



Edition 23rd September 2016

## LOSS PREVENTION NEWS

### Safety concerns during lifeboat drills (Standard)

The club is aware of a significant number of lifeboat related incidents leading to death and personal injuries over the past few years. Following a recent incident during routine drills (September 2016) which resulted in one fatality on board a cruise ship, renewed attention has been given by the shipping industry to safety consideration issues during lifeboat drills.

[Read more](#)

### PEME Advice: Dehydration (UK Club)

Over the last 12 months, several cases of illness on Members' ships indicate possible dehydration in the underlying health of the crew. The majority of these cases concern crew who have suffered from kidney stones.

[Read more](#)

### Crew Health: Maintaining a healthy weight onboard (Shipowners)

Claims related to illness are frequently notified to the Club with the number of claims reported remaining steady in number over the last five policy years. The Club has partnered with the International Seafarers' Welfare and Assistance Network (ISWAN) to raise awareness of crew-related illness and to assist our Members in mitigating against related incidents. As part of this partnership the Club is able to offer Members two publications concerning maintaining a healthy weight which give guidelines and share advice on the topic.

[Read more](#)

### Cyber Guidance for Crews (Shipowners)

Every ship, whatever the size and trade, is potentially vulnerable and so seafarers need to know what is needed and expected of them to keep ships safe and secure. Understanding and awareness are key aspects of cyber security. All seafarers should be aware of not just the external threats, but of the problems they can introduce onboard too.

[Read more](#)

### Enclosed space entry permits still not being implemented correctly (UK Club)

Enclosed spaces are spaces that have limited openings for entry and exit, inadequate ventilation and are not designed to be continuously occupied. The atmosphere in any enclosed space may potentially pose a risk to life. However, despite the dangers of entering enclosed spaces, the UK Club's Risk Assessors still find instances where proper precautions are not followed. The checklist for the Permit to Work should contain at a minimum the following precautions:

[Read more](#)



### Re-issue of ship to ship oil transfer operations bulletin (Shipowners)

With shipping markets currently facing challenging operating conditions increasingly vessels are being laid up, the available sea room for STS operations is diminishing and approaches to ports and anchorages are becoming increasingly congested. We would therefore like to remind our Members to incorporate the recommendations detailed in our bulletin of 27 January 2015 into their operating procedures and exercise due caution while manoeuvring to berth alongside the Mother vessel.

[Read more](#)

### Use of composite deck gratings (Gard)

Offshore operators are warned about the use of composite deck gratings that are not certified to survive hydrocarbon fires... Gard is concerned that some owners and operators may not be aware of the safety issues associated with some types of fire resistant composite deck gratings and that the associated risks have not been part of the decision making process for installing such gratings on walkways and stairs defined as escape and evacuation routes.

[Read more](#)

### Transport Guidance for Steel Cargoes (American Club)

The American Club is pleased to present, Transport Guidance for Steel Cargoes, which addresses the carriage and shipment of steel cargoes by sea.

[Read more](#)

### Standard Safety, September 2016 (Standard)

In this edition, we combine safety advice for seafarers and ship managers with an update on the activities of the loss prevention department. Each of the articles in this edition reflects a key area of concern for the club, based on the claims we are notified of and the issues we know that our members face.

[Read more](#)

### Machinery Damages (American Club)

The impact of machinery damages has a wide range of consequences that can potentially impact hull & machinery, cargo interests and P&I interests alike. A greater awareness of the types of machinery damage incidents that can occur and consideration for the implementation of effective measures to prevent them is key to reducing their frequency and consequences alike. We recommend that Members review and disseminate these case study examples onboard ship to bring a greater awareness to the consequences of such incidents and actions that may be taken to prevent them.

[Read more](#)

## LEGAL NEWS

### IMO Ballast Water Convention to finally come into force (Standard)

Members are advised that the IMO ballast water convention has finally come into force after Finland deposited its instrument of ratification. This action has brought the convention to the threshold necessary for implementation. Members should now consider the logistics and preparations necessary for the installation of ballast water management systems, prior to 8 September 2017, the date the convention will enter into force.

[Read more](#)

### ASTRA and SPAR SHIPPING: What happens when a time charterer fails to pay timely hire? (Shipowners)

Amongst the legal issues shipowners and charterers are interested in, the issue of whether a shipowner can terminate a charterparty and how much they can claim after termination ranks high. The answer was settled for decades until the 2013 English High Court decision, THE ASTRA. Then, just as the industry was coming to terms with THE ASTRA, the traditional view was reinstated in 2015 with an English decision (SPAR SHIPPING). These two High Court decisions stand side by side pending the decision of the English Court of Appeal in SPAR SHIPPING. As we await the decision of the appeal, this note revisits the two High Court decisions and their impact.

[Read more](#)



## PORT STATE CONTROL NEWS

### Concentrated inspections on cargo securing arrangements (Britannia)

The Secretariat of the Indian Ocean Memorandum of Understanding (IOMOU) on Port State Control has announced that its member authorities will be undertaking a concentrated inspection campaign (CIC) on cargo securing arrangements, for three months from 1 September until 30 November 2016.

[Read more](#)

## REGIONAL NEWS

### Argentina - Supernumeraries without visa, a high expense (Swedish Club)

We have recently seen an increase of supernumeraries – mainly high ranked crewmembers' wives – arriving to Argentina without holding the necessary VISA when required.

[Read more](#)

### China - Zika virus : Chinese regulations (Britannia)

Following on from recent news items on the Zika virus, most recently BNS dated 1 September 2016, the Chinese quarantine authorities (CIQ) have now added Singapore to the list of countries affected by the Zika virus with effect from 1 September.

[Read more](#)

### China - Low sulphur content implementation issued by local authorities in Shenzhen (Swedish Club)

Local Authorities in Shenzhen Issued a Formal Notice on Implementing Low Sulphur Content Fuel Requirement (Not Exceeding 0.5%*m/m*) in Shenzhen Port in Pearl River ECA, China.

[Read more](#)

### Gabon - unrest following call for election recount (Britannia)

Last week the ports of Libreville, Owendo and Port Gentil were closed due to the protests and unrest. These ports have now returned to normal operation, but the situation remains unstable. Local correspondents have advised crew members to stay within port limits and suggest that owners might wish to delay any scheduled crew changes in Gabonese ports until the situation has stabilised. Members are advised to check with their local agents to find out up to date information on the situation.

[Read more](#)

### South-Korea - Hanjin Shipping - Korean Rehabilitation Proceedings \*Update\* (North of England)

As many Members will already be aware, rehabilitation proceedings of Hanjin Shipping Co. Ltd. were commenced on 1 September 2016 by the Seoul Central District Court. Mr Tae-Soo Seok, CEO of Hanjin, has been appointed as the receiver... Today, 12 September 2016, the Seoul Central District Court has revised the timetable for steps to be taken in the rehabilitation proceedings, as follows:

[Read more](#)

### USA - North American ECA: Fuel Sampling and Testing in Canada (North of England)

Port State Control inspectors in Canada are now testing ships' fuels to verify compliance with the North America ECA requirements on sulphur content. The 0.1% sulphur limit for fuel in use within the Canadian jurisdiction of the NA-ECA has been in effect since January 2015. From 22 August 2016, Transport Canada's Marine Safety Inspectors will carry out on-site fuel sampling and testing of marine fuels to verify compliance with this 0.1% sulphur content requirement.

[Read more](#)

### USA - USCG - ballast water management- update 15th September (UK Club)

The US Coast Guard have issued a bulletin regarding the recent ratification of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention). It discusses differences between the BWM Convention and US requirements. It also reports that nineteen BWMS manufacturers are seeking type-approval from the US Coast Guard.

[Read more](#)