

Issue 30

Welcome to the 30th edition of Flagging-up
the UK Ship Register's e-newsletter



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UK Flag Appoints New Director

A commitment to engaging at a senior level with the shipping industry has led to the appointment of an experienced marine professional as the first Ship Register Director at the Maritime and Coastguard Agency.

Simon Barham has both commercial and technical experience during his 40 year career in the industry. He initially served at sea for sixteen years and since then has held senior positions ashore within both ship owning and ship management companies across the world. Previous roles include chief operations officer at Bibby Ship Management, managing director of Reederei Nord Ltd, chief executive officer of Gulf Navigation PJSC and managing director of Stena Bulk UK.

During this time, he has also served on the boards of the Cyprus Shipping Chamber and Tankers International.



Sir Alan Massey, Chief Executive of the Maritime & Coastguard Agency said: 'We are a world-class maritime centre and proud of it. We want to build and grow a UK Ship Register that reflects that tradition and meets the needs of the modern, global shipping industry.'

'Simon will be primarily focussed on attracting owners of quality ships to sign up to the UK Flag and working to secure the long-term commercial success of the UK Ship Register.'

UK Flag Statistics

In the most recent quarter of the year (September - January), twenty eight merchant vessels joined

the fleet: a total of 631,749 GT has been added to the Register since 30 September 2015.

This means that during 2015 the UK fleet of vessels of greater than 100 GT has grown by 1,080,220 GT overall and now stands at 14,797,137 GT and 1,330 vessels which represents the highest tonnage total since April 2014.

Amongst the companies that have flagged in this year are Carnival, CMA CGM, Evergreen, Marine Capital, Northern Marine Management, Eastern Shipping, Atlantic Container Lines, North Star Shipping, Sentinel Marine, Stolt, Vroon Offshore Services, Zodiac and many other quality owners. The 84 vessels joining the Register in 2015 includes 9 Container Ships, 6 Bulkers, 6 Offshore Supply Vessels, 8 Cargo Ships, 5 Oil/Chemical Tankers, 12 Workboats, and 10 Passenger Ships. Of the new registrations 45 have been new builds which has helped to lower the age profile of the fleet down to 20.82 for vessels over 100 GT, however, the average age of 85% of our fleet 500GT and above is only 9.78 years.

UKSR retains USCG Qualship 21



Once again the UK Ship Register has retained the USCG's Qualship 21 for 2015-16, thanks to an excellent Port State Control record achieved by UK-flagged vessels.

Qualship 21 assesses ships' safety and pollution prevention records and is awarded against a stringent set of criteria, including the requirement for a less-than 1 per cent detention ratio over a rolling three-year average.

The award reduces the likelihood that UK-registered ships will be proactively targeted for future inspection by US Port State Control inspectors.

Entry into Enclosed Spaces Workshop



Enclosed spaces were a known serious risk and cause of death and injury over 50 years ago, with many incidents recorded. Yet 50 years later, deaths and serious injury in enclosed spaces are still all-too-frequent.

Maritime and Coastguard Agency's (MCA) Seafarer Health and Safety Branch will be hosting a workshop on Wednesday 24 February 2016 at Mary Ward

Date: Wednesday 24 February

Place: Mary Ward House,
5-7 Tavistock Place
London, WC1H 9SN

Time: 9.30am – 4.30pm

No charge.

House, Tavistock Place, London to consider what more needs to be done to tackle the continuing death toll, including many multiple fatalities, due to entry into enclosed spaces on ships.

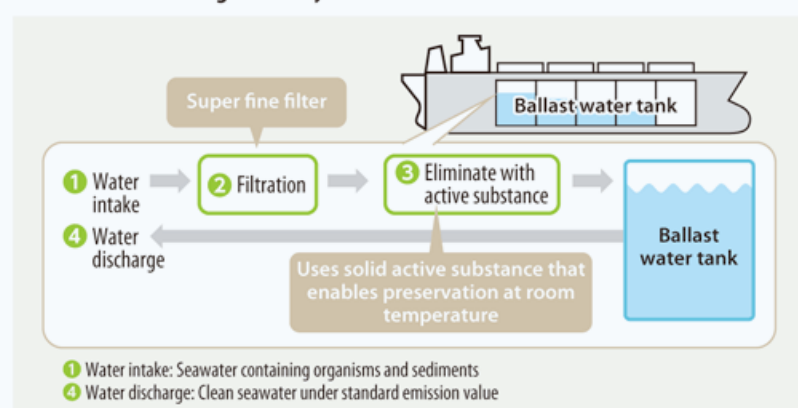
Places limited. Please e-mail mlc@mca.gov.uk to request a place, stating your interest (shipowner, seafarer, trainer, etc).

MCA will seek to ensure a broad cross-section of attendees.

International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention)

Ballast water is essential for ships' operation. Within ballast water there are microscopic species that will be carried to new destinations by the ship. Such non-native species may cause serious ecological, economic and public health impacts. To help tackle the issue of invasive sea life the IMO developed the "International Convention for the Control and Management of Ships' Ballast Water and Sediments" which was adopted during 2004.

Ballast Water Management System



The Ballast Water Management Convention will enter into force 12 months after 30 States representing 35% of world tonnage have ratified it. To date the Convention has been ratified by 47 States representing 34.56% of world tonnage.

Once the entry into force criteria have been met, vessels which undertake an international voyage will have 12 months to meet the provisions set out in the Convention. The Convention requires that all vessels

implement a ballast water management plan and carry a ballast water record book. The ballast water management plan must be approved and vessels over 400gt will require a ballast water management certificate which will be issued as a part of a survey and inspection regime. Details are provided in MGN 363 with further guidance currently under development.

Following concerns from industry that equipment suppliers and facilities would not be able to meet the level of demand expected from owners and operators the following implementation timetable was agreed. Note the dates in the table refer to compliance with the D2 discharge standard only, other requirements must be met within 12 months of entry into force.

Owners and operators whose vessels enter US waters are advised to contact the US Coastguard as the US ballast water management requirements differ from those outlined by the International Ballast Water Management Convention.

The Ballast Water Management Convention is not currently in force but is expected to meet the entry into force criteria during 2016. Owners and operators are therefore encouraged to consider how they plan to meet the requirements of the Convention.

Ballast Capacity (m ³)	Ships constructed before 2009	Ships constructed after 2009 but before 2012	Ships constructed in or after 2012
<1500	EIF before 1st January 2016: By 1st IOPP renewal survey after the anniversary of the ships delivery in 2016	By 1st renewal of IOPP following date of EIF	
	EIF after 1st January 2016: By 1st IOPP renewal survey		
1500-5000	By 1st renewal of IOPP following date of EIF		
>5000	EIF before 1st January 2016: By 1st IOPP renewal survey after the anniversary of the ships delivery in 2016	By 1st IOPP renewal after EIF	
	EIF after 1st January 2016: By 1st IOPP renewal survey		

EIF refers to Entry into Force of the BWM Convention, which will occur 12 months after 30 states, representing 35% of the world's merchant fleet tonnage.

The IOPP renewal refers to the renewal survey of the IOPP Certificate required by MARPOL Annex I.

Civil Liability Certificates (CLC)

Please submit your applications for Civil Liability Certificates (Bunker, Tanker, Passenger and Luggage and Wreck Removal) as soon as possible in order to receive your certificates covering the period of 2016-2017 by 20th February 2016.

The Maritime and Coastguard Agency's CLC Team no longer accept paper applications. Please make sure you submit your applications with the correct blue cards addressed to the UK along with the fee.

More information and the application form can be found at the following website:

<https://www.gov.uk/guidance/certificate-of-proof-of-civil-or-passenger-liability-insurance>

Maritime Health Seminar 2015



The theme for this year's seminar held by MCA's Seafarer Health and Safety branch was *Emergency Medicine and evacuation: Between the devil and the deep blue sea.*

The team considered the implications of a near coastal restriction (UK or otherwise), and what evacuation at sea really means

to the seafarer, the crew of their vessel, and those tasked with the evacuation.

There were a number of speakers regarding this theme, as well as hearing from two consultants who

discussed conditions which have raised a number of queries over the last year. A number of cases were discussed and the presentations from the day can be found here: <https://www.gov.uk/government/publications/mca-maritime-health-seminars>

One of the speakers of the day was Captain Clark Broad UK SAR Flight Operations Manager from Bristow Helicopters, who are the new providers for Coastguard Search and Rescue helicopter services. He outlined the history of Bristow's, and gave the attendees an idea of their current operations, manning and capabilities as well as factors influencing decisions to evacuate.

You can access the videos from this presentation here: <http://bristowgroup.com/bristow-news/latest-news/videos/>. The videos included in the presentation were "Her Majesty's Coastguard – Why we are here" and "Iuda Noafa Stornoway", but the others on the site make for some gripping viewing as well.

Rescue of the Crew of "Foxhound" by the "COSCO Shanghai"



UK registered COSCO Shanghai responded to a distress call from M/V Foxhound – Philippines flagged bulk carrier – on 17th October 2015. The crew of 21 seafarers from M/V Foxhound were rescued from a lifeboat after the sinking of their vessel by the crew of COSCO Shanghai.

The MCA would like to once more congratulate the Captain and crew of COSCO Shanghai for this successful rescue operation which reflects COSCO crew's readiness come to the aid of vessels in distress.

Merchant Shipping Notices

The following link will take you to the [gov.uk website page containing current Merchant Shipping Notices](#) from where you can access those that are relevant to you and your organisation.

Next Newsletter...

...will be issued in **April 2016**.

If you would like to amend your contact details, add colleagues to the newsletter distribution list or have any general feedback then [please email us](#).

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