

# SEACURUS BULLETIN

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## HAZARDS AHEAD FOR INSURERS

SEAFARER HAPPINESS | CRUISE DEFICIENCIES | OFFSHORE GUIDANCE



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Inside this issue we explore the latest issues besetting shipping. While the global migrant crisis continues to affect shipping lanes and shipping companies we explore the ongoing cyber threats to the industry and also examine results from the latest study into seafarer happiness .

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## In this issue:

- 01 HAZARDS AHEAD FOR INSURERS**  
*IUMI President, Dieter Berg has raised a number of concerns currently facing the marine insurance sector – we explore their impact.*
- 02 MEASURING SEAFARER HAPPINESS**  
*How happy are you? It's a simple question, it is actually a complex enquiry, perhaps one of the most profound we face.*
- 03 SO HOW HAPPY ARE SEAFARERS?**  
*The inaugural Seafarer Happiness Index report, explores key issues facing seafarers and explores their satisfaction with life at sea*
- 04 NEW OFFSHORE INDUSTRY SECURITY GUIDANCE**  
*The threat from piracy, terrorism, criminal acts, and hostage and kidnapping has prompted a new IMCA guide.*
- 05 CRUISE LINES LIST OF DEFICIENCIES**  
*The U.S. Coast Guard has released a list of the top 10 cruise ship deficiencies issued in 2014, and they make interesting reading.*
- 06 WHAT COLOUR SHOULD YOU PAINT A TANKER?**  
*Ship colour schemes may seem trivial – but when oil, rust and bad maintenance can be hidden perhaps it is more serious*
- 07 NEWS ROUNDUP**  
*A summary of the last month's key maritime news articles from across the globe.*



## Welcome

➤ Welcome once more to another monthly round up of the shipping and maritime events, happenings and news which we at Seacurus see as shaping our business world.

Once again, as we discussed last issue – the migrant problems in the Mediterranean have been worsening. While over in SE Asia similar problems have also begun to take a grip. Thousands of refugees fleeing from Myanmar have become a major concern in the region – and while littoral nations calibrate their legal and moral compasses, shipping is once again called upon to rescue people at sea.

As an illustration of the scale of the rescue operations, the 147-meter container vessel “Maersk Regensburg” was called upon last month to rescue hundreds of migrants in distress in the Mediterranean Sea. It was the second such incident for the vessel in less than a year. The company said the ship was sailing from Libya to Tunisia when it called on to assist in search and rescue of migrants off the coast.

The vessel diverted, and with the help of an Italian coastguard patrol boat transferred a total of 427 persons to the ship. On the first day

of rescue, catering staff prepared soup and distributed water to the migrants throughout the evening, Maersk Line said. The following day, the crew managed to supply all of the migrants with three meals – including 700 eggs and 500 sausages for breakfast, and chicken, rice and pizza for lunch and dinner, according to Maersk.

The United Nations has been caught in the debate and a resolution to allow the use of military force by European navies to combat the human trafficking gangs that currently operate with impunity in the increasingly unruly North African country is something which will be used to address the problem, but that will not address the root cause of human migration and the desperate plight of those taking to the seas in lethally dangerous vessels.

With migrants at sea so visible of late, we should perhaps remember that seafarers are also still suffering. While the Maritime Labour Convention wrestles to apply the levels of care to our crews, the EU Council, the European Parliament's Employment Committee and European Commission recently reached an agreement on the Commission's proposal for a Directive on seafarers' exclusions.

The new directive will respect a clear balance between the inherent special features of this professional sector and the high importance to ensure equal treatment for seafarers – which is good news, so long as the requirements are applied and policed.

Which places focus on the Paris Memorandum of Understanding on Port State Control (Paris MoU) 2016 campaign, which will include verification of compliance with MLC2006. So it is vital that owners begin paying due regard to their responsibilities, while making sure their crews are cared for and protected.

Enjoy this latest issue of Seacurus Monthly.



Managing Director  
**Capt. Thomas Brown**

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# Hazards Ahead for Insurers

Speaking at the American Institute of Marine Underwriters (AIMU) biennial “Marine Insurance Issues” seminar in New York recently, IUMI President, Dieter Berg raised a number of concerns currently facing the marine insurance sector. The following article takes a look at the issues:

## CYBER THREATS

Merchant vessels are continuously becoming bigger and getting more electronic systems. Seafarers often depend on technology data more than their own skills, knowledge, and senses. Crews are becoming smaller as computer systems are being used for navigation, as well as for rapid unloading, handling, and tracking of goods at ports. Unfortunately, these systems are also highly vulnerable to cyber threats.

IUMI is concerned about the growing reliance on IT – within shipping companies, ports & logistics and offshore – and the ever increasing exposure to cyber risk. According to Berg, underwriters need a better understanding of these risks and must tailor their products to meet client needs.

## PHANTOM MENACE

The issue of maritime cyber security was in the news separately to the IUMI concerns, as an IT company flagged growing concerns. Panda Security released “Operation Oil Tanker: The Phantom Menace”, a report that details a malicious and largely unknown targeted attack on oil tankers.

First discovered by Panda Security in January 2014, the ongoing attack on oil cargos began in August 2013 and is designed to steal information and credentials for defrauding oil brokers.

Despite having been compromised by this cyber-attack, which Panda has dubbed “The Phantom Menace”, none of the dozens of affected companies have been willing to report the invasion and risk global attention for vulnerabilities in their IT security networks.

The “Phantom Menace” is one of the most unique attacks that PandaLabs has discovered. No antivirus engine was able to detect it when first triggered, primarily because the attackers used legitimate tools in conjunction with a number of self-made scripts to bypass any warnings that traditional anti-virus software would detect, says the company. It was only discovered when a secretary opened a nonspecific attachment to an email – a type of file that Panda Security would later identify among ten different companies in the oil and gas maritime transportation sector.

## DIGGING DEEPER

“Initially this looked like an average non-targeted attack. Once we dug deeper, though, it became clear that this was a systematic, targeted attack against a specific sector in the oil industry,” said Luis Corrons, PandaLabs Technical Director of Panda Security, and report author. “We can limit the impact of this potentially catastrophic cyber-attack, but only if the victimized companies are willing to come forward”.

In most cases, identifying the

source of a cyber-attack is tremendously challenging. Once discovered, however, “The Phantom Menace” had a telling weak spot: the FTP connection used to send out the stolen credentials. Through the FTP connection, PandaLabs was able to identify both an email address and name.

Panda Security stands ready to identify the individual to authorities, but without any credible reports being volunteered by the alleged victims, the authorities are unable to launch their investigations or make any arrests.

The company hopes the release of its report will shed light on the potential damage of “The Phantom Menace” and encourage companies to take the necessary steps against the perpetrator. The report can be accessed at: <http://goo.gl/UVe6eQ>.

The issues of IT, information, software and cyber security are really coming to the fore across the industry. It is not just insurers who are concerned; the Classification Societies too are beginning to appreciate the fact that transparency of information is changing the world around us. Tor Svensen, CEO of DNV GL’s maritime business recently stated that as more and more systems become interconnected internally and externally, new challenges and threats to safety and security are emerging however, he added, “we have to be very clear that we are



talking about not just cyber-attacks, which is a possible threat, but the integrity of ships systems as vessels get more software-driven and integrated software systems become the part of modern ships.”

## OTHER COLLECTIVE CONCERNS

**Ultra Large Container Vessels:** The trend for mega vessels is affecting insurers due to the huge cargo values transported aboard. It is not just size alone which is a concern, the growth has called some to question the integrity of vessel structure and stability. When MOL Comfort suffered fractures it really got alarm bells ringing and insurers are getting twitchy at the sheer scale of the potential losses.

There is also the ability of global salvors to respond to an incident on such a scale. Just who would have the resources and capabilities to tackle a major problem which involves nearly 20,000 containers? The fact that there remains a question mark is obviously concerning.

This increases exposure for insurers. In addition, recent incidents involving car carriers raises a question about accumulation issues in automotive policies. Expensive cars in large numbers can see costs spiral, and that has to be troubling.

**Increasing complexity offshore:** More complex offshore installations, larger Floating Liquefied Natural Gas (FLNG) and Floating Production Storage and Offloading units (FPSO) operating in remote locations, including Arctic waters, inevitably increases risk.

More complicated mooring systems and increased on-water traffic surrounding these installations is also causing concern, as is the current volatility in oil price.

**Mega subsea construction projects:** The rise of mega subsea construction projects in remote offshore areas pose huge challenges to insurers in determining risks, including the value of equipment and the likelihood of salvage.

## THE IUMI VIEW

Berg says: “The marine insurance sector is undergoing a period of change. We are experiencing a number of external challenges due to increasingly complex technologies and the impact from the financial environment. We are facing increased exposure from information technology, from the growth in offshore oil & gas exploration and from the never-ending search for economies of scale within the shipbuilding and operating sector. Added to that, uncertainty over oil prices and the general economic picture is exposing marine underwriters to a level of risk we’ve not experienced before. We need to ensure we fully understand the risks our industry is facing and offer products that match these new trends and deliver adequate cover for our clients”

Berg will be leading a discussion on these issues at IUMI’s 2015 conference in Berlin (13-16 September) under the theme “Technical, Financial and Human Factors – is there a new normal?”

# MEASURING SEAFARER HAPPINESS

*How happy are you? It's a simple question, one that you might ask and be asked a dozen times a day. But start to think about it and you soon realise that it's a complex enquiry, perhaps one of the most profound we face.*

Psychologist Dr Carl Rogers in his theory of "person-centeredness" suggests that a person responds to their world as an organised whole, not simply in one aspect of their being. So what does it really mean to be happy, in your life, your job, your relationships? The neglect of the human element of seafaring has come at a hefty price, both personal and financial - and it is time to re-focus on this aspect of the industry - and thankfully now we are beginning to ask seafarers how they actually feel.

## THE HAPPINESS INDEX

Crewtoo, the leading social media platform for seafarers, has launched the Crewtoo Seafarers Happiness Index to monitor important benchmarks of seafarer satisfaction on a regular basis.

The inaugural report, shows a seafarer satisfaction level of 6.42 on a scale of 1 to 10 about key issues including general happiness, contact with family, shore leave, wage levels, food, fitness and health, training, interaction onboard, workload, and access to welfare facilities. Data for the first report is based on surveys conducted in the first three months of 2015.

Subsequent reports will be published approximately every three months based on surveys conducted on an ongoing basis. Crewtoo, founded in 2011, is part of KVH Media Group and KVH Industries, Inc.

## LISTENING NOT TALKING

"It is all well and good to talk about seafarers and the realities of life at sea, but until now there has been very little confirmation as to how seafarers actually feel about their jobs", says Anneley Pickles, head of Crewtoo business development. "For us, it comes down to one fundamental issue: Are seafarers happy? We felt it vital to develop a means of measuring and reporting this issue, which led to the creation of the Crewtoo Seafarers' Happiness Index".

The issues that concerned seafarers the most, as detailed in the first report, included the need for onboard Internet access, the risk of stress and fatigue from increasing workloads, and the lack of shore leave. For example, seafarers mentioned that Internet access onboard "makes life at sea easier" and a number of respondents expressed the concern that "if connectivity

does not become common on vessels, the industry might be unable to attract any new seafarers in the future".

Crewtoo began surveying its approximately 110,000 members in January, asking them to rate their satisfaction about life at sea using a scale of 1-10 with a score of 10 being the happiest, and 1 being the unhappiest. The Crewtoo Seafarers Happiness Index data includes responses from globally based crews, and answers were received from across all ranks and nationalities including seafarers from the Philippines, U.K., Poland, Croatia, Germany, U.S., Canada, India, and Turkey, as well as a number of African nations.

## WHO RESPONDED?

The age of survey respondents ranged from 16 to the late 60s. Masters made up the largest proportion of responses by rank; some 11% of respondents stated that they were currently serving in the role of captain. The majority of responses were from seafarers working on bulk carriers and container vessels.

The Crewtoo Seafarers Happiness Index is designed to be part of an ongoing campaign to raise awareness about crews' opinions and to assist with the continual improvement of conditions onboard to retain and recruit seafarers. Quantifying and qualifying how happy people are with the various elements of their working life at sea helps to build a picture of the industry and of the successes, but also the issues and problems to be addressed.

"Satisfied, well fed, fit, and engaged seafarers are vital to the present and future of the industry", says Ms. Pickles. "Happy people stick around, happy people work well, they embrace challenges, they look to excel and share with others. In short, happiness matters and it needs to be measured, assessed, and understood. The lessons then need to be applied to ensure that we are looking after seafarers properly and responding to their wants and needs".

Crewtoo is the world's largest online network of the seafaring community, with more than 110,000 members and has a unique relationship with seafarers - and this allows them to gain a real insight into the way in which people working at sea are thinking and feeling.

**For a copy of the Crewtoo Seafarers Happiness Index report, please visit: <http://survey.crewtoo.com/happiness>**

## So How Happy Are Seafarers?

*The inaugural Seafarer Happiness Index report, explores key issues including general happiness, contact with family, shore leave, wage levels, food, fitness and health, training, interaction onboard, workload, and access to welfare facilities.*

With the first quarterly report on seafarer happiness levels it is not yet possible to explore trends in the data, this will emerge in the year ahead. However, it is possible to see that the general happiness level amongst seafarers is currently at 6.42 on a scale of 1-10.

From the data and the additional reports from respondents, it was clear that there are a range of issues which affect the mental health and well-being of seafarers.

In a general sense there is still a strong feeling of pride at being a seafarer, and it is seen as being a profession of opportunity, but there are threats too.

## THE HUMAN ANGLE

Issues such as isolation, loneliness and a lack of connectivity are striking at the hearts of seafarers and these will need to be managed to ensure that crews remain committed and engaged.

The fear of criminalisation and the rising tide of paperwork are also issues which are detrimental to the happiness and satisfaction of seafarers.

**Seafarer Happiness Level: 6.56 /10**



## CONNECTIVITY

Internet access was a universal theme of the responses and - many of the seafarers were so pleased to have access when provided, while others bemoaned the lack of it when not. It seems to be increasingly the case that seafarers not only want internet access, they demand it.

Connectivity was felt as being the most obvious and simple answer to ensure that seafarers are able to cope with boredom and loneliness. WiFi, it was stated, makes life at sea "easier".

A number of respondents felt that a lack of connectivity could well mean no seafarers in the future and they felt that this is clearly an area which needs careful management.

**Seafarer Happiness Level: 6.76 /10**



## GETTING ASHORE

Shoreleave was always considered to be a pivotal and sensitive area. The concept of shoreleave is a valuable one for seafarers, the chance for a change of environment and a means of relaxing is so important. After possibly weeks at sea, what better than some fresh air, the grass beneath the feet and an escape from the constant noise and throb of the vessel.

But alas many seafarers commented that even these seemingly basic ideals are denied them. A number stated that they simply sign on-sign off, with no chance of shoreleave in between times.

**Seafarer Happiness Level: 6.13 /10**

## TALKING CASH

Salaries are another important area, with some responses highlighting that seafaring can be rewarding still, while others felt that as wages rise ashore the lure of the sea is diminished.

**Seafarer Happiness Level: 6.2 /10**

## MEAL DEALS

An army marches on its stomach, said Napoleon - at Crewtoo we know that crews sail on theirs. Meals are vitally important on ships, not just from a nutritional perspective, but also as a form of social activity bringing people onboard together.

The standard of food onboard is an emotive issue. Seafarers were concerned about the levels of healthy nutrition they are receiving. A number of respondents stated that the standard of food was poor, and that there was too much fat and salt, with not enough healthy options.

**Seafarer Happiness Level: 6.26 /10**



### EXERCISING AND WORKING OUT

MLC states that consideration should be given to sports equipment including exercise equipment, table games and deck games, but there are no real requirements to provide a means of keeping fit – and that is reflected in many of the comments received.

Seafarers felt that regulations for newbuilds should include the provision of a gymnasium, and that MLC should be more strict in the requirements with regards to sports equipment.

**Seafarer Happiness Level: 6.36 /10**

### LEARNING AND TRAINING

The issue of training is an important one, given that at all levels it affects the standards of safety, operations and effectiveness of crew.

There were concerns expressed about the growing demands placed on seafarers with regards to mandatory training. But many felt their companies provided them with continuous and well documented training – both ashore and while onboard. Being able to access training materials and study in a structured way and working to a plan for continuing professional development (CPD)

Those who were embarked or enrolled on either shorebased training or online/distance learning felt that their employers were acting proactively and were supporting their careers.

**Seafarer Happiness Level: 6.6 /10**



### TEAM WORK AND RELATIONSHIPS

Seafaring had long been a culture based on the tradition of camaraderie, friendships and interaction with colleagues. Today even the largest vessels are operated by an increasingly diminished number of people.

There was a focus on the positives within the working relationships they have, rather than bemoaning the lack of people to share their day-to-day shipboard lives with. Good colleagues was seen as being hugely significant, and made all the difference for seafarers.

**Seafarer Happiness Level: 6.96 /10**

### WORKING HARD OR HARDLY WORKING

Ships are perhaps busier today than they have ever been – faster turnarounds have meant that there is ever more to do in a shorter period of time. Add to that the fact that most crew sizes have been reduced – then there is a potential problem in that not only is there less time to do more, there are less people to share the burden.

An increased work load and lack of rest can combine to further undermine crews, weaken morale and damage the reputation of the profession. Seafarers spoke of “overload” as they feel unable to cope within the hours of rest requirements.

There was also criticism from some respondents that paperwork was being used not to make operations safer or more efficient, but cover liabilities ashore.

**Seafarer Happiness Level: 6.43 /10**



### WELFARE IS WELL FAIR

Whether through a lack of provision or limitations, seafarers do not appear to be overly happy with the facilities they have access to.

There was considered to be a massive difference between the provisions provided between different ports and in different countries. Some seafarers reported never having seen welfare facilities on the runs and port calls they made, while others said they were excellent.

For those fortunate to be in a port with access to a seafarers club, lounge or mission, those who were able to make use of the facilities welcomed them as an important resource and welcome break from the pressures of life onboard.

**Seafarer Happiness Level: 5.9 /10**

## NEW OFFSHORE INDUSTRY SECURITY GUIDANCE

*The threat to maritime security from piracy, terrorism, criminal acts, and hostage and kidnapping threats continues to pose challenges to ships' owners, masters and crew members, and has resulted in the International Marine Contractors Association (IMCA) publishing 'Security Measures and Emergency Response Guidance' (IMCA SEL 037, IMCA M 226).*

### REQUIREMENT TO RESPOND

Since the introduction of the International Ship & Port Facility Security (ISPS) Code and its inclusion in the International Convention for the Safety of Life at Sea (SOLAS) 1974, companies operating shipping globally have been required to ensure that measures are in place to comply with the requirements of the Code as it applies to their vessels and where necessary to their infrastructure ashore in ports and harbours. The aim of the IMCA guidance is to give practical direction on the security measures which should be implemented onboard ships and in port or shore side offices.

Running to nearly 40 pages, the Guidance covers general security guidelines and security levels; ship protection measures; STCW security training requirements; risk assessment; building security measures; and cyber security measures, before a six-page section on terrorism, piracy and violent criminal acts. This section encompasses the actual situation; layered defence, ships/installations, terrorism, piracy, security measures for ships, communications; vessel ship to shore; medical treatment; citadel procedures; and firefighting.

The guidance covers ship and office security responses to terrorist, piracy, criminal and hostage and kidnapping threats. It also includes guidance for actions to be taken in the event of discovering stowaways onboard. It is not only relevant to current existing high risk areas (HRA) but can be applied at any stage where, for whatever reason, security measures might need to be adopted.

### THE AIM OF THE GUIDE

The aim is to provide guidance to masters, company and ship security officers and other crew members and staff, on security measures and emergencies onboard vessels when underway, at anchor or alongside in their own or another country and also for staff in shore side offices. It is intended to reinforce and support existing company and vessel security procedures or provide a framework around which these can be developed where they are not yet in place, e.g. new build vessels.

Of particular interest is the fact that IMCA believes that each company should have a “security champion” at board level to ensure that, just as is the case for safety, security policy has management

support to disseminate the company's security culture through the organisation.

The guidance stresses that this will greatly aid in encouraging and sustaining an effective security culture and assist change management aspects of security policy and associated procedural changes, which are necessary to counter emerging and diversifying security threats.

It is also recommended that company security officers (CSOs)/managers establish effective communication channels with such bodies to ensure that their risk assessments are based on the most up to date and relevant security threat intelligence. Any relevant information should be forwarded to masters or security officers so that their ability to make their own security risk assessments is equally well informed.

### SECURITY MEANS SAFETY

“Safety is of paramount importance, and our document aims to provide guidance to masters, company and ship security officers and other crew members and staff, on security measures and emergencies onboard vessels when underway, at anchor or alongside in their own or another country, and also for staff in shore side offices,” explains IMCA's Technical Director, Jane Bugler.

“It is intended to reinforce and support existing company and vessel security procedures or provide a framework around which these can be developed where they are not yet in place, such as for new build vessels.

“This is in line with IMCA strategic goals of promoting the tools and information to help members undertake all aspects of risk management across all areas of their operations. The guidance is based on a ‘layered defence’ philosophy which embraces the concept of using a number of different but collaborative and co-ordinated security measures to deal with security threats proportionately and effectively.

The guidance is not only relevant to current existing high risk areas (HRA) as defined by government bodies, but can be applied at any stage where for whatever reason, security measures might need to be adopted.”

The IMCA Security Guide can be accessed at: <http://goo.gl/PONJbP>

# CRUISE LINES LIST OF DEFICIENCIES

The U.S. Coast Guard has released a list of the top 10 cruise ship deficiencies issued in 2014.

A total of 329 deficiencies were issued.

## 1. Fire Screen Doors not Operating Properly (31 occurrences)

The most frequent deficiency was fire screen doors were not operating properly. Fire screen doors were found to have damage to the sequencing bars, damage to the doors themselves or pressure differential between spaces on either side of the door causing them not to close properly. The majority of these deficiencies were corrected prior to the examiners finishing their exams.

## 2. Impeding Means of Escape (26 occurrences)

Corridors, doors and hatches in areas designated as escape routes were either partially or completely blocked. The majority of these deficiencies were corrected prior to the examiners finishing their exams.

## 3. Drills and Crew Training Issues (25 occurrences)

Various deficiencies were issued for problems associated with crew training and drills. The deficiencies included crews' inability to operate fire suppression systems, crew problems with operating lifeboats and rescue boats and crews inability to communicate effectively during fire and abandon ship drills.

There were also deficiencies written for crews that did not have the required STCW training for Crowd Control Management and Crisis Management. The majority of these deficiencies were corrected prior to the examiners finishing their exams.

## 4. Problems with Lifeboats and Rescue Boats (21 occurrences)

Lifeboats, rescue boats and their associated launching appliances were found to be in deficient conditions. These conditions included davits not working properly, lifeboats not operating properly and missing equipment in both the lifeboats and rescue boats. The majority of these deficiencies were corrected prior to the examiners finishing their exams.

## 5. Improper Utilization of Categorized Spaces (17 occurrences)

There were several deficiencies issued regarding improper use of spaces. Space is at a premium on cruise ships and sometimes crews store combustible materials in spaces that do not have the adequate fire protection and suppression systems in the event of a fire. All of these deficiencies were corrected prior to the ship's departure.

## 6. Problems with Fire Detection Systems/ Smoke Detection (13 occurrences)

There were several deficiencies written up for various problems with smoke detectors. The most common among these were smoke detectors not working during testing due to some kind of electrical or physical defect. Some of these deficiencies were corrected prior to the ship's departure while other deficiencies were corrected given additional time.

## 7. Fire Suppression Systems (12 occurrences)

Various deficiencies were found in fire suppression systems. Sprinkler heads were in a deficient condition including bent or completely missing. Other issues included fire pumps not starting automatically and various issues with section valves and CO2 systems. The majority of these deficiencies were corrected prior to the examiners finishing their exams.

## 8. Issues with Pollution Prevention Equipment (9 occurrences)

These deficiencies included leaks in piping at bunkering stations, problems with the marine sanitation device and its associated piping/pumps and problems with the oily water separator and its associated piping.

Cruise ships were giving time to correct some of these problems as several were unable to be completed prior to the end of the exam.

## 9. Emergency Lighting Issues (7 occurrences)

Low location lighting and photo luminescent tape designed to assist passengers and crew with locating emergency exits and means of escape were found to either not work properly or the luminescent tape had lost its reflective properties. The majority of these deficiencies were corrected before returning to the U.S. after sailing foreign.

## 10. Fuel and oil leaks (7 occurrences)

Numerous deficiencies were found in the engine room spaces. Most of these deficiencies were due to excessive oil leaks around the main engines, leaks in the oil purifier room and shaft seal leaks. Some deficiencies were corrected prior to the ship's departure and other deficiencies were corrected by giving the crew additional time.

The full report can be accessed here: <http://goo.gl/rmHcRn>

# WHAT COLOUR SHOULD YOU PAINT A TANKER?

Much like fashion, certain thoughts and perceptions come in and out of vogue as years pass. It seems that some eight years after publication, the 2007 book "The Tankship Tromedy", by former MIT Naval Architecture professor and ship owner Jack Devanney, has become all the rage.

## TACKLING TOUGH ISSUES

The book which tackles the issues which have dogged shipping for far too long has been the subject of much debate within the GCaptain.com community, and as such it seems that many of its theories and premises are being revisited and discussed.

In writing the book, Devanney claimed that he was "bemused and occasionally angered" by the inefficiency, the sheer wastefulness, and in some cases the counter-productive stupidity of our attempts to regulate the oil tanker (and wider shipping) industry.

One of the major themes of the book is that things are getting worse, not better. Indeed he argues that tankship standards have deteriorated drastically in the last 30 years. Over this period, tankers have become weaker, less reliable, and far more difficult to maintain. This is an astonishing result given that over the same period the perception of a major oil spill is that of an environmental catastrophe with the potential for multi-billion dollar claims.

## GETTING WORSE

That should be promoting positive change, but Devanney voices concern that under the current system, things will continue to get worse, both with respect to the quality of the ship and the quality of tanker maintenance.

He has never sought to point the finger of blame – but there is a move towards naming the culpable

– and he goes on to cite grasping, short-sighted, uncaring owners; parsimonious, perception petrified charterers; conflicted, round-heeled Classification Societies; rule beating, liability ducking shipyards; bigoted, better-than-thou environmentalists; hyperbole wielding, rating obsessed, media vultures; and manipulative, technically ignorant politicians.

So there are few who do not play a role in the "tromedy" – a bastardisation of "tragic comedy".

## DOUBLE BOTTOM TROUBLE

There has been a thrust within the tanker industry to think that more hulls will make the vessel safer and more environmentally acceptable. That view doesn't wash with Devanney. He argues that one of the reasons why tanker regulation is so messed up is that it has become obsessed with double bottoms to the detriment of far more important issues.

Where will the move for more hulls end? Fans of US animated comedy Futurama set in the year 3000 may remember the moment that a tanker's 6000 hulls are breached. The hero Fry, piloting the ship cries, "Oh, the fools! If only they'd built it with 6,001 hulls! When will they learn?" Perhaps we never will.

## PAINT IT WHITE

For all the complex naval architecture, the political lobbying and the corner cutting which the industry has seen, Devanney believes there is one very, very simple, cheap and easy fix which

would instantly improve tanker standards.

That move is to paint them white. With a switch to white hulls and decks, Devanney believes that problems will be highlighted, investment in crews will increase and action will be taken, instead of ignored.

Most tanker owners paint their decks a dark colour, usually a brownish red. This does an excellent job of hiding rust, dirt and oil. Which is after all its purpose. If the decks are wet, even the rustiest, dirtiest red deck can look beautiful from a distance. A common trick when a tanker is going to have her picture taken is to wet down the decks - but hidden problems are still problems!

When tankers switch to a white or a very light grey colour scheme, the quality of the deck maintenance improves markedly. It has to or the smallest bit of rust or oil will be clearly and embarrassingly visible. So white is the only colour for tankers, and if it isn't painted that way, then there is something likely to be hidden beneath – and that may just be a very nasty surprise..

## DOWNLOAD FOR FREE

The "Tankship Tromedy", is free to download and makes for a fascinating, challenging and thought provoking read: <http://goo.gl/JD1jmz>.

Shipping has made some positive strides over the years, but as this books shows there is so much that can and should still be done.

# NEWS ROUNDUP

## THE OTHER KEY STORIES WHICH CAUGHT OUR EYE LAST MONTH

### Fraud Warning for Filipinos:

Filipino seafarers have been warned against a “fraudulent” entity engaged in the registration of international vessels and seafarers, using an official-sounding name. The Philippine Overseas Employment Administration said the entity, “Samoa International Maritime Authority (SIMA),” is “fraudulent, illegal, and do not in any way represent its government.” SIMA is operating through the website [www.maritimesamoa.com](http://www.maritimesamoa.com) out of Thailand and the UK.

<http://goo.gl/2C7emO>

### Time Has Come for Digital Vessels:

‘Digital vessels’ are operating with an increasing number of sensors onboard, all collecting reams and reams of data. However, a new type of ship is on the horizon, the ‘smart vessel’, powered by smart connectivity and advanced, connected analytical powers that are being billed as the next ‘revolution’. Fathom has been assessing the 5 key elements of the ‘Smart Vessel’ of tomorrow. They believe a ‘Smart’ Vessel Has A Different Meaning To The ‘Digital’ Vessel, a smart vessel reduced reporting burdens, the ‘Smart Vessel’ Revolution is coming, crew Want ‘Smart Vessels’ while ship Intelligence will herald the “dawn of a new era”.

<http://goo.gl/x5H2VT>

### Pyrotechnics Fraud and Corruption:

Expired pyrotechnics are being supplied to ships and survival crafts, compromising the safety of seafarers. Indian Maritime regulator, the Directorate General



(DG) of Shipping, has noted that dates of expiry on Pyrotechnics are tampered to promote such malpractices. Such illegal activities are being practiced by the life raft service stations and suppliers of pyrotechnics...the recently reported incidences have again raised serious concerns.

<http://goo.gl/zRcXUi>

### Latest Piracy Intelligence Reports:

The High Risk Area (HRA) has seen a flurry of pirate activity of late, earlier this week a merchant vessel reported being followed for a period of 20 minutes by a single white skiff travelling at speeds of 18 knots in position 08:02N – 076:57E (ID 678). The skiff was carrying six people, a ladder and weapons. Based on the location of this incident it is considered something of an anomaly, as it is considered unlikely that Somali pirates currently have the capabilities to operate so far from the Somali coast. The incident may have been the result of naval operations related to illegal fishing in Indian waters - but vessels should remain vigilant.

<http://goo.gl/EIZ7Ky>

### First Aid for Ships in Distress:

A new system for facilitating the risk assessment of vessels in distress and to improve communication in maritime emergencies has been launched. The new system, known as Vessel TRIAGE, is a way of easily categorizing a vessel’s safety status in order to assess the seriousness of the vessel’s situation and to facilitate decision-making regarding search and rescue. The system expresses the safety status of the vessel in terms of a Vessel TRIAGE category – easily classified from good to bad using the colour codes GREEN, YELLOW, RED and BLACK.

<http://goo.gl/QNY4Xg>

### Increase in Fiddled Bills:

The Standard Club has recently seen an increase in shippers converting what are typically ‘port to port’ bills of lading into ‘door-to-door’, bills. For example, in one such bill the club has reviewed recently, on the standard CONGENBILL form, the ‘Port of Discharge’ was described as ‘Port of Kolkata, India, in transit to [a named] warehouse in Nepal’. In so doing, the shipper places on the contractual carrier the burden of performing the entire journey.

<http://goo.gl/bpgu9k>

### Kra Canal to Circumvent Malacca:

Media reports had suggested China and Thailand had signed an MoU in Guangzhou last Friday for the construction of Kra Canal project, which is expected to take 10 years to complete with an investment of at least \$28bn. However, the Chinese government said today it was not behind the plans, saying it was private Chinese money involved. The 26 m deep and less than 100 km long canal will be the largest in Asia upon completion of the project. The canal will link the South China Sea directly with the Andaman Sea cutting down the current route by at least 1,200 km, meaning ships will no longer have to pass through the Strait of Malacca.

<http://goo.gl/jgEUxf>

### Asian Owners Express Siphoning Concerns:

The 24th Annual meeting of the Asian Shipowners’ Forum (ASF) was held in Jeju, South Korea this week. The forum highlighted the rising fuel siphoning incidents on Asian waters but nonetheless raised concerns that some reports may have unduly overstated the severity of incidents in regional waters. ASF delegates advised that timely and accurate reports are helpful to the industry and appreciate efforts by regional states and intergovernmental bodies such as the ReCAAP ISC in combating the threat of maritime crime in the region.

<http://goo.gl/8OT1ms>



### Crew and Ships Left to Rot:

Four years ago, the plight of Bangladeshi vessel Banga Biraj and its 15 crew came to national attention. The ship’s owners had abandoned the ship and crew in Port Klang following an accident in Northport which resulted in a messy compensation tussle. The sailors were found starving and some emaciated, following which the Bangladesh High Commission and well-wishers had come to their aid. While the men have been taken care of, this vessel is still an island prison as the legal issues surrounding the Banga Biraj play out. To make matters worse, today it is not one, but two ships that are rusting away in the busy waterways off Port Klang.

<http://goo.gl/eu6xzI>

### Indians Re-arrest Fleeing Vessel:

Long Term View Needed on Crews: Shipping needs to think more long term when it comes to crewing, says Neil Carrington, chief executive of HR specialist Confiance Employment Services (CES). “When it comes to the crew,” Carrington says, “owners and managers have to get away from the year end bottom line and view the longer term where the real savings of efficient crew management are to be seen.” He goes on to warn that while crew costs may look like a big number, cutting them doesn’t necessarily represent a big saving and can be “an expensive false economy”. Carrington believes the trend to outsource total crew management will continue to grow. <http://goo.gl/ongNPi>

<http://goo.gl/SGpdXD>

### ICS Updated Flag Performance:

The International Chamber of Shipping has updated its flag state performance table, and announced that while the larger states are demonstrating impressive levels of performance, smaller flag states

are lagging behind. ICS says Tanzania is one of the smaller flag states with ‘considerable work to do’. ICS Secretary General, Peter Hinchliffe said: “The very largest flag states...demonstrate very impressive levels of performance” - others not so.

<http://goo.gl/fOuHvH>



### Shipping Looks to Future of Piracy:

When it comes to piracy, the shipping industry has been asking the question “what do we expect of the future”? As the EU Commission collects data in a new survey on EU Counter-Piracy Actions it is timely to encourage the EU to undertake more action in this area and to work towards a further extension of the mandate of Operation Atalanta which presently will expire at the end of 2016. Most observers know that the original causes that created piracy in Somalia in the first place have not been removed and that piracy has the potential to re-emerge both in the Indian Ocean, and to evolve elsewhere.

<http://goo.gl/5vItRd>

### Time for Rethink on UNCLOS:

The law can hinder law enforcement at sea. This situation only advantages criminals, and it’s time the international community acted. Two weeks ago, the United Nations Office on Drugs and Crime urged action against drug smugglers who were changing their methods of moving heroin

from Afghanistan into Africa. The crimes taking place on the high seas include illegal, unregulated, and unreported (IUU) fishing, illegal movement of people by sea, smuggling of everything from arms, to drugs, to wildlife. The criminals are unconcerned by the law, and the authorities are hampered by them - so it clearly isn't working.

<http://goo.gl/NB1xCv>

**Migrants Chaos in SE Asia:**

As many as 6,000 asylum seekers in south-east Asia may be trapped at sea in crowded, wooden boats, and activists warn of potentially dangerous conditions as food and clean water runs low. Even though hundreds of people abandoned at sea by smugglers have reached land and relative safety in the past two days, thousands of Bangladeshis and Rohingya Muslims from Burma are believed still at risk. Worried that boats will start washing to shore with dead bodies, the UN high commissioner for refugees, the US and several other governments and international organisations have held emergency meetings.

<http://goo.gl/0gCgoJ>



**IMO Not Doing Enough for Seafarers:**

According to a new survey, the IMO is not doing enough to protect the lives of seafarers. 53% of the 460-plus respondents to Maritime CEO's latest survey felt the UN body could be doing more for ship's crew. The question follows on from comments made last month by David Hammond, the founder of Human Rights at Sea (HRAS), who believes the Maritime Labour Convention (MLC) is not far reaching enough. One respondent complained: "There are many simple initiatives that take too long for the IMO to endorse and implementation of new safety regulations are patchy as some PSC jurisdictions are more vigorous than others."

<http://goo.gl/h3j01w>

**BIMCO Disease Clauses:**

BIMCO Sees Scrapping Spike: Capesizes are set for a record year of demolition, shipowning organisation BIMCO says in a recent report. Data from the first four months of 2015 shows that more owners are scrapping their ships than ever before, BIMCO said. Since the beginning of 2015 demolition has gone up for all of the ship sizes within the dry bulk segment with capesizes topping

the charts. In 2014, 25 capesize ships totalling more than 4.2m dwt were scrapped. With not even half of the year complete the numbers have already more than doubled. During the first four months of 2015, 52 capesizes with a total dwt of around 8.7m have been sold for demolition.

<http://goo.gl/IVhXnl>

**New Software for Clocking Ship Speeds:**

Classification agency ClassNK has introduced a new software called PrimeShip-GREEN/ProSTA to analyse and calculate a ship's speed trial. Results can be used to calculate the energy-efficiency design index (EEDI) in compliance with the latest International Maritime Organization (IMO) guidelines. In its guidelines on survey and certification of the EEDI, the IMO has provided two methods to avoid the effects of external factors during sea trials and deliver a way to analyse and calculate a ship's speed in calm sea conditions. The software helps ship designers calculate the vessel's speed to meet the ISO 15016: 2015 standard.

<http://goo.gl/sO2ptg>

**People Traffickers Convicted:**

A court in Sicily has convicted 20 Somalis for participating in people trafficking operations. The men had previously received political asylum in Italy. The convictions were announced earlier this week, and prosecutors in Catania say the men were part of an international trafficking ring involved in bringing migrants from Kenya and Somalia into Italy. Migrants pay large sums of money, and the smuggling group helped them to continue on to destinations in Northern Europe, especially Sweden. There have now been 42 convictions made as a result of investigations into the smuggling ring which was operating throughout Italy.

<http://goo.gl/kqKBVc>



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