

Conference on Safer Ships - Competent Crews, 2001
The Company of Master Mariners of Canada, Halifax, 18 October 2001

DAY 1 - Forenoon Thursday, October 18, 2001

THEME: Safety in Ship Structure, Management and Operations

Ceremony of Welcome

Capt. R.B. Wallace, National Master, The Company of Master Mariners of Canada and Capt. E.M. Scott, President of The Nautical Institute, opened the Conference by welcoming the attendees.

Message

Mr. W. O'Neil, Secretary General, International Maritime Organization, read by Dr. Edgar Gold, CM, QC.

Keynote Address

Shipping Law Reform and the Impact on Safety, Management and Operations

Mr. Bud Streeter, Director General, Transport Canada Marine Safety, Head of Canada's Delegation to IMO

1. Enhanced Class Rules/Surveys to Address Bulker/Tanker Casualties

Mr. Gus Bourneuf, Chief Surveyor, American Bureau of Shipping

2. ISM Code - The First Five Years

Mr. Hugh Hutton, Manager, ISM/QA, Lloyd's Register North America Inc.

3. ISM Code and Port State Control

Capt. Richard Day, Manager Safety and Environmental Programs, Transport Canada Marine Safety, Ottawa

4. Port State Control Analysis

Mr. Richard Witty, Deputy to Area Manager, Germanischer Lloyd, Canada

5. ISM Code - Ship Management View

Capt. Bruce Lucas, V.Ships, Glasgow, UK

Safer Ships - The Human Factor

Luncheon Speaker: Vice-Admiral James C. Card, VP, ABS, former Vice-Commandant of the United States Coast Guard

DAY 1 - Afternoon Thursday, October 18, 2001

THEME: Ports of Refuge or Safe Havens

6. Ports of Refuge - International and Coastal State Law

Prof. Aldo Chircop, Dalhousie University Faculty of Law and International Oceans Institute of Canada

7. Port of Refuge - Considerations for the Maritime Administration of a Coastal State

Mr. J. William Scott, Regional Director, Transport Canada Marine Safety, Maritimes Region

8. Port of Refuge - P & I Insurance Views

Mr. A. William Moreira, QC, Canadian Maritime Law Association

9. Port of Refuge - Port Authority Viewpoint

Capt. David Woodman, Harbour Master, Port of Prince Rupert, BC

DAY 2 Friday, October 19, 2001

THEME: Training Mariners for New and Emerging Vessel Technology

Keynote Address

Marine Training in Nova Scotia: A Vision of the Future

by Mr. Ray Ivany, President, Nova Scotia Community College, Halifax, NS.

10. The Philosophy of Marine Training

Mr. Les O'Reilly, Executive Director and CEO, Marine Institute, Memorial University, St. John's, NF

11. STCW 95 - New Requirements for Schools, Exams, Certifications, Documentation; Canada's Implementation

Capt. John Clarkson, A/Director Marine Personnel Standards and Pilotage, Transport Canada Marine Safety, Ottawa.

12. Simulation: A Perspective for the Future of Marine Training

Capt. J.V. Murphy, Head Dept. Marine Programs, Nova Scotia Community College, Strait Campus, Port Hawkesbury, NS.

13. Training for Dynamic Positioning

Mr. Ian Giddings, Education and Training Manager, Nautical Institute, London, UK.

14. Terra Nova FPSO - Marine Crew Selection and Training
Capt. Hugh Allan, Allan Marine Services Inc., Halifax, NS
15. In-House training by Offshore Service Vessels' Owner
Joachim Pektzilikoglou, Quality and Safety Co-ordinator, Secunda Marine Inc., Dartmouth, NS.

The Canship Ugland Lunch

A Crystal Ball View of Marine Personnel Needs in Canada's East Coast Oil and Gas Industries
Luncheon Speaker: Capt. Denis Drown, Training Manager, Canship Ugland Ltd., St. John's, NF.

16. A Classification Society's Initiative in Training for Offshore Oil & Gas Industries
Mr. Per Arne-Waløen, Lead Auditor/SMC Co-ordinator, DNV, New Jersey
17. Practical Training for Survival and Rescue Craft
Capt. T. Kearsey, Survival Systems Ltd., Dartmouth, NS.

The Conference has produced ten Recommendations to advance safety on ships. These are provided below under the following issue headings:

1. Multiple Inspections
2. ISM Code Implementation Analysis
3. Voyage Data Recorders
4. Places of Refuge
5. Ergonomics
6. Health
7. STCW 95
8. Bulk Carrier Safety
9. Casualty Investigations
10. Load Line Convention

CONFERENCE RECOMMENDATIONS

1. MULTIPLE INSPECTIONS - A THREAT TO SAFETY?

The view of the Conference was that multiple inspections when a ship is in port are serious distractions for the master and crew and may be having an adverse effect on safety.

It is recommended that the International Maritime Organization (IMO) initiate discussions with the various bodies that inspect ships (for regulatory compliance, vetting for charterers, classification, Port State and Flag State, ISM Code, etc.) to examine how this burden on masters and crews may be reduced.

2. ISM CODE IMPLEMENTATION ANALYSIS

It is recommended that IMO encourage the shipping industry, including shipowners' associations, P & I Clubs, marine insurance interests, maritime research institutes, and professional associations to undertake research that would provide reliable information on the measurable commercial and crew safety benefits resulting from implementation of the International Safety Management Code (ISM Code).

3. VOYAGE DATA RECORDERS

(a) Recognizing IMO's initiative in the development of rules for the carriage of Voyage Data Recorders (VDR), the Conference recommends that IMO give priority to the creation of guidelines for the design of a relatively low-cost, basic VDR and encourage the installation of such equipment on bulk carriers 15 years of age and older and on fishing vessels. This recommendation is prompted by the continuing high incidence of losses of these types of vessels.

(b) It is further recommended that the feasibility study concerning mandatory fitting of VDR to existing cargo ships that IMO's Maritime

Safety Committee (MSC) plans to complete by January 2004 be given a fast track to a much earlier completion date.

4. PLACES OF REFUGE - AN INTERNATIONAL DIRECTORY

The Conference commends IMO's initiative in having its MSC study the problem of access to places of refuge for ships in distress. The Sub-Committee on Navigation and other relevant sub-committees are cooperating in this.

(a) It is recommended that member states be asked to assess their coastal areas, ports and facilities, with a view to their accommodating ships in need of sheltered waters.

(b) It is recommended that directories be developed to assist masters and owners in identifying places of refuge and in providing information on how to communicate with relevant authorities and others in coastal states.

Masters and owners already have such information in their Shipboard Oil Pollution Emergency Plans; this data base could be extended for use when a ship is seeking sheltered waters.

(c) It is further recommended that IMO establish a Register of International Experts able and available to provide impartial advice to a coastal state in the event of a ship seeking a place of refuge. Such experts could provide risk assessment upon which the state might base a reasoned decision.

5. ERGONOMICS TO AID HUMAN PERFORMANCE

Concern was expressed at the Conference about deficiencies in design and layout of ships' installations and equipment that result in less than optimum conditions for effective human performance in operations. It is recommended that **Safety and Human Performance** be factored into ships at the design stage, including installation and equipment siting determinations.

6. HEALTH, STRESS AND FATIGUE

Fatigue has been identified as a primary factor in about 30% of accidents in all modes of transportation. In the short-sea and coastal trades in water transportation, stress and fatigue are significant contributors in ship casualties.

Under the ISM Code, ship managers are required to recognize and eliminate "**identifiable hazards**" - fatigue is such a hazard.

It is recommended that IMO, in conjunction with the International Labour Organization (ILO) and the Seafarers' International Research Centre (SIRC), assess these effects on seafarers' health and the stresses of work aboard ships, particularly among masters and watch-keepers.

Chapter VIII of the *Revised Convention on Standards of Training, Certification and Watch-keeping (STCW95)* requires Administrations to establish and enforce rest periods for watch-keeping personnel.

A related objective of the recommended assessment would be to assess the actual level of compliance with existing regulations governing hours of rest and fitness for duty.

7. STCW 95 - CONTINUOUS REVIEW

The Conference commends IMO for its keeping the Revised Convention on Standards of Training, Certification and Watch-keeping (STCW95) under review through its STW Sub-Committee, enabling IMO to respond in a timely manner to changes in ship technological, operating, and safety systems.

It is recommended that the mandatory use of radar simulators in the training and evaluation of candidates for STCW Certificates of Competency be expanded to include the use of simulators for engine operations, dangerous cargo operations and ship-handling.

8. BULK CARRIER SAFETY

Early steps are necessary to ensure that the safety measures developed by the International Association of Classification Societies (IACS) and IMO, described at the Conference by American Bureau of Shipping, and the lessons learned from the latest "DERBYSHIRE" Inquiry, are implemented by owners/operators of bulk carriers and by the states in which such vessels are registered.

It is recommended that the Formal Safety Assessment (FSA) currently being conducted by an IMO committee to facilitate informative future decision-making by IMO in respect of bulk carrier safety generally, be given priority for early review by the Maritime Safety Committee of IMO.

9. CASUALTY INVESTIGATIONS

Article 94(7) of the UN Convention on Law of the Sea requires each state to cause an inquiry to be held into every maritime casualty on the high seas involving a ship flying its flag. IMO, through the Safety of Life at Sea (SOLAS) Convention, requires each Administration to investigate any casualty occurring to a ship in its registry. Each contracting government undertakes to supply IMO with pertinent information concerning findings of such investigations.

However, many serious casualties with high losses of seafarers' lives are not investigated or reported.

(a) It is recommended that IMO amend the SOLAS obligation on contracting states by adding that if a Flag State does not undertake an investigation into a serious casualty involving loss of life within a defined period (for example, 7 days of its occurrence), IMO shall appoint a team of qualified investigators to investigate. The cost of the investigation should be borne by the Flag State. The Flag State and all others with a connection to the casualty will be required to cooperate fully with the investigation, including making witnesses available and providing the necessary documentation.

(b) It is further recommended that reports of casualty investigations that have a bearing on safety and pollution prevention should be distributed to member states' Administrations in order for lessons to be learned and losses reduced.

10. IS THE LOAD-LINE CONVENTION UP TO ITS MARKS?

In view of the findings of the latest "DERBYSHIRE" Inquiry, based largely on evidence from wreck investigation data, and in view of recent statistical data showing increases in the frequency of storms and significant wave heights in the oceans of the world, it is recommended that the International Convention on Load-lines 1966 be revisited. This, with a view to making amendments to improve the safety of vessels that may be vulnerable due to inadequate scantlings of watertight deck closures related to enclosed spaces including hatch covers, ventilators and air pipes.