

CLUB NEWS

PROJECT HORIZON



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For some time, the club has been concerned about the number of collisions, groundings and dock damages that are caused by errors on the bridge, rather than equipment failure. Anecdotal evidence has indicated that poor judgement and a failure to correctly evaluate the situation are primary issues. The causes and prevention of nautical errors is an important subject; some academics suspect that crew fatigue may be involved, especially in those collision incidents where avoiding action was taken at the last minute or not at all, or when the ship made a course alteration and ran aground.

The cognitive performance of marine watch keepers working a variety of watch patterns has never been studied. However, research into aviation, rail and motor transport has shown that fatigue reduces alertness and overall reaction time during an emergency, and that falling asleep at the wheel is a major cause of road accidents. Funded by the European Commission, a group of academic institutions – Warsash Maritime Academy, Chalmers University, Stockholm University and The Stress Research Institute – assisted by shipping organisations such as Bureau Veritas and the club, used the latest simulation equipment to measure watch-keeping performance and fatigue. Chalmers University and Warsash Maritime Academy carried out bridge, engine room and cargo simulations over a seven-day period during which they measured performance, tiredness, reaction time, brain activity and sleep when working four hours on and eight hours off, or six hours on and six hours off watch. They also studied the effect of working a rest period before going back on watch.

Sixty candidates were selected from a local manning agent covering various nationalities, age and experience at sea. To avoid distorted results which could arise because of sickness or for other reasons, candidates were screened to avoid the selection of someone with a sleep disorder or any condition that could affect the data. During the trials, conditions were carefully controlled, for example, candidates were not allowed off campus, and food, drink and exercise were controlled as well as sleep conditions.

The results will be available soon and Horizon has issued preliminary findings, which have shown increased risk of a watch keeper falling asleep in the following circumstances:

- Night watches, especially the first night watch and towards the end of a watch. The midnight to 04:00 or midnight to 06:00 watch recorded the highest incidence of sleepiness; however, sleepiness is reduced when a work/sleep pattern is established when working four hours on and eight hours off.
- Any watch after working through a rest period.
- Most night watches when working the six on six off system, which gives an elevated level of sleepiness when compared to the four on and eight off system. Falling asleep on watch was common during periods of inactivity, often after an hour into the watch.

Although the project found a high level of watch keeper fatigue, it also found that, on most occasions, watch keepers managed to fulfil their watch duties. Falling asleep was recorded on every watch except for the 20:00 to 24:00 watch. Some watch patterns found that one in four candidates fell asleep, particularly during the six on and six off system.

We will let members know when the results are finally published, which we hope will be by autumn 2012.

Further information can be found on www.project-horizon.eu



www.project-horizon.eu

Research Report 2011

with the cooperation of



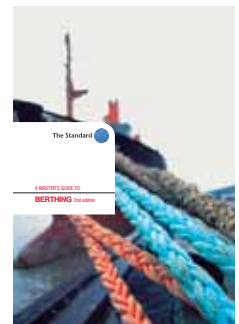
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MASTER'S GUIDES

The Standard P&I Club's loss prevention programme focuses on best practice to avert those claims that are avoidable and that often result from crew error or equipment failure. In its continuing commitment to safety at sea and the prevention of accidents, casualties and pollution, the club issues a variety of publications on safety-related subjects. The club has recently revised some of its existing Master's Guides and developed new ones. Below is a summary of what is covered in each Master's Guide and a link to where they are stored on www.standard-club.com. The club will not print copies of these Master's Guides, however, you are welcome to print them in your office and or email them to your ships.

MASTER'S GUIDE TO BERTHING

- Golden rules of berthing
- Dock damage and P&I claims
- Ship factors that affect manoeuvring
- Berthing in wind
- Effect of current
- Hydrodynamic effects
- Berthing without tugs, with tugs and with anchors
- Tugs and pilots – legal issues
- Master/pilot relationship



MASTER'S GUIDE TO CONTAINER SECURING

- Lashing systems
- Safe working
- Ships design
- Container design
- Container construction
- Lashing components
- Principles of stowage
- Ships behaviour
- Consequences of failure



MASTER'S GUIDE TO SHIP'S PIPING

- Pipes and P&I claims
- Pipes and ship classification societies
- Ships piping systems
- Pipe design
- Causes of pipe failure
- Dealing with pipe failure
- Pipe maintenance
- Pipe repair



MASTER'S GUIDE TO FUEL OIL ONBOARD SHIPS

- Fuel oil and insurance claims
- Bunkering
- Documentation
- Storage
- Processing
- Machinery using fuel oil
- Additional precautions
- Regulations and standards



MASTER'S GUIDE TO ENCLOSED SPACES

- Safety management system
- Enclosed space hazards
- Risk assessment
- Entry procedures
- Duties and responsibilities
- Securing the space for entry
- Ventilation
- Testing the atmosphere
- Entry and rescue equipment
- Entry permit
- Completion and permit closure
- Rescue from an enclosed space
- Training



P&I draws on a range of disciplines. It calls for, amongst a range of diverse skills, knowledge of law across many jurisdictions, an understanding of ship operations, appreciation of cargo handling, and familiarity with insurance and financial services issues. There are few, if any, text books on the subject and up until now, no specific course or qualification offering a comprehensive introduction to the subject has been available. The P&IQ, which will take most people two to three years to complete, will provide comprehensive and in-depth grounding to eligible candidates, who must work for one of the International Group clubs. The managers are committed to supporting their staff in acquiring it and already we have 15 people working towards the qualification.

OBSTRUCTION OF WATERWAYS

The Standard London Class is pleased to advise of the introduction of an obstruction of waterways cover, for any member trading in European inland waterways. The cover was developed in response to enquiries from members as this risk is not covered under normal P&I, and there have been a number of high-profile incidents that have highlighted the exposure.

Obstruction cover reimburses the member for his financial loss when his ship is prevented from continuing on her voyage because the waterway has been closed by local authorities in the response to a major incident involving another ship, for example damage to a bridge/lock/dike, a pollution incident, a sinking of another ship or a collision between other ships.

The cover is available at a modest additional cost and, typically, a deductible will apply that is measured in terms of days of delay and limited to a maximum number of days per year, which may be a single event or multiple incidents.

For further information, please contact the managers or your broker.

P&I QUALIFICATIONS

The Standard Club has been working with other clubs in the International Group to develop a new P&I Qualification (P&IQ) to provide specialist professional qualifications for people who work in P&I. The first four modules of a seven-module programme have now been completed. The remaining three are scheduled for completion later in 2012. Candidates will have to pass all seven modules to achieve the P&IQ, but additionally, each of the four modules completed so far have been accredited by the UK's Chartered Insurance Institute (CII) as counting towards the Institute's own qualifications.

Jeremy Grose, the managers' Chief Operating Officer, represented the Standard Club on the working group, which has been developing the programme since 2007.

The full list of seven modules is as follows:

1. The marine insurance business
2. P&I insurance: history, operation and practice
3. People risks
4. Cargo risks
5. Ship risks
6. Practical underwriting
7. Practical claims handling

CLUB PRESENTATION, SEATRADE OFFSHORE CONFERENCE

Robert Dorey, Offshore Syndicate Director, has recently returned from the Seatrade Offshore Conference 2012 in Singapore. Robert was invited by the organisers to a panel discussion and addressed the offshore audience on the P&I challenges of FPSOs.

Singapore is an offshore hub that supports the region where the greatest number of FPSOs are currently operating. Nearly 30% of the world's FPSOs are operating in the ASIA Pacific region, and there is an order book that looks set to steadily and consistently deliver growth to this market. The Keppel and Jurong yards are providing more than 60% of the market capacity for tanker conversions rather than bespoke new builds, where conversions still are the more economic solution of FPSO capacity for the majority of FPSO field solutions.

Standard Offshore is now underwriting 77 production units, which include 63 ship-shaped FPSOs, two MOPUs and the remainder being tankers under conversion. It is estimated that the Standard Club writes

an estimated 40% of the market, and we are therefore well positioned to contribute to industry debate on this class of ship.

FPSOs have historically been a good class of business to underwrite and the typical claims that arise are, in the vast majority, personal injury. It was the view of the panel as a whole that the crewing challenge was one of the industry's key issues. It is increasingly difficult to recruit and retain quality crew and officers, and there are no easy answers in solving this issue. Other issues addressed included whether FPSOs could limit liability, the increasing pollution risk as FPSOs increase in size and the importance of best practice contracting, which will challenge the club in maintaining a long-term sustainable insurance product.

CLUB PRESENTATION, CREW SEMINAR FOR SCORPIO

James Bean, Syndicate Claims Director, and **David Williams**, Claims Executive, gave a presentation to Scorpio Ship Management S.A.M. in Mumbai on Tuesday 17 April on an introduction to P&I, crew claims and piracy. The presentation was well attended, with 30 personnel from their manning, technical and operation's department.

CLUB PRESENTATION, SOCATRA

Duncan Howard, Syndicate Claims Director, and **Tom Oliphant**, Claims Executive, delivered a presentation on piracy at Socatra's Annual Sea Staff Forum in Bordeaux on 21 March 2012.

The 90-minute presentation was to 25 officers from France, Italy, Russia, the Philippines and Madagascar. It focused on practical protection from piracy in the Gulf of Guinea as well as the Gulf of Aden and the Indian Ocean, and the insurance and legal implications of piracy, and was well received. The questions that came from the attendees primarily focused on how the crew should react to incidents of successful hijackings by pirates.

NEW JOINERS

Claims

Daniel Brand has joined syndicate B as a claims executive
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Danielle Southey has joined syndicate D as a claims executive
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Underwriting

Thomas Williams has joined syndicate D as an underwriting assistant
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P&I Executive

Nina Hordila has joined the finance team as PA/team secretary
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James Cummings has joined as P&I Risk Officer
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Stephen Williams has joined as P&I Division Compliance Officer
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