



NEWS HEADLINES

- UK – MAIB Safety Bulletin
- USA TRB – risk of vessel accidents in the Aleutian Islands
- IMO - MSC-MEPC.6/Circ. 4 (ANNEX 2 for SOPEP/SMPEP)
- IMO – points of contact for facilitation purposes
- IMO – SOLAS amendments enter into force
- IMO – IMDG Code contact information
- IMO – emergency towing guidelines
- IMO – guidance on implementation of LRIT system
- IMO – LRIT survey and certification
- IMO – obtaining LRIT information for SAR services
- IMO – decreasing availability of halons
- Australia – anchoring off Australian ports
- Europe, EC – integrated approach to maritime policy
- EMSA – newsletter
- Singapore – enhancement of ferry safety with Indonesia
- Singapore, MPA – draft amendments to MARPOL Annex VI
- Singapore, MPA – Resolutions adopted by MSC 84
- Singapore, MPA – draft amendments to IMO mandatory instruments
- Singapore, MPA – guidance on shipboard operational matters
- Singapore, MPA – amendments to shipping regulations
- Singapore – fitting of S-VDR
- New Zealand – advance notice of arrival
- Panama Canal – Third Quarter Metrics
- USA, California – ballast water management fee increase
- USA, California ARB – ships to be required to use low sulfur fuel
- USA, USCG – Safety Alert – controllable pitch propeller systems
- USA, USCG – enforcement of security zones
- USA, USCG – AMVER anniversary
- USA, USCG – VRP newsletter
- USA TRB – Great Lakes shipping, trade & aquatic invasive species
- USA, DOJ – marine hose manufacturer and executives agree to plead guilty
- USA, DOJ – company that managed Cosco Busan indicted
- USA, DOJ – owner, operator & chief engineer indicted
- USA, DOJ – shipping company sentenced
- Australia, ATSB – report on near-miss
- UK, MAIB – summary re allision in channel turn
- UK, MAIB – report on allision with bridge buttress
- UK, MAIB – report on fatality while towing
- UK, MAIB – summary re contact with wharf while berthing
- UK, MAIB – report on fatal confined space entry
- UK, MAIB – improper clean-up results in fire
- USA, NTSB – investigation of ship grounding in Alaska
- IMO – acts of piracy and armed robbery – 2007
- IMO – piracy – March 2008
- Piracy reporting update

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1/7

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MAJOR ISSUES OF THE MONTH

UK – MAIB Safety Bulletin

The UK Marine Accident Investigation Branch (MAIB) issued a [Safety Bulletin](#) focusing on fatalities in enclosed spaces. It encourages establishment of control measures that will reduce the risk of future fatalities.

USA TRB – Risk of vessel accidents in the Aleutian Islands

The Transportation Research Board (TRB) of the National Academies issued a report on [Risk of Vessel Accidents and Spills in the Aleutian Islands](#).

This report explains how a risk assessment should be done, with an identification of hazards and a qualitative ranking of selected scenarios. Despite being theoretical the report is making several specific recommendations including that the Coast Guard should expand the AIS tracking network in the Aleutian region; a funding source should be identified for an Aleutian Rescue Tug; a Vessel Traffic Information System should be established near Unimak Pass and Dutch Harbor; and traffic management schemes should be considered in congested areas.

[top](#)

IMO CONTACT POINTS UPDATE

IMO - MSC-MEPC.6/Circ. 4 (ANNEX 2 for SOPEP/SMPEP)

IMO has issued the latest ([SOPEP Contact points updated as of 30/6/2008](#)) List Of National Operational Contact Points Responsible For The Receipt, Transmission And Processing Of Urgent Reports On Incidents Involving Harmful Substances, Including Oil From Ships To Coastal States. This information enables compliance with Regulation 37 of MARPOL Annex 1 and Regulation 17 of MARPOL Annex II which, inter alia, require that the shipboard marine pollution emergency plans for oil (SOPEP) and/or noxious liquid substances (SMEP) shall contain a list of authorities or persons to be contacted in the event of a pollution incident involving such substances.

[top](#)

IMO NEWS

IMO – points of contact for facilitation purposes

IMO issued a circular ([FAL.5/Circ.26](#)) updating the contact addresses of the offices of designated national authorities and international organizations for facilitation purposes.

IMO – SOLAS amendments enter into force

IMO issued a [news release](#) stating that amendments to the SOLAS Convention to strengthen the fire protection arrangements on cabin balconies on passenger ships entered into force on 1 July 2008, along with other SOLAS amendments relating to the prevention of accidents involving lifeboats and protective coatings on ships.

IMO – IMDG Code contact information

IMO issued a circular ([MSC.1/Circ.1254](#)) with an updated list of contact information for the designated national competent authorities for purposes of carriage of dangerous goods under the International Maritime Dangerous Goods (IMDG) Code.

IMO – emergency towing guidelines

IMO issued a circular ([MSC.1/Circ.1255](#)) providing guidelines for owners and operators on preparing emergency towing procedures.

IMO – guidance on implementation of LRIT system

IMO issued a circular ([MSC.1/Circ.1256](#)) providing guidance on the implementation of the Long Range Identification and Tracking (LRIT) system. The circular is directed toward both Contracting Governments and ship operating companies.

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IMO – LRIT survey and certification

IMO issued a circular ([MSC.1/Circ.1257](#)) providing guidance on the survey and certification of compliance of ships with the requirement to transmit long range identification and tracking (LRIT) information.

IMO – obtaining LRIT information for SAR services

IMO issued a circular ([MSC.1/Circ.1258](#)) providing guidance to search and rescue (SAR) services in relation to requesting and receiving long range tracking and identification (LRIT) information.

IMO – decreasing availability of halons

The IMO issued a circular ([MSC-MEPC.1/Circ.3](#)) reporting on the decreasing availability of halons for marine uses. This situation will only worsen as halon (a greenhouse gas) is further removed from the marketplace. Ship owners and operators should plan accordingly.

[top](#)

NATIONAL ADMINISTRATION AND PORT STATE CONTROL NEWS

Australia – anchoring off Australian ports

The Australian Maritime Safety Authority (AMSA) issued a notice ([Marine Notice 12/2008](#)) reminding masters of precautions to be taken when anchoring off Australian ports. Issues of concern include, but are not limited to, selecting the anchoring site, watchkeeping, weather, machinery, ballast, and getting the vessel underway. The advice contained in the notice is of value worldwide.

Europe, EC – integrated approach to maritime policy

The European Commission (EC) issued a document regarding [Guidelines for an Integrated Approach to Maritime Policy](#). The aim of these guidelines is to enhance domestic coordination between all sea-related sectoral policies and facilitate cooperation between different government bodies within and among Member States.

EMSA – newsletter

The European Maritime Safety Agency (EMSA) released the [June 2008](#) edition of its newsletter.

Singapore – enhancement of ferry safety with Indonesia

The Singapore Maritime and Port Authority (MPA) issued a [news release](#) stating that it and Indonesia's Directorate General of Sea Transportation are working to develop new measures to enhance ferry safety.

Singapore, MPA – draft amendments to MARPOL Annex VI

The Singapore Maritime and Port Authority (MPA) issued a circular ([Shipping Circular No. 12 of 2008](#)) reminding owners and operators of Singapore ships that draft amendments to MARPOL Annex VI (Regulations for the prevention of air pollution from ships) and the NOx Technical Code are expected to be adopted at MEPC 58 to be held in London on October 6-10. Once adopted, the amendments are expected to come into force in early 2010. The shipping community is requested to take early action to comply with the amendments when they enter into force.

Singapore, MPA – Resolutions adopted by MSC 84

The Singapore Maritime and Port Authority (MPA) issued a circular ([Shipping Circular No. 13 of 2008](#)) advising owners and operators of Singapore ships of resolutions adopted by the 84th Session of the IMO Maritime Safety Committee (MSC).

Singapore, MPA – draft amendments to IMO mandatory instruments

The Singapore Maritime and Port Authority (MPA) issued a circular ([Shipping Circular No. 14 of 2008](#)) advising owners and operators of Singapore ships of draft amendments to mandatory instruments approved by the 84th Session of the IMO Maritime Safety Committee (MSC).

Singapore, MPA – guidance on shipboard operational matters

The Singapore Maritime and Port Authority (MPA) issued a circular ([Shipping Circular No. 15 of 2008](#)) advising owners, operators, and masters of recent guidance on shipboard operational matters.

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Singapore, MPA – amendments to shipping regulations

The Singapore Maritime and Port Authority (MPA) issued a circular ([Shipping Circular No. 16 of 2008](#)) reminding owners, operators, and masters of recent amendments to the Merchant Shipping Regulations.

Singapore – fitting of S-VDR

The Singapore Maritime and Port Authority (MPA) issued a circular ([Shipping Circular No. 17 of 2008](#)) reminding owners, operators, and masters of regional passenger ferries and high speed craft of the requirement to fit a Simplified Voyage Data Recorder (S-VDR).

New Zealand – advance notice of arrival

The New Zealand Customs Service issued a [news release](#) reminding masters of the requirement for submittal of an advance notice of arrival at least 48 hours prior to the vessel's arrival into New Zealand.

Panama Canal – Third Quarter Metrics

The Panama Canal Authority issued a [press release](#) stating that, in the third quarter of Fiscal Year 2008, total Canal transits and tonnage both increased.

USA, California – ballast water management fee increase

The California State Board of Equalization issued a [notice](#) stating that, effective August 1, the ballast water management fee will increase from \$400 per vessel voyage to \$625 per vessel voyage. The fee is increased when adequate funds are not available in the Marine Invasive Species Control Fund to support the State Lands Commission (SLC) ballast water management and control program.

USA, California ARB – ships to be required to use low sulfur fuel

The California Air Resources Board (CARB) issued a [news release](#) stating that it adopted a regulation requiring ocean-going ships within 24 nautical miles of the California coastline to use lower-sulfur marine distillates in their main and auxiliary engines and auxiliary boilers. The basic regulation comes into effect in 2009, and the sulfur requirements become more restrictive in 2012.

USA, USCG – Safety Alert – controllable pitch propeller systems

The US Coast Guard issued a Safety Alert ([Safety Alert 3-08](#)) recommending that owners, operators, and masters of vessels with controllable pitch propeller systems understand the design and operation of the system. This includes the primary and emergency sources of power for the control system and the main system, the location and procedures for using alternate control stations, and the locations of emergency shutdowns. The Alert also includes recommendations regarding situational awareness.

USA, USCG – enforcement of security zones

The US Coast Guard issued a [press release](#) stating that it is actively enforcing security zones. Violations can lead to civil penalties of up to \$32,500.

USA, USCG – AMVER anniversary

The US Coast Guard issued a [press release](#) stating that July 18 marked the 50th anniversary of Automated Mutual Vessel Rescue System (AMVER). As the only worldwide voluntary ship reporting system for safety of life and property at sea, [AMVER](#) was involved in 181 calls for assistance in 2007 and contributed to saving 450 lives.

USA, USCG – VRP newsletter

The US Coast Guard released the summer 2008 edition of its [Vessel Response Plan newsletter](#). This issue includes articles on, among other things, innocent passage and transiting COTP Zones; requirements for Group V oils; and consistency with the Area Contingency Plan (ACP).

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USA TRB – Great Lakes shipping, trade & aquatic invasive species

The Transportation Research Board (TRB) of the National Academies issued a report on [Great Lakes Shipping, Trade, and Aquatic Invasive Species](#).

The report states that the only way to eliminate further AIS introductions into the Great Lakes for ships is to close the St. Lawrence Seaway, but then concludes that this is impractical. Alternatively, it recommends a uniform set of effective and enforceable standards; monitoring for compliance with a strict enforcement mechanism; and surveillance and response to control any new AIS.

[top](#)

VIOLATIONS & PENALTIES

USA, DOJ – marine hose manufacturer and executives agree to plead guilty

The USA Department of Justice issued a [news release](#) stating that a foreign manufacturer of marine hose and two executives of marine hose manufacturing companies have agreed to plead guilty to participating in a conspiracy to fix prices.

USA, DOJ – company that managed Cosco Busan indicted

The USA Department of Justice issued a [news release](#) stating that the company that managed the COSCO BUSAN when it allided with a bridge abutment in San Francisco Bay on November 7, 2007 has been indicted for negligently causing the resulting oil spill, falsifying documents, and killing migratory birds.

USA, DOJ – owner, operator & chief engineer indicted

The USA Department of Justice issued a [news release](#) stating that the owner, operator, and chief engineer of a ship have been indicted for offenses related to improper discharge of oily waste and garbage.

USA, DOJ – shipping company sentenced

The USA Department of Justice issued a [news release](#) stating that a shipping company has been sentenced to pay \$1.5 million and serve three years probation in connection an improper discharge of oily waste and improper entries in the oil record book of one of its ships. During the period of probation, the company must implement a stringent environmental compliance program and hire a court-appointed monitor.

[top](#)

INCIDENT INVESTIGATION REPORTS

Australia, ATSB – report on near-miss

The Australian Transport Safety Bureau (ATSB) issued the report of its investigation ([MAIR 242](#)) into the near collision between a bulk carrier and a ro-ro in Port Phillip, Victoria on 16 May 2007.

The bulk carrier was entering the port at the same time that the ro-ro was departing. Their passing occurred at the narrowest portion of the entrance channel. Both masters had been advised by the local vessel traffic service (VTS) of the presence of the other ship. The master of the bulk carrier, though, had sent the rating on the bridge to do other work and forgot about the approach of the other ship. The master of the ro-ro moved his ship to the side of the channel to avoid collision. The two ships passed within 20 meters of each other at a combined speed of almost 30 knots. Bridge procedures on both ships were found to be inadequate and procedures at the VTS were also in need of improvement.

UK, MAIB – summary re allision in channel turn

The UK Marine Accident Investigation Branch (MAIB) released the summary of its [preliminary examination](#) of the 7 June 2008 allision of an incoming cargo vessel with a moored tanker in Immingham. The cargo vessel had slowed to allow a ferry to pass ahead. The pilot and master failed to fully consider the effect of the speed change and the ebbing tide on the maneuverability of the ship while executing a turn in the channel.

UK, MAIB – report on allision with bridge buttress

The UK Marine Accident Investigation Branch (MAIB) issued a summary of its [preliminary examination](#) of an incident on the River Ouse on June 24, 2008 in which a freighter allided with a bridge buttress. The pilot was steering the freighter. As it passed through a swing bridge opening, the tide set its starboard quarter into the buttress.

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UK, MAIB – report on fatality while towing

The UK Marine Accident Investigation Branch (MAIB) issued a summary of its [preliminary investigation](#) into a fatality on a tug that occurred on May 22, 2008 while the tug was engaged in towing a disabled freighter in the English Channel. The bosun was attempting to re-adjust the tow wire protector when it slipped, allowing the tow line to jump and strike the bosun in the head.

UK, MAIB – summary re contact with wharf while berthing

The UK Marine Accident Investigation Branch (MAIB) issued a summary of its [preliminary examination](#) of an incident involving a cruise ship that came into contact with a wharf in Valetta Harbor, Malta while berthing. Minor damage was suffered by both the ship and the wharf during the incident, which occurred when the master moved from the center console to the port wing, but control of the azipod propulsion units had not been shifted. As a result, the ship continued to move astern until it made contact with the wharf.

UK, MAIB – report on fatal confined space entry

The UK Marine Accident Investigation Branch (MAIB) issued the report of its investigation ([Report No. 12/2008](#)) of work undertaken in a dangerous enclosed/confined space and the consequent attempted rescue on board an offshore supply vessel resulting in the loss of three lives off the East Yorkshire coast on 23 September 2007. One crewmember entered the chain locker to do some work and collapsed. The crewmember standing by raised the alarm, entered the chain locker, and also collapsed. A third crewmember donned an Emergency Escape Breathing Device (EEBD) before entering the chain locker. The EEBD became dislodged and the third crewmember collapsed. All three died. There was a failure to recognize that the atmosphere in the chain locker could become oxygen-deficient over time and appropriate precautions were not taken.

UK, MAIB – improper clean-up results in fire

The UK Marine Accident Investigation Branch (MAIB) issued a summary of its [Preliminary Examination](#) of a fire that occurred on board a container ship in Hamburg on 8 June 2008. A tank container, holding hydrogen peroxide, was unintentionally lifted while the container above it was being unloaded (the midlocks connecting the two containers had failed to disengage). When the midlocks eventually disengaged, the tank container dropped about 30 cm to the deck. The tank frame was damaged and some of the hydrogen peroxide spilled onto the deck. The crew plugged the deck scuppers and spread sawdust on the deck to absorb and contain the spill. The tank container was removed and the sawdust was swept up and put into open plastic containers, which were then placed in the forecabin store. The harbor authorities advised the crew of the possibility that the sawdust could self-ignite. In less than an hour, smoke was seen coming from the forecabin store. The fire in the sawdust was extinguished and the sawdust was properly disposed of ashore. It is recommended that adequate stocks of emergency equipment, including inert absorbents, be carried on board.

USA, NTSB – investigation of ship grounding in Alaska

The National Transportation Safety Board (NTSB) conducted a hearing on the grounding of a passenger ship in waters of the Inside Passage in Southeast Alaska on May 14, 2007. The 300-foot long ship grounded on a charted, marked rock. There were no injuries. The ship sustained damage to its hull and propulsion system. The NTSB issued a [news release](#) stating that the probable cause of the grounding was the failure of the officer of the watch and the helmsman to navigate the turn. This failure was due, in part, to the master's decision to assign an inexperienced, newly licensed junior third officer to the bridge watch from midnight to 4:00 a.m.

[top](#)

SECURITY AND PIRACY REPORTING UPDATE

IMO – acts of piracy and armed robbery – 2007

The IMO issued a circular ([MSC.4/Circ.115](#)) summarizing reports it received of acts of piracy and armed robbery against ships occurring during 2007. The IMO received 41 such reports, bringing the total since 1995 to 282.

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6/7

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IMO – piracy – March 2008

The IMO issued a circular ([MSC.4/Circ.118](#)) summarizing reports that it received during March 2008 on acts of piracy and armed robbery against ships. The number of such acts reported during the month was 14.

Piracy reporting update
Reporting of incidents

In accordance with IMO and other third parties all ships are advised to maintain anti-piracy watches and report all piratical attacks and suspicious movements of craft to the IMB Piracy Reporting Centre, Kuala Lumpur, Malaysia.

Tel ++ 60 3 2078 5763

Fax ++ 60 3 2078 5769

Telex MA 31880 IMBPCI

24 Hours Anti Piracy HELPLINE Tel: ++ 60 3 2031 0014

E-mail imbkl@icc-ccs.org

To view the latest Weekly Piracy Report please see [IMB website](#).

[top](#)

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