

1st negotiation of 2010-11 IBF Framework TCC

The International Transport Workers' Federation (ITF) and the Joint Negotiation Group (JNG) met May 18-19 for the first round of negotiations for the IBF Framework TCC Agreement 2010-2011.

During the negotiations, they both explained their respective demands.

As it is clear from a survey on actual ongoing wages that personnel costs have increased some 10 percent, the ITF claimed an increase in seafarer employment cost and gave a briefing on basis requests, such as disability due to sickness, shorter contracts (6 months plus or minus 2 months), guaranteed overtime for officers, as well as employment security.

Meanwhile, the JNG indicated that it will ask for a 10 percent cut in wages due to the shipping market crisis, an increase from 5 percent to 20 percent the amount of money that it gets back from the IBF Welfare Fund and the resumption of considerations on outstanding issues.



The IBF negotiation attended by JSU representatives

However, the negotiation leader representing the union side clearly stated that the International Bargaining Forum will not discuss union member qualifications and fees because these matters are having to do with union autonomy and must be handled by the FOC Campaign Policy Working Committee and agreed on at an ITF congress.

The ITF and the JNG both

reported on the current state of the DER issue and discussions on the expansion of the IBF high-risk area.

After they discussed how they will develop future negotiations, the meeting was concluded.

The second round of negotiations will be held in Singapore on July 8-9 and the third, in Manila on September 30-October 1.

New high-risk areas drawn off Somalia

The JSU recently discussed and confirmed with the Japanese Shipowners' Association (JSA) and the International Mariners Management Association of Japan the designation of a new high-risk area in waters off the east coast of Somalia to ensure the safety of commercial ships flying the Japanese national flag and operated by Japanese shipping companies, as well as the welfare of JSU members.

In the Gulf of Aden off Somalia, naval ships deployed by many countries, including Japan, are intensifying efforts to escort vessels. However, in waters east of

Somalia, there has been an increase in the number of ships being attacked by pirates and armed bandits.

The JSU has therefore asked the JSA and the IMMAJ to discuss measures to address the piracy and armed robberies in the Gulf of Aden and waters off the east coast of Somalia, and they have accepted the request.

There are two high-risk areas – one in the Gulf of Aden and the other in waters east of Somalia.

Below is an outline of the letter of confirmation that the JSU received from the JSA and the IMMAJ:

1. The waters surrounded by (1), (2), (3) and shoreside will be designated as HIGH-RISK AREAS.

- (1) The line that links the following five points:
 - a) 11-27N, 043-15E
 - b) 11-48N, 045-00E
 - c) 12-00N, 045-00E
 - d) 12-39N, 043-26E
 - e) 12-41N, 043-28E
- (2) The line that links the following four points:
 - a) 16-40N, 053-07E
 - b) 14-30N, 053-00E
 - c) 14-18N, 053-00E
 - d) 12-33N, 054-31E
- (3) The line that links the following two points:
 - a) 12-39N, 053-25E
 - b) 11-50N, 051-17E

2. The waters surrounded by (1), (2), (3), (4) and shoreside will be also designated as HIGH RISK AREAS.

- (1) The line that links the following two points:
 - a) 12-39N, 053-25E
 - b) 11-50N, 051-17E
- (2) The line that links the following three points:
 - a) 12-33N, 054-31E
 - b) 12-33N, 058-01E
 - c) 11-50N, 058-05E

High-risk, See Page 4



The JSU-PSU Mariners' Court-Cebu located at Pier-1, Port Area, Cebu City

Blessing and inauguration of new seamen's facility

DIRECTOR KATSUJI TAKI
OCEANGOING SEAFARERS DEPT.,
INTERNATIONAL AFFAIRS BUREAU

The blessing and inauguration ceremony of the new seamen's facility in Cebu was successfully held on May 1. Named the "JSU-PSU Mariners' Court-Cebu," this facility had been under construction on the island of Central Visayas since last year.

The honorable guests during the inauguration included Capt. Yoji Fujisawa, president of the All Japan Seamen's Union (JSU),

and JSU staff; Marianito D. Roque, Secretary of the Department of Labor and Employment (DOLE); Angelo Verdan, general manager of the Cebu Port Authority; and representatives of the Philippine-Japan Manning Consultative Council (PJMCC) and the International Mariners Management Association of Japan (IMMAJ) joined the celebration with hundreds of trade unionists and their families who are based on the island as well as other neighboring islands.

Roque, in his speech, extended his sincere gratitude for the

contribution from the JSU for the Filipino seafarers. In this regard, Fujisawa also emphasized that the JSU has to date organized over 50,000 non-domiciled members, the majority of which are Filipinos. He added that it was a great pleasure for the JSU to contribute toward such a facility, fulfilling its responsibility as a union in the country of beneficial ownership and control.

The new facility, which is located in the port area of Cebu, was

Mariners' Court, See Page 2

MAAP cadets disembark 'Seiun Maru'

BAYANI A. JABOLI
JSU UNION OFFICER

The 39 Filipino cadets from the Maritime Academy of Asia and the Pacific (MAAP) who boarded the *M/V Seiun Maru* in April have successfully finished their two-month onboard training. A disembarkation ceremony was held on May 31 at the Yamashita Pier in the Port of Yokohama.

The disembarkation ceremony was attended by representatives of the training sponsors, the JSU and IMMAJ, as well as by Capt. Toshio Iida, Executive Director for Sea Training, NIST. Capt. Minoru Okada, who represented the IMMAJ, congratulated the cadets for their successful training.

The director of the JSU's International Affairs Bureau, Hideo Ikeda, delivered a congratulatory speech where he emphasized the importance of the Filipino crew to the Japanese commercial fleet, and that this training was a very important component for the future of the Japanese shipping industry.



39 Filipino MAAP cadets successfully complete 2-month training onboard 'M/V Seiun Maru.'

The cadets attested that they acquired very important knowledge in the actual manning of a ship. They were all very thankful to their navigation and engineering professors for the skills they learned and the kindness and

understanding accorded to them by the ship's crew.

Meanwhile, training with Japanese cadets provided them with experience in working with a crew of mixed nationalities and understanding different cultures. Accord-

ing to the professors, the Filipino cadets enjoyed eating Japanese food with the exception of raw fish, which some could not eat. Along the way, many lessons were learned, but it was mother nature who provided them with the most important lesson of all. A day before their arrival at Tokyo Bay, the training ship encountered very rough seas and was rolling at between 30 degrees to 40 degrees. One of the professors said that it was the roughest sea conditions he had experienced in 17 years. Hopefully, the experience will not discourage them to pursue their dream of becoming professional seafarers.

Obviously, the two-month training brought out camaraderie between the Japanese and Filipino cadets, as many of them were teary eyed as they said their good-byes. The Filipino cadets will immediately go back to the MAAP for further studies, while the Japanese cadets will continue their shipboard training a few more weeks.

Jobs safe, says JSA

About 40,000 Filipino seafarers are likely to keep their jobs despite the global economic crunch, the Japanese Ship-owners' Association (JSA) said.

The News Today reported that the JSA said the work force is being maintained in preparation for the influx of cargo once volumes return. The JSA said these seafarers operate more than 3,000 merchant ships of various categories ranging from bulkers to supertankers.

It said that while some members are laying up ships as a cost-cutting measure, they are maintaining their ships' crews in anticipation of the end to the global crisis.

Recently, two Japanese shipping giants, Mitsui O.S.K. Lines Ltd. (MOL) and Kawasaki Kisen Kaisha Ltd. ("K" Line), announced that they will be hiring more Filipino seamen to man their ships.

"K" Line will be hiring around 3,200 officers and sailors in preparation for its expansion of adding around 280 vessels to its current fleet of 420 ships within the next four years.

For its part, MOL is planning to increase the number of Filipino sailors from 14,000 to 17,800 this year. MOL said the proposed increase in Filipino sailor employment is based on the company's plan to increase its current fleet from 700 vessels to 900 vessels by 2010.

IMO worried about arming ships to fight piracy

Proposals to arm sailors on commercial shipping vessels to battle pirates could lead to an "arms race" on the high seas, a senior maritime official recently said.

Some shipping companies want their crews to bear arms or use mercenaries to deal with Somali pirates, who have mounted 81 attacks between Jan. 1 and April 20 this year, compared with 115 for all of 2008, according to data from the International Maritime Organization (IMO).

However, Nicolaos Charalambous, deputy director of the IMO, a United Nations body, told *Reuters* in an interview that arming sailors is not the answer.

"Do we want to turn the whole area into a naval battle?" he asked while attending a conference on piracy in the Malaysian capital.

"And if you are having firearms on board, where do you draw the line? Somali pirates have the capability of getting more heavy-caliber weapons."

Using satellite trackers, pirates from lawless Somalia have struck merchant ships in the Gulf of Aden and Indian Ocean, capturing dozens of vessels and hundreds of hostages and making off with millions of dollars in ransom.

U.S. Navy commandos shot and killed three Somali gunmen in April to free Richard Phillips, the U.S. ship captain held hostage

who later told congress in May that arming some members on commercial ship crews could reduce pirate attacks.

Charalambous said the pirate attacks could only be contained by navies operating in the Gulf of Aden and the only long-term solution was an end to Somalia's 18 years of anarchy that has displaced millions, killed thousands and defied 15 attempts to establish central rule.

"When you have a proper legal framework and show willingness to take action on land, then necessity of the coast guard comes into the picture," he said in response to a call from a Somali official at the conference to help set up a

national coast guard.

The attacks have disrupted shipping, delayed food aid to east Africa, increased insurance costs and persuaded some firms to send cargoes around South Africa instead of through the Suez Canal, a key route for oil.

"U.N. data has shown that if this attack rate is sustained, it will easily surpass the record number of 115 attacks in 2008 and could climb to 200 attacks in 2009," Charalambous said.

Somali pirates patrol 2.5 million square miles (6.5 million square kilometers) of ocean, about four times the size of Texas, and can

IMO, See Page 4

Reports of physical abuse of fishing vessel crewmembers on the rise

Physical abuse of crewmembers, especially from countries such as Vietnam and Indonesia aboard fishing vessels is a serious matter, but fishermen are either too afraid to get help or struggle to do so.

This is according to Cassiem Augustus, a fishing inspector for the International Transport Workers' Federation in Cape Town, who regularly receives complaints of abuse from fishermen docked in Table Bay Harbor.

The abuse of fishing vessel crewmembers was highlighted recently by the arrest of 10 Vietnamese fishermen who had allegedly held the captain and first

officer hostage aboard the Taiwanese vessel on which they crewed.

Police said the 10 alleged they were being ill-treated and abused on the vessel and that was why they had allegedly resorted to the hijacking and holding their superiors hostage, while demanding to be brought to Table Bay Harbor.

Augustus said there were also Indonesian crewmembers who had worked on the vessel and said they were being abused.

He said the number of abuse complaints he has received increased between June and September, which is fishing season

and when more vessels dock in the harbor.

Aside from physical abuse, Augustus said crewmembers in general faced a number of problems, such as poor nutrition. "They're fed mainly noodles. If they want fresh water they've got to buy it, otherwise they have to drink salt water. There's no proper first aid and the sleeping accommodation isn't adequate," he said.

Augustus said Philippine crewmembers were often recruited off farms and sent to Singapore, from where they went to sea after signing a three-year contract. They often docked only one-and-a-half

years later, and it was then when they contacted him and complained about being abused.

"Often once they've contacted me, (their boss on the vessel tells them) they're breaking their contract. They don't want to lose their jobs. Because of language barriers there's also poor communication."

Augustus said he often tried to get hold of the recruiting companies who hired the crewmembers, as some offered to help them, but often these companies did not have fixed addresses or contact numbers.

Cong Dzung Phim, a Vietnamese embassy consultant, said

the embassy had received complaints from Vietnamese and Taiwanese fishing crewmembers.

"They complain that they sometimes work over 20 hours straight. They say they are hit. This is not acceptable. The workers can't leave the vessels when they're at sea. Some of them run away when they reach the harbor," he said.

A member of the Indonesian consulate general in Cape Town said he sometimes visited vessels and saw wounds on some of the crewmembers.

(Source: *Independent Online [SOUTH AFRICA] and the Cape Times*)

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under construction in accordance with the memorandum of understanding (MoU) confirmed on May 2008 among the JSU, Philippine Seafarers Union (PSU) and other partners in both Japan and the Philippines to complete the construction no later than May 1 this year.

Mariners' court: The JSU provides grant totaling over \$2.8 million

The JSU gave a grant for the building, allocating PHP100 million (about US\$2.09 million) from the JSU Welfare Fund and \$800,000 from the JSU/PSU CA training levy fund. The building has 7 floors, a restaurant hall on the ground floor,

a huge convention space available for over 1,500 attendees on the third floor, including a number of function rooms and classrooms.

According to research by the PSU, as of November 2008, around 3,600 Filipino seafarers have been

registered with the JSU as non-domicile members covered by JSU-PSU Collective Agreements.

A JSU representative office is also located on the sixth floor of the building. For the convenience of Filipino seafarers and their families

who are living on islands such as Panay, Negros, Bohol, etc., it is expected that the JSU-PSU Mariners' Court-Cebu will be utilized for family events, parties, as well as briefing seafarers before they board Japanese fleets so that various training and education programs can be provided in the future. Hopefully the facility will serve as a key station for them.

How to protect yourself from swine flu

If you've been feeling achy and sick, you might worry that you have the so-called swine flu. But there are many other viruses or conditions that can cause similar symptoms.

The symptoms of swine flu are fever, chills, headache, body aches, fatigue, lack of appetite, coughing and sore throat. These are much like seasonal flu or other viruses. Vomiting and diarrhea can also be experienced with swine flu. As with seasonal flu, symptoms of swine flu in humans can vary from mild to severe.

If you live in or have traveled in areas where swine flu cases have been identified and you become ill with influenza-like symptoms, contact your doctor. Seek medical attention if your symptoms are severe or if you are at high risk for complications from the flu.

This includes people 65 or older, children younger than 5 years old, children with chronic medical problems or certain developmental disabilities, pregnant women, and those with certain chronic diseases or weakened immune systems. Your doctor can determine whether influenza testing or treatment is

needed. If you are sick, stay home and avoid contact with other people as much as possible to keep from spreading your illness to others.

The Centers for Disease Control and Prevention (CDC) has determined that this swine influenza A (H1N1) virus is contagious and is spreading from human to human contact. At this time, though, it is not known how easily the virus spreads between people.

The flu vaccine for this past flu season does not offer protection from the swine flu. Fortunately, many who get sick with the H1N1 virus have only mild flu-like symptoms and recover without needing medical care. Those who are hospitalized or who are at high risk for complications can be treated with antiviral medicines. Oseltamivir (Tamiflu) and Zanamivir (Relenza) have been approved to treat H1N1 flu. They can also help prevent swine flu in certain people at high risk for complications who have had contact with the virus.

The CDC calls for people to take these common sense precautions:

- Cover your mouth and nose

when you cough or sneeze. Use a tissue and then throw it away. If you don't have a tissue, use your hand. Then wash your hands to get rid of the germs.

- Wash your hands often, especially after you cough or sneeze. Use soap (any type will do) and warm water. Scrub for 20 seconds. Rinse well, and dry with a clean towel or paper towel. If you don't have access to soap and water, use an alcohol-based hand wipe or gel sanitizer.

- Keep your hands away from your face. The H1N1 virus can live for 2 hours to 8 hours on surfaces such as doorknobs and desks. They can enter your body if you touch a contaminated surface and then touch your eyes, nose or mouth.

- Steer clear of sick people. Try to avoid close contact with people who are sick. If possible, stay out of crowds when flu outbreaks are highest in your area. People who are at high risk for complications from the flu virus should consider staying away from public gatherings if there has been an outbreak of H1N1 in the area.

- Stay home when you are sick. The CDC recommends that you



According to the World Health Organization, as of June 9, there were over 26,500 laboratory-confirmed cases of H1N1 flu in 73 countries, with 140 deaths. (Photo: © AFP/Ronaldo Schemidt)

stay home from work or school and limit contact with others to keep from infecting them.

The CDC recommends that you consider wearing a face mask if you cannot avoid close contact with someone who has the H1N1 virus. Masks and respirators are not recommended in non-healthcare settings where frequent exposures to people with H1N1 flu virus are unlikely. People who are ill with

the H1N1 virus, when they must be around other people, should also wear face masks in order to avoid spreading the virus. Someone taking care of a person who is sick with the H1N1 virus should consider wearing a respirator.

You can help keep your immune system strong by eating a healthy diet, getting plenty of sleep and getting regular exercise. (Source: CDC)

VOICES from SEAFARERS



Crew of **M/V INABA** with ISS N. Cristobal

We are hoping that the JSU will be able to negotiate for our food allowance and for our free e-mail access on board. Thanks for the visit and for listening to our opinions.



Crew of **M/V GLOBAL SERENITY**

We thank the JSU for the welfare goods distributed to us. Please continue the visits to the members.



Crew of **M/V KEN SAN**

The ship visitations by JSU staff mean a lot to us and we are very grateful to know that JSU is expanding its support to the seafarers, such as funding various welfare facilities in the Philippines.

From the bottom of our hearts, we thank you!!!

Capt. Yatin Suresh Raote and
C/O Murli Dhar Tripathi
of **M/V AZUL FORTUNA**

We are grateful to JSU union officers for visiting us on board. We would like to thank the JSU for its support of the members.



Capt. Edgar R. Ortega
of **M/V STELLAR FORTUNE**

Seafarers' desire to have frequent communication with their families and the issue of "telephone access on board" is very important. We wish for the JSU to negotiate this matter with shipowners for our benefit.



JOKE CORNER

Psychological Lessons

Two sailors on shore leave were having a drink in a restaurant. They spotted a beautiful woman on the table next to them.

After mustering enough courage, one of the sailors approached her and asked, "Would you mind if we talk for a while?"

At the top of her voice, the woman replied, "No, I won't come over to your place tonight!"

Puzzled and humiliated, the sailor went back to his table, with everyone in the restaurant staring at him.

After a while, the woman approached them and said, "I'm sorry if I embarrassed you. I am a psychology student and I am studying human reaction to embarrassing situations."

At the top of his lungs, the sailor answered, "What do you mean, \$500?"

By ISS John Canto

[A ship] is not just a keel and a hull and a deck and sails; that's what a ship needs. But what a ship is, really is, is freedom.

– Capt. Jack Sparrow –

Seafarers warned on carrying proper ID in U.S. waters

Seafarers aboard ships in U.S. waters must have proper credentials from May 28, the Coast Guard announced last month.

The new rule requires that each crewmember on a foreign commercial vessel en route to a U.S. port or place of destination – or on a U.S. commercial vessel coming from a foreign port or place of destination – carry and present upon demand an acceptable identification when in U.S. navigable waters.

The vessel operator is required to ensure that crewmembers comply.

Maritime attorney Dennis Bryant

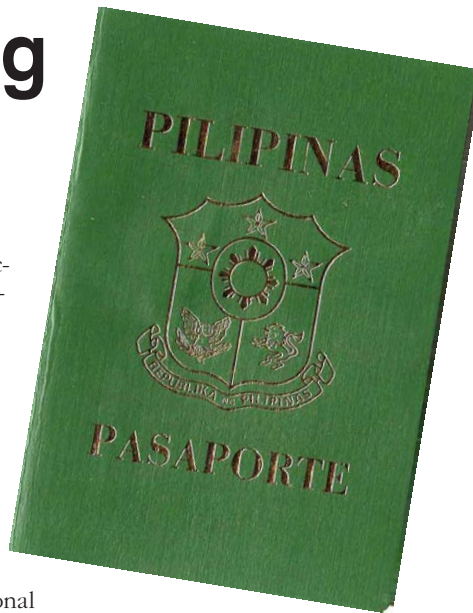
said, “This rulemaking is not unexpected and not particularly onerous.

The only compliance problem may be with regard to the effective date.”

He noted that foreign seafarers who do not have an acceptable identification document will probably be unable to obtain one within the next 30 days. So Bryant suggested that the Coast Guard exercise reasonable enforcement restraint so mariners can have time to comply.

Acceptable identification documents include: a passport; a U.S. permanent resident card; a U.S.

merchant mariner document or U.S. merchant mariner credential; a U.S. Transportation Worker Identification Credential; or a Seafarer's Identification Document issued by or under the authority of a country that has ratified the International Labor Organization Seafarers' Identity Documents Convention (Revised), 2003 (ILO 185), meeting all of the requirements of ILO 185. (Source: Fairplay)



Lifeboat inspections to increase

The Paris and Tokyo memorandum of understanding countries said they will begin a joint inspection campaign to ensure compliance with International Convention for the Safety of Life at Sea (SOLAS) Chapter III from Sept. 9.

The focus will be on lifesaving appliances and arrangements with regard to lifeboat launching, the port state control regimes said in a joint statement. A list of 20 specific items to verify critical areas for the safety of lifeboat launching arrangements will be used.

What is being termed the Concentrated Inspection Campaign will last three months, and there will be about 10,000 inspections.

Its results will be analyzed and presented to the governing bodies for the MoU for submission to the IMO. (Source: Fairplay)

Tired helmsman grounds ship

A report found a helmsman who had just four hours' rest in 24 hours caused a German container-ship to ground in Melbourne's Port Phillip Bay last year.

But the Australian Transport Safety Bureau (ATSB) said neither the pilot nor the master on Reederei Alnwick Harmstorf & Co. Hamburg's Francoise Gilot noticed the crewman had repeated the pilot's port helm orders but applied starboard helm, until it was too late.

The 1,338-TEU ship grounded at 05:40 local time on May 9, 2008 when it veered out of the bay's South Channel after rounding the Hovell Pile during an ANL/USL voyage from Melbourne to Sydney. It was refloated under its own power about two hours later without pollution or damage.

The ATSB found the helmsman had been insufficiently rested, and there were insufficient bridge resources allocated or pilot company reminders to ensure adequate checking of roles and responsibilities during pilotage. (Source: Fairplay)

High-risk: Guidelines

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(3) The line that links the following two points:

- a) 01-40S, 041-33E
- b) 01-40S, 048-12E

(4) The line that links the following 400 nautical miles east from the eastern Somali coastline and two points:

- a) 11-50N, 058-05E
- b) 01-40S, 048-12E

3. As a general rule, vessels should transit the Gulf of Aden through the Internationally Recommended Transit Corridor (IRTC) with the following coordinates:

- (1) Eastbound vessels
 - a) 11-48N, 045-00E
 - b) 11-53N, 045-00E
 - c) 14-18N, 053-00E
 - d) 14-23N, 053-00E
- (2) Westbound vessels
 - a) 14-25N, 053-00E
 - b) 14-30N, 053-00E
 - c) 11-55N, 045-00E
 - d) 12-00N, 045-00E

Belgium offers shipboard guards to thwart piracy

The Belgian government is offering to put military personnel on its commercial ships to combat piracy if no protection is available through Atalanta, the European Union's anti-piracy operation.

Belgian shipping companies seeking protection will need to give 48 hours notice and pay EUR115,000 (US\$152,000) to have a team of eight soldiers on board for a week, the typical journey time though the Gulf of Aden, Belgian Defense Minister Pieter De Crem said recently at a press

conference in Brussels.

Pirates on April 18 captured the 1,800-ton Belgium-registered *Pompei* north of the Seychelles Islands and steered the vessel toward Somalia. The hijacking prompted European dredging companies to call for more military help to protect shipping through the Gulf of Aden.

Pompei, a stone-dumping ship, was seized as it headed toward Durban, South Africa. (Source: Bloomberg)

'Complacency' blamed in English Channel collision

A “complacent attitude” to keeping watch contributed to a collision between two ships in the English Channel, an accident report said. The cargo vessel *Scot Isles* lost 60 tons of marine gas oil in the sea in the accident with the Egyptian bulk carrier *Wadi Halfa* in the Dover Strait.

The Marine Accident Investigation Branch (MAIB) said the *Scot Isles* watchkeeper did not detect *Wadi Halfa*, while *Wadi Halfa's* watchkeeper saw *Scot Isles* but could not stop the collision. *Scot Isles* was heading from Rochester, in Kent, to Antwerp when the collision took place in the early hours of Oct. 20.

“As a result of a complacent attitude to bridge watchkeeping on both vessels, safety barriers which would have warned the bridge watchkeeping officers of the risk of a collision were not in place,” the MAIB report said. “No lookout was present on either bridge at the time of the collision, and the vessels' radars and other bridge equipment were not used



MAIB report stressed the importance of having lookouts.

effectively.”

The oil spillage resulted from extensive damage to the starboard side of *Scot Isles*, with the vessel proceeding to Dunkirk for repairs. The *Wadi Halfa* was damaged, less severely, on the

port side and it was able to resume its passage to Bremen in Germany.

Safety recommendations made in the MAIB report highlight the importance of having lookouts. (Source: Shiptalk)

IMO: Somali pirates tend to treat hostages well, but not case elsewhere

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very easily elude capture from ships from the United States, Europe, China, Japan and others who are flocking to the region to protect sea routes.

Unlike the pirates in some parts of West Africa's coast, especially Nigeria, the Somalis tend to treat

their hostages well in hopes of getting a higher ransom, the IMO said.

That is not the case everywhere and the IMO is concerned by a rising tide of piracy in the Gulf of Guinea in West Africa.

“On the Somali side, all information shows hijackers tried to keep crews well. Unfortunately in

Gulf of Guinea, more lives were lost...it's more political,” Charalambous said, referring to piracy by armed gangs from Nigeria's oil-rich Niger Delta. “But that might change for the Somali pirates if commercial ships are armed and someone gets killed in the gun battles,” he said. (Source: Reuters)

Mega-vessel safety alert issued in Europe

European tug owners and pilots recently sounded an alert about dangers posed by ultra-large box-ships.

A panel made up of the European Tugowners Association (ETA) and the European Pilots' Association issued their safety concerns to class societies, yards and marine insurance companies.

In particular, the panel said, it is wrong to consider a minimum speed of 9-11kt as “dead slow ahead” when dealing with 10,000-TEU vessels.

“This is definitely too much for tugs and their crews to safely connect a towing line,” it warned.

The alliance also raised doubts about the structural strength of hulls and bollards of such large ships.

The safety concerns took center stage at the ETA's annual general meeting in Lisbon, where Jorg Mainzer, managing director of Hamburg's Fairplay Reederei, was elected chairman, succeeding Charo Coll of Boluda, Spain. Richard Knight, U.K. tug owner JP Knight's CEO, was elected deputy chairman. (Source: Fairplay)

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