

COASTAL SERVICE

A NEW 'green' coastal container shipping service linking Teesport and Felixstowe has been launched by PD Ports. The Logical Link service runs two sailings a week, and has been set up in a bid to cut the amount of freight going by road. PD Ports says it is planning to develop more shortsea/coastal services through Teesport.

news

DVD aims to cut the rate of shipping collisions

by ANDREW LANSDALE
SHIP collisions are an all-too common occurrence. Some are bumps and scrapes, others are catastrophes. Anxious to raise awareness among watchkeepers of the risks involved in not keeping strictly to the rules, the P&I club Steamship Mutual has commissioned a DVD entitled 'Collision Course'.

As Captain Paul Townsend, of the Maritime & Coastguard Agency, states: 'If there is a concern, it is that sometimes there is an inability to understand the meaning of the regulations and their implementation.'

Narrated by the BBC presenter Edward Stourton, the film focuses in particular on human factors and identifies the problems posed by the increasing lack of experience in the shipping industry.

It goes on to identify the four main deficiencies spawned by skills and experience shortages:

- ❖ failure to keep a proper lookout
- ❖ not proceeding at a safe speed
- ❖ failure to assess risk properly
- ❖ not reacting early enough or with sufficient boldness

The film warns watchkeepers of the risks of placing too much reliance on electronic aids, as well as complacency, passing too close and not making best use of bridge equipment.

It also stresses the dangers of 'waypoint navigation' — in which many ships may converge on the same spot and create close-quarters situations in traffic separation schemes.

The DVD examines specific collisions with animated step-by-step views of events leading up to the incidents, and details of cause, effect and lessons to be learned.

Analysis in the film is provided by such experts as an Admiralty judge, a pilot, the Coastguard, and the Marine Accident Investigation Branch.

As usual with Steamship Mutual DVDs, the disk contains reference documents, casualty investigation reports and judgements, and relevant weblinks.

Copies are available from: Loss Prevention Department, Steamship Insurance Management Services Ltd., Aquatical House, 39 Bell Lane, London, E1 7LU. Tel: +44 (0)20 7247 5490; email: enquiries@simsl.com



SEVENTH LOW HOVERCRAFT FOR CANADIAN COASTGUARD

PICTURED undergoing trials off the Isle of Wight last month is the latest addition to the Canadian Coast Guard's hovercraft fleet.

Mamilossa — Abenakis Indian for 'he who goes from water to the land' — was built at St Helens on the Island by Hoverwork Ltd and, at 75 tons, is the largest hovercraft ever exported from the UK.

The aluminium-hulled vessel was loaded onto the BBC Kusan at Portsmouth for delivery to the St

Lawrence Estuary, where it will be used to maintain nav aids, deploy buoys and conduct ice-breaking and search and rescue duties.

The vessel is fitted with a Palfinger 650002 marine hydraulic knuckle boom crane with a 12m outreach for lifting buoys up to 5.6 tons.

With four Caterpillar C32 12-cylinder marine diesels, each producing up to 1,125hp, Mamilossa has a maximum speed of 45 knots, or 40 knots fully loaded, and a range of 660nm.

Mamilossa is the seventh Isle of Wight-built hovercraft to be built for the Canadian Coast Guard since the 1960s.

REPORT & PICTURE: GARY DAVIES/MARITIME PHOTOGRAPHIC



Queensland deputy premier Paul Lucas, left, inspects the oil damage on the beach at Moreton Island, near Brisbane, Australia. Nearly 40 miles of beaches were affected by oil spilled from the vessel Pacific Adventurer last month. PICTURE: TERTIUS PICKARD/AP

EUROPE AGREES NEW SHIPPING SAFETY PACKAGE

Worst ships could be banned from EU waters

THE EUROPEAN Parliament has finally approved its third package of maritime safety measures drawn up in response to the Erika and Prestige tanker disasters.

The new rules will give EU member states increased powers to monitor and inspect the standards of ships visiting their ports — and to ban the worst offenders.

Agreed following more than four years of discussion, the third package focuses on a number of key areas:

- ❖ the quality of EU flags
- ❖ classification societies
- ❖ port state control
- ❖ traffic monitoring
- ❖ accident investigation
- ❖ accident victims

European Commission vice-president Antonio Tajani described the agreement as 'a significant step towards improved prevention of maritime accidents and increased accountability of all the operators in the sector.'

He added: 'This package complements and updates existing EU legislation and comes as a strong response to the growing concerns of our citizens.'

Under the measures, EU members will be required to have a

mandatory audit plan for their national maritime administrations and the certification of their quality management systems — with the aim of getting all EU flags onto the port state control 'white list' by 2012 at the latest.

The package will also see the launch of a new body to audit and certify the quality management systems of classification societies appointed to carry out inspections and statutory certification for member states.

The recognition criteria will be made stricter and a system of financial penalties for those organisations that do not do their job properly will be established — including the ultimate threat of having their license withdrawn.

The directive also seeks to replace the current requirement for EU member states to inspect 25% of ships visiting their ports with a new target to ensure that all ships visiting Europe are checked at some point.

Inspections will vary in frequency depending on the risk the ships pose — with the highest risk ships facing inspections every six months.

The directive will also make it

possible to ban substandard ships — including a permanent ban for the worst offenders.

The new rules on vessel traffic monitoring seek to ensure better support for ships in distress — providing a precise legal framework on the provision of refuge zones.

Brussels wants member states to use its SafeSeaNet data exchange platform to ensure a full overview of the movements of dangerous or polluting cargos on ships sailing in EU waters.

The directive will also seek the launch of an EU Long Range Identification and Tracking data centre and the creation of a system of automatic identification for fishing vessels over 15m in a bid to reduce the risk of collisions.

It will also establish a common EU framework to guarantee the effectiveness, objectivity and transparency of investigations into accidents in EU waters or involving EU flag ships or EU interests.

The package also introduces new rules on liability and insurance for passengers on the main European and domestic shipping routes.

Master held after spill off Australia

THE MASTER of a Hong Kong-flagged cargo ship was ordered to surrender his passport to police following an oil spill off the coast of Australia last month.

Investigations were launched after the 18,391gt Pacific Adventurer lost some 250 tonnes of bunker fuel when a tank was holed by a container swept overboard during a storm.

Captain Bernardino Santos was told not to leave the ship while investigations into the incident continued. Local authorities said the crew could face prosecution as a result of the probe.

A major counter-pollution operation was launched after oil from the Pacific Adventurer was swept onto Queensland's 'sunshine coast'.

The 18-year-old ship was holed when it lost 31 of its deck cargo of 50 containers of ammonium nitrate in heavy seas while en route from the Australian port of Newcastle to Indonesia.

Queensland deputy premier Paul Lucas said the master's passport had been taken by the Australian Maritime Safety Authority after legal papers were served on the ship. 'This will allow investigators to comprehensively investigate the facts and circumstances around the two oil spills last week, including why only 30 tonnes of oil was first reported to have been spilled by the ship, when the true figure is now believed to be around 250 tonnes.'

'We will leave no stone unturned and those responsible

will be forced to face the full consequences of their actions,' he warned.

The ship's beneficial owner, Swire, said the master and officers had, at all times, 'supplied the authorities with the best information available' and the company was fully cooperating with the investigations.

Investigations into the incident are being carried out by the Australian Maritime Safety Authority, the Australian Transport Safety Bureau and Maritime Safety Queensland.

The spill sparked a major political row, with opposition parties accusing the government of being slow to respond to the pollution.

The Maritime Union of Australia said the incident showed the urgent need for tighter controls over shipping in the country's coastal trades.

'This domestic coastal trade was once reserved for highly regulated Australian ships to ensure it met the most stringent international safety and security regulations,' said assistant national secretary Mick Doleman. 'It shouldn't be left to the lowest possible international shipper using the cheapest international crews.'

The MUA said the Pacific Adventurer was the second incident involving ammonium nitrate in recent weeks, with the other case involving the Panamanian-registered Migah Tiga, which had been forced to discharge its cargo after an inspection showed it was not seaworthy.



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