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Our reach extends

Testimony to the increasing reach of ASP Group’s marketing and new business operations worldwide is the recent growth of the fleet through the acquisition of management contracts for five new vessels, and the prospect of more to come.

These include two interesting ships, the Bitumen Express, which operates in the Caribbean, and the 9500dwt Asphalt Carrier trading in Asian and Australian waters, specially designed to carry asphalt and owned by Sargeant Marine Group, based in Florida, USA, which operates the largest fleet of asphalt tankers and barges in the world.

Other vessels to come under ASP management recently include two chemical tankers of the Mumbai based Zen Shipping Co, for which ASP provides both technical management and crewing, and the Baltic, a 21,000gt ro-ro freighter which trades in the Baltic.

Awards for safety

Good safety records are a key indication of how well the ASP Group’s continuing program of on-board safety is being carried out on our vessels. Recently, two ships, the RTM Wiamatha and the Larcom were presented with 1000 days free of LTI recognition awards. A further three vessels River Embley, British Loyalty and British Fidelity also achieved this LTI milestone. Our congratulations go to their officers and crews.

Management Forum

Strong intra-company communications are a vital element in the success of any enterprise. The ASP Group has consolidated its efforts in this area with a series of formal management forums, the first of which was held in Singapore in July.

These will bring together top executives from the Group’s operational, financial and human resources operations from our offices throughout the world, who will meet to work through a detailed agenda aimed at delivering the highest standards of vessel and crew management, safety, training and financial control.

Travel moves

Mariner Travel has developed an innovative program by a new management and consultancy team.

These initiatives include the appointment of new wholesalers to increase the range and quality of services, new hotel and special deals for ASP employees and their families, and for our clients. A vigorous marketing and promotion campaign is being developed by Mariner Travel, involving sponsorships and participation in travel exhibitions and conferences.

One outstanding innovation is the introduction of a yacht charter booking division, which includes links to our Mediterranean-based ASP Yacht Management operation.

Training initiatives

Innovative and highly focussed training continues to develop within the ASP Group as two recent courses in Suva, Fiji have shown. The first Vessel Resource Management Course conducted in June emphasised the importance of human factors in marine accidents and focussed strongly on error management. The course shows that human errors are not always due to lack of skill or knowledge but could be the result of inherent “human factors” which form a part of all of us and which need to be carefully studied and methods of dealing with the problem developed.

An Advanced Oil/Chemical Tanker Operation Course held at the School of Maritime Studies, Fiji National University in June was originally intended for ASP officers and ratings, but was also offered to other interested seafarers in Fiji, and attracted 27 participants.

New OH&S standard

ASP Group is adopting a new international occupational health and safety standard which will apply to all our international operations, and not only covers personal health and safety, but also sets benchmarks for quality control and environment protection practices.

The new Standard OHSAS 18001 ensures that ASP reaches the highest possible standards of compliance in all three main areas of concern.

With the OHSAS 18001 accreditation ASP Group now has a fully integrated management system with international standards of quality, environment and occupational health and safety.

MLC 2006 Convention

ASP was represented at a conference in May on the Maritime Labour Convention 2006 which sets minimum standards for seafarers working on ships.

The Convention covers conditions of employment, hours of work and rest, accommodation, recreational facilities, food and catering, occupational health and safety protection, medical care, welfare and social security protection.

Top appointments

We welcome two new appointees as regional General Managers. Keith Brown for ASPSM United Kingdom and Sanjay Kelkar as General Manager for ASPSM India. Congratulations also to new appointees in Melbourne and Singapore.

Congratulations

Warmest congratulations are due to Capt Con Eliades, who has completed 40 years’ sea service with ASP, including 20 years in command, notably as Master of the Bass Strait passenger ferries. Capt Eliades’ record is one of loyalty and dedication.

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Further fleet expansion

More ships are being added to the ASP fleet as the Group’s new business development program unfolds. On this page, Group Chief Operating Officer Bob Bird announces some of the most recent additions to the fleet.

Bitumen tankers

ASP has taken on the management of two bitumen tankers from the fleet operated by Sargeant Marine Group, based in Florida, USA, the world’s largest bitumen transport company.

These additional vessels add to the previous bitumen tanker Alps Wideshine reported in the April edition of ASPects.

The new vessels are the 6500dwt Bitumen Express, which operates in the Caribbean, and the 9500dwt Asphalt Carrier trading in Asian and Australian waters.

The transport of bitumen has special requirements, principally the need to keep the product at its liquid temperature of 161°C which calls for continuous heating and heavy hull and cargo tank insulation.

Bitumen, or asphalt as it is also called, is a by-product of the petroleum refining process. The tankers load the bitumen at refineries and deliver it in bulk to terminals throughout the world. The product can also be transported in individual containers, each separately heated and insulated.

Chemical tankers

Two additional chemical tankers from the Mumbai based ZEN Shipping Co. have also come under ASP management.

They are the Bon Chem (pictured RIGHT - formerly the Panam Atlantico) and the Bon Event, sister ships of 14,000dwt, for which ASP will provide both technical management and crewing.

The Panam Atlantico changed ownership and name to Bon Chem on July 6 and changed her flag from Bahamas to Indian. Both vessels will be trading worldwide and Bon Chem has completed her maiden voyage under the new flag from South Korea to Chile.

Another vessel for the Baltic fleet

ASPSM Scandinavia has been contracted to manage a second vessel in the fleet operated by the Lillbacka Powerco Group.

The vessel is the Baltica, a 21,000gt ro-ro freighter, which trades in the Baltic between Finland and Germany. The vessel has North European senior officers with the rest of the crew supplied by ASPCM Manila. The Baltica’s overall length is 157.6m. She was built in 1990 at the Hyundai shipyard in Ulsan, Korea, and is powered by Wartsila Vasa 46 engines.

ASPSM Scandinavia already manages the Global Carrier in the Lillbacka Powerco fleet.
The worldwide movement against piracy is gaining momentum and further developments announced by the United Nations, the International Maritime Organisation, the Save our Seafarers movement, the shipping and ship management industries and individual governments. Following our special article in the April edition of ASPects, an update on the current situation is detailed below:

**Navy ships can’t do it**

Commercial ships traversing the Gulf of Aden and the Indian Ocean should be armed to defend themselves against marauding Somali pirates because international warships can’t do the whole job and won’t be there forever, a top U.S. Navy admiral says.

“We could put a World War Two fleet of ships out there and we still wouldn’t be able to cover the whole ocean,” said Admiral Mark Fitzgerald, commander of U.S. Naval Forces, Europe and Africa, citing attacks from the Gulf of Aden and the Mozambique Channel to off the coast of India.

Overwhelmed by the scope of the maritime problem, the United States has called for a greater international-led focus on chasing the pirate money trail.

Underscoring the financial impact of piracy, Fitzgerald said he was told by Kenyan officials that prime real estate in Mombasa and Nairobi were being “bought up by rich Somalis” who lead clans which control piracy syndicates. He cited a similar investment trend in Ethiopian property.

**IMO Guidance on armed security**

Interim guidance on the employment of privately contracted armed security personnel on-board ships transiting the high risk piracy area off the coast of Somalia and in the Gulf of Aden, and the wider Indian Ocean has been approved by IMO’s Maritime Safety Committee (MSC).

The MSC approved a circular on interim guidance to shipowners, ship operators, and shipmasters on the use of privately contracted armed security personnel on ships in the High Risk Area, and interim recommendations for flag states.

The guidance notes that the use of privately contracted armed security personnel (PCASP) should not be considered as an alternative to the Best Management Practices to Deter Piracy off the coast of Somalia and in the Arabian Sea area (BMP) and other protective measures.

**Piracy increased 20% in 2010**

The number of acts of piracy and armed robbery against ships reported to the IMO and which occurred in 2010 was 489, against 406 during the previous year, an increase of 20.4% from the figure for 2009.

During the year, two crew members were killed and 30 were reportedly injured/assaulted, while 1,027 crew were taken hostage or kidnapped. Fifty-seven vessels were hijacked, with one vessel still unaccounted for.

In the first four months of 2011, 214 incidents were reported to the Organisation.

**“Harrowing” report from SOS**

Meanwhile the SOS Save Our Seafarers campaign, has produced a harrowing report into the parlous state many crews encounter whilst going about their business. Sixty two seafarers are known to have died in the past four years as a direct result of piracy in the Gulf of Aden and Indian Ocean, through deliberate murder by pirates, suicide during the period of captivity, death from malnutrition and disease, death by drowning, or heart failure precipitated by a hijacking.

Giles Heimann, Secretary General of the International Maritime Employer’s Committee and Chairman of the SOS campaign, said: “During the past four years over 3,500 seafarers have been kidnapped and held hostage by pirate gangs, who subject them to traumas such as being used as human shields, being forced to operate their ship as a pirate mother ship under pirate control, and to extreme mental as well as physical anguish”.

**More violent make-up of pirate gangs**

The make-up of pirate gangs has started to change, bringing new levels of violence in the assaults on both vessels and crews, according to Tim Hart, an analyst at Maritime and Underwater Security Consultants.

“Traditionally the piracy gangs were made up of former Somali fishermen who had seen the fishing industry cease and had sought to move more into piracy,” he said.

“They were not violent by nature and there was, in some ways, a code of conduct in terms of the treatment of crews.”

He said that many of these “amateur” pirates had now been replaced with a new breed of former militia members joining the gangs.

“These members have grown up among violence. Many of them are not from the Somalia coast but from further inland and are more willing to use violence.”
Group Management Forum maps future objectives

ASP Group’s Senior Management Forum in Singapore in July examined management aims and desired outcomes for the next 12 months with subjects including:

- Financial Performance
- New Business Objectives
- Documentation and Control
- Human Resources
- Safety, Quality and Environmental Management
- Emergency Response Capability

The meeting was fully attended by the operating groups and crew management, and went well over the two day period as the Forum put their collective heads together to address the issues, the keynote being “10% problems but 90% solutions”.

Group Managing Director David Borcoski presented a general overview, while Group Chief Operating Officer Bob Bird outlined the purpose and objectives of the Forum and summarised the recent financial performance of the Group’s combined ship management and crew management activities and projections for the new financial year. Group Chief Financial Officer Adrian Whatley discussed financial control.

Many of the specific subjects covered took the form of workshops in which practical issues were identified and discussed by participants. Future Group Management Forums will be held twice a year, in Melbourne in December and mid-year in Singapore.

Capt Con Eliades marks 40 years’ service

Capt Con Eliades, Master of the TT-Line’s Spirit of Tasmania I, serving the Bass Strait passenger trade between Melbourne and Devonport, Tasmania, celebrated 40 years of sea service with the ASP Group, including 20 years in command. This achievement was recognised at separate functions held in Melbourne with TT-Line and ASP Group on 11 August.

Capt Eliades began a cadetship with ANL in 1971, his first appointment being as Third Officer on the Sydney Trader in 1974. He was promoted to Chief Officer in the Lake Hume in November 1981, followed by the steel carrier Lysaght Endeavour for four years, and then served on the overseas trading container vessels Australian Emblem, Australian Purpose, Australian Advance and Australian Endeavour. His first command came in the Australian Trader in 1991, followed by the Bass Trader and Searoad Mersey.

Capt Eliades worked initially for TT-Line as Master in the Bass Strait catamarans in December 1997, trading between Melbourne and Tasmania. He took command of the Spirit of Tasmania in 1999. In April 2002 Capt Eliades travelled to the Mediterranean to pick up and deliver Spirit of Tasmania I as Master, and has remained dedicated to TT-Line ever since.

We congratulate Capt Eliades on a long, loyal and dedicated career with the ASP Group.

**TT-Line commendation:**

“Celebrating 40 years of sea service in the maritime industry is an outstanding contribution from a remarkable individual. The crew and staff at TT-Line would like to extend our warmest wishes to congratulate our longest serving Captain and wish him many more years of memorable service at sea.” said Spirit of Tasmania Chief Executive Officer Charles Griplas.
Data measuring system lowers fuel consumption

FLAGSHIP-EEM, a part EU-funded maritime transport project, has achieved major advances in accurately measuring on-board power requirements and thereby enabling a reduction in fuel consumption through the development of FLAGSHIP-EEM (Energy Efficiency Monitoring).

The system enables data acquisition and analysis to continuously evaluate power requirements at every stage of a vessel’s voyage. The system provides information that enables improved fuel consumption that can reduce both operational costs and its environmental impact.

Designed as a tool for ship owners and operators, FLAGSHIP-EEM supports the crew in making more efficient use of energy on-board. Due consideration is given to both the main and auxiliary engines ensuring propulsion and electrical economies are evaluated. It provides transparent information about the current energy use and increases awareness for options to improve efficiency. FLAGSHIP-EEM enables comparison of current consumption to baseline consumption and recent history, and establishes a database of operational data for evaluation of operational measures and changes in machinery.

To date, most ships have not been equipped to measure and display actual power consumption and as a result, crews tend to run vessels at too high consumption patterns. When the FLAGSHIP-EEM development team started looking into how vessel efficiency could be improved, no detailed consumption data was actually available. They had to undertake a detailed analysis of on-board power consumption in order to determine efficiency influencing parameters.

They also collected operational data over time to ensure that any external influences and variations were considered to ensure modelling accuracy especially in relation to predicting potential fuel savings.

Optimum trimming reduces fuel cost

“If the trimming is not correct - it can cost money”. That is the conclusion of Finland’s Eniram following an extensive testing period on-board a 5,500 teu containership. Ship Repair Journal (SRJ), has published details of Eniram’s Dynamic Trimming Assistant (DTA) on previous occasions. However Eniram has now released the results from a 136 day study that focuses on the areas of energy loss relating to propulsion and examines where there is an opportunity for performance improvements.

The data for this study was collected via Eniram’s DTA, which uses attitude sensors fixed on-board the vessel, as well as information from the existing bridge and automation systems. With DTA, the key metrics are presented to vessel officers at the bridge as an easy-to-read traffic light monitor (not enabled during this study), to dynamically monitor and optimise the vessel’s trim.

The results of this study have clearly shown that operating at non-optimal trim is the highest factor in the unwanted use of fuel that can actually be managed. The average percentage of propulsion power loss due to non-optimal trimming was 5%, whilst the vessel was on long transoceanic legs.

During the study, the vessel was loaded at a number of different displacements. When operated at a heavy displacement, close to the design displacement, the savings potential compared to operating at optimum trim was 2.2%. When operating the vessel at a medium displacement, the trim related savings potential grew dramatically to 6.8%.

During the 136 day study, which covered seven voyages, the trim-related fuel savings potential was calculated at 350t of HFO. Even if operational constraints meant that the ship was only able to follow an optimum trim at 80% of the time, 280t of fuel would still have been saved. This saving would have resulted in a US$160,000 reduction in bunker costs for the vessel operator in less than five months. The owner of the containership conducting the trial intends to install the DTA system on-board 12 sister ships, as the fuel savings and reduction in CO₂ emissions will be considerable across this fleet.
LTI-free recognition to five vessels

Five ASP managed vessels have recently recorded 1000 days for being free of lost time injuries (LTI).

They are the Rio Tinto Marine bulk carrier RTM Wakmatha and the IBS bunker barge Larcom. The River Embley, British Fidelity and British Loyalty have also recently achieved 1000 days free of LTI.

The RTM Wakmatha and Larcom were recognised with a plaque and certificate of recognition respectively commemorating their achievements. The LTI-free recognition is highly valued among the fleet vessels, and is designed to encourage maximum shipboard safety standards.

NEW UK GENERAL MANAGER APPOINTED

Keith Brown, the new General Manager, ASPSM United Kingdom, comes to ASP Group from the leading British ship management company OSG Ship Management (UK), where he was responsible for the management of 10 Panamax and two Suezmax crude oil tankers, then latterly also a fleet of fourteen VLCC’s.

Keith began his career in 1988 as a cadet with Souter Shipping Ltd, serving on bulk carriers worldwide and in 1992 achieved Third Officer rank, rising to Chief Officer in 1997. Then in 2001, with the rank of Master, he joined OSG Ship Management sailing on their VLCC tanker fleet.

Over the next 10 years, Keith took over a number of increasingly senior management positions until taking up his post with ASP in July.

He holds a number of professional qualifications including the Institute of Chartered Shipbrokers qualifications, and a Diploma in Ship Superintendence. He is currently completing a Master of Business Administration course at Durham University.

Keith, who is married with three children, will be based in ASP’s Glasgow office.
The environmental debate has “moved on from low sulphur”, according to Tom Boardley, Marine Director at Lloyd’s Register (pictured LEFT), in an article in a recent issue of Fairplay magazine.

Addressing guests at a reception in London, he said concerns now encompass a broader range of issues, from exhaust scrubbing and ballast water treatment to future fuels and carbon trading.

Particulate matter will also be of increasing relevance, he said, driving engine makers towards more sophisticated machinery designs. But he does not expect to see a quick reaction to these trends. “It took two oil shocks to get rid of steam turbines,” he reminded his guests.

Nonetheless, environmental issues are increasingly “a thread through everything we do”, not least because of the benefits it brings to owners’ fuel bills, he said.

Whether through price or scarcity, alternative fuels will become important in the future, Vince Jenkins, LR’s Global Marine Risk Adviser pointed out, but “the quality of crews will have to change on-board ships to be able to handle them”, he warned. “For example, biofuels behave differently depending on their source. Rape seed oils and palm oils have different characteristics”, he said.

Shipowners looking to order a new vessel will now need to make sure its engines meet the second tier of NOx emission limits, an article in Lloyd’s List reports.

Top of Form Laws affecting emissions from ships are becoming increasingly tight. Under the amendments of Annex VI of the International Maritime Organization’s Marine Pollution Convention, any ship ordered from January 1, 2011 needs to have reduced NOx emissions.

Most engine makers have publicly stated their capability to meet these limits, which are global, with their latest range of engine types.

For a vessel with a rated engine or crankshaft speed of less than 130rpm, the total weighted emissions of NOx should not exceed 14.4g/kWh. For an engine with a rated engine speed of over 2000rpm the limit is 7.7g/kWh.

Engines that fall between 130rpm and 2000rpm have a limit based on a calculation of the engine speed, but falling between the two previous limits.

Under Marpol definitions, construction date means the date keels are laid or are at a similar stage of construction. Therefore when a vessel has been ordered in 2010 or earlier, but the shipyard only begins construction in 2011 or later, that ship will also have to be tier II compliant.

While these tier II limits will apply globally, they will be superseded in emission control areas in January 2016 by a third tier of limits that are much more onerous.

Furthermore, the expansion of the requirements for placards and garbage management plans to fixed and floating platforms engaged in exploration and exploitation of the sea-bed, and the addition of discharge requirements covering animal carcasses.

Biofouling

The MEPC also adopted the first set of international recommendations to address bio-fouling of ships, to minimize the transfer of aquatic species.

Research indicates that bio-fouling is a significant mechanism for species transfer by vessels. A single fertile fouling organism has the potential to release many thousands of eggs, spores or larvae into the water with the capacity to found new populations of invasive species such as crabs, fish, sea stars, molluscs and plankton. Minimizing bio-fouling will significantly reduce the risk of transfer.
Another luxury yacht for ASPYM charter

ASP Yacht Management (ASPYM) has been appointed exclusive charter agents for the luxurious Sunseeker Predator RE 1 in May. The 28.15m yacht is based in Lavagna, near the ASPYM San Remo offices and is available for charters in the Western Mediterranean throughout the year. RE 1 will cruise mostly in Sicily, Sardinia, Corsica and South of France (the French Riviera). ASPYM Manager Lena Sundell told ASPects that “Capt Umberto Rovetta and his professional crew are performing services to the highest standards, and we continue to receive fantastic feedback from new as well as repeat clients”.

Accommodation on the RE 1 includes a full beam master cabin aft with double bed, one forward VIP cabin with double bed, two twin cabins port and starboard with twin beds convertible to double beds.

The master cabin has en suite bathroom, walk-in wardrobe, sofa seating area and a mini bar fridge. All guest cabins have en-suite bathrooms, with air conditioning in all guest areas through individual air handling units.

Call for consistency on inert gas rules

Intertanko says inert gas regulation should be consistent and extend to all tanker types and sizes, including chemical carriers, according to an article in a recent issue of Tanker Shipping and Trade magazine.

“Ideally, we will achieve a point where all Solas vessels will be covered. However, initially we are asking for a lower ship limit of 5,000 dwt. This will simplify and clarify existing regulations, which can only be to the benefit of those on-board vessels carrying low flashpoint cargoes,” says Intertanko’s chemical manager, Ajay Gour.

At present, chemical tankers are exempt from mandatory inert requirements. However, Mr Gour says that the case for change is irresistible, citing successive accident reports on chemical tanker explosions. “The common conclusion has been that inerting the space could have averted the accident.”

The report’s lead recommendation for the future was that all vessels, irrespective of their tonnage, which transport potentially explosive or flammable cargoes, “be equipped with systems that permit maintaining these cargoes inert during their transport and loading/discharge, or even render impossible the formation of an inadequate atmosphere within the empty tanks”.

Resistance to the extension of inert gas regulation is especially evident among countries with large inland fleets, comprising many smaller vessels with perhaps only two cargo tanks. These ships inevitably have a different trading pattern to larger ones and will typically do two voyages each day. By contrast, larger vessels might complete a voyage every two days. Inert gas plant on-board will add extra time burdens for operators of smaller tonnage, it is claimed.

A recent example is the final investigation report issued by the Brazilian Navy’s director of Ports and Coasts into the explosion and subsequent loss of life on the chemical tanker Vicuna, when it was discharging at the Cattalini Terminals in Maritimos, Brazil.

The explosion resulted in four fatalities, the total loss of the vessel and the remainder of the cargo, as well as causing serious damage to the quay, terminal and small craft anchored in the vicinity. She was carrying methanol at the time.
A turtle owes its life to two deckhands from the IBS bunker barge Larcom, after they saw it struggling in the water off the Queensland Alumina Ltd (QAL) wharf at Gladstone in June. The turtle was trying to dive, but kept coming to the surface again and Larcom deckhands Andrew Druett and Roger Butcher could see it was distressed and needed help. They notified the Department of Fisheries, then launched the Larcom’s inflatable boat and set out to bring the turtle back to safety. The incoming tide had swept the animal about 500 metres up the harbour, and it wasn’t easy to convince it to get out of the water and into the boat, but eventually they got it aboard. Ashore, it was met by environmental specialist Alison Green and graduate student Emily O’Brien, who layered it with wet rags to keep it cool then put it into the back of a utility vehicle to deliver it to Department of Fisheries staff for treatment.

It is suspected that the turtle was suffering from the all-too-common “floating syndrome” — a condition most often caused by turtles ingesting foreign objects such as plastic, fishing materials or other marine litter. The turtles become buoyant and cannot dive to eat, move away from predators or boats, and often suffer a slow death. After being treated at the zoo, the turtle was pronounced well enough to be released, thanks largely to the quick thinking of Andrew and Roger.

Dissatisfaction with lifeboat guidelines

Key shipping industry organisations remain deeply dissatisfied with new amendments and guidelines agreed to at the recent IMO Maritime Safety Committee (MSC) on lifeboat release hook mechanisms. They remain determined to keep the issue high on the agenda.

BIMCO chief marine technical officer Aron Frank Sorensen told Lloyd’s List: “The new regulations are a step on the way and some improvement, but we do not feel they are as progressive as we want them to be. The industry is keen to keep the issue alive.”

The MSC approved amendments to the Safety of Life at Sea Convention and the Life Saving Appliances (LSA) Code following recommendations made by the LSA inter-sessional working group and the Design and Equipment (DE) subcommittee. Under the amendments passed by the MSC, owners must ensure that ships are equipped with safer on-load release mechanisms and replace existing release hooks that do not comply with the new LSA Code by January 2019.

Shipowners, seafarers’ trade unions, and other industry bodies are united that further work is necessary to address safety concerns. Owners fear that further amendments to the code could mean incurring additional costs by having to make more changes. They prefer that all the issues were addressed simultaneously.

Particular concerns are that proposals on hook stability and vibration were not included in the amendments. In addition, there is a need for a permanent secondary safety system to lock the release hook. This would give added protection during drills and lifeboat recovery.

According to John Murray, marine director at the International Chamber of Shipping and chairman of the Industry Lifeboat Group, which submitted papers to the IMO committees, a lot of the issues concerning the ICS have been taken into account, but not all of them. For example, the problem of release hook vibration was not taken forward on the grounds that there is no available test. The ILG says that vibration is a significant cause of unexpected hook release. It remains concerned that the effects of vibration could prove to be a significant factor in equipment failures.

It was left open to return to this issue later, but Mr Murray said that shipowners want to be sure that if they are buying equipment, they only need to buy it once and therefore need clarity about what is required before they make the investment. The industry groups reluctantly conceded the new guidelines are the best they were likely to get and an improvement on what was originally proposed last year. But they are determined not to allow the issue to be put to rest.

“We want to make sure the kettle is kept boiling,” Mr Sorensen said.

- From Lloyd’s List writer Steve Matthews, London

Larcom crew rescue distressed turtle

Marine Parks Ranger, Rider Graham-Emmerson and QAL Environment Graduate, Emily O’Brien release the turtle at a boat ramp in Gladstone.
A new emergency decision support system, successfully tested by the cruise industry, is now being tested by the tanker community. Participants in the pilot project believe the software will influence future operations and vessel design, writes Wendy Laursen in a recent issue of Tanker Shipping and Trade.

The Flagship-DSS (Decision Support System) is a software tool designed to deliver an accurate, early prediction of how fire or flooding may impact on a ship at any given time. The system enables efficient decision making in distress situations, reducing risk and enhancing the effectiveness of mitigating actions.

Flagship-DSS integrates prognosis tools for fire and flooding with an evacuation simulation process, an advanced on-board stability calculator as well as an on-board emergency management system. It constantly collects data from all ship sensors to assess a vessel’s vulnerability and provides the Master and crew with information they can use to take prompt remedial actions to bring an unfolding crisis under control effectively. Flagship-DSS can also provide real time data to shore-based authorities to optimise communication in the event of a crisis.

Trials undertaken over a four month period in the cruise industry resulted in a 45% factual improvement in premeditative decision making. Interest from tanker owners in the program is strong and has attracted leading companies to adopt what has been learnt in the cruise industry and apply it to the tanker sector.

The software is an additional layer above the newly released AutoMaster ISEMS system from Autronica, also a project participant. This provides the digital equivalent of a plotting table used to record information about a ship in an emergency. Since it is an electronic system integrating data from the company’s fire detection systems, the information can be made available live from the bridge to other stations as well as to operators ashore.

**Master Mariners tackle liquefaction**

The Australian Melbourne Branch of The Company of Master Mariners celebrated their 60th anniversary of the branch foundation with an industry seminar and dinner on June 29, for which ASP acted as a major sponsor.

The industry seminar discussed “Dangerous Cargoes and Liquefaction” and was held at the offices of Holman Fenwick & Willan, Lawyers, with 35 attendees. This was followed by a dinner at the Melbourne RACV Club.

Speakers at the Seminar were:-

Nic van der Reyden (Holman Fenwick Willan) (left) Speaking on the Legal Principals, Conventions & Contracts

Stuart Scott (Rio Tinto Shipping) (right) Practical & Operational Challenges

David Anderson (AMSA) (left) Ship and Operational Safety & Flag/Convention Rules

Dr Ken Grant (Minton Trehame & Davies) (right) Fire/Explosions and Cargo Investigator (Singapore)

A large part of the seminar was based on the liquefaction risks associated with the carriage of iron ore and coal fines, and nickel ore cargoes.

"In the space of 39 days in 2010, three vessels sank while carrying cargoes of nickel ore, with the loss of 44 seafarers, and many other vessels experienced serious listing occurrences, resulting from liquefaction of cargoes."

Singapore fire and explosions investigator Dr Ken Grant told the meeting that although a cargo may appear to be dry, its core structure may contain sufficient moisture to cause liquefaction.

He said the International Maritime Solid Bulk Code (IMSBC) was inadequate to deal with the problem.

“It’s not helping to make decisions on the ground and liquefaction is very poorly understood and often just totally disregarded,” Dr Grant said. “People just don’t accept that their cargo is going to liquefy. We need to better understand the properties of nickel ore.”

Dr Grant indicated that some shippers may enhance the reported condition of cargoes prior to shipment to ensure prompt shipment.

The seminar was a timely reminder to owners, managers and operators for the need to take special precautions when loading and carrying such cargoes.
Asia-Pacific conference on Maritime Labour Convention

ASP Group was represented by Ben Brooksby Group General Manager Crew Management, at the Asia-Pacific regional conference on the Maritime Labour Convention (MLC) in May. The MLC 2006 sets minimum requirements for seafarers to work on a ship including conditions of employment, hours of work and rest, accommodation, recreational facilities, food and catering, occupational health and safety protection, medical care, welfare and social security protection.

During the conference, hosted by the Australian Maritime Safety Authority, the Australian Minister for Shipping and Transport, The Hon. Anthony Albanese, The Director of ILO International Labour Standards Department Cleopatra Doumbia-Henry, and Mr Jianxin Zhu (China Shipping), finalised the signing of the Accord between Australia, the ILO and the IMO to give effect to Australia becoming a signatory to the Convention. The Accord outlines areas of cooperation between the three partners in the Asia-Pacific region to achieve rapid and widespread ratification and effective implementation of the MLC 2006.

The Maritime Labour Convention is an emerging international priority, having been adopted by the International Labour Organization (ILO) in 2006. It is likely to come into force internationally in 2011/2012. Compliance is secured through formalised inspection and certification compliance procedures, shipowners' and shipmasters' supervision of conditions on ships, flag state jurisdiction and control over local ships, and port state inspection of foreign ships.

The projected outcomes for the conference included:

**Technical cooperation and capacity building**
Investigate options to raise awareness amongst and between tripartite partners and other relevant stakeholders

Explore resourcing options with donor agencies, regional and international organisations and others for cooperative training programs. Develop and promote a regional internet based mechanism for sharing and exchange of information and national experiences with ratification and implementation of the MLC 2006; including:

- To identify and maintain national contacts within the region
- To provide opportunities for countries to raise questions
- To promote ILO membership for non-members.

**Cooperative Action**
To work together to identify future areas of cooperation to achieve the rapid and widespread ratification and effective implementation of the MLC, 2006.

The MLC, 2006 has been described as the “fourth pillar” in international shipping regulation, complementing the major maritime conventions of the International Maritime Organization (IMO) on ship safety, environmental protection and seafarer training.
Tanker operations

ASP Group Training conducted a five day Combined Advanced Oil/Chemical Tanker Operation Course at the School of Maritime Studies, Fiji National University in Suva in June, when 27 participants attended the course despite it being a public holiday in the country.

The course, originally intended for ASP officers and ratings, was also offered to other interested seafarers in Fiji.

The course contents included:
- History of oil and chemical tankers
- Basic chemistry
- Chemical and oil tanker hazards
- Ship types and designs
- Pollution prevention and Marpol requirements
- Ship-to-ship and ship-to-shore terminal interface
- Confined space entry
- Emergency response
- Cargo planning

Capt Tim Tamani delivered the course, with emphasis on the practical aspects of loading, transportation and discharge of chemical and oil products. He reminded the participants that safety would always be paramount on this type of vessel and it was the responsibility of each person to ensure that ship-board safety requirements were complied with at all times.

The participants acknowledged the trainer’s comprehensive knowledge of tanker operations and looked forward to attending future ASP tanker courses.

The “human factor” in safety training

Emphasising the importance of human factors in marine accidents and focusing on error management, ASP Group Training conducted its first Vessel Resource Management Course in Suva, Fiji in June.

The course was conducted by Group Training Manager, Capt Purnendu Shorey and attended by a mix of 17 ASP and third party participants.

During the course, it was pointed out that the term “human error”, in spite of having a negative implication, has found acceptance in the minds of seafarers, but this acceptance has not led to any resolutions in many cases.

Capt Shorey showed it was important to appreciate that these “errors” are not always due to lack of skill or knowledge but could be the result of inherent “human factors” which form a part of all of us.

A detailed study in the area of “Understanding Human Factors” has been promptly taken up by some other industries. The results were disturbing at first, but only go to reinforce the fact that we are all prone to such factors.

ASP believes that:
- The old approach to improve ship safety is always directed towards the hardware of shipping.
- If safety is to be improved, it must be recognized that human factors now account for most accidents at sea and that the new approach must include this issue.

Implementation requires a change of thinking and culture across the whole of the shipping industry

Although the traditional approach to improve safety standards has always been directed at the “hardware”, this course directs the attention to “software”. i.e. humans and their limitations.

The course will be soon replicated across all countries where ASP has a presence.
The ASP Group is adopting its management systems to this international standard, the Occupational Health and Safety Assessment Series (OHSAS) Standard 18001.

Along with ISO 9001 and ISO 14001 Standards, the OHSAS Standard is based on the methodology known as the Plan-Do-Check-Act (PDCA), which is as follows:

**Plan:** Establish the objectives and processes necessary to deliver results in accordance with the organisation’s OH&S policy

**Do:** Implement the processes

**Check:** Monitor and measure processes against OH&S policy, objectives, legal and other requirements, and report the results

**Act:** Take actions to continually improve OH&S performance.

The initial certification audit for OHSAS 18001 was carried out in August by DNV for ASP Ship Management, after which each of ASP’s Group Offices will begin the accreditation process towards OHSAS 18001 in due course.

ASP Australia Ship Management, Marine Standards Officer Julie Pearce (pictured below) told ASPECTs: “The new standard – OHSAS 18001 – gives a new dimension to our company slogan ‘We Manage Ships Safely’ ensuring that we have reached the highest international standard of compliance in health and safety.”

“This means that our people, our processes and our management systems conform to a uniform standard of international practice and compliance, wherever our offices, our ships or our staff are located throughout the world,” Julie said.

With the accreditation to this Standard, ASPSM now has a truly integrated management system being accredited to the three main international Standards of Quality – ISO 9001, Environmental – ISO 14001 and Occupational Health and Safety – OHSAS 18001.

Sun, wind and new fuels drive

**Eco Ship 2030**

Designed to make use of advanced technologies aimed at significantly reducing emissions, the NYK Super Eco Ship 2030, is expected to emit almost 70% less CO₂ emissions than current vessels.

The design was created by MTI, a wholly owned NYK subsidiary along with Garroni Progetti s.r.l, an Italian designer of ships, and Elomatic Marine, a Finnish marine technology consultant.

NYK Super Eco Ship 2030, which also happens to be the target launch date, will make use of progressive technologies that have the potential of being realized by 2030. The power needed to propel the ship can be lessened by decreasing the weight of the hull and reducing water friction.

Propulsion power can be increased through use of LNG-based fuel cells, solar cells, and wind power, all of which will lead to a reduction of CO₂ by 69% per container carried.

*LEFT: Artist’s impression of the NYK Super Eco 2030 at sea.*
Seaarland celebrates its first four years

ASPCM Ukraine Managing Director Capt Peter Pashegor and Operations Manager Vitaliy Chayka were among the guests celebrating the fourth anniversary of Seaarland Shipmanagement Hamburg in June.

In its first four years, Seaarland has grown to manage a fleet of 19 vessels of modern product and chemical tankers. ASPCM Ukraine began supplying crews to Seaarland in 2007, and now supplies more than 500 crew members for 11 Seaarland Tankers.

People everywhere were urged by the IMO to voice their support for seafarers by using social networks such as Facebook and Twitter, and posting videos on YouTube, discussing seafarer issues on LinkedIn, or even writing a blog about life at sea, to mark the first ever International Day of the Seafarer, held on 25 June.

Last year, the Diplomatic Conference which met in Manila to adopt milestone revisions to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (the STCW Convention) and its associated Code, also agreed that the unique contribution made by seafarers from all over the world to international seaborne trade, the world economy and civil society as a whole, should be marked annually with a ‘Day of the Seafarer’.

The date chosen was 25 June, the day on which the amendments were formally adopted.

An innovative web-based and social media campaign formed the centrepiece of efforts to celebrate the “Day of the Seafarer” and to pay tribute to the world’s 1.5 million seafarers – men and women from all over the globe – for the unique, and all-too-often overlooked, contribution they make to the well-being of all of us.

The President of Georgia, Mr Mikheil Saakashvili

ASPCM Georgia Managing Director Capt Irakli Sharabidze and ASP sea staff attended the celebration of Georgia’s Seafarers’ Day, arranged by the Georgian Government in Batumi in June.

The President of Georgia, Mr Mikheil Saakashvili, emphasized the importance of the maritime industries in Georgia and said the Government would continue to support their development and to make sure that no one will have any doubts in the professionalism and qualification of Georgian seafarers.

The President honoured seven veteran seafarers for their share in the development of maritime industries with Orders of Dignity, and 18,000 thousand Georgian seafarers celebrated the day of their profession.

At the Batumi Day of the Seafarer celebrations, from left: Mr Irakli Abashidze, Maritime Transport Agency of Georgia; Director of Maritime Transport Agency, Mr Teimuraz Iobidze; and ASPCM Managing Director Georgia, Capt Irakli Sharabidze. At rear are Maritime Transport Agency staff.

The President of Georgia, Mr Mikheil Saakashvili
Remote control concept for ECDIS

UK company Kelvin Hughes is testing a ‘proof of concept’ that could allow it to provide support and maintenance from its shore offices with remote access to a ship’s ECDIS unit.

It has established a wireless link to an iPad tablet computer that makes it possible to monitor and control the ECDIS from the device - including sounding alarms, if required.

It could be used on-board vessels for example by the Master, who could keep track of navigation from his cabin or elsewhere on the ship.

But Spike Hughes, director of the company’s commercial and equipment business, said last week that the more significant part of the experiment is to show that ECDIS information can be relayed wirelessly, which would make it possible to transmit it ashore. This would allow the company’s support team to view the same information as the officers are seeing on the bridge.

ECDIS Training shortage anticipated

With the IMO’s mandatory carriage requirements for ECDIS having come into force on January 1, 2011, a market of up to 75,000 units has been created between its first and last deadlines, in 2012 and 2018, ECDIS manufacturer Kelvin Hughes has estimated.

But there will also be a huge need for training, said Spike Hughes, at a briefing last week. He doubted that it would be possible for all those who require training to get it in the time available. “It’s almost as though the training requirement was overlooked when the regulations were brought in,” he said.

The briefing was held to publicise the company’s ECDISPlus service, which includes training. “It’s a bit of a mess,” said Hughes, “and ECDISPlus will help sort out that mess.”

Warning on GPS over reliance

The failure of satellite navigation systems such as GPS could have severe consequences for society, the UK’s Royal Academy of Engineering (RAE) has warned.

A new RAE report on global navigation systems (GNSS) points to the need for adequate independent back-up. It says signal failure or interference could affect safety systems and other critical parts of the economy.

The chairman of RAE’s GNSS working group, Dr Martyn Thomas, said: “GPS and other GNSS are so useful and so cheap to build into equipment that we have become almost blindly reliant on the data they give us.”

Dr Thomas says that the deployment of Europe’s Galileo system will greatly improve the resilience of the GPS/Galileo system, but many of the vulnerabilities they have identified in their report will remain.

Emergency rubber sealing

An emergency rubber sealing which can be used repeatedly is causing a stir at maritime trade shows and proving popular with customers. It is a time and money saving solution which provides extra security when needed for bulk and general cargoes.

The Emergency Seal from Cargo Care Solutions is a rubber sealing which can be pressed in the cross joint to give extra security for the weather tightness of hatch covers. It works between a gap of 20 mm to 50 mm provided there are no wedges or cross joint cleats installed. A complete set for a cross joint consists of one straight length of packing (cut-to-size) and two pieces with 90° corners.

Emergency Seal is used as extra security next to the existing hatch cover sealing system and, unlike tape solutions, it can be used many times.
**Pirate attack led to a shore career**

The newly appointed General Manager ASP India, Sanjay Kelkar *(pictured far right)*, with outgoing General Manager Hirakesh Roy, ‘handing over the baton of responsibility’. Sanjay had been at sea for 19 years, the last seven as Chief Engineer, before his ship was attacked by armed pirates in the Malacca Straits.

He then decided to “call it a day” for the seagoing life and began a new career ashore.

He passed his Extra Chief’s exam before taking up a job ashore with a manning agent in India, then worked in various technical posts, including off-shore drilling, and for technical management companies such as Fleet Management and Bernhard Schulte.

He manned a technical office on behalf of owners in Germany for several months, then took on responsibility for opening a technical management office in Singapore, selecting a team and operating small product and chemical tankers. He took up his ASPSM India appointment in June.

Following the appointment of Mr Sanjay Kelkar, Capt Girish Phadnis *(pictured right)* has been appointed Managing Director of ASP Ship Management India in addition to his present title of Managing Director, ASP Crew Management India.

Capt Girish’s primary focus remains the business development for the ASP Group in the Asia region, but he will additionally provide board oversight to the Indian operations by virtue of his Managing Director appointments.

**Gladstone Ship Manager**

Max McColl, who has been appointed Ship Manager at Gladstone, Queensland, responsible for the vessels of the Queensland Alumina Ltd fleet, and the Alcoa bulk carrier Portland is back with ASP for the second time.

Max was formerly ASP Operations Superintendent at Gladstone, but left in 2008 to take up a position as Manager with Caneebie Engineering, Gladstone. He returned to ASP in May.

**New Australia Ship Manager**

Ryan Hodder has been appointed Ship Manager (on secondment) for the bunker barges Zemira, operating in the Port of Melbourne, and the Sydney based Whitnavigator.

Before joining ASP, Ryan was serving as Chief Officer on BP Shipping vessels and he had previously held shore appointments with the same company in London and Melbourne. Ryan commenced as a cadet with ASP in 1992 and worked in the ASP tanker fleet until 2003.

**Move for Nariman**

Nariman Amalsadiwala, Finance Manager, ASP Crew Management (ASPCM) Australia, has accepted a transfer to manage the Finance Manager responsibilities for IBS Australia and Mariner Travel, based in "Majella". Announcing the move and promotion, Group Finance Director Adrian Whatley said "Nariman’s new role would involve significant responsibilities, with the building of a new barge for IBS and the expected resurgent growth in the Mariner Travel business”.

Adrian said “Nariman would continue to oversee the ASPCM business and maintain his role with the ERM payroll system but a new person was being recruited to take up the workload”.

**Nahar Johari**

Nahar Johari has joined ASP Crew Management Singapore as Agent. Nahar has six years’ experience in ship supply, crew management and as a boarding officer in Singapore. He began in the shipping industry in 2004 with Fuji Trading as a ship supply officer, then joined Skytruck Forwarders in 2009 as a boarding officer handling all ship spares for Stolt Nielson. His career in ship management began with Glenn Defence Marine in 2010 as a Crewing Executive/Boarding Officer.

**ASP Group welcomes the new appointees and congratulates Nariman on his promotion.**
Great new initiatives for Mariner Travel

A new team and a whole new innovative program of services is under way at Mariner Travel. The new initiatives include:

- New wholesalers to increase the range and quality of services
- New hotel deals
- A monthly “Specials” page on the Mariner Travel website
- A yacht charter booking division
- Special deals for ASP employees and their families

Details of these new developments are outlined on this page...

Yacht charters - a new venture

Mariner Travel Melbourne has branched out into the yacht charter business. In Australia it now represents the Mediterranean based ASP Yacht Management portfolio of luxury yachts, which has its headquarters in San Remo, Italy, and has also set up a new yacht charter booking division.

Yacht charters for clients can now be arranged in a variety of destinations worldwide including Australia, Europe, South-East Asia and the Caribbean thanks to a new agreement with a global charter company.

General Manager Aaron Watts told ASPECTs that the company could provide bareboat, crewed, or individual cabin accommodation on chartered yachts. With a huge range of yachts contracted, Mariner Travel can offer travellers a unique holiday whilst suiting all budgets and sailing experience.

Marketing initiatives for the launch of the yacht charter division has included a six month sponsorship contract with the Royal Melbourne Yacht Squadron, and a sponsorship for the Australian Women’s Keelboat regatta in June.

Mariner Travel is establishing links with other Australian yachting bodies such as Yachting Victoria and Yachting Australia.

The marketing program has also included the production of a large poster, which can act as a stand-alone piece, or as part of a display stand that will feature at all future events.

New faces

Two new appointments to Mariner Travel are Assistant Manager Sam Skinner (ABOVE) and Travel Support Consultant Jessica Trinh (LEFT).

Sam has been in the travel industry for eight years. Before joining Mariner Travel he was a senior consultant with Webjet Travel Online and previously, Assistant Manager with Flight Centre, Katoomba NSW.

Jessica has had a year’s work experience with Webjet and is currently completing a Bachelor of Business, majoring in Tourism Management.

Personal travel services

Mariner Travel has re-launched its personal travel services, aimed at ASP staff and their families, and also to ASP clients. To this end, wholesale agreements have been made with large web-based agencies such as Expedia and Hotel Club to give clients a full range of travel and accommodation options throughout the world.

General Manager Aaron Watts said, “We want ASP people to know they can book their own holidays and other personal travel with us, safe in the knowledge that they will be getting the best service at the best prices.”

The same services can also be made available to ASP clients and their families.

Consolidating Mariner Travel links

Mariner Travel is conducting a program of integration and standardisation of procedures among its various offices in Australia and beyond. To implement this Levita D’Cunha from Mariner Travel India recently spent a week of familiarisation in Melbourne.

Pictured LEFT: General Manager Aaron Watts in the Melbourne office with Levita D’Cunha, Senior Consultant with Mariner Travel India.
Is adversity an opportunity in disguise? Try to view in your minds a container ship crossing through the calm surface of the Atlantic Ocean. Crews on-board are in position doing their duties while others, who have just finished their midnight duties, are sleeping. As the ship sails smoothly on, suddenly the weather changes. The skies become dark and full of clouds, then strong winds come along with heavy rains. Big waves hit the ship causing it to roll heavily. Because of a sudden list, the ship is now slowly sinking. The crews on-board are hastily picking up their lifejackets, running quickly into the lifeboat. Some have panicked, grabbing things with them before they get off the sinking ship. If you’re on that ship, will you be scared? Nervous? Absolutely yes – at a certain level.

Now, put yourself in the shoes of an AB seafarer aboard a ship at anchor in, say, a Vietnam harbour. It is early morning, the sky is still dark and the sea is very calm when the duty AB takes a round on deck. When he reaches the forecastle, he enters the boatswain’s store. It is very dark and quiet inside. When he is about to turn on the light, someone stabs his back and legs with a metal tube. Because of the excruciating pain, he collapses on deck.

When the light comes on, he sees eight pirates surrounding him while other pirates rob the store of its paint supplies. While he lies on deck, one pirate takes his VHF radio, another puts a gag on his mouth and threatens to stab him if he makes a noise.

He is completely helpless. One seafarer versus eight pirates? Really a bad scene. Will you fight back? Definitely not. These are circumstances where lives of all the seafarers on-board are at stake.

People might give an impression that seafarers lead a very good life on-board ships. They travel around the world free, they earn good money, they enjoy life ashore — true, but behind those happy moments is a life that requires enduring strength to risk and overcome the challenges at sea.

It’s a tough life, but to ensure seafarers’ safety, they are armed with daily routines on-board — the maintenance of equipment and machinery, taking rounds in every corner of the ship, having weekly drills and safety meetings. Daily routines give a basic knowledge essential to everyday life at sea.

Imagine yourself on the sinking ship even with a knowledge of safety procedures. You could well be in danger of losing your life. Or, if you were in that perilous scenario of the AB with the pirates, you could freak out and make a wrong move. The worst things sometimes happen because of a lack of knowledge. Deep sea sailing can be liberating, but if you consider the potential risk and loneliness, it might give you second thoughts.

At sea, danger is always present. Global standard training makes a seafarer competent; everyone on-board is guided to prevent mistakes. New information regarding safety matters and events at sea is given to all crew with the caution to be aware of all possible dangers.

I’m 24 years old and proud to be a seafarer. I may not have first-hand experience of all those nerve wracking scenes I’ve mentioned, but in my few years at sea, I became a man. I learned to accept that my parents and I were thousands and thousands of miles apart. Vincent Van Gogh says that “fishermen know that the sea is dangerous and the storm is terrible, but they never found these dangers sufficient reason for remaining ashore”.

Merchant seafarers are as tough as the fishermen. The challenges at sea will not stop them earning their living. They have a strong faith that when they leave their families, they will get home alive and in good health. A seafarer’s life is one of the best things on earth; yet being one is not easy. It’s not a life everyone would wish for, but it’s a life worth living for.