipment fitted to the particular ship they are sailing in. Personnel people will be losing their hair as they work out whether Officer A can be appointed to Ship B without a familiarisation course on the type of ECDIS of ship B. There are still arguments raging in maritime administrations as to the length of course that is necessary to take on board the contents of the IMO's model for ECDIS training.

Will it all be worthwhile? Some people argue that while equipment like the gyrokompass or indeed the radar and even satnav, marked a step change in navigation, everything else is just bells and whistles. They tend to deflect from the prime duty of the navigator to keep a good lookout, sometimes glancing through the wheelhouse windows when they still exist. (Fm: Lloyd's List)

FIRE-SCOUT TO GET MULTI-MODE SENSOR SEEKER FOR ANTI-PIRACY OPERATIONS



The US Navy plans to fit Multi-Mode Sensor Seeker (MMSS) to the Fire Scout for use in anti-piracy operations.

The Multi-Mode Sensor Seeker (MMSS) is a mix of high-definition cameras, mid-wave infrared sensors and laser-radar (LADAR) technology that will be able to pick out pirates hiding among other boats. Combined with advanced automatic target recognition software, the sensor will allow the helicopter to autonomously identify small boats on the

water, reducing the workload of sailors operating it from control stations aboard Navy ships, researchers said. "Sailors who control robotic systems can become overloaded with data, often sifting through hours of streaming video searching for a single ship," said Ken Heeke, programme officer in ONR's Naval Air Warfare and Weapons Department.

"The 3-D data gives you a leg up on target identification," said Dean Cook, a researcher at the Naval Air Warfare Center Weapons Division said. "Infrared and visible cameras produce 2-D pictures, and objects in them can be difficult to automatically identify."

The automatic target recognition software gives Fire Scout the ability to distinguish target boats in congested coastal waters using LADAR, and it sends that information to human operators, who can then analyse those vessels in a 3-D picture.'

Navy-developed target recognition algorithms aboard Fire Scout will exploit the 3D data collected by the LADAR, utilising a long-range, high-res, eye-safe laser. The software compares the 3D imagery to vessel templates or schematics stored in the system's memory.

Source: [Daily Mail](#)



As mentioned in our last NEWS, CESMA, attended European Maritime Day 2012 in Gothenburg, Sweden. We were represented by President Captain Wolf von Pressentin and General Secretary Captain Fred van Wijnen. During the second day on 22nd May stakeholders had a possibility to present papers and opinions. CESMA was the only party from the seafarers' side, taking part. We presented two papers on the human element in maritime safety. The first paper was presented by Captain Wolf von Pressentin and concerned the human element in modern navigation equipment and consequent safety aspects. The second paper highlighted the results of the Project Horizon on fatigue in the maritime industry. In our September issue of the CESMA News we will present a report on this European Maritime Day. Next year European Maritime Day will be organized in Malta.



BLAME GAME

As shipowners reduce crewing levels to the bare minimum to try and scrape back some much needed cash, the Norwegian P&I club is urging its members to hold those responsible for crew selection more accountable. According to the Club, more than 62% of maritime incidents have human error as a major route cause, whether crew, officers or pilots. Which is actually down on the usual 80% figure which has been trotted out in the past.

Less people onboard, having to do more with either too little technology, or with a kit they haven't had a chance to master, are a recipe for disaster. The pressures are increasing and the Club seems to believe that the answer is for owners to understand the level of competence and health of the crews that are selected for their vessels.

It may be all well and good to push back and expect more of the crewing agents, but it should perhaps be remembered that you can take the cleverest person in the world, but if placed under intense pressure, with little support, working under flawed management systems...well, then owners should perhaps look in the mirror rather more.

The Club claims that human error cost the industry \$500m annually and pointed to alarming statistics around the coast of Norway where 140 groundings and collisions had occurred in the 12 years from January 2000 to December 2011. The groundings were all due to fatigue or human error...this is a damning indictment of the shipping industry and the failings of management ashore, of politics and perhaps of the crews who soldier on in the face of stress, tiredness, confusion and distress. When "human error" is cited, the chain does not stop at the gangway – the errors run much deeper. For every seafarer which is guilty of a mistake, error or omission, then there are more in the shore office, in the college, in the recruitment centre – we are all to blame, and hopefully where in the past we have failed together, taking a fresh look at the real "root causes of accidents will paint a more realistic map of the fault lines running through shipping.



CESMA LOGBOOK (2012 – 2)

We were represented at the following occasions

29 Mar Brussels	Piracy Seminar EU Commission
19 Apr Antwerp	Annual General Assembly EMPA
24 Apr Gdynia	Visit Polish Shipmasters' Association
24 Apr Gdansk	Annual General Assembly EUGIN
02 May Brussels	Meeting SAGMAS
11 May Rostock	CESMA Council Meeting
12 May Rostock	CESMA Annual General Assembly
18 May Trieste	Anti piracy seminar
21/22 May Gothenburg	European Maritime Day
23 May Rotterdam	Visit Marlow Shipping
29 May Amsterdam	Interview Italian firm Selex Galileo
14/15 Jun Copenhagen	IFSMA Annual General Assembly
20 Jun Brussels	SEANERGY / Maritime Spatial Planning

FROM THE EDITOR

- The number of pirate attacks between January and May this year has reduced considerably when compared with the same period last year. Also the number of ships that have been captured by pirates has reduced from 25 to 5. The EU mission EU NAVFOR can partly be kept accountable for this success. The mission has been extended until 2014.
- Terminal operators, along with several governments have asked the International Maritime Organisation to require laden containers to be weighed before they are loaded onto ships. The IMO's subcommittee on Dangerous Goods, Solid Cargoes and Containers is expected at its next meeting in September to consider the proposal aimed at making transport on ships, docks and roadways safer. Container weights play an important part in a.o. stability calculations on board ships and many accidents have happened due to wrong containerweights being provided by shippers. Under SOLAS shippers are already required to declare weights of containers but cargo interests often fail to do so, largely because there is no oversight.
- P&O Ferries Chief Executive Mrs. Helen Deeble has become the first female president of the Chamber of Shipping in the 134 year history of the British shipowner's organisation. The Chamber is going to work hard to encourage more school-leavers to consider a career in the shipping industry.
- Rotterdam pilots have initiated an introduction of E-Loran as back-up system of GPS which is vulnerable to interference. E-Loran is also seen as a complement to GPS because of its reliability and accuracy to within 8 metres, especially for harbour entry purposes. E-Loran uses stronger signals which are less vulnerable to jamming.
- Eleven crewmembers from the containership "Maersk Alabama" that was hijacked by Somalian pirates in April 2009, have filed a damages claim in a US court. They argue that the owners ordered the vessel to follow a route which brought her within a distance of 250 nm of the Somalian coast despite the recommendation to stay away at least 600 nm. The vessel was kidnapped 240 nm off the port of Eyl. They claim that the security and safety of the crew was sacrificed for economical reasons.
- The end to the judicial nightmare concerning the "Erika" accident in December 1999 is not yet in sight. An earlier judgement on the responsibility of the oil firm TOTAL could be overturned on the grounds that the ship did not sink in French territorial waters and that the incident should not have been dealt with under French law.
- During a recent conference in London another warning has been given concerning jamming of GPS signals. Jammers can easily be obtained via Internet. It is not illegal to possess them but its use is strictly forbidden. In the UK 60 jamming incidents have been reported during the last six months, mainly in the context of criminal activities. The observed high power of the jammers has raised concern view the applications on board for navigation purposes and time observations.
- The master and second officer of the containership RENA, which ran aground on a reef in New Zealand waters, have admitted guilt in causing the accident. They also admitted to have taken irresponsible risks to save passage time. They have also changed navigation particulars in a later stage in order to confuse authorities.
- Portugal, Cyprus and Portugal have been warned by the European Commission of potential action following their failure to inform Brussels of the measures these nations have taken to comply with the 2009 European directive on investigating maritime accidents.
- The UK has signed a deal with the government of Mauritius allowing suspected pirates, caught by the Royal Navy to be transferred to the island for prosecution. Similar agreements already exist with the Seychelles and Tanzania.



CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS



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

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

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CONFEDERATION OF EUROPEAN
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APPLICATION FOR (ASSOCIATED) CESMA MEMBERSHIP

Association full name:

Full address:.....

Phone/fax/E-mail:.....

Name president:

Name vice president:.....

Name secretary:.....

Name Treasurer:.....

Number of: seagoing masters :.....
 shorebased masters :.....
 retired masters :

THE PRESIDENT OF THE ASSOCIATION OF SHIPMASTERS, MENTIONED ABOVE, DECLARES THE PARTICULARS TO BE CORRECT TO THE BEST OF KNOWLEDGE AND HEREWITH APPLIES FOR FULL OR ASSOCIATED MEMBERSHIP OF THE CONFEDERATION OF EUROPEAN SHIPMASTERS' ASSOCIATIONS (CESMA).

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