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The Mission to Seafarers

Founded in 1856, and entirely funded by voluntary donations, today's Mission to Seafarers offers emergency assistance, practical support, and a friendly welcome to crews in 250 ports around the world. Whether caring for victims of piracy or providing a lifeline to those stranded in foreign ports, we are there for the globe's 1.2 million merchant seafarers of all ranks, nationalities and beliefs.

The Sea

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News: David Hughes

The Sea is distributed free to seafarers through chaplains and seafarers' centres. You can also arrange to receive it regularly at a cost of £3.50 or \$5 per year (six issues). To find out more, contact:

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New scrapping rules proposed for EU ships

THE European Commission (EC) has proposed new rules to ensure that European ships are only recycled in facilities that it considers to be safe for workers and environmentally sound. The EC says that many European ships end up in substandard facilities on the tidal beaches of South Asia.

The proposed EC system builds on the

Hong Kong Convention for the safe and environmentally sound recycling of ships, which was adopted in 2009. The EC wants to implement the convention quickly, without waiting for its ratification and entry into force, a process which it expects to take several years.

Environment Commissioner Janez

Potocnik said: "although the ship recycling sector has improved its practices, many facilities continue to operate under conditions that are dangerous and damaging. This proposal aims to ensure that our old ships are recycled in a way that respects the health of workers as well as the environment." (Photo: Andrew Holbrooke)

Operation Atalanta extended to 2014 as new powers announced

EU naval force to target pirates on Somali coast

THE European Union (EU) has given the EU Naval Force (EU NAVFOR) the go-ahead for operations on Somali coastal territory, which has been widely taken to mean that military forces will attack pirate bases, destroying fuel dumps and pirate vessels before they can be used. The EU has also extended NAVFOR's counter-piracy mission, Operation Atalanta, until December 2014.

International Transport Workers' Federation general secretary David Cockroft said that this was a timely decision. "We have all felt the frustration – including among many naval forces – that for lack of political will the pirates' vessels and fuel are left in plain sight on the beaches. What we hope would be relatively low risk attacks by properly resourced military forces against those targets could go some way towards disrupting piracy and increasing its costs. Nothing is a panacea, but that kind of spanner in Somali's piracy's works, coupled with patrolling, prosecution and disruption of the money



A French Navy boarding team intercepts a whaler towing a suspected pirate skiff in the Indian Ocean. (Photo: EU NAVFOR)

chain, would be a very welcome development. We would like to express our respect for the bravery of those involved."

An EU statement said that EU NAVFOR would work directly with the Transitional Federal Government (TFG) and other Somali regional authorities to support their fight against piracy in the coastal areas. In accordance with the relevant UN Security Council resolutions, the Somali Government has notified the UN secretary-general Ban Ki-moon of its acceptance of the EU's offer of

this new collaboration.

In reality the TFG has little or no capacity to operate in pirate-controlled areas but the reference to other Somali regional authorities could refer to bodies such as the semi-autonomous Puntland Government.

EU NAVFOR's operational commander, Rear Admiral Duncan Potts, said "piracy has caused so much misery to the Somali people and to the crews of ships transiting the area and it is right that we continue to move forward in our efforts".

The SaveOurSeafarers (SOS)

campaign also welcomed the move, saying it was "a bold step towards the goal that the shipping industry and its seafarers embrace – that of seeing piracy in this region eliminated".

According to International Maritime Bureau figures issued in late March there have been 87 pirate attacks worldwide since the start of the year and nine hijackings. Of these, 36 attacks and seven hijackings were carried out by Somali pirates, with 92 seafarers being taken hostage. Thirteen ships and about 200 crew members were believed to be held on their vessels or ashore. In some cases hostages had been held after their ships had been released.

On March 29 the 23 surviving crew members of the Panama-flag 5,402 gt ro-ro cargoship *Iceberg 1* started their third year in captivity. One crew member died a few months after the hijack and informed industry sources said there was considerable concern about the condition and whereabouts of the others. The vessel itself is thought to be in a bad state and possibly aground.

Shipping confidence grows but some big companies in trouble

THE global shipping industry was slightly more confident about its future during the three months to the end of February, according to the latest Shipping Confidence Survey from shipping accountant Moore Stephens. The small increase matched those for the previous two quarters. Freight rates are expected to increase over the coming year in the three main tonnage sectors covered by the survey.

However, the number of shipping companies expecting to make a major new investment over the next twelve months fell to its lowest figure for three years, despite a fall in the number of those expecting an increase in finance costs.

Many of the responses to the survey expressed concern about overtonnaging. One respondent said "it is unbelievable that some owners are still ordering new ships, given the current economic problems and the general perception that rates will remain low when the vessels now on order eventually enter service".

While several major companies, including Berlian Laju Tanker and Torm, have been facing

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50% of black box VDRs failing

LIABILITY insurer The North of England P&I Club has warned that more than half the 'black box' voyage data recorders (VDRs) fitted to ocean-going ships are failing to record all the information they should. In the club's newsletter, industry expert Clive Reed says that "in the incidents we have investigated, less than 50 per cent of black boxes recorded everything they were supposed to. The rest varied from recording nearly all information to complete failure to record anything useful at all."

Agreement promises better protection for seafarers in Gulf of Guinea

IBF declares Benin and Nigeria 'High Risk Area'



(Left to right) Map of the Gulf of Guinea, off the coast of West Africa; UN counter-piracy operations being conducted in the Gulf of Aden off the east coast of Somalia. (Photo: UN)

THE International Bargaining Forum (IBF) has declared Benin and Nigeria's territorial waters (which are in the Gulf of Guinea) a High Risk Area, following an increasing number of attacks on vessels and the kidnapping of crews there.

The move came into effect on April 1 and gives seafarers the same benefits and protection in those areas as when they are in the High Risk Area in the Gulf of Aden and around Somalia. These include: the need for enhanced security measures; advance notice of intent to enter the area; the right to refuse to enter it, and a doubling of

the daily basic wage and of death and disability compensation while within the area of risk.

The IBF statement says it has been increasingly concerned about the security of crews employed on IBF vessels in the Gulf of Guinea. It adds that specifically, available reports of attacks leading to forceful seizure of cargo and kidnapping of crew members have been considered at length. It says: "The increase in the number of attacks and the violent tactics of hostage taking applied by armed gangs, have been found disturbing, particularly in the waters and ports

of Nigeria and Benin."

The IBF is a forum for discussion between the International Transport Workers' Federation (ITF) and its member unions, and the maritime employers in the Joint Negotiating Group (JNG). IBF agreements cover many of the ships considered by the ITF to fly flags of convenience. The ITF's fair practices committee steering group is to decide whether to also apply the provisions of the IBF to all ships under non-IBF ITF agreements. IBF agreements on High Risk Areas also provide an indicator of good practice to national flag registers.

Alarm over ransoms

AN international conference on Somalia, held in London in late February, failed to mention the plight of seafarers, sidelined the issue of piracy and raised the prospect of a ban on ransom payments, according to global campaigning body, SaveOurSeafarers.

The campaign group, which aims to raise awareness of, and bring an end to, Somali piracy, said in a statement that it welcomed the conference, its co-ordinated support for Somalia and its determination to eradicate piracy using a comprehensive land and sea approach, but that the conference had not addressed all of the campaign's concerns.

A spokesperson for SaveOurSeafarers, said they were "disappointed that the conference's phrase 'hostages in Somalia' failed to acknowledge the world's seafarers and the hardship seafarers have to go through in order to keep world trade moving through this area".

The conference was attended by 55 delegations from Somalia and the international community. Representatives included Ban Ki-moon, secretary-general of the United Nations, US Secretary of State Hilary Clinton and UK Prime Minister David Cameron.

SaveOurSeafarers said that they were also concerned "by some of the comments Hilary Clinton and David Cameron made about 'creating an international task force to discourage the payment of ransoms to pirates and other groups to

eliminate the profit motive".

SaveOurSeafarers subsequently wrote to the UK Prime Minister "making it very clear that hindering in any way the payment of ransoms for ships and seafarers means shipowners can no longer guarantee the safety of their seafarers, as well as of their vessels and the cargoes that they carry".

A statement issued by the campaigning group asked: "Will seafarers still go through the Indian Ocean and the Gulf of Aden if no ransoms can be paid? Or will seafarers and shipowners be forced to avoid the area completely, with significant consequences for world trade?"

The Mission to Seafarers' director of justice and welfare, the Revd Canon Ken Peters, also expressed strong concerns: "The vulnerability of seafarers is well understood by the participants in the conference, so it is with some disappointment, that I reflect on the lack of attention paid to seafarers." He continued: "Discouraging ransoms will put lives in jeopardy, and whilst concerted non-payment might eventually put an end to the taking of hostages, it will not stop acts of robbery and piracy and seafarers will remain in the firing line. Do those proposing non-payment seriously believe everyone involved will hold to this line? More poignantly, would any of them risk the wellbeing and even the lives of their sons, daughters, brothers, sisters or parents in such a cavalier way?"

Alleged shooting of 2 Indian fishermen results in diplomatic incident

Italian marines 'kill fishermen'

A serious diplomatic incident between Italy and India has followed the alleged shooting of two Indian fishermen on 15 February by Italian marines who were forming a vessel protection detachment on the Italian-flag tanker *Enrica Lexie*. The marines thought the vessel was under attack by pirates at the time of the incident.

Many of the details, such as whether the ship was in Indian waters at the time of the shootings, are disputed. The tanker, which had been on passage from Singapore to the Middle East, diverted to Kochi and was detained there while two of the six-strong marine detachment were arrested in connection with the deaths.

Both the Indian and Italian governments have claimed jurisdiction in the case. Italy has called for the release of the ship and the marines while the Indian authorities and courts are insisting that the marines should face trial in India.

While this incident involved military personnel,

many of the issues raised by the case reflect the concerns of the shipping industry over the carrying of private armed guards. The Indian Government itself has now issued guidelines for deployment of armed guards on Indian merchant ships. It has also asked merchant vessels sailing in Indian waters to alert the country's navy or the coast guard to the presence of armed guards on board.

Meanwhile shipping industry organisation BIMCO has published a standard contract, GUARDCON, for the employment of security guards on vessels. It has also issued guidance on the Rules for the Use of Force (RUF) to accompany the new contract. BIMCO says GUARDCON has been developed to provide shipowners and private maritime security companies with a clearly worded and comprehensive standard contract to govern the employment and use of security guards, with or without firearms, on board merchant vessels.

It adds that "while BIMCO would not like

to see the use of armed security guards on ships becoming institutionalised, it recognises that while the industry awaits a more permanent long term solution, armed guards currently provide an effective deterrent to piracy attacks".

An International Chamber of Shipping (ICS) spokesperson said the shipowners' body welcomed the new contract, which should replace the large number of contracts currently required, all of which had to be agreed by lawyers and insurers and all of which differed from one another. The ICS believed the contract added clarity to the situation and would also save time when owners decided to employ armed guards.

However, she stressed that the ICS was "extremely concerned" about the carrying of weapons on merchant ships. She said it was easy to imagine an incident taking place, such as the mistaken shooting of an innocent fisherman, that could take a shipowner and master into a "legal quagmire".

Shipping confidence grows

Continued from page 1

severe financial difficulties and dry bulk carrier freight rates have been extremely low, prospects are not bleak in all shipping sectors.

A recent report from Drewry Maritime Research says that while surplus tonnage is placing a burden on crude tanker freight rates in the short and medium term, product tankers, especially MR tankers, (medium range 25,000 to 45,000 dwt), are expected to perform better in the coming years.

Moore Stephens notes that while confidence levels improved marginally over the three-month period covered by the survey, there was concern about the current state of the industry. One shipping industry insider said there were too many ships. "Freight levels cannot go much lower and we will be bumping along the bottom for a while. Apart from owners causing their own malaise by over-ordering ships," he went on, "structural changes – such as China subsidising its own maritime industry – will keep a lid on devel-

opments in certain sectors."

One shipping source emphasised that the recovery would be slow, saying "some market sectors are very depressed but a re-balancing is already under way. We have to be patient. It will be at least three to five years until margins become reasonable."

In the meantime, however, more shipping companies could be in financial trouble as ship values decline sharply. One industry source said that many owners were unable to make their mortgage payments and that a majority of those owners were having trouble keeping up even with interest payments. He added: "We are seeing operators dropping out of the market or vessels being handed over or taken back due to non-payment of hire. The margins have gone for speculators, and charterers can now be very selective and are driving rates down. It is amazing that we haven't seen more established names affected already."

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2 incidents raise further worries over safety of large passenger ships

After Concordia: cruise sector faces new scrutiny



The *Costa Allegra* arrives at Mahé port, Seychelles Island, after three days at sea without power, having been towed by a French tuna-fishing boat. (Photo: Reuters)

THE Friday January 13 grounding and partial capsizing of giant cruise ship *Costa Concordia*, with the loss of 32 lives, sent shock waves throughout the cruise industry and has prompted the International Maritime Organization (IMO) to conduct a safety review of cruise ships. Since then, two further major incidents have added to the intense scrutiny of the cruise sector.

IMO secretary-general Koji Sekimizu put passenger ship safety on the agenda of the May meeting of IMO's Maritime Safety Committee and has asked governments and the shipping industry to

put forward specific proposals. He is also talking to the Cruise Lines International Association (CLIA), about the safety of passenger ships in general, and the findings of a CLIA internal review of current practices and safety procedures.

These moves come against the backdrop of a raft of safety measures for vessels – including passenger ships – already under review at the UN agency.

Since the *Concordia* grounding two high-profile incidents have raised further concerns about the safety of large passenger ships. On February 27 a generator room fire left another ship

operated by the *Concordia's* owner, Carnival Corporation subsidiary Costa Crociere, without power and adrift in the Indian Ocean about 200 miles south west of the Seychelles.

None of the 636 passengers and 413 crew on the *Costa Allegra* were injured but they had to endure three days on board without air conditioning or sanitation. The AFP news agency quoted 62-year-old Belgian passenger Alena Daem as saying "we had to sleep on deck because there was no air conditioning and the cabins stank, because we couldn't flush the toilets".

The ship was towed by

the French fishing vessel *Trevignon* to Mahé in the Seychelles to disembark the passengers and for initial repairs. Costa Crociere later said the ship would not be returning to service with the company.

Then on March 30 the cruise ship *Azamara Quest* was disabled by a fire for about a day while in Philippine waters, before being able to proceed slowly under her own power to Sandakan, Malaysia. The ship's operator, Royal Caribbean subsidiary Azamara Club Cruises, said that five members of her 411 crew suffered smoke inhalation but none of her 590 passengers had been injured.

Meanwhile the European Commission (EC) has been continuing an ongoing passenger ship safety review and is likely either to propose reinforcing IMO standards or to propose new EU minimum norms. European Commissioner for Transport Siim Kallas has been briefed by the board of the European Cruise Council about cruise ship safety. He said that the recent tragic accident involving the *Costa Concordia* provided additional impetus to review and improve safety arrangements on board cruise ships.

Mr Kallas added that he understood the industry was undertaking a review of its operational safety practices and procedures, including navigation, evacuation and emergency training.

Carnival says Concordia will 'never happen again'

CARNIVAL Corporation chairman and CEO Micky Arison says the *Costa Concordia* incident will never be repeated. In a March statement he said: "All of us at Carnival Corporation... are deeply saddened by the *Costa Concordia* tragedy. Our hearts go out to everyone affected, particularly the families of the deceased and missing. The global cruise industry has an outstanding safety record and every one of our brands is committed to the wellbeing of our guests and crew. Immediately following the *Costa Concordia* accident we ordered a thorough review, with the help of industry-leading experts, to understand what happened as well as to conduct an extensive audit of all safety and emergency response procedures across all of our cruise lines. We will work tirelessly to understand what went wrong, and make sure it never happens again."

Meanwhile at least two US-based legal firms, Ribbeck Law and Napoli Bern Ripka Shkolnik, are acting on behalf of a number of passengers and crew from the *Costa Concordia* in mounting a negligence case against Carnival Corporation, the parent company of the ship's owner, Costa Crociere.

The UK-based newspaper, the *Financial Times*, (FT) has reported that Costa and its subsidiary, Cruise Ships

Catering International, have offered crew members a payment for losses in a deal that also requires them to forfeit their right to claim for psychological and physical distress arising as a result of the accident. The FT says it has seen a copy of the settlement contract, which covers personal money lost on board, personal items lost, up to a maximum of US\$3,750, and pay due for the remainder of the crew members' contracts.

Ribbeck Law's Monica Kelly, who represents crew member Gary Lobaton, is reported by the FT as saying that "most of the ones who have signed did not have the opportunity to review the terms or have the assistance of counsel".

Costa Cruises and Cruise Ships Catering International said no crew were under pressure to accept a settlement. A Costa statement sent to the FT said that "on the contrary, we're receiving requests from the majority of them to shortly return on board our ships".

Carnival Corporation's first quarter 2012 results, which show a net profit of \$13 million, reflect *Costa Concordia* incident expenses of \$29 million, including a \$10 million insurance deductible related to third party personal injury liabilities. The company said that there would be an insurance payout of \$515 million.

Contract is 'one of the worst ever'

THE concern of The Mission to Seafarers' (MtS) Southampton chaplain over the dismissal of a Ghanaian seafarer has led to the uncovering of what has been described by Chris Jones of seafarers' union Nautilus International as "one of the worst maritime employment contracts ever written".

Mr Jones was alerted by the MtS and visited the 700 gt Moldovan dry cargo ship *Eos*, from which the seafarer had been dismissed. The vessel is operated by Greece-based Coasters Maritime. He found that the company's contract allowed a seafarer's employment to be terminated at any time for offences such as reporting late for duty after shore leave or having poor English. Dismissed crew have to pay their own way home and the company withholds US\$1,000 of their pay at the start of their employment to cover this possibility. Other contentious clauses included an agreement to sail from the Mediterranean to the Persian Gulf if required, which would mean transiting the Somali piracy High Risk Area.

The International Transport Workers' Federation says it is now using the contract as an example of what not to do for employers and union officials.

MtS director of justice and welfare, the Revd Canon Ken Peters commented: "This is yet another example of less than acceptable conditions for seafarers being noted by the MtS. It is precisely these kind of conditions that the MLC 2006 will address when it enters into force, and then the shipping industry will have a mechanism for the early eradication of such abuses."

ISF launches revised record book

THE International Shipping Federation (ISF) has brought its *On Board Training Record Book for Engine Ratings* into line with the latest International Maritime Organization (IMO) requirements, which came into force in January. The revised ISF book contains structured on board training tasks designed to meet IMO standards, including those that apply to the new grade of Able Seafarer Engine (ASE). It is likely that many existing engine ratings will eventually have to reach ASE grade as flag states tighten up minimum manning requirements.

Proposal to reduce asbestos risk

THE International Association of Classification Societies has proposed new certification to ensure that materials used on ships are asbestos-free. Under International Maritime Organization rules, the use of asbestos was outlawed on most ships in 2002 and was banned completely from December 1 last year. In June 2011, however, seafarer's union Nautilus International revealed evidence that new ships were still being built with extensive use of asbestos, while the material was also being used in a wide range of spare parts, including some that were declared asbestos-free.

Master faces drink charges

THE Polish master of the small general cargoship *Union Moon* was charged with being drunk in charge of a vessel following a collision between his ship and the UK-flagged, 21,856 gt passenger ro-ro ferry *Stena Feronia* in Belfast Lough, Northern Ireland, in early March.

Miroslaw Pozniak, 55, who has indicated he will plead guilty, was initially remanded in custody but later bailed until his trial, scheduled for early April. No one was hurt in the incident but the 1,543 gt *Union Moon's* bow was badly damaged. Captain Pozniak was dismissed by his employers, Norway-based Continental Ship Management.

New guidelines on cruise violence

THE UK's National Maritime Occupational Health and Safety Committee (NMOHSC), comprising the Chamber of Shipping and maritime unions Nautilus International and RMT, has issued guidelines to shipping companies on violence, aggression, verbal abuse and threats against staff on passenger ships.

The guidelines suggest policies, address issues around the sale and consumption of alcohol, and outline the law, master's powers and how to liaise with police.

New film on US Port State Control

UK-BASED maritime safety training software producer **Videotel** and US-based **Maritime Training Services (MTS)** have jointly produced a new training programme on US Port State Control. The programme focuses on the US Department of Homeland Security's Customs and Border Protection (CBP) immigration and agricultural inspections.

Approach to ISM code criticised

THE UK's Marine Accident Investigation Branch (MAIB) has highlighted a "minimalistic approach" to the objectives of the International Safety Management (ISM) Code by the operator of a container feedership that went aground in March 2011.

The Isle of Man-flag *Clonlee* suffered an electrical blackout and ran aground on Littlehaven Beach, UK. The probable cause of power failure was an intermittent electrical fault, meaning that the master was unable to stop the engine.

The MAIB says in a new report that the ship's critical systems "had not been operated, tested or maintained in accordance with the manufacturers' instructions or the requirements of the ISM Code".

NEWS

Maritime safety 100 years after Titanic

IN the 100 years since the sinking of the *Titanic* on April 15, 1912, the world commercial shipping fleet has trebled to over 100,000 vessels, but overall shipping loss rates have declined from one ship per 100 a year then to one ship per 670 a year in 2009.

Despite this greatly improved safety record in the century since the *Titanic* sank, the maritime industry faces new challenges, which are driven by the continued growth of worldwide shipping, according to marine insurer Allianz Global Corporate & Speciality (AGCS).

AGCS's new report, *Safety and Shipping 1912-2012: from*

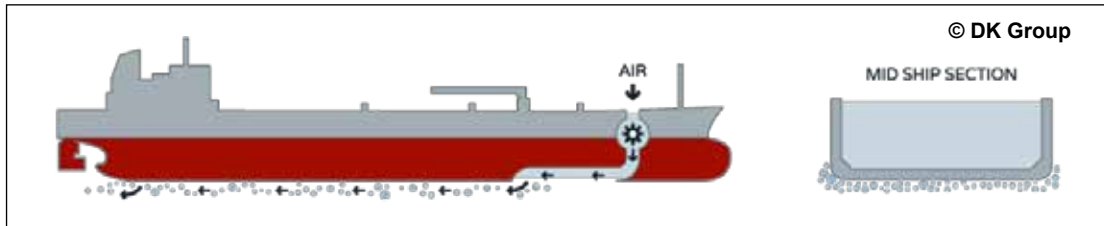
Titanic to Costa Concordia, which is based on research from Cardiff University's Seafarers' International Research Centre (SIRC), UK, highlights several key challenges for the industry, including the growing trend to 'super size' ships and cost pressures pushing shipowners to source crews from emerging economies, where standards of training and assessment can be inconsistent.

Other significant safety risks include: reduced crewing numbers, which may compromise margins of safety and encourage 'human error' risks; increasing bureaucracy on board ships; the continued threat of piracy off Somalia

and elsewhere, and the emergence of ice shipping, with its associated navigational and environmental complications.

AGCS executive Sven Gerhard says that while the seas are safer than ever today, "the industry needs to address these new risks proactively. For example, ultra-large ships pose challenges for insurers due to their sheer size and value, while others raise concerns [about] structural integrity and failure. While scale alone does not make these ships riskier, the increased sizes introduce specific risks that need to be addressed, such as salvage and recovery considerations and emergency handling."

Blowing bubbles to save on fuel



DANISH company DK Group has developed a system that reduces fuel-consumption related CO2 emissions by blowing bubbles under a ship's hull. It is to install its air cavity system (ACS) on a 12,580 dwt multipurpose vessel owned by the Danish shipowner and ship management company, Dannebrog Group. The company says it is the first time that its patented air lubrication technology has been installed on an international commercial vessel and claims the move "represents significant progression in the adoption of clean technology within the shipping industry".

The ACS uses air bubbles in the boundary layer of the vessel to reduce frictional resistance between the water and the hull surface. The fuel efficiency generated by the ACS will be up to 10 per cent and will depend on vessel type and size. The investment payback period is expected to be between 18 months and three years.

Sea trials will be conducted by the hydrodynamic research company, HSVA, and overseen by classification society Germanischer-Lloyd. The ACS will be fitted to the vessel in the third quarter of this year and could then be rolled out across a fleet of six sister vessels.

MLC edges closer to adoption

TOGO and Tuvalu ratified the Maritime Labour Convention 2006 (MLC) in March, bringing the total of countries that have ratified the convention to 25. Sweden's ratification is imminent. The tonnage threshold for this major International Labour Organization (ILO) measure has already been met but 30 states must ratify it before the MLC comes into effect.

It now seems likely that ratification will be achieved this year and that the MLC will come into force in 2013. The MLC 2006 provides comprehensive rights and protection at work for seafarers by bringing together existing but often unenforced ILO conventions. According to the ILO the MLC aims to achieve decent working conditions for seafarers and to ensure fair competition for shipowners.

Seafarer's life saved at HK Mariners' Club

MISSION to Seafarers chaplain the Revd Stephen Miller has told how swift action by himself and colleagues helped save the life of a Filipino seafarer at the Hong Kong Mariners' Club. George had fallen into a coma caused by a rare form of sudden-onset diabetes, and was only found after his worried crewmates alerted Mr Miller when he did not come to breakfast. The chaplain and his colleagues put George in the recovery position and called the emergency services. He spent ten days in intensive care at the Queen Elizabeth Hospital and is now in recovery.

Mr Miller said: "The doctors said George was within minutes of dying when he arrived. His lungs, heart and kidneys had already begun to shut down. Thanks be to God we found him in time, and also to the work of the doctors and nurses in the ICU who brought him back."

Guidelines aim to end ECDIS 'confusion'

THE Nautical Institute has published new guidelines, *Industry Recommendations for ECDIS Training*, in an attempt to clear up confusion over ECDIS (Electronic Chart Display and Information System) training. The institute organised and co-ordinated the industry group – made up of leading international shipping organisations – which published the document.

The guidance comes as the industry starts to move towards general use of electronic charts. In January this year ECDIS training came into force as part of the 2010 Manila amendments to the International Maritime Organization's (IMO) convention on Standards of Training, Certification and Watchkeeping. Mandatory carriage requirements start to be phased in from July.

Nautical Institute president James Robinson commented that ECDIS was a complex system

and would be one of the most essential tools for supporting mariners in their efforts to ensure the safety of navigation and the protection of the marine environment. "Shipowners must not assume that an ECDIS course certificate is enough to ensure safety and shipmasters should work with their bridge teams to ensure that ECDIS best practice and company procedures for familiarisation and use of the ECDIS are continually maintained."

The guidance covers issues of training and competency for ECDIS and helps interpret IMO requirements for ECDIS training. Discrepancies have arisen between flag states' regulations and training that is aimed at meeting the IMO standards. Such discrepancies have led to a concern that training might not meet the minimum standards – something of great concern to the shipping industry.

MICHAEL GREY

Beyond the

Project Horizon's findings have pro
not be long before the industry ad

THERE is an important difference between 'anecdote' and 'evidence'. It has been suggested, mostly by people wishing to maintain the status quo, that any belief that watch-keeping performance degrades as a result of fatigue was merely anecdotal, even though there seemed to have been a large number of reports to this effect! Indeed, the UK Marine Accident Investigation Branch, which one might expect would have a reliable view of the matter, concluded as far back as 2004 that fatigue was a contributory factor in 82% of the groundings which took place between midnight and 06:00. Sleep-deprived watchkeepers, they pointed out, just couldn't stay alert.

Particularly at risk, it has been suggested, are those ships where the master and a mate work watch and watch, common sense and simple observation leading to the conclusion that in a hard pressed short-sea ship working in an intensive multi-port service, it is next to impossible for either of the two officers to get sufficient rest, let alone sleep of the right quality.

Their lot is a stressful combination of accumulating sleep loss, interrupted periods off watch and a gradual deterioration in performance. "I have to re-introduce my husband gradually back into society after a tour of duty" memorably commented a master's wife. People on watch in these small ships – noted a psychologist who sailed in them to observe the performance of lone watchkeepers in the 1990s – were often found in a sort of catatonic trance, eyes open but not responding to the stimulus of a light on a steady bearing, on the starboard bow.

It is all anecdote, scoff those with strong vested interests in keeping things the way they are, with minimal crewing numbers and ever more intensive ship operations. And over the years, they have fought a very effective rearguard action against tighter regulation of rest hours and additional (some would say 'adequate') manning levels, citing competitiveness issues and increased costs. Despite warnings that one day a truly horrendous accident would occur as a result



(L-R) A seafarer

of fatigue, ex-slumped in the chairs continuing busy seafaring operations, 'no more than 90

Well, with evidence from now being revealed by Maritime Academy of Sweden and the Institute at Stockholm, much of the

BEN BAILEY

Titanic: a

FOR the Revd John France, port chaplain for The Missions to Seamen, the morning of *Titanic's* departure was like any other day of visiting the ships at Southampton. Just as Mission chaplains do today, France befriended visiting crews, offering help and support and transporting weary mariners to the seafarers' centre where they could reconnect with life on land. He would take the Mission's launch out to the ships anchored in Southampton Water and ferry them back to the centre where they could relax. Others would enjoy a meal from the coffee lounge, whilst their shipmates attended the chapel for quiet prayer. That year over 10,000 seafarers visited the centre and more than 5,000 letters were sent and received there.

"Among the firemen, especially, we had a great many friends," he wrote in his port report for 1912. "Many of the seafarers came to us the night before [*Titanic*] sailed, thanking us for what the Mission had been able to do for them and some of them said: 'we're off on the big ship tomorrow. We'll trouble you no more!'"

For 33-year-old Able Seaman Joseph Scarrott, travelling on the

Archives have revealed how The Mission to Seafarers cared for the crew and survivors of the *Titanic*. 100 years on, MtS chaplains still care for seafarers in need worldwide, says Ben Bailey.

'big 'un' was to be the adventure of a lifetime. He later wrote: "I had the opportunity to inspect the ship from stem to stern. This I did, especially the crews' quarters, and I must say that she was the finest ship I had ever seen."

In those days there was no such thing as a permanent crew. Apart from the officers, who were directly employed by the White Star Line, the rest of the *Titanic's* company were required to sign on for each voyage as opportunity permitted. An army of local stokers, coalies, stewards, firemen and greasers was drafted in from Southampton's most deprived parishes. Families in these areas had faced months of poverty as a result of the



Left: RMS Titanic

coal strike that forced many families to cancel their plans. Men hungry and day hundreds would arrive at the centre as it was many of them and shelter.

"For several crowds of men each day – to meal and lodging" wrote France. "weeks of waiting on the *Titanic* a delight."

By 1912, The Mission to Seafarers, which was called, was ce

The Horizon on fatigue

provided scientific evidence of the dangers caused by fatigue at sea. It can surely adopt a more risk-based approach to fatigue management, says **Michael Grey**



officer on watch (Photo: Jamie Smith); participants in the Project Horizon study (Photo: Warsash Maritime Academy).

hausted officers
their wheelhouse
due to criss-cross
s on their 24/7
ormally' working
hours per week.
the scientific
Project Horizon
ealed by Warsash
demy, Chalmers
Technology in
e Stress Research
ockholm Univer-
ne anecdote is be-

ing confirmed as verifiable fact.
Project Horizon, a European
Union funded study, employed
simulated voyages of a week
in duration, to examine how
watchkeeping patterns affected
decision-making and perform-
ance. Navigation, engine room
operations and cargo-handling
were all simulated in a realis-
tic fashion, closely observed
throughout the on-watch and
off-watch periods, as both 4/8
and 6/6 watchkeeping patterns

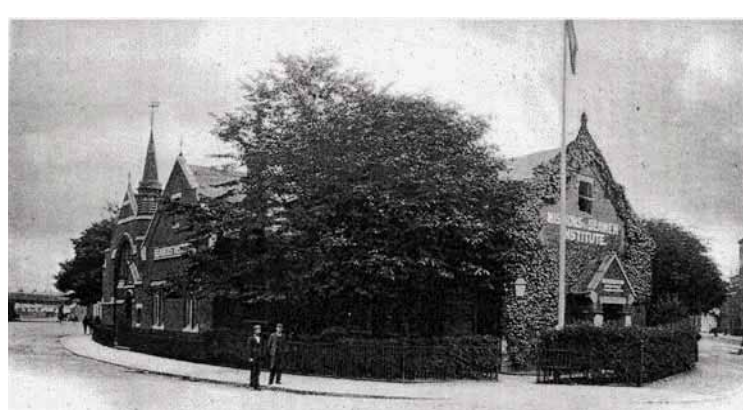
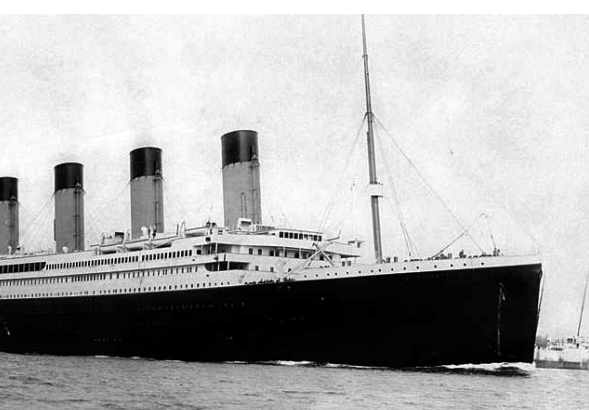
were worked by the 90 vol-
unteer officers in the UK and
Swedish simulators. Scientific-
ally validated techniques were
employed to test sleepiness,
decision-making and other as-
pects of performance in a range
of realistic simulator exercises
throughout the week, supple-
mented by reaction time testing
before and after watches.
Earlier research, notably at
Cardiff University, UK, found
that a substantial number of

seafarers admitted to falling
asleep on watch. Project Hori-
zon found plenty of evidence of
sleep while on duty among its
volunteer "workforce", regard-
less of their watch pattern. At
Chalmers, where they were sub-
jected to disturbed periods off
watch, the researchers detected
at least one incident of micro-
sleep – sleeping for 20 seconds
or more – in between 40% and
45% of the participants. It was
also confirmed that such sleep

was more prevalent in those
working the 6/6 patterns, al-
though not uncommon among
those working 4/8. Some of
the video evidence appeared
quite alarming, with people
obviously fighting sleep, and
sometimes losing the battle.
It was found that some people
had fallen asleep for up to 20
minutes when on watch.
Critically, while it was found
that the volunteers were able
to cope reasonably well with
routine tasks on watch, the
deterioration in performance
was most pronounced when
there was some unexpected
incident they were called upon
to deal with, such as a potential
collision situation, or an engin-
eroom alarm. And almost all
the participants reported high
levels of perceived sleepiness,
regardless of their watch pat-
tern, although their ability to
deal with the onset of sleepi-
ness appeared to vary greatly
between individuals.
So gradually, as the results
of this important research are
analysed, the evidence is being
accumulated as to the way that
performance and decision-mak-
ing do deteriorate as a result of

the onset of fatigue caused by
insufficient sleep. We know, for
instance, that somebody who
has been awake for 22 hours
will have an impaired perform-
ance similar to someone who
has twice the legal limit of
alcohol. We can also see the evi-
dence in the shape of the chief
officer of the bulker *Shen Neng
1*, who fell asleep at a critical
moment after having two and a
half hours sleep in the previous
38.5 hours. It is difficult to see
what more we need to discover
before approaching this issue in
a more mature fashion.
There is still plenty of re-
search information to be ex-
tracted from Project Horizon,
and hopefully this will produce
a 'tool' which can be used to
reduce the risk of fatigue. A
'Maritime Alertness Regulation
Toolkit' has been developed to
predict problems with fatigue
and this will surely be refined
to provide a more risk-based ap-
proach, that can help manage
the phenomena. But ultimately
a more civilised, humane and
reasonable attitude to the op-
eration of ships will surely be
required, as anecdote gives way
to evidence.

hundred years on



Titanic departing Southampton. Right: the Southampton Seamen's Institute in 1912.

t year, which had
shipping compa-
sailings, leaving
and homeless. Each
of local seafarers
at the seafarers'
as the only place
could find food
al weeks we had
– up to a hundred
whom we gave a
ng for the night,"
Many, after weary
ng, shipped at last
and great was their

century of working in the port
of Southampton. France was in
his second year as chaplain after
a decade of serving seafarers in
Hong Kong. On the morning
Titanic sailed, the chaplain left
the centre armed with literature
and information for the depart-
ing crew. Aply assisted by his
ship visitor, the two men went
on board to bid farewell to the
men they had helped.
"We came ashore only when
the bell warned us that we might
stay no longer," said France.
"Into each of the 40 rooms in
which her crew were housed, a
parcel of wholesome and inter-
esting literature had been taken.
Here and there little groups of
men who were disengaged gath-

ered together and heads were
uncovered whilst a few verses of
Scripture were read and simply
explained."
A triumphant fanfare met
Titanic as she slipped down
Southampton Water and out into
the English Channel. This 'ship
of dreams' was off on her maiden
voyage, carrying the hopes and
dreams of a generation.
But darkness was on the face
of the deep.
On Sunday April 14, *Titanic*
was making good progress and
was three days away from reach-
ing her destination of New York.
The first class passenger list read
like a Who's Who of Edwardian
Society. Wealthy businessmen
and politicians sat alongside

actresses and landowners, and as
passengers both above and below
deck joined in Sunday worship
they remained blissfully unaware
of the tragedy that would befall
them in the stillness of the night.
"Everybody was in good spir-
its and everything throughout
the ship was going smoothly,"
Able Seaman Joseph Scarrott
later wrote. "All of a sudden
[*Titanic*] crashed into an iceberg
which shook the giant liner from
stem to stern."
As panic set in, the order was
given to uncover the lifeboats
and women and children poured
into them. Scarrott was in
charge of a lifeboat containing
66 terrified passengers – women,
children, stewards, a sailor, two

firemen and one officer.
"The lights were burning
right up till she broke in two,"
wrote Scarrott. "The cries from
the poor souls struggling in the
water sounded terrible in the
stillness of the night. As we left
that awful scene we gave way to
tears. It was enough to break the
stoutest heart."
Two hours and forty minutes
after the initial impact, *Titanic*
sank, with more than 1,500
lives lost.
Back in Southampton, the first
residents heard of the incident
was through the local newsboys
of the *Southampton Echo* who
ran through the streets shouting
"*Titanic! Sunk!*" Crowds of people
gathered outside the White Star
Line's offices, many in disbelief
that the ship they had been told
could not sink had foundered in
such spectacular fashion.
As news filtered through and
the full extent of the tragedy
became clear, the Revd France
opened the doors to the seafar-
ers' centre and families and wid-
ows affected sought comfort and
support. At the parish church of
St Mary's, the rector reported 61
cases arising from the loss. Men
who had been praying for safe
passage the previous Sunday,
were suddenly not going to be
coming back.

In the same way that chap-
lains visit families of bereaved
seafarers today, France and his
team set about the distressing
task of ministering to those left
behind. Some families had not
heard the news of their loved
ones and so it was left to the
young clergyman to tell them.
"We have had many sad
and harrowing experiences,"
he wrote. "A father-less mite
stretched out his little hands
to me with the natural baby
cry 'Dadda! Dadda!' I looked
at his poor mother whose eyes
filled with tears as she turned
away." Overnight, housewives
had lost husbands and sons. In
one local primary school, 150
children were left father-less by
the disaster.
One hundred years on, the
Mission is still ministering to seafarers
experiencing the difficulties
of life at sea. Mercifully, since the
Titanic met its fate, the world of
sea safety has advanced consid-
erably. And so has the work of the
Mission to cater for the needs of
crews in the 21st century. From
providing post-trauma counsel-
ling to victims of piracy, to con-
necting seafarers with home after
months away, our work continues
in 250 ports around the world
because the need for our services
is as great as ever.

Seafarers and fatigue

CREW fatigue is a major cause of many maritime casualties. A number of complex factors such as noise, vibration, lighting, diet, lack of exercise, boredom, stress, substance abuse and disruption of sleep cycles can cause fatigue.

Studies have shown that when people work long hours, losing as little as one or two hours of sleep can make them fatigued and prone to making mistakes. Both the International Maritime Organization (IMO) and the International Labour Organization (ILO) have established international standards designed to address this factor by placing setting rules on seafarers' working or resting hours.

The 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), which came into effect in 1997, created IMO's first requirements for seafarers' hours of rest. The 1997 requirements applied only to watchstanders, but in 2010, the IMO adopted the 'Manila Amendments' to the STCW with new requirements for seafarers' hours of rest applying to most seafarers, including masters. These came into effect on 1 January 2012, meaning that all watchstanders and other crew with safety, pollution prevention, or security duties must have:

- at least ten hours of rest in any 24-hour period; and
- at least 77 hours of rest in any seven-day period.

The hours of rest can be divided into two periods, but one of them must be at least six hours long. Limited exceptions from the hours of rest requirements are allowed for emergencies and extraordinary operational conditions. Ships must maintain work/rest records for each crew member, reviewed and signed by the crew member, for inspection by flag states and port states.

The ILO adopted hours of work conventions in 1936, 1946, 1949, and 1958, but none of them came into force. In 1996, the ILO adopted the Seafarers' Hours of Work and the Manning of Ships Convention (ILO-180). This differed from previous conventions, which had focused on entitlements for

overtime pay, by focusing more heavily on preventing fatigue. Twenty-one countries have ratified ILO-180, which came into force in 2002. ILO-180 provides options for either maximum hours of work or minimum hours of rest.

Maximum hours of work are limited to:

- 14 hours in any 24-hour period; and
- 72 hours in any seven-day period.

Minimum hours of rest (like the STCW) are limited to:

- at least 10 hours in any 24-hour period; and
- at least 77 hours in any seven-day period.

The hours of rest can be divided into two periods, but one of them must be at least six hours long. The ILO-180 hours of work limitations are more restrictive than the hours of rest limits, which would allow 91 hours of work in any seven-day period.

The Maritime Labour Convention, 2006 (MLC, 2006) contains hours of work and hours of rest limits that are consistent with those in ILO-180. Like ILO-180, the MLC work/rest requirements will apply to all seafarers. When the MLC, 2006 comes into force, probably in 2013, it will replace ILO-180. Like the STCW, the ILO conventions allow exceptions for emergencies and exceptional operations.

While work/rest regulations will help reduce shipboard fatigue, they address only one of the many fatigue triggers. The International Maritime Organization Assembly Resolution A.772 (18) is an excellent resource, describing fatigue and the shipboard factors that contribute to it.

Preventing fatigue requires ships' crews and ship operators to become familiar with the conditions that lead to fatigue and to employ means, beyond the minimum legal requirements, to mitigate them. The International Safety Management Code (ISM) provides a way to help seafarers and ship operators prevent fatigue through consideration of Resolution A.772 in their Safety Management Systems.

La fatiga de los marinos

La fatiga, que puede deberse a un complejo conjunto de factores, como el ruido, las vibraciones, la iluminación, la dieta, la falta de ejercicio, el tedio, el estrés, el abuso de sustancias y el trastorno de los ciclos del sueño, es un factor clave en gran número de los accidentes laborales que se producen en el mar.

Los estudios que se han realizado demuestran que cuando las jornadas laborales son largas, perder tan solo una o dos horas de sueño puede conducir a un estado de fatiga en el que se es más propenso a cometer errores. Tanto la Organización Marítima Internacional (IMO, por sus siglas en inglés) como la Organización Internacional del Trabajo (OIT) han establecido normas internacionales que limitan las horas de trabajo de los marinos y protegen sus horas de reposo, con el objeto de limitar el impacto de la fatiga.

Las enmiendas introducidas en 1995 en el Convenio Internacional sobre Normas de Formación, Titulación y Guardia para la Gente de Mar (STCW, por sus siglas en inglés), que entraron en vigor en 1997, incluyen los primeros requisitos de horas de descanso de la dotación formulados por la IMO. Estos requisitos solo se aplicaban al personal de guardia, pero en 2010 la IMO adoptó las "enmiendas de Manila" del STCW, según las cuales las horas de descanso obligatorias se aplican a toda la dotación, incluidos los oficiales. Estas normas entraron en vigor el 1 de enero de 2012 y significan que tanto los integrantes de la guardia como el resto de la tripulación implicada en tareas de seguridad, prevención de contaminación o seguridad disfrutarán de:

- un mínimo de 10 horas de descanso en cada período de 24 horas; y

- un mínimo de 77 horas de descanso en cada período de 7 días de trabajo.

Las horas de descanso pueden dividirse en dos periodos, pero uno de ellos debe ser como mínimo de seis horas de duración. La normativa contempla excepciones limitadas en casos de emergencia y de condiciones operativas excepcionales. Los navíos deben mantener registros de los periodos de actividad y descanso de cada miembro de la tripulación, que el propio miembro debe revisar y firmar y que están sujetos a la supervisión de las autoridades del país de bandera del barco y de las autoridades portuarias.

La OIT adoptó convenios sobre horas de trabajo en 1936, 1946, 1949 y 1958, pero ninguno de ellos llegó a

entrar en vigor. En 1996, la OIT adoptó el Convenio sobre las horas de trabajo a bordo y la dotación de los buques (OIT-180) que, a diferencia de otros convenios que habían hecho hincapié en el derecho a la remuneración de las horas extra, se centraba en esta ocasión con mayor intensidad en la prevención de la fatiga de las tripulaciones y contemplaba la posibilidad de optar entre un número máximo de horas de trabajo y un número mínimo de horas de descanso. El convenio entró en vigor en 2002 y ha sido ratificado por veintidós países.

OIT-180 limita el número máximo de horas de trabajo a:

- 14 horas durante cualquier período de 24 horas; y

- 72 horas durante cualquier período de 7 días.

El número mínimo de horas de descanso (al igual que en la STCW) se limita a:

- un mínimo de 10 horas de reposo durante cualquier período de 24 horas; y

- un mínimo de 77 horas de reposo durante cualquier período de 7 días.

Las horas de descanso pueden dividirse en dos periodos, pero uno de ellos debe ser como mínimo de 6 horas de duración. Los límites de horas de trabajo impuestos por OIT-180 son más restrictivos que los de horas de descanso, que permitirían 91 horas de trabajo durante cualquier período de 7 días.

El Convenio sobre el trabajo marítimo (MLC, por sus siglas en inglés, 2006) limita las horas de trabajo y de descanso en línea con OIT-180. Al igual que en OIT-180, los requisitos de horas de trabajo y de descanso del MLC se aplicarán a toda la dotación. Cuando entre en vigor, probablemente en 2013, el MLC sustituirá a OIT-180. Al igual que el STCW, los convenios de la OIT admiten excepciones en caso de emergencia y de condiciones operativas excepcionales.

Si bien la aplicación de esta normativa contribuirá a reducir la fatiga a bordo, es preciso tener en cuenta que el horario laboral no es el único factor desencadenante de la fatiga. En este sentido, la resolución A.772 (18) de la Asamblea de la Organización Marítima Internacional constituye un recurso extraordinario ya que describe claramente la fatiga y los factores de la vida a bordo que contribuyen a su aparición.

Para evitar la fatiga, tanto las dotaciones de los barcos como los armadores deben familiarizarse con las

condiciones que la generan y deben emplear todos los medios necesarios para subsanarlas, incluso si van más allá de los requisitos mínimos exigidos por la legislación. El Código Internacional de Gestión de la Seguridad (Código IGS) toma en consideración la resolución A.772 en el desarrollo de los sistemas de seguridad que propone y ofrece a las dotaciones de los buques y a los armadores un instrumento para la prevención de la fatiga.

Моряки и усталость

Усталость экипажа – одна из главных причин многих морских аварий. Совокупность таких факторов, как шум, вибрация, освещение, питание, недостаточность физических нагрузок, скука, стресс, злоупотребление алкоголем и другими веществами, а также нарушение циклов сна может привести к усталости.

Исследования показали, что слишком долгие часы работы с потерей всего лишь одного или двух часов сна могут привести к переутомлению и предрасположенности к совершению ошибок. Как Международная морская организация (International Maritime Organization IMO), так и Международная организация труда (International Labour Organization ILO) урегулировали этот фактор.

Поправки 1995 года к Международной конвенции о подготовке и дипломировании моряков и несении вахты (International Convention on Standards of Training, Certification and Watchkeeping for Seafarers STCW), которые вступили в силу в 1997 году, установили первые требования IMO в отношении часов отдыха, полагающихся морякам. Требования 1997 года распространялись только на вахтенных моряков, но в 2010 году организация IMO приняла «Манильские поправки» к STCW с новыми требованиями в отношении часов отдыха, применимыми к большинству моряков, включая капитанов. Они вступили в силу с 1 января 2012 года, и предусматривают, что вахтенные офицеры или лица рядового состава, включенные в состав вахты, а также члены экипажа, чьи обязанности предусматривают ответственность за безопасность или охрану судна, людей и предупреждение загрязнения окружающей среды должны иметь:

- как минимум 10 часов отдыха в любой 24-часовой период; и

- как минимум 77 часов отдыха в любой 7-дневный период.

Часы отдыха могут быть разделены на два периода, но один из них должен быть продолжительностью не менее шести часов. Ограниченные исключения из требований в отношении часов отдыха допускаются в случае чрезвычайных обстоятельств или экстренных режимов работы. На судах должен вестись учет времени работы и отдыха каждого члена экипажа с обязательной перепроверкой и подписью каждого члена экипажа, предоставляемый к инспекции государствам флага и порта.

Организацией ILO были приняты конвенции по рабочему времени в 1936, 1946, 1949, и 1958 годах, но ни одна из них не вступила в силу. В 1996 году ILO приняла Конвенцию о продолжительности рабочего времени

海员与疲劳

船员疲劳是很多海上伤亡事故的一大原因。各种复杂因素如噪声、振动、灯光、饮食、缺乏锻炼、厌烦情绪、压力、物质滥用和睡眠周期被扰乱，都可能引起疲劳。

多项研究显示，当人们长时间工作时，即使是损失1、2小时的睡眠，也可能使他们疲劳，易于出错。国际海事组织（IMO）和国际劳工组织（ILO）都建立了旨在应对这个问题的国际标准，对海员的工作或休息时间作出规定。

1995年《海员培训、发证和值班标准国际公约》修正案（STCW）建立了IMO首套有关海员休息时间的要求，于1997年生效。1997年的要求仅适用于值班海员，但在2010年，IMO通过了STCW公约马尼拉修正案，针对海员休息时间的新要求适用于多数海员，包括船长。这些要求已在2012年1月1日生效，这意味着所有值班海员以及担负安全、污染防治或保安职责的其他船员必须：

- 在任何24小时期间有至少10小时的休息；以及

- 在任何7天期间有至少77小时的消息。

休息时间可分隔为两段，但其中一段必须至少持续6小时。对于紧急情况和不寻常作业条件，允许对休息时间要求作出有限的例外处理。船舶必须保持每一个船员的工作/休息记录，由相关船员审议和签署，以备船旗国和港口国检查。

ILO曾在1936年、1946年、1949年和1958年多次通过工作时间公约，但这些公约均未生效。1996年，ILO通过了《海员工时和船舶配员公约》（ILO第180号公约）。与以往聚焦于加班工资获得资格的公约不同，这项公约在更大程度上注重预防疲劳。迄今有21个国家批准了已在2002年生效的ILO第180号公约。ILO第180号公约提供了

最长工作时间或最少休息时间的选择。

工作时间的上限是：

- 在任何24小时期间的14小时；以及

- 在任何7天期间的72小时。

休息时间（与STCW一样）的下限是：

- 在任何24小时期间有至少10小时的休息；以及

- 在任何7天期间有至少77小时的消息。

休息时间可分隔为两段，但其中一段必须至少持续6小时。ILO第180号公约的工作时间上限比休息时间下限更为严格。因为后者意味着在任何7天期间可以有91小时的工作时间。

《2006年海事劳工公约》（MLC, 2006）含有与ILO第180号公约一致的工作和休息时间限制。与ILO第180号公约一样，MLC工作/休息要求将适用于所有海员。《2006年海事劳工公约》很可能在2013年生效，此后它将取代ILO第180号公约。与STCW一样，ILO的公约也允许在紧急情况和不寻常作业期间有例外。

尽管工作/休息法规将有助于减少船上服务期间的疲劳，但它们仅针对众多疲劳触发因素之一。国际海事组织大会第A.772(18)号决议（International Maritime Organization Assembly Resolution A.772(18)）是一份极好的资料，描述了疲劳以及船上导致疲劳的各种因素。

要预防疲劳，就需要全体船员和船舶经营者熟悉导致疲劳的各种条件，并采取超出最低法律要求的手段来缓解这些因素。《国际安全管理规则》（ISM）为海员和船舶经营者提供了一个载体，通过考虑在其安全管理体系中采纳第A.772(18)号决议的建议，实现预防疲劳。

моряков и укомплектовании судов экипажами (Seafarers' Hours of Work and the Manning of Ships Convention) ILO-180. Она отличалась от предшествующих конвенций, фокусирувавших внимание на выплатах, причитающихся за сверхурочную работу, тем, что в ней основной упор делался на предотвращении усталости. Конвенция ILO-180 была ратифицирована двадцатью одной страной и вступила в силу в 2002 году. В ILO-180 предоставлен выбор либо максимальных часов работы, либо минимальных часов отдыха.

Максимальные часы работы ограничены:

- 14 часами в любой 24-часовой период; и
- 72 часами в любой 7-дневный период.

Минимальные часы отдыха (как и в STCW) ограничены:

- не менее чем 10-ю часами отдыха в любой 24-часовой период; и
- не менее чем 77-ю часами отдыха в любой 7-дневный период.

Часы отдыха могут быть разделены на два периода, но один из них должен быть продолжительностью не менее шести часов. Ограничения рабочего времени по ILO-180 более строгие, чем ограничения часов отдыха, позволяя 91 час работы в любой семидневный период.

Конвенции о труде в морском судоходстве 2006 года (MLC, 2006) содержат ограничение рабочего времени и часов отдыха, соответствующие тем, что указаны в ILO-180. Как и требования ILO-180, требования в отношении работы и отдыха MLC распространяются на всех моряков. В момент своего вступления в действие, возможно, в 2013 году, конвенция MLC 2006 заменит ILO-180. Как и STCW, конвенция ILO допускает исключения в случае чрезвычайных и непредвиденных обстоятельств.

В то время как требования ко времени работы и отдыха помогут снизить уровень утомляемости экипажей судов, они затрагивают только один из многих факторов, приводящих к возникновению усталости. Резолюция ассамблеи Международной морской организации A.772(18) является великодушным ресурсом, дающим определение усталости и описывающим факторы, приводящие к ее возникновению.

Предотвращение усталости требует того, чтобы экипажи судов и судовладельцы были осведомлены об условиях, приводящих к ней, и использовали средства, помимо минимальных законодательных требований, к их облегчению. Международный кодекс по управлению безопасностью (International Safety Management Code ISM) являет собой основное руководство для моряков и судовладельцев по предотвращению усталости с учетом соблюдения резолюции A.772 в их системах управления безопасностью.

Growing through giving

I was on a ship a few days ago, and noticed the captain's screensaver – it was a photo of a beautiful bird, a bald eagle. Speaking to him about it, I learned that the captain loved eagles. He lived near countryside where these birds flew, and had carvings and pictures around his house of various species of eagle. On another day, a seafarer who came shopping with me wanted some fridge magnets, so we searched until we found some. He told me tried to get a magnet in every port to put on his fridge.

The trouble with being a seafarer and a collector is that you have to leave your collection at home, often for many months, when you go away to sea. It is just one of the many personal things a seafarer must give up in the service of their job. Of course, there are greater personal costs for you than your collections. You have to leave behind your wives, husbands and families; those you love most have to be put to one side for long periods, and that must mean a great deal of hardship at times. Thank God for email, Skype, mobile phones and Facebook. It was

a lot harder before these new ways of communicating came along.

Even at sea, there must be times when you have to abandon your own needs. You might be relaxing and watching a good film when you have to do an extra duty. You might be a cadet officer, and working all hours. You might be the master of a ship with emails, reports, documents and statistics that all have to be completed, while the good bits of life feel squeezed out.

There are times when I have a lot to do and have planned out how I will use my time, but I am unexpectedly called away to do something else. It may be that someone is sick, or in hospital. It may be that an errand needs to be done. It may simply be that I am needed to chat to someone for a few minutes, or spend a few seconds offering a smile or a helping hand.

As Christians, we are often called to give ourselves up for others. Jesus was the master of giving himself to others – to individuals, small groups and crowds of people – but he always did so in the context of a daily rhythm of prayer and time spent alone. He said that in

order to find ourselves, we have to deny ourselves, take up our cross daily and follow him. He taught that unless a grain of wheat falls to the ground and dies, it remains a single seed. But if it falls and dies, it produces many seeds. In the same way, we too have to make sacrifices in order to grow.

Some years ago there was a great film, 'Chariots of Fire,' about the Scottish athlete Eric Liddell. His parents were Christian missionaries, and had strict rules about keeping Sundays special. But Eric was known as the 'Flying Scotsman' as he was such a fast athlete, and he was a sure bet for the 100-metre team for the 1924 Olympics. Then he heard that the 100-metre race was due to take place on a Sunday. He refused to run on a Sunday, so the team coach decided to chance it and put him in the 400 metres instead, far further than he was used to running. Yet Liddell went on to win the gold, and smashed the world record. Eric Liddell was prepared to stand by and let others win because of his commitment to God. He had to abandon his own ambitions in order to grow. Could I do that?

在舍弃中成长

几天前我在一艘船上时，注意到船长的屏幕保护图片是一只美丽的白头鹰。我与他谈起此事，他告诉我，他喜欢鹰。他居住在这些鸟翱翔的乡村，家里布置着各种鹰的雕刻和图片。还有一天，一名海员与我一起购物，他想找一些冰箱磁贴，于是我们作了一番搜寻，最后找到了一些。他告诉我，他试着在每个港口买一个磁贴，带回家贴在冰箱上。

既当海员、又当收藏家的麻烦在于，当你离家到船上工作时，你不得不把收藏品留在家里，往往一走就是好几个月。这是海员们在履行自己的职责时必须舍弃的众多个人的东西之一。当然，对你来说，还有比收藏品更大的个人代价。你不得不告别妻子、丈夫和家人；你不得不与自己的至爱长时间分离，这肯定在很多时候意味着很大的痛苦。感谢主，现在我们有了电子邮件、Skype、手机和 Facebook。在这些东西问世之前，分离的痛苦更大。

即使是在海上，你也肯定会有很多时候不得不放弃自己的需要。当你在放松、观看一部精彩电影的时候，你可能被叫去执行一件额外的任务。你可能是一名实习驾驶员，必须日夜夜地工作。你可能是一艘船的船长，有那么多电子邮件、报告、文件和统计数字需要对付，感到人生中美好的东西都被挤走了。

有很多时候，我有很多事要做，而且已经计划好了自己将怎样使用时间，可就在那时，我意外地被叫

去做其它事。也许是有人病了，或者进了医院。也许是有何急事需要完成。也许我只是需要与什么人闲谈几分钟，或者花几秒钟时间展露笑容或伸出援手。

作为基督徒，我们经常需要做到舍己为人。耶稣是舍己为人（包括个人、小团体和人群）的大师，但他在这么做的同时，始终坚持每天安排祷告和自己独处的时间。他说，为了找到我们自己，我们必须舍弃自己，每天捡起我们的十字架，跟着他走。他教诲道，除非一颗麦子落到地上死去，否则它将一直只是一粒种子。但如果它落到地上死去，它就会产生许多种子。同样，我们也需要作出牺牲才能成长。

多年前有一部极好的电影《烈火战车》(Chariots of Fire)，讲的是苏格兰运动员 Eric Liddell。他的父母是基督教传教士，对保持星期日的特殊性极为认真。但是，Eric 有“飞行苏格兰人”之称，因为他的速度奇快，很有希望赢得 1924 年奥运会的 100 米短跑比赛。可就在这时，他听说 100 米短跑比赛被安排在星期日举行。他拒绝在星期日参赛，于是田径队教练决定冒险安排他参加 400 米比赛，远远超出他已经习惯的距离。但 Liddell 还是赢得了金牌并打破世界纪录。Eric Liddell 愿意为了自己对主的虔诚而退让在一边，让别人胜出。他不得不为了成长而放弃雄心。我能做到吗？

Dar para crecer

Hace unos días visité un barco y me llamó la atención el protector de pantalla del ordenador del capitán: una fotografía de una magnífica águila pescadora. Cuando se lo comenté, me respondió que le encantaban las águilas. Me dijo que vivía cerca de una zona donde podían avistarse estas aves y que su casa estaba adornada con tallas e imágenes de distintas especies de águila. En otra ocasión un marino que me acompañó a hacer unas compras quería imanes para el frigo y estuvimos buscándolos por varios establecimientos, porque coleccionaba imanes de cada puerto que visitaba.

El problema de ser marino y coleccionista es que mientras estás embarcado, tu colección se queda en tierra, a menudo durante meses. Es otra más de las numerosas facetas de la vida personal a las que un marino debe renunciar por su trabajo. Naturalmente, hay costes personales mucho más elevados que dejar en casa tus colecciones: esposas, maridos, familias... Tienes que separarte durante largos periodos de tiempo de las personas que más quieres, y hay ocasiones en que esto resulta enormemente duro. Gracias a Dios, ahora tenemos correo electrónico, Skype, teléfonos móviles y Facebook. Antes, las cosas eran todavía más difíciles.

Incluso cuando estás navegando, hay ocasiones en las que tienes que dejar de lado tus propias necesidades. Igual te estás relajando con una buena película cuando te llaman para que hagas un turno extra. O quizá seas un oficial en prácticas y no tengas horarios. O eres el capitán, y tienes que estar constantemente respondiendo a mensajes electrónicos, consultando informes y estadísticas y redactando documentos. Mientras tanto, uno siente que se está perdiendo las cosas buenas de la vida.

A veces, cuando tengo muchas cosas que hacer y lo

tengo todo perfectamente planificado, recibo una llamada que me obliga a abandonarlo todo: una persona enferma o accidentada, una tarea urgente que no puede posponerse o, simplemente, alguien que necesita charlar, una sonrisa o una mano amiga.

Como cristianos, muchas veces tenemos que darnos a los demás. En esto, Jesús era un maestro: se entregaba a individuos, a pequeños grupos de gente, a muchedumbres. Pero siempre lo hacía en el contexto de un ritmo diario de oración y recogimiento. En una ocasión dijo que para encontrarnos tenemos que renunciar a nosotros mismos, tomar nuestra cruz y seguirle. Nos enseñó que si un grano de trigo cae en tierra baldía, sigue siendo simplemente una semilla. Pero si cae en tierra fértil y muere, produce muchas semillas. Como el grano de trigo, también nosotros debemos sacrificarnos para crecer.

Hace ya algunos años la magnífica película Carros de fuego relató la gesta olímpica del atleta escocés Eric Liddell, hijo de misioneros cristianos que respetaban estrictamente el día del Señor. Eric era un magnífico atleta, tanto que su apodo era "el escocés volador" y tenía garantizado un puesto en el equipo británico de los 100 metros lisos en las olimpiadas de 1924, pero cuando se enteró de que la carrera iba a disputarse en domingo, renunció a él. Su entrenador decidió jugarse el todo por el todo y lo incluyó en la prueba de 400 metros. Pese a que la distancia era muy superior a la que corría habitualmente, el escocés volador pulverizó el récord mundial y se llevó la medalla de oro. Eric Liddell estaba dispuesto a renunciar y dejar que otros se llevasen las medallas de los 100 metros porque tenía un compromiso más alto con el Señor y supo renunciar a su ambición para crecer. ¿Sería yo capaz de hacer lo mismo?

Духовно расти, поступаясь

Несколько дней назад я посетил один из кораблей и обратил внимание на заставку экрана у капитана судна. Это была фотография прекрасной птицы – белоголового орлана. Из разговора с капитаном я узнал, что ему очень нравятся орлы. Раньше он жил в сельской местности, где водились эти птицы, и в доме у него было множество изображений различных видов орлов. На другой день моряк, отправившийся со мной за покупками, захотел купить несколько сувенирных магнитов для холодильника, и мы занялись их поисками. Моряк сказал мне, что старается привезти магнит из каждого порта, где он побывал.

Быть одновременно и моряком и коллекционером проблематично, приходится зачастую оставлять свою коллекцию дома, на многие месяцы уходя в море. Это одно из многих личных пристрастий, которыми моряк должен поступиться ради своей службы на корабле. Конечно же, поступаться приходится и многим

гораздо более ценным, чем коллекция. Вам приходится расставаться со своими женами, мужьями, семьями. Те, кого вы так горячо любите должны на долгие периоды времени оставаться на большом расстоянии, что подчас является тяжким испытанием. Благодарение Богу существует электронная почта, Skype, мобильные телефоны и Facebook. Раньше, когда их не существовало, было существенно тяжелее.

И в самом плавании существуют моменты, когда приходится поступаться своими личными интересами. Вы можете отдыхать, наслаждаясь интересным фильмом, когда вдруг требуется выйти в ряд в две очереди. Вы можете быть курсантом, и работать в любое время. Вы можете быть капитаном судна, и ваше время требуется для того, чтобы отвечать на сообщения, составлять рапорты, вести документацию и статистику, а все самое интересное в жизни, как кажется, проходит мимо вас.

Иногда у меня множество дел и я планирую наперед, как буду использовать свое время, но

неожиданно мое присутствие требуется где-либо еще. Возможно, кто-то заболел или попал в больницу. Возможно, необходимо выполнить какое-то срочное поручение. Возможно, мне просто необходимо с кем-то побеседовать несколько минут или потратить пару секунд на то, чтобы кому-то улыбнуться или предложить помощь.

Как христианам нам часто приходится жертвовать своими интересами во имя других. Иисус лучше кого-либо из нас умел жертвовать собой ради отдельных людей, ради небольших групп и ради огромных толп, но он всегда делал это в контексте ежедневного молитвенного цикла или времени наедине с собой. Он сказал, что для того, чтобы отыскать себя, нам необходимо себе в чем-то отказывать, неустанно нести свой крест и следовать за ним. Он учил, что до тех пор, пока зерно пшеницы не упадет в землю и не умрет, оно останется просто одним зерном. Но если оно упадет и умрет, то произведет на свет множество зерен. Подобно этому, нам всем надлежит чем-то

жертвовать в этой жизни для того, чтобы расти.

Несколько десятилетий назад вышел прекрасный фильм "Колесницы огня" о шотландском атлете Эрике Лиделле. Его родители были христианскими миссионерами и нерушимо придерживались правила свято хранить воскресный день. Эрик был известен как «Летучий Шотландец» и был таким быстрым бегуном, что его шансы победить в 100-метровом забеге на Олимпийских играх 1924 года были практически стопроцентными. Но он узнал, что забег на 100 метров будет проведен в воскресенье. Эрик отказался бежать в воскресенье, и тренер команды решил рискнуть и поставить его в забег на 400 метров, расстояние гораздо большее, чем то, которое обычно бежал Эрик. И, несмотря на это, атлет выиграл золото и побил мировой рекорд. Эрик Лиделл был готов уступить свое первенство из-за безоговорочной веры в Господа. Ему пришлось оставить свои амбиции для того, чтобы вырасти над собой. А способен ли я на это?

If you have any questions about your rights as a seafarer, or if you want more information or help, you can contact:

Douglas B Stevenson, Center for Seafarers' Rights, 241 Water Street, New York, NY 10032, USA. Tel: +1212 349 9090

Fax: +1212 349 8342 Email: csr@seamenschurch.org or Canon Ken Peters, The Mission to Seafarers, St Michael Paternoster Royal, College Hill, London EC4R 2RL, UK. Tel: +44 20 7248 5202 Fax: +44 20 7248 4761 Email: justice@missiontoseafarers.org

MOL Summer crew honoured for rescue



AMSA Senior Search & Rescue officer, Mr John Rice present the award to Captain Gargov and the crew of the *MOL Summer*.

THE Australian Maritime Safety Agency (AMSA) has praised the crew of the Cyprus-flag containership *MOL Summer* for rescuing 116 survivors from the ferry *Rabaul Queen*, which capsized off Papua New Guinea in

rough weather in February, and for co-ordinating operations that saved 246 of the 362 passengers and crew on the ferry.

AMSA officials presented the crew with a certificate of recognition for

their "expertise and energy" during the rescue operation, when the ship acted as on-scene search and rescue co-ordinator, directing seven other merchant vessels and liaising with the AMSA's rescue co-ordination centre.

ITF Trust donates \$1.7m to seafarers' welfare

THE International Transport Workers' Federation (ITF) Seafarers' Trust, which celebrated its 30th anniversary with a major seminar in London in March, has donated US\$1.7m to support seafarers' welfare around the world.

ITF general secretary David Cockcroft told the meeting that the trust had once been seen as something of a 'minibus jackpot' for organisations seeking grants to provide shore-based transport for seafarers visiting ports – but it was now a sophisticated and effective organisation that co-ordinated global work to meet the complex welfare needs of seafarers.

The largest of the latest donations, about \$670,600,

goes to the International Committee on Seafarers' Welfare (ICSW). This sum includes financial assistance for: welfare facilities for seafarers in South East Asia, including a new seafarers' centre in Vietnam; the International Seafarers' Welfare Awards 2012, and a seminar and research into 'port levies' on shipping companies for seafarers' welfare worldwide. The Seafarers' Trust is also sponsoring a full-time post for one year for a project manager to assist the work of the ICSW.

The trust's administrative officer, Tom Holmer, said that legislative, social and technical factors meant seafarers' needs were changing, "and we have to be ready to change to meet them".

Mitropoulos praises salvage industry's 'professionalism'

FORMER International Maritime Organization (IMO) secretary-general Efthimios Mitropoulos has praised salvors for their role in saving life and property at sea and for their professionalism and work to protect the marine environment. Speaking at an International Salvage Union conference, he expressed anger that salvors could face prosecution as a result of carrying out their duties and said they should instead be praised for their work in helping to avert environmental catastrophes.

"I would like to pay tribute to you and the crews you employ to carry out your operations," he said. "Yours are professionals of the highest standard who will not hesitate to risk their life in order to save others and, at the same time, safeguard property at sea and protect the marine environment. Under the spotlight of ever more public and political scrutiny, salvors conduct delicate operations, often under hazardous circumstances, closely followed by the media."

1 dies, 24 rescued after blast on chemical tanker

ONE Filipino crew member died and 24 others were rescued by a US Navy warship and a US Coast Guard cutter, following an explosion and fire on the 25,268 dwt chemical tanker *Stolt Valor* in the Persian Gulf on March 15.

The 2004-built Liberian-flag vessel is owned by Stolt-Nielsen subsidiary Stolt Tankers. The *USS John Paul Jones* and the USCGC *Baranof* rescued the surviving crew from two life rafts and they were then taken to Bahrain. The US Navy said the men were in good health and did not require medical assistance. The ship was taken in tow about 45 miles off the coast of Qatar and has since been declared a constructive total loss.

According to Stolt-Nielsen no fuel oil or cargo spillage was reported. The ship was carrying about 13,000 tonnes of a fuel oxygenator used to reduce carbon monoxide emissions. This latest chemical tanker accident follows the January 15 explosion aboard South Korean products tanker *Doola No 3*, which killed 11 crew members and almost tore the ship in half.

Seafarers' union Nautilus International has backed a new Oil Companies International Marine Forum report to the International Maritime Organization, which highlights a series of "avoidable, unnecessary and unacceptable deaths" on tankers.

Lifeboat hooks still a danger

THE long line of deaths and injuries caused to seafarers by the accidental release of lifeboat hooks has become longer, following the recent report that an engineer broke a leg when he unintentionally released a free-fall lifeboat during a routine inspection while the vessel was at anchor off Rotterdam.

The Danish Maritime Accident Investigation Board (DMAIB) said the incident on the Danish-flagged chemical tanker, *Nordic Nadja*, happened

when the second engineer entered the boat for a weekly inspection. It said the engineer had probably accidentally released the boat when trying to keep his balance as the ship moved in Force Six conditions. Two release handles had been pushed backwards, which should not have been possible.

The DMAIB report said there were safety devices on the release handles but no suitable risk assessment had been done for carrying out inspections on the boat.

Rena master & 2nd mate plead guilty

THE master and second mate of the Liberian-flag containership *Rena* face possible jail sentences and heavy fines after pleading guilty to offences leading to the grounding of the vessel last year off Tauranga, New Zealand.

The ship broke up, causing the country's worst oil spill: the salvage operation to recover 2,000 containers is still under way. The two men have admitted operating the vessel in a dangerous manner and attempting to pervert the course of justice by altering navigational records. Sentencing is scheduled for May 25.

Scrapyard bound ship flees UK

THE Mongolia-flag 8,192 dwt chemical tanker *Global Star* sailed in January from Portland, UK, where it had been detained by the country's Maritime and Coastguard Agency for 19 deficiencies, including a large amount of oil in the engine room bilges, poor hygiene in the galley and various problems with lifesaving equipment.

The ship had called at Portland for bunkers after running low on fuel and was on passage for a scrap yard at Alang, India. The general secretary of seafarers' union Nautilus, Mark Dickinson, said he was concerned by reports that the ship sailed against the master's will. He called for those responsible for the ship sailing in defiance of the detention order to be tracked down. The ship is now listed on the Equasis database as "Broken Up (since 05-03-2012)".

Overloaded vessel fined

A UK court fined the owners of the Antigua and Barbuda-flagged general cargoship *Katja* £28,015 (US\$44,490) plus £5,000 after the vessel arrived in Liverpool with her Plimsoll line 39.5 cm under water last November. The 6,382 gt ship was carrying a cargo of rock salt from Canada. The ship's German owner pleaded guilty to a charge of overloading the vessel.

GlobalMET publishes new record books

INTERNATIONAL training institution association GlobalMET has published its *Deck Cadet Structured Shipboard Training Programme Record Book*. The record book is complemented by a *Deck Cadet Shipboard Activity Work Book* and tanker supplements, which provide evidence of practical tasks performed by the trainee.

The books are intended to cover a cadet's training requirements in a comprehensive way and to provide an efficient means for guiding the trainee; for assessing learning, and for reporting to the master, to shore-based management and to certification authorities.

Ship collision off Vietnam

THE 2000-built, Bahamas-flag cruise ship *Silver Shadow* was involved in a collision with a containership in Ha Long Bay, Vietnam, on March 20. No injuries were reported but in press reports passengers said both ships suffered extensive hull damage during the incident, which occurred in thick fog. The 28,258 gt cruise ship is owned by Monaco-based Silver Seas, which specialises in the luxury end of the cruise market. She carries up to 382 passengers and has a crew of 302.

Web-based competency checker launched

VIDEOTEL Marine International has launched an Internet-based program designed to identify and develop the skills essential to safe and efficient shipboard operations. The Continuing Competency Manager (CCM) tool has been developed over the past five years and uses web-based technology to provide continuous training and assessment.

The company says the new product will allow companies to develop crew competence at every level, from junior ratings to master or chief engineer.

New drill training video



US-BASED John Sabella & Associates has produced a new drill training programme, filmed at sea on board a range of vessels. The completely new 2nd edition of the training video, *Conducting Onboard Drills*, replaces the original one made nearly 20 years ago.

The company says the 19-minute-long video is de-

signed to assist vessel owners and operators to prepare their crews for coping with potential emergencies, and to meet US regulations. The film stresses: the need for crew preparation and practice; the role of the skipper or leader; developing emergency plans, and the need to practise abandon ship and fire drills.

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