

INTERCARGO

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INTERCARGO 2000 Diary

September

- 19 CASTEC
Intercargo Offices, London
- 26-27 IBJ / Dry Bulk Review
Regent Hotel, Singapore

October

- 4 Association Chairmen –
Round Table Meeting t.b.c
- 4 European Panel *London*
- 12 London Committee
Lloyds Building, London
- 13-15 Asia Panel and New
Building Committee
Cheju Island, South Korea

November/December

- Beg **INTERCARGO** Executive
Dec Committee Meeting
Commercial Panels
China?

LR issues guidance connected with the *Derbyshire* Inquiry

Members will be aware that a Re-opened Formal Investigation (RFI) into the loss of the *Derbyshire* commenced in London earlier this year. Furthermore, in support of the RFI, tank tests on scale models were started and are currently continuing to assess seakeeping abilities in a variety of different operational parameters.

Lloyds Register has recently issued a marine bulletin to update its shipowning members on the preliminary indications from the

evidence that has already been given to the RFI. These indications suggest that water ingress through air pipes, ventilators and hatch openings in the bow, leading to flooding of forward compartments, may have resulted in the forward hatch covers being subjected to excessive loadings during the typhoon through which the *Derbyshire* sailed.

The tank testing indicated that flooding may occur rapidly through small openings on large bulk carriers in storm conditions. Such flooding and green sea loadings on the forward main hatch covers may increase rapidly with very small increases in speed.

Recommendations already agreed in the RFI which may well feature in the finalised report (to be published later this year) include :

- The importance of ongoing maintenance and survey of hatch covers and ventilators, recognising that dynamic wave loadings may have to be sustained.
- The securing devices of hatch covers should be carefully maintained. They should be fully utilised prior to the ship leaving sheltered waters.
- There should be careful maintenance of air pipes and ventilators. These should be secured and closed prior to encountering heavy seas.
- There should be an effective method of closing spurling pipes to prevent flooding of chain lockers and associated spaces.

- Fore deck stores access hatches should have back up or appropriate securing suitable for meeting storm conditions.

Issues pertaining to this matter will be discussed at the forthcoming **INTERCARGO** Castec meeting next month.

Mississippi Towage

INTERCARGO's efforts to bring the issue of exclusive tug contracts on the lower Mississippi and elsewhere in the U.S out into the open have progressed significantly since the last Bulletin.

Recalling that the practice of exclusivity denies vessel owners and operators choice and thereby raises the costs of ship operations, a Section 15 order has been issued by the FMC requiring vessel owners to furnish information concerning exclusive towage contract practices by 5 October. Such responses will otherwise be subject to strict confidentiality clauses.

Members receiving Section 15 notification are strongly urged to contact the **INTERCARGO** Secretariat for further advice.

US Coastguard – Plywood Trade requires Fixed Gas Fire Extinguisher Systems

The US Coast Guard in Portland, Oregon has contacted **INTERCARGO** to advise that a number of ships recently presented to load plywood from Portland did not have fixed gas fire extinguisher systems installed.

The attention of Members is drawn

to SOLAS II-2, Regulation 53, stating that a dry cargo vessel of more than 2000 grt and whose keel was laid after 1 July 1986, must be protected by a fixed gas fire extinguisher system. Exemptions may be given in cases where the cargo can be described as "unseasoned timber" but clearly plywood does not fall into this category.

Members should be aware that if their ship is fixed or nominated to load plywood, a fixed gas fire extinguisher system will be expected. If none is fitted, recent experience suggests that the ship will be detained.

US Coast Guard to gather information on charterers as an indication of PSC control targeting

The USCG is requesting comments on the part played by charterers and cargo owners in determining the quality of vessels entering US ports. Subject to the comments received, it is anticipated that the "points system" allocated to vessels entering US ports could be amended to take account of such factors before determining whether a vessel should be prioritised for Port State Control purposes.

A full list of the questions is contained as Annex 2 to this Bulletin.

In view of the increasingly close working relationship between Intercargo and the US Coast Guard, it is hoped that a solid re-statement of Intercargo objectives will prove beneficial to the USCG and Members alike. Further contacts between Intercargo and

the US Coast Guard are anticipated during the next few months with a view to establishing a formal Co-operation Agreement on specific issues.

IBJ Dry Bulk Review Conference – Discount

The organisers of the IBJ International Dry Bulk Review Conference have agreed to provide to **INTERCARGO** members, a discount of 15% on their “Earlybird” rate. A further 15% discount may be available if a block booking of ten or more members interested in attending can be put together. Companies wishing to obtain the discount should in the first instance advise their intentions to the **INTERCARGO** Secretariat who will attempt to co-ordinate the required block booking with the organisers of the Conference.

The Conference, which is to be held at the Regent Hotel, Singapore, from 26-27 September 2000, will include a keynote address from the **INTERCARGO** Chairman.

******STOP PRESS*** IBJ have agreed to a request from the Secretariat to extend the period during which Earlybird discounts are available. Bookings received before 7 September will now qualify for the discounted rates mentioned previously.***

Californian Ballast Water Control regimes – new website

As reported in the January Bulletin, California State interests currently impose a fee of \$400 (originally \$600)

on ships entering a Californian port from outside the defined Exclusive Economic Area Zone (EEZ).

For further information, a website on this issue has recently been set up at:

http://www.slc.ca.gov/Program_Information/MFD/Ballast_Water/default.htm

MCA Simulator Training Research Project

The UK Maritime and Coastguard Agency in conjunction with the Warsash Maritime Research Centre is appealing for views on a research project designed to test the effectiveness of simulator training as an aid to handling on board emergencies.

A short questionnaire has been designed to assess how owners and other interested parties rank simulator training alongside more traditional techniques such as text book or practical training.

Member's wishing to assist in this project work are invited to complete the questionnaire **attached** to this Bulletin and return to Rob Lomas at Intercargo to enable a co-ordinated response to be given to the MCA.

Publications

BIMCO have advised that the 2000 edition of their “Check with Fixing” guide has now been published.

This publication which concentrates on contractual issues, may be ordered from the BIMCO Website, www.bimco.dk Priced, DKK 735 plus tax.

UK National Audit Office Questionnaire

Members are reminded that the UK Government's National Audit Office (NAO) is researching into the effectiveness and value for money of the UK's Maritime and Coastguard Agency ship survey and inspection regime.

A leaflet and questionnaire were included in the last Bulletin and Members wishing to provide feedback on this issue are invited to respond with their completed questionnaires as soon as possible.

Personnel

Following the recently advised personnel changes, we are now pleased to announce that the Intercargo Secretariat is up to full strength.

Rob Lomas and Peter Kidman joined during August with responsibilities as Manager and Safety, Environmental and Technical Manager respectively.

Rob, who hails from the UK Chamber of Shipping has considerable experience in Shipping Association policy and administrative issues. Peter, who joins us from the International Chamber of Shipping has considerable experience at IMO and in other technical areas.

Both Rob and Peter have expressed a desire to meet and discuss issues of concern with as many Members as possible.

QUESTIONNAIRE FOR SHIPPING ORGANISATIONS

Warsash Maritime Centre is currently investigating, on behalf of the UK MCA, bridge and engine-room resource management training and in particular training that addresses escalating emergencies including increasing levels of stress in the working environment. Since you are a leading organisation on all issues to do with shipping, we would very much value your expertise in answering for us the following 9 questions and return the completed questionnaire in the addressed envelope provided. Further details of the project are available from Warsash Maritime Research Centre on +44 (0) 1489 556221.

1. Below are four different training situations. Please place each training method in order of priority that in your opinion would be most effective for that situation. Please give comments on your reasons for choice in the space provided including any evidence you may have suggesting that method is best:

For example:- for training in basic fire-fighting if you believe simulators to be the best. then computer distance learning packages. then lectures, then videos, then practical work and finally text books to be the worst the following should be entered.

e.g. FOR FIRE-FIGHTING:-

METHOD OF TRAINING	PLACEMENT (1= BEST; 6=-WORST)
SIMULATORS	1
TEXT BOOK	6
COMPUTER DISTANCE LEARNING PACKAGE	2
LECTURE	3
VIDEO	4
PRACTICAL WORK	5

a. FOR EMERGENCY PROCEDURES:-

METHOD OF TRAINING	PLACEMENT (1= BEST; 6=WORST)
SIMULATORS	1
TEXT BOOK	6
COMPUTER DISTANCE LEARNING PACKAGE	2
LECTURE	3
VIDEO	4
PRACTICAL WORK	5

Comments on reason for choice

b. FOR ROUTINE PROCEDURES:-

METHOD OF TRAINING	PLACEMENT (1= BEST; 6=WORST)
SIMULATORS	1
TEXT BOOK	6
COMPUTER DISTANCE LEARNING PACKAGE	2
LECTURE	3
VIDEO	4
PRACTICAL WORK	5

Comments on reason for choice

c. FOR ENGINE ROOM RESOURCE MANAGEMENT:-

Comments on reason for choice

METHOD OF TRAINING	PLACEMENT (1= BEST; 6=WORST)
SIMULATORS	1
TEXT BOOK	6
COMPUTER DISTANCE LEARNING PACKAGE	2
LECTURE	3
VIDEO	4
PRACTICAL WORK	5

d. FOR BRIDGE RESOURCE MANAGEMENT:-

Comments on reason for choice

METHOD OF TRAINING	PLACEMENT (1= BEST; 6=WORST)
SIMULATORS	1
TEXT BOOK	6
COMPUTER DISTANCE LEARNING PACKAGE	2
LECTURE	3
VIDEO	4
PRACTICAL WORK	5

2. When training for bridge and engine room emergency situations using a simulator how important are the following characteristics of the simulator? (circle the appropriate number)

a. THE SIMULATOR MUST LOOK AS REALISTIC AS POSSIBLE

Very important 7 6 5 4 3 2 1 Not at all important

b. THE SIMULATOR'S CONTROLS MUST FEEL AS REALISTIC AS POSSIBLE

Very important 7 6 5 4 3 2 1 Not at all important

c. THE SIMULATOR MUST REACT IN A REALISTIC WAY TO INPUT FROM THE USERS

Very important 7 6 5 4 3 2 1 Not at all important

d. SIMULATION SHOULD BE IN CONTINUOUS REAL TIME

Very important 7 6 5 4 3 2 1 Not at all important

e. THE BRIDGE SIMULATOR PLATFORM SHOULD MOVE IN ACCORDANCE WITH THE OUTSIDE ENVIRONMENT

Very important 7 6 5 4 3 2 1 Not at all important

f. SIMULATION SHOULD INCLUDE REALISTIC NOISE

Very important 7 6 5 4 3 2 1 Not at all important

How effective are simulators for teaching:- (please circle your answer)

a. COMMUNICATIONS IN A TEAM?

Very effective 7 6 5 4 3 2 1 Very ineffective

b. TECHNICAL SKILLS?

Very effective 7 6 5 4 3 2 1 Very ineffective

c. EMERGENCY PROCEDURES?

Very effective 7 6 5 4 3 2 1 Very ineffective

d. HOW TO COPE WITH STRESS?

Very effective 7 6 5 4 3 2 1 Very ineffective

e. LEADERSHIP QUALITIES?

Very effective 7 6 5 4 3 2 1 Very ineffective

f. GENERAL TEAMWORK?

Very effective 7 6 5 4 3 2 1 Very ineffective

g. EARLY ERROR DETECTION?

Very effective 7 6 5 4 3 2 1 Very ineffective

To the best of your knowledge how useful do each of the following groups of people find simulator training? (please circle your answer)

a. SHIPPING COMPANIES

Very Useful 7 6 5 4 3 2 1 Totally useless

b. TRAINERS

Very Useful 7 6 5 4 3 2 1 Totally useless

c. SENIOR DECK OFFICERS

Very Useful 7 6 5 4 3 2 1 Totally useless

d. SENIOR ENGINE OFFICERS

Very Useful 7 6 5 4 3 2 1 Totally useless

e. DECK CADETS

Very Useful 7 6 5 4 3 2 1 Totally useless

f. ENGINE CADETS

Very Useful 7 6 5 4 3 2 1 Totally useless

5.How much do you agree with the following statements about the effectiveness of simulators?

a. For a simulator to be effective it is important to establish how much a trainee enjoyed the experience

Very true 7 6 5 4 3 2 1 Not at all true

b. For a simulator to be effective it is important to establish that the trainee has better performance than before she or he started the training with the simulator

Very true 7 6 5 4 3 2 1 Not at all true

c. For a simulator to be effective it is important to establish that the trainee has better performance following using the simulator than she or he would have using a different method (e.g. lecture or text-book)

Very true 7 6 5 4 3 2 1 Not at all true

d. For a simulator to be effective it is important to establish that the trainee has better knowledge than before she or he started the training with the simulator

Very true 7 6 5 4 3 2 1 Not at all true

e. For a simulator to be effective it is important to establish that the trainee has better knowledge following using the simulator than she or he would have using a different method (e.g. lecture or text-book)

Very true 7 6 5 4 3 2 1 Not at all true

f. For a simulator to be effective it is important to establish that the trainee has better skills than before she or he started the training with the simulator

Very true 7 6 5 4 3 2 1 Not at all true

g. For a simulator to be effective it is important to establish that the trainee has better skills following using the simulator than she or he would have using a different method (e.g. lecture or text-book)

Very true 7 6 5 4 3 2 1 Not at all true

6.How often are you involved in any of the following methods of testing effectiveness of simulators?

a. Hand out questionnaire to trainee about effectiveness of simulator training

Often 7 6 5 4 3 2 1 Never

b. Interview trainee about effectiveness of simulator training

Often 7 6 5 4 3 2 1 Never

c. Formal testing of trainee before training and after training to assess what has been learnt

Often 7 6 5 4 3 2 1 Never

d. Formal testing of trainee only after training

Often 7 6 5 4 3 2 1 Never

e. Formal testing of trainees using simulator and compare results to trainees using a different method

Often 7 6 5 4 3 2 1 Never

f. Ask training centre for their opinions on standard of training with simulators

Often 7 6 5 4 3 2 1 Never

g. Senior officers observe knowledge, skills and performance of trainees using simulator

Often 7 6 5 4 3 2 1 Never

h. The number of shipping companies that send staff on training involving simulators suggest they are effective.

Often 7 6 5 4 3 2 1 Never

i. Ask shipping companies if they believe simulators are effective

Often 7 6 5 4 3 2 1 Never

j. Sponsor research to carry out investigations into effectiveness of simulators

Often 7 6 5 4 3 2 1 Never

How much do you agree with each of these statements:- (circle the appropriate answer)

Individuals trained using simulators have a better standard of training than those without training on simulators

Totally agree 7 6 5 4 3 2 1 Totally disagree

Training centres believe seafarers are better trained using simulators

Totally agree 7 6 5 4 3 2 1 Totally disagree

Some individuals benefit a great deal more than others do when being trained on simulators

Totally agree 7 6 5 4 3 2 1 Totally disagree

The usefulness of a simulator usually outweighs the cost of a simulator

Totally agree 7 6 5 4 3 2 1 Totally disagree

Most individuals feel they learn a great deal more on simulators than using other methods

Totally agree 7 6 5 4 3 2 1 Totally disagree

Shipping companies believe seafarers are better trained using simulators

Totally agree 7 6 5 4 3 2 1 Totally disagree

8. What are the main advantages to using simulators in training?

9. What are the main disadvantages to using simulators in training?

US COASTGUARD**REQUEST FOR COMMENTS ON THE ROLE OF CHARTERERS AND CARGO OWNERS IN INFLUENCING THE QUALITY OF SHIPPING**

When ?	On or before 2 October 2000
To ?	Via Intercargo Secretariat preferred or alternatively by fax to the USCG Docket Management Facility at 202 493 2251
Why ?	For background, see INTERCARGO Bulletin 176

Comments requested on :-

1.	What role do the charterer and cargo owner play in ensuring ships are in compliance with international safety and pollution regulations ?
2.	Would publication of a list of charterers and cargo owners that are associated with detentions improve compliance with international safety standards ?
3.	Should the charterer and cargo owner be included in the Coast Guard's Port State Control targeting matrix ? If so, does the type of chartering agreement matter when a decision is made to determine who should be associated with a detention ?
4.	What is the screening process used by your company prior to chartering a vessel ? How is the final vessel selection made ?
5.	What factors are considered when you select a vessel for charter ?
6.	Do you consider a vessel's safety or casualty record, including its Port State Control history in your decision process ?

7.	Does a charterer or cargo owner ever change during a voyage ? If yes, what are the circumstances and in general, how often does this occur ?
8.	In those instances where the charterer changes during the voyage or there are multiple cargo owners or cargo ownership changes, how is responsibility for ensuring compliance with international maritime safety and pollution prevention standards determined ?
9.	What documentation does the vessel owner, agent, master, person-in-charge or operator have that identifies the charterer or cargo owner ? Is this documentation available onboard the vessel ?
10.	How is the cost of a delay resulting from a Port State Control action or detention measured or determined ? Who absorbs or pays for it ?
11.	Would requiring that the name of the charterer and cargo owner be provided as part of the notice of arrival have an impact on small businesses ?
12.	What would the cost be to your company of adding the name of the charterer and cargo owner to the information reported in the notice of arrival ? Does this cost differ according to the type of charter, cargo owner or vessel type ? What is the basis for your estimate ?
13.	What is your estimate of the total cost to industry of adding the name of the charterer and cargo owner to the information reported in the notice of arrival ? What is the total cost by charterer, cargo owner or vessel type ? What is the basis for your estimate ?