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### MAJOR ISSUES OF THE MONTH

#### Europe, Paris MOU – Annual Report for 2007

The Paris MOU issued its [Annual Report](#) on Port State Control for 2007. It notes that after several years of declining detention rates, those rates are now climbing. The report speculates that several factors may play a role, such as increased demand for tonnage worldwide and the reported difficulties of shipowners in finding well-qualified and experienced seafarers.

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### 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.

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### IMO NEWS

#### IMO – Cook Islands become member

The IMO issued a [news release](#) stating that the Cook Islands has become the 168th member of the IMO.

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### IMO – GHG module

The IMO issued a circular ([MEPC.1/Circ.589](#)) forwarding the greenhouse gas (GHG) module for use in the Global Integrated Shipping Information System (GISIS) based on the Interim Guidelines for Voluntary Ship CO2 Emission Indexing for Use in Trials.

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### NATIONAL ADMINISTRATION AND PORT STATE CONTROL NEWS

#### Australia – Helicopter transfer operations

The Australian Maritime Safety Authority (AMSA) issued a notice ([Marine Notice 13/2008](#)) reminding masters that they should allow helicopters to land only at deck locations with sufficient strength to sustain the load.

#### Australia – Photochromic lenses and dark adaptation

The Australian Maritime Safety Authority (AMSA) issued a notice ([Marine Notice 14/2008](#)) reminding mariners that the light transmission of photochromic lenses on eyeglasses is significantly reduced as compared to ordinary coated and uncoated lenses. Photochromic lenses are those that darken with exposure to strong light and lighten in dark surroundings. Eyeglasses with photochromic lenses should not be worn for lookout duties at night.

#### Australia – Disposal of dry bulk cargo residue

The Australian Maritime Safety Authority (AMSA) issued a notice ([Marine Notice 15/2008](#)) reminding masters that disposal of dry bulk cargo residue may only be undertaken in accordance with MARPOL Annex V. Dry bulk cargo residue is considered to be garbage and provision for its disposal should be addressed in the ship's Garbage Management Plan. Disposal of such residue must be reflected in the Garbage Record Book.

#### Panama Canal – Revision of ISPS Code requirements

The Panama Canal Authority issued an advisory ([Advisory No. A-19-2008](#)) stating that the Implementation of the ISPS Code Requirements for the Panama Canal have been revised to reflect that the Panama Canal Security Officer (PCSO) is Mr. Manuel E. Benitez, Executive Vice President of Operations.

#### Singapore – Recycling of ships

The Singapore Maritime and Port Authority (MPA) issued a circular ([Shipping Circular No. 20 of 2008](#)) advising owners and operators of progress made on preparation of the draft International Convention for the Safe and Environmentally Sound Recycling of Ships. The draft will be considered at the upcoming session of the IMO Marine Environment Protection Committee (MEPC) in October. A diplomatic conference to adopt the convention is tentatively planned for May 2009 in Hong Kong.

#### Singapore – MEPC resolutions and unified interpretations

The Singapore Maritime and Port Authority (MPA) issued a circular ([Shipping Circular No. 21 of 2008](#)) advising owners and operators of resolutions and unified interpretations adopted by the recent session of the IMO Marine Environment Protection Committee (MEPC).

#### Singapore – Reminders re AFS Convention

The Singapore Maritime and Port Authority (MPA) issued a circular ([Shipping Circular No. 22 of 2008](#)) reminding owners, operators, and masters that the International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001 comes into force on 17 September.

#### Singapore – Harmful anti-fouling coatings

The Singapore Maritime and Port Authority (MPA) issued a circular ([Shipping Circular No. 23 of 2008](#)) advising the maritime community of recommended practices for removal of harmful anti-fouling coatings from hulls.

#### Singapore – License of bunker supplier suspended for 2 weeks

The Singapore Maritime and Port Authority (MPA) issued a [news release](#) stating that the bunker supplier

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license of a local company has been suspended for two weeks for tampering with the bunker sampling container during a bunkering operation.

### UK, MCA – Lifejacket recall

The UK Maritime and Coastguard Agency (MCA) issued a [press notice](#) stating that certain Seago 150 and 175 Newton Lifejackets, including Junior Lifejackets, are being recalled due to a defect that could result in serious injury. Recalled lifejackets should be returned to the manufacturer.

### USA, USCG – Enforcement of NTVRP requirement

The US Coast Guard issued a [Marine Safety Information Bulletin](#) reminding owners, operators, and masters of non-tank vessels of 1,600 gross tons or greater that enforcement of the requirement for having a non-tank vessel response plan (NTVRP) entered into effect on August 22. As of that date, in order to operate on the navigable waters of the United States, these non-tank vessels must have a written plan for responding to oil spills.

### USA, USCG – Printing of Light Lists

The US Coast Guard issued a notice ([73 Fed. Reg. 45776](#)) stating that, in order to adjust to a new printing cycle, it will not publish the 2008 editions of the Light Lists, except for Volume 5 (Mississippi River System). The agency is changing the publication cycle so that annual editions are available early in each calendar year. Since printing of the 2007 editions occurred in November 2007, they will remain effective for approximately 14 months.

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## VIOLATIONS & PENALTIES

### USA, DOJ – Sentencing for mishandling regulated garbage

The US Attorney for the Southern District of Texas issued a [news release](#) stating that the operator of a marine waste disposal company was sentenced to two years probation for failure to properly handle garbage collected from commercial vessels arriving in US ports after traveling from foreign ports. The individual was required to pay \$10,000 restitution for costs incurred by another company due to the mishandling. As part of his plea agreement, the individual is also forbidden from handling such waste in the future.

### USA, DOJ – Company sentenced for Ocean Dumping Act violation

The USA Department of Justice (DOJ) issued a [news release](#) stating that a company in Portland, Oregon was sentenced to a fine of \$156,000 and to make a contribution of \$84,000 for a felony conviction of the Ocean Dumping Act. A supervisor at the company had paid the master of a foreign vessel to take on board a load of unsaleable potash and to dump it at sea.

### USA, DOJ – Former Coast Guard officer sentenced for lying about pollution

The USA Department of Justice (DOJ) issued a [news release](#) stating that a former Coast Guard officer was sentenced after pleading guilty to making a false statement to federal investigators regarding the illegal discharge of oily waste water from a Coast Guard cutter. At the time, the defendant was the main propulsion assistant on the cutter and was responsible for the proper discharge of waste water, among other things. The defendant was sentenced to pay a \$5,000 fine, serve 200 hours of community service, and serve two years of probation.

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## INCIDENT INVESTIGATION REPORTS

### UK, MAIB – Safety Bulletin

The UK Marine Accident Investigation Branch (MAIB) issued a [Safety Bulletin](#) to raise awareness of the unnecessary and avoidable loss of life of seafarers working in enclosed spaces. Through industry bodies and organizations, it seeks to establish control measures that can be utilized to prevent such accidents in the future.

### UK, MAIB – Rusted nuts and bolts cause deck crane to fall

The UK Marine Accident Investigation Branch (MAIB) issued a summary of its [preliminary examination](#) of

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an incident involving the collapse of a provisions loading crane on a ship. The crane was being used to load stores from a barge alongside when it suddenly detached from its mountings and fell onto the barge. The bosun working the crane was injured. Investigation revealed that the nuts and bolts on the pedestal mounting ring were severely corroded. The corrosion had not been noticed in any of the examinations and surveys performed on a regular basis over prior years. Both the vessel's management company and its classification society have been advised of the shortcomings.

### UK, MAIB – Summary re allision with quay

The UK Marine Accident Investigation Board (MAIB) issued a summary of its [preliminary examination](#) of an incident in Heysham where a cargo vessel allided with a quay. While the vessel was maneuvering within the port, it suddenly lost all electrical power. As a result, the blades on the controllable pitch propellers went from 40% pitch to 100% astern. Even though the main engines were promptly stopped and the starboard anchor was let go, the port quarter of the vessel made contact with the quay. Investigation revealed that the auxiliary engines shut down due to the performance of the differing automatic voltage regulators and speed governing motors fitted. The automatic voltage regulators and speed governors are being replaced.

### UK, MAIB – Examination re fatal fall into cargo hold

The UK Marine Accident Investigation Branch (MAIB) issued a summary of its [preliminary examination](#) regarding the fatal fall of a ship fitter into the cargo hold of a container vessel. The after half of a cargo hatch cover was opened while work was being done by the fitter on the closed half. He asked that the open hatch be closed, but was refused. He fell into through the open hatch shortly thereafter. The ship owner, which had a written policy forbidding working on partially open hatch covers, has re-emphasized its directive.

### UK, MAIB – Report on ship disablement

The UK Marine Accident Investigation Branch (MAIB) issued the report of its investigation ([Report No. 14/2008](#)) of the inadvertent release of carbon dioxide and subsequent disabling of a ro-ro ship off Wolf Rock on 6 December 2007. Investigation revealed that the ship's carbon dioxide fire smothering system had been tested two weeks previously, but was not properly reset afterwards. The ship's movement in a bad storm caused the inadvertent release, which then shut down the ship's main engine and auxiliary generator. Towing by a UK emergency towing vessel was complicated because the ship's forward mooring equipment was unavailable due to maintenance work.

### USA, NTSB – Post-accident alcohol testing

The USA National Transportation Safety Board (NTSB) issued a [Safety Recommendation](#) to the US Coast Guard recommending that the agency retrain its investigating officers regarding post-accident alcohol testing and verify that the regulations relating to such testing are being followed.

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## SECURITY AND PIRACY REPORTING UPDATE

### IMO – Acts of piracy and armed robbery for 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.

### IMO – Piracy for 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

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