



triton

The Swedish Club

# Mooring - no room for loose ends

Keeping on Course - Club launches new edition of Navigational Claims

Hong Kong : Gateway to Asia

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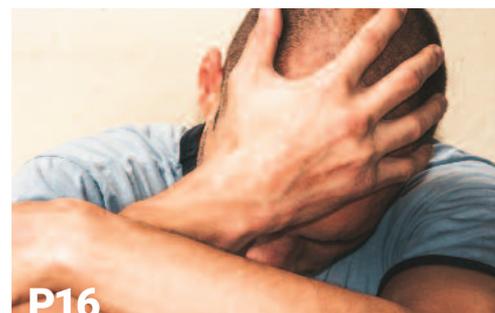
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The Swedish Club

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Dear members and associates

# Working together

Working together towards common goals is the cornerstone of mutuality. The Club and its members are not adversaries in a 'commercial' contract of insurance. Rather, we work together over time to share knowledge and experience in a joint effort to reduce damages and claims. A better description would be a partnership arrangement, where we both give and take and share in the longer term perspective.

Many claims have common denominators. Issues involving the so called 'human factor' recur in most casualty incidents. Not because people don't know what to do but because of stress, oversight and a lack of understanding of the relevance of certain actions under the circumstances. In other words, lack of situational awareness.

The Swedish Club's loss prevention programme aims to identify root causes and to feed back our experience with the

intention of improving safety across the industry as a whole. The easy part is to establish what went wrong. The challenge is to address the underlying causes. This issue of the Triton gives an insight into that ongoing work.

Many things are happening in the marine insurance market at this juncture. Quite a number of known underwriters and several syndicates at Lloyd's have stopped underwriting marine risks or cut down on marine exposures substantially. Action plans are required by capital providers to regain balance in underperforming insurance classes. Marine insurance has been a very competitive business for a long time. Necessary corrections are taking place in the market now.

The Swedish Club takes a long-term view in Marine and P&I. We provide stability and commitment when others make an exit. We have invested in resources to provide high quality casualty response

capabilities and claim services regardless of the state of the insurance cycle. Premium levels need however to be commensurate with the underlying exposure. That is taking place now. Club members receive a good deal by placing lead Marine shares with the Club in this market – indeed at any time - not to mention entries in P&I.

Many interesting topics and issues are featured in this edition of Triton together with the social activities of the Club. Do enjoy this issue.

**Lars Rhodin**  
Managing Director

# Safety scenario

## Containers lost in heavy weather



By Joakim Enström, Loss Prevention Officer

Each month the Club's Loss Prevention team issues a new safety scenario to assist members in their efforts to comply with international safety regulations and to follow best practice. Visit Swedish Club OnLine (SCOL) for more examples.

### CASE STUDY

A large container vessel was sailing on a SE course in the North Atlantic, bound for a European port. During the voyage, heavy weather was encountered from ENE at Beaufort scale 9, with 7 metre waves. This meant that the wind hit the vessel on its port side, causing heavy rolling. The maximum rolling was 20° to starboard and 30° to port.

The next day, in the morning, the OOW heard a loud noise astern of the bridge. He and the Master, who was also on the bridge, looked out of the window and they could see that some of the container bays had collapsed and that some containers had fallen into the empty bays.

The collapsed containers were all 20' TEU and were stowed within four bays. The side containers on the port side had toppled inboard to starboard into an empty space. However, some containers had also fallen overboard.

After the accident the Master broadcast a security warning over the VHF. In response to the heavy weather, he then ordered a more easterly course of ESE and reduced speed from 16 knots to 7 knots.

The Cargo Securing Manual (CSM) requires that the bottom containers on deck are secured by manual twist locks. However, the twist locks that were in the container shoes were unlocked.

If the twist locks had been properly fastened they would have been damaged but would have remained attached to the toppled containers. Unfortunately this was not the case.

According to the vessel's procedures the lashings should be checked prior to every departure. The Chief Officer said he had done this, and he had signed the lashing report in the loading port without any deficiencies.

It should be noted that the vessel had a maximum aft draught of 10 metres and a metacentric height (GM) of 11 metres which made the vessel stiff. This meant that the vessel returned to the upright position quickly after being heeled by an external force, e.g. wind or waves.

If a vessel is stiff, rolling will generate increased acceleration, creating extra force on those areas of the vessel

***The side containers on the port side had toppled inboard to starboard into an empty space. However, some containers had also fallen overboard.***



***If the twist locks had been properly fastened they would have been damaged but would have remained attached to the toppled containers.***

progressively further away from its neutral axis, which is where the top side containers collapsed. In addition, a high GM will cause the ship's roll motions to match the contour of the wave, giving rise to more severe roll motions.

The GM can be reduced by ballasting the vessel, however this was not carried out by the crew in this particular case and so the combination of unlocked twist locks and a very stiff vessel sailing through heavy weather led to the collapse of the container stacks. 🌊

## Questions

- What were the immediate causes of this accident?
- Is there a risk that this kind of accident could happen on our vessel?
- How could this accident have been prevented?
- When carrying out the departure calculations, do you consider ballasting the vessel to improve the GM if it is high and causing a very stiff vessel (within the requirements)?
- What is a proper GM for our vessel?
- What are our procedures regarding slowing down and altering course in heavy weather?
- Do we have weather routing?
- How do we ensure that a Continuous Survey of Machinery (CSM) is followed and that the containers are secured properly?
- What sections of our Safety Management System (SMS) would have been breached, if any?
- Does our SMS address these risks?
- How could we improve our SMS to address these issues?
- What do you think was the root cause of this accident?
- Is there any kind of training that we could carry out that addresses these issues?

# Mooring - no room for loose ends



**David Nichol**  
Senior Claims Executive, P&I  
Team Piraeus

The shipping industry continues to see reports of ship and shore personnel suffering serious injuries or death in mooring related accidents.

In a recent well publicised incident, the Master of a handy size bulk carrier was fatally injured after being struck by a parted mooring rope while the vessel was berthed alongside at a South American port. In another incident occurring at a UK port, a seafarer sustained serious leg injuries during mooring operations and later died after being transferred to hospital. These tragic additions to mooring accident statistics demonstrate the fact that mooring operations are some of the most complex and dangerous tasks on board ship.

Ropes have been used to berth and tow ships for millennia and when viewed alongside the ongoing advances in other areas of shipboard technology, the continuing use of ropes may appear to be something of an anachronism.

The development of autonomous or unmanned vessels has encouraged research into alternative forms of mooring systems but for the time being, traditional mooring practices continue to prevail. The main reason for this is that not only do current mooring methods work well, most of the time, but above all they are flexible in an extremely variable operational environment. That is not to say that mooring technology has not moved on, a good example being the introduction of High Modulus Synthetic Fibre ropes. However, from a practical seafarer's perspective, the required basic skills and exposure to hazards are broadly unchanged.

Apart from the human cost, a loss of control during mooring operations resulting in contact damage to shore structures, or collisions and groundings can produce very high value claims. It is therefore of the utmost importance that shipmanagers promote safety awareness and accident prevention in this critical area of ship operations.

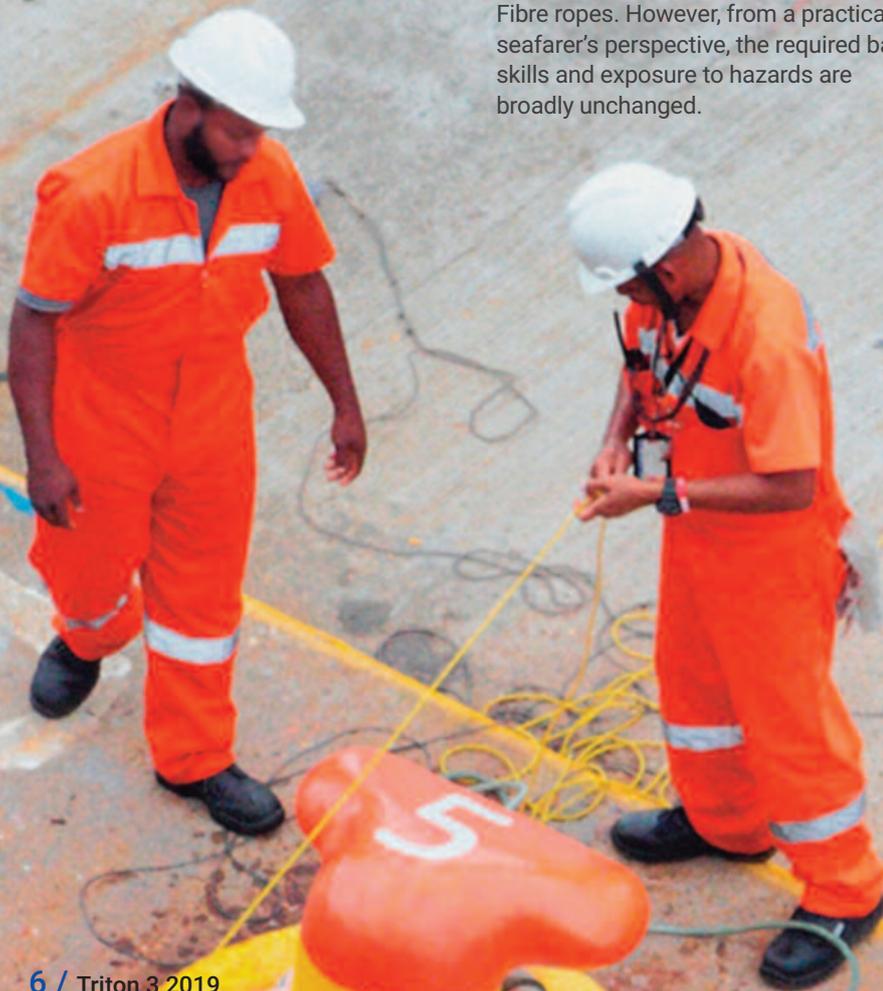
## Conducting safe mooring operations

Safe mooring operations require a sufficient number of properly trained seafarers at each mooring station, under the supervision of a responsible officer. Unfortunately, the current trends of reduced manning levels coupled with increases in vessel size combine to place ever greater demands on ships' crews. The mooring decks of large bulk carriers, tankers and container ships cover a huge area, requiring crew to perform as a well-drilled team in circumstances where voice communications and line of sight may be inhibited. Furthermore, the mooring arrangements on ships vary widely, and the layout of winches and leads are sometimes poorly designed.

Mooring and towing operations exert high loads on ropes and equipment and variables of weather, berth suitability, port services and other factors demand a high degree of planning and efficiency from ships' crews.

- All crew involved in mooring operations must not only have received proper relevant training but also onboard familiarisation with the vessel's mooring equipment and systems.

- In advance of the vessel's arrival in port, the passage plan covering the pilotage and berthing must be sufficiently





comprehensive as to provide the Master and officers with a good appreciation of what to expect and to highlight any specific navigational challenges. This would include features such as the size and layout of the berth, turning basins, availability of tug services, forecast weather, river currents and proximity of navigational hazards.

- A detailed Master/pilot exchange of information must be carried out and deck parties fully briefed so that all involved personnel have a full understanding of how the operation is to be performed as well as identifying any potential hazards and control measures.
- Pre-berthing checks of mooring machinery and equipment should be performed, mooring decks made clean, tidy and unobstructed, and all crew provided with appropriate personal

protective equipment including safety shoes, helmet and eye protection.

- It is essential that the bridge and mooring teams communicate effectively with each other by VHF radio. All communications are to identify the vessel name/station and be kept as short and precise as practicable to avoid confusion. Instructions and information should be clear and unambiguous and any concerns relating to safety promptly raised.
- The responsible officer at each mooring station should be positioned to have a good view of operations and not normally be engaged with other tasks such as operating winches.

### Handle with care

Ropes must be handled with great care as they have an unfortunate tendency of punishing the inexperienced, the

incompetent or complacent. Basic precautions such as not standing in the bight or loop of a rope or attempting to control the running out of a rope with the feet must be rigorously instilled into all crew, irrespective of their experience.

All mooring ropes will stretch to some degree under tension and particularly so when made from conventional synthetic fibres. When a line parts under load, the sudden release of stored energy will cause both broken ends to recoil or snap-back with a violent whiplash effect, risking serious injury or death to anyone standing in their path. The direction of travel and area affected by a recoiling rope is very difficult to predict, particularly when ropes are led around pedestals and fairleads. Crew are well advised to stand clear of ropes under strain and to regard the entire mooring deck as a potential snap-back zone.

### The importance of good maintenance

Good procedures, planning and practice must be supplemented by the correct care and maintenance of all mooring equipment. Ropes, winches, rollers, bitts and other ancillary equipment require inspection and servicing as part of the vessel Planned Maintenance System (PMS) and in accordance with manufacturer's instructions.

Arriving at and departing from port is always a demanding time in the course of a voyage, with many pressures on the crew. It must always be remembered, however, that mooring is a critical operation where short cuts invariably end badly. 🚧

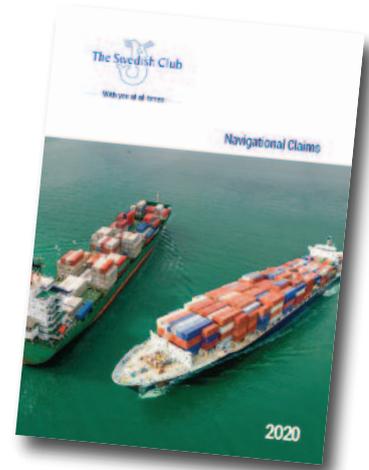
## Maintenance checklist

- Mooring ropes must not be worked to destruction, and clear criteria for replacement should be provided for the guidance of crew.
- Mooring winches and rollers are to be regularly lubricated and winch brakes properly adjusted to ensure that they will render or slip significantly below the certified breaking load of the mooring line.
- All rope contact surfaces on fairleads, bitts and rollers must be maintained clean and smooth to avoid accelerated wear of ropes.
- When not in use, ropes should be protected from the damaging effects of seawater, sunlight and funnel soot by being stowed away or by covering the winch stowage drums with tarpaulin when not in use.

# Keeping on course

## New publication from The Swedish Club aims to reduce navigational claims

With navigational errors contributing to almost a third of its H&M claims portfolio, The Swedish Club has launched a new edition of Navigational Claims. Providing an insight into the causes of these incidents, the Club's Loss Prevention team has reviewed The Swedish Club's claims history and provided not only the latest statistics and detailed case studies identifying the associated International Regulations for Preventing Collisions at Sea (COLREGS), but also commentary from a qualified pilot with first-hand experience of issues during port transit.



### Interview with **Joakim Enström**, Loss Prevention Officer



Joakim Enström, Loss Prevention Officer at The Swedish Club, is in no doubt as to the seriousness of these incidents. "Collisions, contact, groundings – we have all seen pictures in the news. Containers tumbling into the sea, environmental damage – even the loss of the Costa Concordia, the most expensive marine insurance claim in history, and a tragic loss of life - was due to navigational error."

### Serious misjudgements

He is also clear as to the root cause: "It might be thought that mechanical failure or weather conditions would be the main cause of these incidents. However we have seen, and continue to see, that many

such incidents are caused by 'the human element' - individuals and teams making serious misjudgements in situations that could not be described as extreme.

"In our last study four years ago, poor lookout was the main cause of the navigational claims we have dealt with. Following our most recent review, poor situational awareness now has the dubious honour of having top place. Unfortunately, we are also seeing navigational error - by the Master or the pilot – perhaps as a result of the congested waterways and time pressures our seafarers face today. Interestingly most accidents occur even with several officers on the bridge.

"It is easy with hindsight to point at what went wrong," adds Enström. "But we should ask - why did the officer believe it was the correct decision? Why didn't the officer recognise that this was a high-risk situation? Why weren't they challenged? We must go beneath the immediate cause of any incident and try to understand what could be done to prevent such a poor decision being made again by another officer."

### The main culprits

Container vessels are top of the league for collisions and contact claims and are responsible for about 37% of the collision claims and 42% of the contact claims

that the Club sees. They have double the frequency of contacts and collisions than bulkers, says Enström. "We have seen them carrying out manoeuvres close to the berth at high speed. Not only can this be a problem in itself, but there are often gantry cranes at a container berth and the most expensive claims occur when a vessel hits a gantry crane or the quay at high speed."

Passenger ferries and RoRos too can be problematic says Enström: "Frequency of collision is highest on RoRos, and

**"In our last study four years ago, poor lookout was the main cause of the navigational claims we have dealt with. Following our most recent review, poor situational awareness now has the dubious honour of having top place."**

frequency of contact highest on passenger ferries. Most of these incidents happen within the port area and RoRo vessels mostly trade short distances between specific ports, which means that they have more port calls than the more conventional merchant vessels. Some RoRos and ferries depart and arrive at a port several times a day.

Bulk vessels are seen to have the greatest frequency of groundings. Explains Enström: "They do trade in some more difficult conditions as they often load ore and other material which can be from a remote island or port."

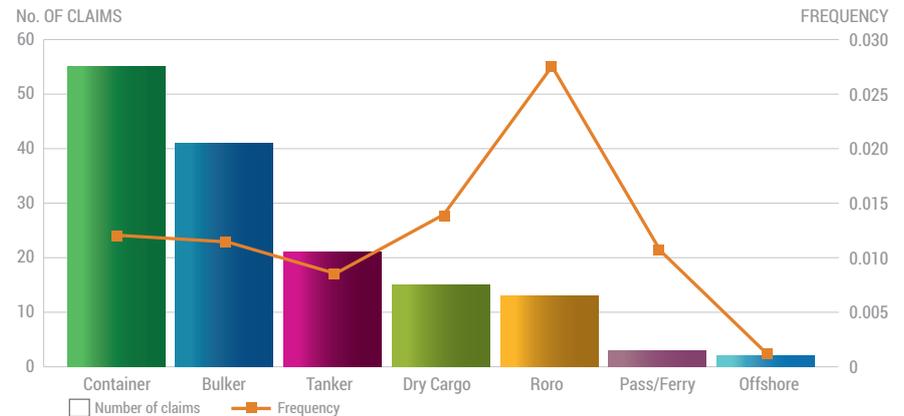
## An efficient bridge team

Unsurprisingly a vast majority of contacts, collisions and groundings occur in congested waters – port, canal, river or anchorage. Yet in these circumstances an extra officer or a pilot has often been added to the bridge team with the aim of actually preventing such mistakes. So what went wrong? "If the bridge team doesn't have a plan and discuss what is happening then there is no point in adding another person," says Enström. "The problem is that there is no unified plan. Often there is an assumption that everyone has the same plan, but frequently we see that the departure or arrival has not been discussed in detail, and there is no consensus on roles. A bridge team will be more efficient if roles and

## H&M collision: Number of claims & frequency by vessel type (2014 – 2018)

Claims cost > USD 10,000 – non capped

As per 8/2/2019



responsibilities are defined, and we cover this important area in The Swedish Club's Bridge Instructions booklet."

Despite the fact that the pilot joins the vessel to increase safety, it can also be seen that more than half (55%) of all navigational claims occur when the pilot is on board. So, why do navigational accidents still happen? A recurring problem that the Club sees is that the pilot has not been integrated efficiently into the bridge team.

"The pilot's role is to advise the Master on how to take the vessel safely to and from the berth," explains Joakim Enström. "However, if this is not shared then the pilot's plan may be unknown to the rest of the bridge team. This is

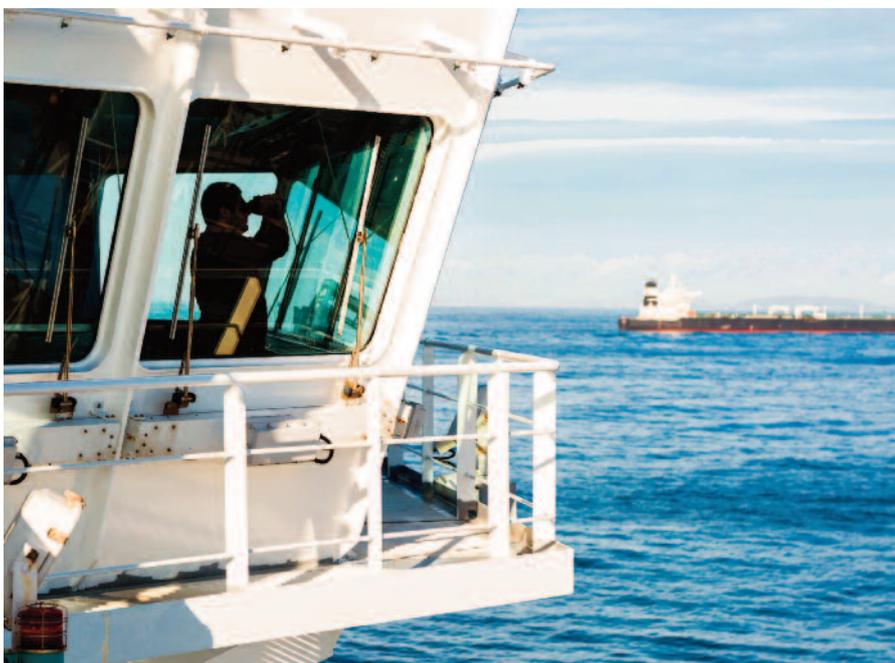
usually because there has not been a pilot briefing between the pilot and bridge team. When a plan is discussed and agreed, it is easier to amend the plan if there are complications.

"We have also seen that in some cases the Master has been uncomfortable with the pilot's orders but has not questioned them. It is important for the Master to be polite but assertive when he feels that the vessel's safety might be at risk. To avoid such a situation occurring the Master's expectations and the plan need to be discussed during the pilot briefing. The Master should inform the pilot of any parameters e.g. the rate of turn and speed he is comfortable with, and the pilot should explain to the Master what the plan is to ensure the operation is safe."

It is also common that vessels involved in a collision have plotted each other on the radar, yet for some reason the Officer of the Watch (OOV) did not act upon the information displayed on the radar and did not take any evasive action. This still happens even when there are several officers and a pilot on the bridge. This demonstrates again that just having more officers on the bridge will not prevent a collision unless they have defined roles, assigned responsibilities and are well trained.

## Root causes

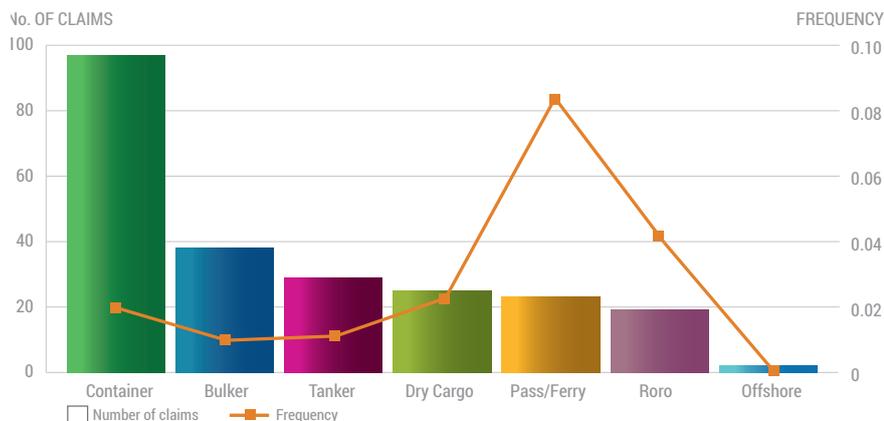
So what can be done? The causes are numerous, explains Enström, but many of them can be prevented by efficient communication, planning, and



**H&M contact: Number of claims and frequency by vessel type (2014 – 2018)**

Claims cost > USD 10,000 – non capped

As per 4/2/2019



**The causes are numerous, explains Enström, but many of them can be prevented by efficient communication, planning, and understanding the limitations and risks with the navigational equipment.**

understanding the limitations and risks with the navigational equipment. “The problem is that most officers have very different backgrounds, experience and knowledge,” he says. “In many of our cases officers have not followed the COLREGs, or they assumed that the information they were viewing on the ECDIS was correct without checking the settings or parameters – indeed it is possible that they did not know how to check.

“It is also common that the bridge team

does not work in harmony, for example the OOW lets the Master and pilot make all the decisions and does not question or raise any concerns which could have highlighted a mistake made by the Master or pilot. On the other hand, the Master might not encourage challenges or assertiveness, and may not include the rest of the bridge team in the navigation process.”

Joakim Enström is clear - you can't simply add new procedures after an accident, as existing ways to do things

can still be carried out secretly. “Procedures have to be in line with how a job is really being done,” he says.

“If a company wants real change it needs to emphasise transparency and training.”

**Navigational Claims is the latest Loss Prevention publication from The Swedish Club. For your copy visit <https://www.swedishclub.com/films-and-publications/publications/loss-prevention-and-brochures/>**



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# Harnessing AI to improve operating performance

Technology can improve safety and efficiency – but it can also make our lives much more complex. The ability to gather data can deliver important new insights – but it can also leave us feeling overwhelmed with information.

As Roberto Coustas, CEO of DeepSea Technologies says: “The challenge for shipowners is how to utilise data, because now they have more information than ever.”

Coustas studied for his degree in mechanical engineering at University College London (UCL) and followed that with a master's in computer science from Oxford. It was when he returned from his studies to work in the performance department of a shipping company that he started to realise the potential of applying the latest innovations in AI (artificial intelligence) to the shipping industry.



## FEATURES

He joined forces with Konstantinos Kyriakopoulos, a Cambridge PhD candidate, to set up DeepSea Technologies, a company offering vessel monitoring powered by AI.

"One of the main problems I saw was in assessing how well a vessel is performing in different weather conditions. That is a very difficult problem and depends on a range of factors which change throughout the day. There is so much information that is lost so it is impossible for companies to evaluate it properly. That is how our idea started."

**"A vessel is like a small factory, with many different machines and processes operated by people from different nationalities."**

### Close monitoring

DeepSea's approach begins by placing a data collection system on board the vessel. Crucially, the system gathers data from the vessel's existing infrastructure.

"We log data every minute, transferring the information over satellite to the cloud," he explains. "We aggregate all the data from all our clients and use machine learning to process it and obtain key insights for each vessel, which we then deliver to the shipowner."

Often the actual data and its meaning is hidden or simply not being utilised, he says. But taking this AI approach, the system has been able to identify the early indications of engine failure, detect anomalies in the engine that the alarm system didn't detect and even identify vessel operations that are non-compliant with company



**Roberto Coustas,**  
CEO of DeepSea Technologies

environmental policy.

### Understanding patterns

"We can recognise RPM volatility. Perhaps the Captain is changing RPM very frequently between 65 and 70 – that is very tough on the engine and also very inefficient. We can also quantify the amount of hull fouling under different conditions, by analysing gathered data such as; speed, wind, currents etc. The granularity of the data, along with the fact that we store data from all vessels collected; allow us to spot even small deteriorations in efficiency."

### Increasing complexity

What are the challenges faced by today's shipowners and managers in relation to the effective management and safety of their vessels and crew?

Different regulations, especially regarding crew safety, have created more demanding conditions for owners and managers, says Coustas. But above all, the challenge is in managing highly complex assets of very high value.

"A vessel is like a small factory, with many different machines and processes operated by people from different nationalities. On top of that, there is the very large distance between the ship and

the main office responsible for maintaining that vessel and keeping it efficient and the crew safe.

"Now owners have at least a view of how their vessels are doing. They can log on and see how the engine is operating. In the past the engineer on board would call or send an email. Now the team ashore can have a more objective assessment of the vessel."

### Reducing errors

The more technology has been adopted for monitoring, says Coustas, the fewer problems there are in day-to-day operations.

"Technology can assist in reducing errors because a large percentage of error on a ship is because of human judgment. With the back office at a crew's disposal they can immediately provide assistance and you can then very effectively tackle difficult situations."

Owners can feel inundated by information and it is very difficult for them to manage it, says Coustas. "This is the most difficult challenge of our time, but I do believe these new challenges can be at least partly solved. They can delegate the management - or at least monitoring - of their vessels to outside service providers so it is not a constant headache. This frees them up to concentrate on more important things like the commercial aspects of the operation rather than putting out fires – metaphorically or actually."

### Dealing with new regulations

In most industries, regulations come along and shake things up until the industry finds equilibrium, says Coustas – and the regulations around scrubbers are one example.

"The difficulty with scrubbers is not only the investment that owners need to make but also the fact that they have no prior experience of how to manage these very highly complex machines on their ships. We have developed a module which collects information from scrubbers, so owners or managers can monitor them from ashore."

“Even the main technical managers have no prior experience of this – if a scrubber doesn’t work or if they find they are violating emissions regulations, for example. There is no base line so it is important to ensure that they are working well.”

## Providing a balance

It is essential to recognise that seafarers spend months at sea and work very long shifts, and the increasing technical complexity of vessels means it is not realistically feasible for them to be aware of everything that is happening, says Coustas. This type of AI solution can take on some of the burden.

On the flip side, however, there is pushback from seafarers who feel they are being ‘spied on’.

“It is important for owners and charterers to understand that we all share the same goal and the best way to achieve it is through teamwork and sharing responsibility. The goal of these systems is not to put blame on the person on board but rather to provide them with added assistance from an automated system. To seafarers who fear it’s about ‘telling tales’, I would say – OK, you may lose some freedom but you will also gain some invaluable assistance.”

## The future of machine learning

Advances in machine learning, the mass production of hardware and subsequent lowering of prices, and the development of the Cloud has made AI systems more accessible, says Coustas. These changes have sparked a flood of research into the application of AI to real industries, which in turn is precipitating a revolution in how traditional industries do business.”

However, he warns: “We need to be very careful how we are going to implement

technologies, to better our lives rather than make them more complicated.”

Yes, shipowners are lagging behind other industries in taking up AI, he says. “I believe that is because, as a very challenging and high-risk, high-cost industry, it is part of shipping’s DNA that any new project implemented needs to be ‘bullet-proof’. Traditionally, it’s been understood that if a project went badly wrong, the repercussions could be huge.

“It is very hard to change that. We try to explain to owners that if you implement a technology tool like this and get data and it doesn’t work out as you would expect, the repercussions are actually not huge. We do need to find the balance between being conservative and being eager and innovative. Open and honest conversation between the two sides can be very important and useful in finding a solution that does actually work.” 🐙

“It is important for owners and charterers to understand that we all share the same goal and the best way to achieve it is through teamwork and sharing responsibility.”



# Leadership and teamwork essential for safe operations

**Shipping companies looking for safe, efficient operations should take ownership of their training requirements, identify actual needs, tailor training programmes to specific ranks and competences, and use 'line instructors' to help people to develop in the real world, on board ship.**

These are some of the views of maritime navigation and safety expert Captain Hans Hederström, who has just taken up a new chair at Chalmers University in Gothenburg. Appointed Professor of Practice at the

Division of Maritime Studies, he is recognised as one of the world's leading authorities in using a team-based approach and simulation for maritime education and training.

In 2008, Hederström played a central role in setting up Carnival Corporation's CSMART Academy. Located in the Netherlands, CSMART (the Centre for Simulator Maritime Training) Academy is the largest simulator centre in the world and provided training to 7,600 participants in 2019

including bridge, engineering, electrical and environmental officers.

## Structured learning

"Chalmers University was where the embryonic CSMART was created," he explains. "The relationship goes back to 2007, when Chalmers carried out an operational review for Carnival and I was part of that work. Up to then, Carnival did as everybody else – officers attended one



course here, another course there, and it wasn't structured. CSMART has created that structure."

Often in reaction to any incident, companies reactively put their officers into training, he says. "They tend to say, OK, we had an expensive accident – let's all go on a training course. But it isn't that easy."

The CSMART Academy has brought together simulator training with a focus on critical thinking, problem solving, decision making and confidence.

## Leaders also need training

Hederström says that across the maritime industry there is not enough focus on leadership and follow-up training on board. "People go on a course and continue doing 90% of whatever they did before," he says. "You need to instigate follow-up to consolidate the learning progress preferably by the instructor coming on board for a few days to assist leaders to implement changes. "

At Chalmers, Hederström will be carrying out research projects around how leadership impacts safety initiatives.

"Leadership is absolutely crucial for the safe operation of ships," he says. "Leaders need to be trained in mentoring and instructional coaching in order to develop their subordinates."

## The role of simulators

Hederström is also adamant about the importance of simulators in training and wider safety.

"It is of course very important for colleges to prepare seafarers for a role at sea – but that is really the initial part of basic training. On the professional side, simulators are invaluable for port studies to assess the risks and make plans for a particular ship coming into a specific port.

"We have used simulators to bring about a coordinated team approach on the bridge and to then learn the abnormal and emergency procedures. Simulators are particularly needed to develop and maintain the skills to deal with critical and

## Biography

### Hans Hederström

*Professor of Practice at the Division of Maritime Studies, Chalmers University*

Hans Hederström has sailed in all ranks up to and including Master and has also served as a harbour pilot in the Port of Gothenburg. In 2001, he became the Director of the Star Cruises Ship Simulator Centre in Port Klang. Four years later, he returned to Sweden to lead the specification and establishment of a full mission simulator at Chalmers University in Gothenburg.

He moved to the Netherlands in 2008, tasked with building and establishing the CSMART simulator training facility. He retired as Managing Director at CSMART in December 2018 and is now combining his role at Chalmers with his work as an independent consultant to the maritime industry.

high-risk situations. You can't train for that in the real world – it must be done in a simulator, just as it is in the aviation and other high risk industries. If you do not train for critical operations, there is a high risk that you would take the wrong decision in a real incident."

Campus Lindholmen, at Chalmers University, houses Sweden's most extensive simulator centre for education and research in shipping, with nine different simulators. In the full mission bridge simulators, it is possible to carry out complete simulations of the operations performed on a real ship: in different weather conditions, with different types of ships in the area and in different areas and ports around the globe, even in narrow straits. Other simulators combine instruments that handle navigation, loading, safety, the engine room and emission control. Together with the Swedish Maritime Administration's simulators the centre currently offers ten ships' bridges, two coastal stations, and one maritime rescue coordination centre.

## Changing culture

Hederström has signed up to a two-year contract at Chalmers, funded by Carnival Corporation and is optimistic of a 'fruitful' relationship. "I hope my two years at Chalmers will deliver something which can be of benefit for both the Academy and Carnival," he says. "I would like to find out how important good leadership is in the implementation of new safety initiatives. There is strong resistance to change in

some teams and you really need to work with people to make them realise that there are better ways of doing things. Changing a culture or way of working in a company probably takes five years – after all, some Captains may have worked for a company for 20 years and it isn't easy to change."

## Training and teamwork

"I would like to see shipping companies take ownership of their training and their specific training needs, starting from what they really need to know and to be able to do on board. The training process needs to be tailored to specific ranks and competences. Then, when you have created this competency framework, you can divide it between shore-based training, including simulator courses, and training on board with coaching. To do that properly, captains should be trained to coach and mentor their officers, which is a fundamental leadership skill."

With a competency framework in place for each rank and tailored training that is followed up, a young person can see clearly the steps they need to take in order to rise up the ranks – "that in turn motivates people", says Hederström.

Shipping companies can't just rely on standard STCW refresher courses, STCW is just the bare minimum. "Life on board is getting much more complicated. Ships are becoming more complicated to operate and you need more onboard training and more simulator training. We really can achieve so much more." 🇳🇵

# Identifying mental illness

## When psychological testing isn't enough

By **Nigel Griffiths**, Head of the Marine Advisory Medical Service, UK

The Swedish Club has earlier this year decided to remove from its enhanced pre-employment medical examination psychological testing. In the Philippines it has been a longstanding requirement for seafarers until 2013, when it was removed from the Department of Health core tests for seafarers, although it remains in place for land based workers (AO2013-0006).

It was not a lightly made decision, and many discussions were held with regards to its removal. Seafaring continues to be one of the most stressful occupational environments, mindful that the ship is an institution, where both leisure and working time are spent in the same confined environment for a prolonged time, psychological wellbeing is a paramount consideration. Given the high risk to safety in the maritime industry, it is important to ensure the fitness of the seafarer, not only physically, but psychologically as well.

We continue to see mental illness in seafarers aboard vessels, and this is a very taxing situation for all aboard. With minimum safe manning levels there is no room for crew that are not performing adequately. If this does occur, there is transference of the work burden to fellow seafarers. This is not all, for a prudent Master may require crew to stand guard over seafarers with psychiatric symptoms, diminishing the pool of work potential even further.

Sadly, we also continue to see suicide in seafarers. This, under researched area, shows the depths of desperation that some seafarers feel.

The previously used psychological testing utilised a personality test. Personality testing refers to techniques that are used to measure personality. It is the process of testing that uses a combination of techniques to help arrive at some hypotheses about a person and their behavior, personality and capabilities. The types of exam administered to the seafarers were Personality Test-Basic Personality Inventory (BPI) and Purdue Non-Language Test (PNLT) for Intellectual evaluation. Purdue Non-Language Test was published in 1958, as an experimental "CULTURE FAIR" test which basically used to test the mental ability of the test takers. The psychological testing was a very theoretical investigation. Seafaring is a very practical occupation. Almost all seafarers passed the examination with only a few requiring assessment by the psychologist. The questions both in PNLT and in BPI are to most observers bewildering.

The conviviality or congeniality of seafarers is not something we seek to discover. It is their ability to work within the confines of the institution. From experience, it is the psychotic seafarers that cause most disturbance on board ships. There is no test to uncover psychosis unless the individual has overt symptoms. It is unlikely that any seafarer will admit to a history of mental illness at PEME, for reasons of stigma and because of the potential of failing the medical examination. Psychosis is cyclical. If it has occurred before it will recur again if untreated. One of the big problems in treating psychosis is that there is no insight on the part of the patient. Generally speaking, others notice the



symptoms first. Medication is commenced and the patient improves. In time, he discontinues the medication because he is feeling well, and/or the medication itself is expensive. Thereafter the symptoms return, again unnoticed by the patient because of the lack of insight. When this occurs at sea, it brings with it a myriad of considerations that do not exist if the person was working ashore. The seafaring environment is not for the fainthearted – it is a dangerous place to work in. Whilst on the subject of medication, the antipsychotic medication

for the treatment of psychosis is proscribed for use at sea as it alters the alertness of the patient. This is addressed in the ILO Guide to the Medical Examination of Seafarers.

This results from psychological testing gives us very little appreciation of the potential of individual seafarers to develop mental illness. The mini mental state examination, which is included in the PEME is of much more value if applied correctly. In the enhanced PEME of The Swedish Club this method is favored. Psychological testing had many critics as to its effectiveness, and its approaches had its own unique set of strengths, weaknesses, and limitations that were not shared universally.

Shipowners need to look at exacerbating factors in mental illness. By this we mean facilities aboard vessels for social interaction and recreation, including the need for a work friendly environment, and examine also the ease of communication on board ship. Access to Wi-Fi is a double

edged sword. Whilst it allows a seafarer to keep in touch with his family, an unlimited Wi-Fi environment also allows all the problems of a seafarer's home to be brought to the workplace. It can deprive him of sleep when he should be resting between shifts. It can distract his attention from his work, resulting in underperformance. This can generate an enormous amount of stress in an environment that is already stressful. Social media had a great deal to answer for, for the propagation of gossip and misinformation. Social media thrives on disinformation, sensationalism, and can take advantage of the disadvantaged, etc., the exact nature the individual seafarer is often not in a position to verify. All is detrimental to the seafarers' psychological wellbeing, creating an undercurrent of instability.

Concluding, mental illness will continue to affect seafarers, but psychological testing will do little, if anything, to detect this. All

crew have a duty to stay alert to observe differences in behavior in fellow crew. Support for those with peculiarities in behavior must be given and notice given to their superiors. The ship is not the place for mental illness, or a predisposition to mental illness, and it is better that such seafarers are disembarked at the earliest opportunity to prevent escalation. Suitable support needs to be given to them, both on disembarkation, during hospitalisation, and repatriation.

**The Swedish Club will be happy to address any individual concerns you may have with regards to mental illness and fitness to work at sea.**

**Given the high risk to safety in the maritime industry, it is important to ensure the fitness of the seafarer, not only physically, but psychologically as well.**



By Anders Leissner,  
Director, Corporate Legal & FD&D

# Legal update

## The sustainable approach

I have spent some time recently reading about sustainability, these days commonly referred to as ESG (Environmental, Social and Governance). One can of course choose from a wide variety of approaches to this complex issue. I however prefer the following: all business has an impact on society and therefore has a social responsibility to fulfil. Ultimately this is a question of corporate identity and values. How do we as a company want to be perceived?

Credibility is clearly a key word. Merely adopting documents with beautiful words and over-ambitious programmes can be counterproductive – what other facades does the company then put up one might ask? Less is probably more, as long as it's genuine. Commitment must start at the top of the company and there must be an honest buy in.

### The legal aspect

There are many reasons why companies need to address ESG risks - avoiding reputational risks and having the ability to attract the best people are but a few. However, there is also increasing pressure from legislators on businesses to address ESG risks. It is clear that, ultimately, it will be necessary to properly address these risks to protect the business licence.

The Swedish Financial Supervisory Authority has stated that sustainability is part of the authority's supervision,

### The Swedish Financial Supervisory Authority has stated that sustainability is part of the authority's supervision.

noting that some ESG risks – such as climate – are financial and must be managed even under present legal requirements. The authority concludes that, in order to meet ESG challenges, society will have to undergo major changes and the financial sector plays a key role in identifying, measuring and pricing risks associated with the major risks that the fundamental changes will pose. Disclosure of ESG-related information and ESG thinking in investments are key tasks for the sector.

### What can shipping do?

Today, shipping is already a major positive contributor towards a sustainable world in that it is the most energy efficient mode of transportation. However, work with ESG issues can be improved. Shipping is a powerful and capable industry which has the potential to make a great, positive contribution.

The Norwegian Shipowners' Association has identified the following target areas for shipping:



Anders Leissner  
Director, Corporate Legal & FD&D

### Today, shipping is already a major positive contributor towards a sustainable world.

- Act on the Paris agreement
- Build sustainable communities and infrastructure
- Protect life in the oceans
- Create a sustainable future for the ocean economy
- Promote responsible practices

One reflection is that there may be an advantage to take positive action voluntarily instead of waiting for legislators to impose mandatory requirements. As far as the Club is concerned, our approach towards ESG issues is at present codified in the Club's sustainability report, which is available on our website. I believe it gives a good introduction to the Club, and to our role in society. 🚢

# The Elin

## – properly excluded?



**Malin Högberg**  
Head of Claims, P&I, Team Gothenburg

In *Aprile SpA and Others v Elin Maritime Ltd* [2019] EWHC 1001 (*The Elin*), handed down by the English High Court in April 2019, Hofmeyr QC, sitting as a Judge of the High Court, held that a clause in a Bill of Lading stating that certain cargo was 'loaded on deck at shipper's and/or consignee's and/or receiver's risk; the carrier and/or Owners and/or Vessel being not responsible for loss or damage howsoever arising' was effective to exclude liability for any loss of or damage to deck cargo. This included any loss or damage caused by unseaworthiness of the vessel as well as caused by negligence on behalf of the carrier.

### The case

In June 2016, 201 packages of cargo were loaded on board the vessel *Elin* for carriage from Thailand to Algeria. 70 of those packages were stated in the Bills of Lading to be carried on deck and were actually carried on deck accordingly. The carrier had undertaken the responsibility for loading and stowing the cargo.

During the voyage, the vessel experienced bad weather which resulted in loss and damage to the packages, including the packages carried on deck. Cargo owners brought a claim against the carrier for loss and damage of the goods carried on deck caused by a breach of the contract and/or the duty of care owed by the carrier.

The carrier denied liability for the deck cargo arguing that the words of the exclusion clause, as quoted above,

should be given their plain and natural meaning which is to properly exclude all liability in connection with the carriage of deck cargo. The carrier argued that there was authority in English law to the effect that exclusion clauses should be construed in the same way as any other contractual provisions, i.e. they are to be read at face value and not construed narrowly or artificially.

### Cargo owners brought a claim against the carrier for loss and damage of the goods carried on deck caused by a breach of the contract and/or the duty of care owed by the carrier.

The carrier relied on the obiter decision by Langley J in *The Imvros* and the views expressed in *Travers v Cooper* and *The Danah*. Langley J held in *The Imvros* that a similarly worded exclusion clause was effective to exclude liability for losses caused by unseaworthiness.

Hofmeyr QC, sitting as a Judge of the High Court in *The Elin*, held in favour of the carrier as on a true construction of an exclusion including the words 'howsoever arising', as a matter of plain language and good commercial sense, indeed must be read to mean 'howsoever arising'. If the parties had meant for any limitations to apply, the

exclusion clause should have said so as the parties were free to contract as they liked, given that the 70 packages were not 'goods' under the Hague Visby Rules.

This decision confirms that, as a matter of English law, a clause providing that a carrier will not be liable for loss or damage to deck cargo 'howsoever arising' will be upheld and given effect to exclude liability for the carrier's negligence or failure or exercise due diligence to make the vessel seaworthy. The words are thus effective to exclude all liability. 🇳🇵

### Deck cargo

Provided that the cargo in question is actually carried on deck and that the fact that the cargo will be carried on deck has been expressly stated in the contract of carriage that cargo qualifies as deck cargo under the Hague Visby Rules. Deck cargo is expressly excluded from the definition of 'goods' in Article I (c) of the Hague Visby Rules. The contracting parties are therefore free to contract as they like, subject to other applicable law when it comes to the carriage of deck cargo.

# Hong Kong: Gateway to Asia

On China's doorstep; ideally placed for serving the wider Asia region; an established, dynamic maritime hub. In the early 1980s, there were strong reasons for opening an office in Hong Kong. And today, those reasons are as valid as ever.

The Swedish Club set up its Hong Kong office in 1982. From its Harbour Road, Wanchai office, Team Asia is also responsible for markets in China, Singapore, Taiwan, Japan, Korea, Thailand, Malaysia, Indonesia and Vietnam.

Brian Png, Deputy Managing Director for Team Asia, says: "It goes without saying, I think, that Asia continues to be a dynamic and growing market.



Interview with

**Brian Png**

Deputy Managing Director for Team Asia



“Because of our office culture and values, we understand what the other party wants and needs.”

Intra-Asia trade is growing rapidly in addition to cargo moving in and out of the region. “That obviously means a P&I presence in Asia is extremely important.”

Another aspect, says Png, is being ‘local’. “An office in Asia needs to employ a mix of local people and people from abroad. It is important to understand the local culture and the mindset of our members in Asia. At the same time, it is important to preserve our unique Swedish heritage. Because of our office culture and values, we understand what the other party wants and needs.”

## Foresight

The Swedish Club was certainly a pioneer among P&I clubs when it set up the Hong Kong office nearly four decades ago. “That was entirely based on the foresight and vision of the Managing Director and Board at that time,” says Png. “They saw lots of potential in Asia, especially in the Chinese market, and that has proved to be true. It is particularly valuable to have an office in Hong Kong that provides a gateway into China.”

Hong Kong is an established maritime hub in Asia, with shipowners and managers and a cluster of various service providers – including classification societies, surveyors, average adjusters, shipping lawyers, brokers and financing/leasing, amongst others, says Png. “Quite apart from that, Hong Kong also has one of the largest ship registers in the world, it is one of the busiest container ports in the world, and it is a respected arbitration centre. Hong Kong is business friendly and has a highly trained workforce. All of this directly

supports the growth of marine insurance, and all of this explains why we chose Hong Kong back then – and why Hong Kong is still a good decision.”

## A growing market

More recent developments are also having an impact. For example, Hong Kong will benefit in business terms from the Belt and Road Initiative, and it is also perfectly placed to serve the growing demand in China itself. “As a ship owning nation, China is now in third place after Greece and Japan, and it is catching up every day.”

“Hong Kong has one of the largest ship registers in the world, it is one of the busiest container ports in the world, and it is a respected arbitration centre.”

Is Singapore a threat to Hong Kong’s supremacy? Png is swift to praise the achievements of Singapore as a growing maritime hub, but still emphasises Hong Kong’s ongoing strengths.

“I think Singapore has done a great job over the past 10 to 20 years, in terms of building a maritime hub and also attracting a marine insurance and reinsurance market to support it. The maritime industry in Singapore accounts for 7% of GDP. Singapore is focusing on the development of talent for the marine insurance industry and there are incentives for training and education. They are also focusing on technology in terms of digitalisation going forward – that is the future of insurance.”

## The doorstep of China

However, he believes that Hong Kong will remain a very important marine insurance hub. “Hong Kong is on the doorstep of China. The Hong Kong Register of Shipping accounts for the equivalent of 10% of the global fleet – and there is a lot of potential to grow. Recently the Hong Kong government started to talk about new tax incentives for marine insurers in addition to those setting up new maritime related businesses – it is supporting and aiming to build up the industry, having looked at what Singapore is doing.”

The Swedish Club also has a representative office in Tokyo. Are there plans for further offices in Asia? Png says that of course this is always being considered, but explains: “In many ways, it doesn’t matter. Our ability to serve the wider Asia region from Hong Kong is very good. We believe that insurance is a people business. We are selling ‘trust’ and it is important that we meet our members regularly.

“When we visit our Singapore members, for example, they often mention that they see us more often than Clubs actually in Singapore. We are always keen to make the effort to visit and we serve our members well from Hong Kong.” 🇸🇬

# Academy update

## Busy months for the Academy

The Swedish Club Academy has been furthering the Maritime Resource Management (MRM) agenda in both Asia and Europe. Martin Hernqvist has been busy in Asia over the summer, facilitating Train the Trainer events and carrying out MRM seminars in Singapore, Wuhan, China and Bangkok, Thailand.

On the other side of the world, the Academy was present at the CMA SHIPS Officers Seminar in Marseille in June, where Lorraine Hager delivered a presentation on Leadership and Management. Later in the year she

conducted an MRM course for Erik Thun AB aimed at top officers, shoreside staff and management. Tärntank Ship Management also invited the Academy to deliver a presentation on Time Management during their Officers' Safety & Operational Meetings, both held in Skagen, Denmark.

The MRM team are keeping up the momentum with upcoming events before the year ends in Piraeus, Greece and Singapore, For more information visit <https://www.swedishclub.com/academy>



**Lorraine M. Hager**  
Client Support Manager  
The Swedish Club Academy



*Lorraine Hager at Erik Thun.*



*Plenary session at Erik Thun.*

### MRM – the inside story

The Swedish Club has long understood the value of motivating a team to make fundamental changes in behaviour during everyday operations, establishing safe attitudes and safe ways of working. Indeed the Club was a pioneer in this approach, working with other like-minded organisations back in the 1990s to create the concept of resource management training.

Starting out as Bridge Resource Management, the benefits of the approach to all functions on board a vessel was soon recognised and today The Swedish Club offers Maritime Resource Management training through The Swedish Club Academy in 35 countries worldwide.

Built upon the latest research in human factors and resource management. MRM is proven to prevent accidents at sea caused by human and organisational errors, the most common contributing factors in maritime accidents. Course participants are encouraged to understand the importance of good management and teamwork and to be willing to accept individual responsibility for change.

The overall objective is to increase safety, efficiency and job satisfaction within an organisation and, over time, in the maritime industry as a whole.

# Notice board



## 2020 Sulphur Cap – the countdown is nearly over

By now shipowners should be fully prepared for the changes entering into force on 1 January 2020 concerning the reduction of sulphur emissions into the environment.

Installation of exhaust gas scrubbers or the choice of low sulphur or alternative fuels – whatever the decision made, the new year will bring its own challenges.

From 1 January 2020 only fuel oil with a maximum sulphur content of 0.50% will be approved or a cleaning system is needed.

For more information visit:  
<https://www.swedishclub.com/news/member-alert/latest-insights-on-sulphur-cap-2020>

### Availability

“The number of ports where low sulphur fuel will be available at the start of 2020 will be limited and the compliant fuel will be an expensive affair for shipowners.”

**Marine Bunker Exchange, MABUX (BIMCO-Bulletin)**

### Price

“The price for Marine Gas Oil Low Sulphur (MGO LS) has largely remained stable, the price for High Sulphur Fuel oil (HSFO) has become increasingly more volatile in recent months. The bunker price spread illustrates the tumultuous ride that the bunker market has endured in the last couple of months and similarly, the spread illuminates why the market is filled with uncertainty about the future. From 1 October to 1 November, the spread for HSFO-MGO LS in Rotterdam widened 21%, from USD 229 to USD 277 per metric tonne.”

**Peter Sand, Chief Shipping Analyst BIMCO**

### Impact on Freight Rates

“According to current calculations, the expected increase in costs will have a significant impact on the overall prices of container transportation and on freight rates.”

**Kuehne + Nagel, sea freight providers**

## Upcoming amendments to SOLAS

IMO Resolutions MSC.402(96), MSC.404(96) and MSC.409(97) were adopted in 2016 and will become mandatory on

1 January 2020. MSC 402(96) is particularly important as it revises the requirements for maintenance, thorough examination, operational

testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear.

# The Donsö Shipping Meet – truly unique



**Every two years, over the course of two days, more than 2,000 delegates from countries around the world visit the small island of Donsö, off the coast of Gothenburg. A meeting place for the entire maritime cluster, Donsö Shipping Meet is a lively, friendly event that provides a range of opportunities for visitors to make new connections and to discuss shipping and shipping-related topics.**

As a sponsor of the Donsö Shipping Meet 2019, The Swedish Club made a significant contribution to the event. This year's event began on 2 September

with a joint venture involving the Swedish maritime schools to attract more young people to the industry.

With more than 300 exhibitors, seminars and a programme of side events, in addition to a Finance Meet and a Commercial Meet, you could be forgiven for thinking you were looking at the agenda of one of the bigger exhibitions. Indeed the popular banquet dinner, held at Donsö harbour, broke the record this year with 1,950 seated guests.

Less than 100 hectares in size, and almost no cars, the houses crowd up against each other and the boathouses

lining the harbour bear the name plaques of fishing vessels. In fact appearances are deceptive, as today the island is no longer dominated by the fishing industry and cargo shipping - in particular tanker shipping - has taken over. With around ten shipping companies active in the bulk goods and chemical sectors, around 50 ships are controlled by businesses on this postage stamp of an island.

Since the middle of the last century, many Donsö shipowners have been specifically ordering customised new tankers. This has enabled them to make their mark on the design of the ships and develop them both practically and functionally. Shipowners on the island have consequently built up an enormous amount of knowledge, which has ushered them to the leading edge of innovation in shipping.



**“Donsö Shipping Meet is a must-attend event if you have anything to do with the Nordic maritime cluster!”**



From left: Ellinor Borén, Kleopatra Georgantzi, Peter Stålberg and Daniel Kilgren, all from The Swedish Club.

## Donsö Shipping Meet – a personal insight

**Ellinor Borén**  
**Claims & Loss Prevention Controller**

“It was my first time attending the Donsö Shipping Meet. I had heard a lot of good things about it in the past, so I was very happy to be there this year.

The thing that really struck me is how big the event was. The organisers have really succeeded in gathering a wide range of exhibitors and attendees. You get to meet people you rarely meet otherwise – for example I talked to people working with different solutions enhancing safety on board vessels. Our loss prevention work often focuses on similar areas, and to hear their perspective and what they are currently working on was very useful and inspiring. I am looking forward to it opening up future collaborations.

Donsö Shipping Meet is a must-attend event if you have anything to do with the Nordic maritime cluster! ”

**Marie Johansson**  
**Assistant Underwriter**

“Working in the Underwriting department with the Donsö members’ documentation, I was looking forward to the opportunity to meet my contacts face to face in a more informal business environment. The atmosphere is very warm and welcoming, and I was very pleased to also meet members and brokers.

During the day I represented The Swedish Club at our stand in the exhibition hall, but I did have the opportunity to enjoy the banquet dinner on the first evening.

It is extraordinary how such a small island is so dynamic and professional, involving its inhabitants in creating such a special meeting place for the shipping industry in such a different environment. ”

**Peter Stålberg**  
**Senior Technical Advisor**

“The Donsö meet is an important event in the loss prevention calendar, giving the opportunity to meet business partners and prospects in an informal yet very focused environment. In addition to informal networking, I was invited to deliver a talk, sharing progress on the ongoing Trade Enabling Loss Prevention

(TELP) project which offers proactive and personalised loss prevention advice. (For further information please see Triton No 1-2019.)

The most important thing for me however is the opportunity to meet contacts directly relevant to my business activities – not always easy to do at some of the bigger events. ”

**Daniel Kilgren**  
**Senior Underwriter**

“The members we have on the Island form a very important part of the Swedish market we have today, which is why it’s such a perfect fit for the Club to support the event as Gold Sponsor. There’s a wide variety of event formats, from the Speed meeting to the speeches held on stage, but what stands out with them all is the professional organisation, especially considering the amount of people attending.

I get a lot out of the event, from meeting potential business partners to meeting old friends from the industry. The location on such a small island, and the participation of everyone on the island makes it really unique and I would like to challenge everyone who hasn’t yet attended the event to participate in DSM 2021. ”

# Out and about

## Glittering reception puts The Swedish Club at the heart of London International Shipping Week



As a key supporter of London International Shipping Week (LISW), The Swedish Club continued a tradition with its second LISW cocktail reception held again at the prestigious Fishmongers' Hall on 9 September, the first day of the event.

Managing Director Lars Rhodin welcomed more



than 100 guests to the stunning venue, lit by candlelight and with a view over the Thames in the very heart of London.

During the evening, guests had the opportunity to learn a little more about the Club, network, enjoy the refreshments provided and listen to some excellent jazz from Jo's Jazz trio.

The reception also offered some surprises when magician and professional pickpocket Matt Windsor (Magic Matt) managed to steal ties, watches and exchange name tags – all under the unsuspecting gaze of our guests.

As part of LISW, the reception attracted not only our broker partners but also business associates from around the world, visiting London to participate in some of the 200 events on the LISW calendar.

For an inside look at the event visit: <https://londoninternationalshippingweek.com/lisw-videos/>



## NSB Cup & Games 13 September 2019



Friday, 13 September was lucky for some, when they accepted Reederei NSB's invitation to the annual NSB Cup and Games. With a maritime theme, participants joined 'crews' and their respective 'Captains' led them through the day.

The crews were encouraged to master various disciplines with a focus on collaboration, with points awarded for team effort.

Tilman Kauffeld, Head of Claims, Marine, (to the right in the photo), enthusiastically represented The Swedish Club, and with good natured competition between the crews, strangers soon became friends.

These new friendships lasted throughout the day and peaked in the evening when crew members shared their happiest moments over drinks and excellent food.

Warm thanks to NSB for another memorable event.



## Istanbul cocktail reception 3 October 2019

Following the Club's Board meeting in Istanbul in October 2019, a cocktail reception was held at the Four Seasons Hotel.

Valued members, business partners and other prominent guests from the shipping community took the opportunity to meet Board members and staff from the Club. A warm thank you to all who could join us at this enjoyable event.



From left: Rachel Bernie (Ince & Co) and Board Director, Michael Vinnen (F.A. Vinnen)



Board of Directors from left: Twinchok Tanthuanit (Regional Container Lines Co. Ltd), Jude Correa (Seaspan Ship Management) and Ryan Chan (IMC Industrial Group)

## Understanding the Practical and Legal Issues of Filipino Crew Claims

Donsö 16 October 2019

Gothenburg's claims handlers and the Club's team members gathered for the latest After Work on Donsö in the Gothenburg archipelago. Taking place at the historic Isbolaget restaurant, Del Rosario & Del Rosario, The Swedish Club correspondents in Manila, provided both practical and legal insight into the handling of Filipino crew claims.



From left: Catherine Mangahas-Soliven, Birgitta Hed and Veronica Del-Rosario Aguinaldo.



From left: Charles Dela Cruz (Del Rosario), Birgitta Hed (The Swedish Club), Denise Cabanos (Del Rosario) and Aldrich Del Rosario (Del Rosario).

Hamburg 23 October 2019

Around 50 participants were welcomed to Hafn-Klub by Johan Kahlmeter, Area Manager for Team Gothenburg, and invited to take their turn learning more about Filipino crew claims. As in Donso, the Club's position was presented by Birgitta Hed, Senior Claims Manager and current

Chairman of the IG Personal Injury Subcommittee.

At both events, following the presentations, the attendees had the opportunity to network with the experts as well as the Club's Underwriters and Claims Handlers. Thank you, all guests, for joining these events and we hope that you found them valuable.

## Greek Marine Insurance Seminar sets a new record

Over 50 members and brokers from Greece, Cyprus and the Netherlands attended this year's Marine Insurance Seminar, held on 11–13 November at the Yacht Club of Greece in Piraeus. The Club welcomed participants with both industry experience and those completely new to the area of marine insurance and shipping.



From left: Marios Strongyloudis (Amalthis Marine Inc), Dominique Lempesi and Xara Vlahouli (Tiara Navigation Inc), Iosif Mantzaris (Triple "A" Marine Risks Ltd), Evangelina Lytra (Vilmar International S.A.) and Thanasis Xenos and Dionysis Valaveris of Grecomar Shipping Agency Ltd.



Photographer: Kostas Papazachariou

From left: Nancy Marmangioli and Julie Kampli of Danaos Shipping Co.

The course contained an overview of all aspects of marine insurance (P&I, FD&D, H&M) including how the risk and assessment process is handled by the Club's underwriters. Delegates made the most of the networking opportunities at the event and the opportunity to increase their knowledge in the different areas of marine insurance.

After a ceremony where all participants were handed an attendance certificate, everyone gathered for dinner before saying goodbye.

## The Club takes its marine insurance expertise to Zhuhai, China

Every three years The Swedish Club runs a series of seminars, workshops

and presentations in China, providing an insight into marine insurance for all sectors of the insurance industry.

One of the original Special Economic Zones established in the 1980s, Zhuhai is part of the Guangdong-Hong Kong-Macau Greater Bay Area, the biggest built-up area in the world. At the same time, its location on the Pearl River Delta makes it one of China's premier



Photos: Lin Ludong

tourist destinations, known as the Chinese Riviera.

This year more than 120 delegates at all levels of experience joined the Marine Insurance Seminar (MIS) from across Asia and beyond: China, Hong Kong, Singapore, Taiwan, Vietnam, Thailand and even Canada.

The event took place at the Zhuhai Marriot Hotel, beginning with a welcome dinner on Tuesday 5 November and, following an intensive three days, concluding with a visit to Chimelong Ocean Kingdom.



## Seminars in Bergen and Oslo, 23 and 24 October 2019

In October Team Norway hosted its annual lunch seminars in Bergen and in Oslo to an excellent turnout of guests.

The events began with a presentation giving the customary 'State of Affairs' update for both Team Norway and the Club itself from Team Norway's Area Manager Tore Forsmo. This was followed by a presentation by Director Lars Malm with an update on the Club's new Trade Enabling Loss Prevention (TELP) initiative, the new loss prevention tool which links a vessel's geographic trading patterns with risks identified from analysing the Club's historical statistics on issues such as fines, cargo claims and groundings.

The initiative has been much welcomed by members and will soon be rolled out full scale.

The seminars closed with a talk by Baptiste Weijburg of the law firm Wikborg Rein, London, on the MARPOL 2020 sulphur cap. Practical issues related to available fuel, price differences in HFO vs. low sulphur fuel, scrubber installation statistics, and similar topics. Baptiste rounded off with some legal compliance issues and contractual challenges with suppliers.

We thank everyone attending this year's lunch seminars (and indeed the Spring breakfast seminar in Oslo) and look forward to seeing you again in 2020.



*Lars Malm speaking about the Club's new loss prevention initiative, Trade Enabling Loss Prevention.*

## Staff news

### GOTHENBURG



#### **Carl Hakner**

Carl Hakner joined Team Gothenburg as Claims Executive, Marine in November 2019. Carl is a Marine Engineer and has 10 years' experience at sea as an Engine Officer, mainly in the Offshore sector. Most recently he worked for a Swedish product and chemical tanker company.

### PIRAEUS



#### **David Nichol**

David Nichol joined Team Piraeus as Senior Claims Executive P&I in October 2019. David has 12 years of sea-going experience and has previously held roles in marine surveying, P&I claims handling and loss prevention.

# Club Quiz

1 – When were the first York Antwerp Rules adopted codifying general average?

- 1 1890
- X 1926
- 2 1931

2 – How long is the Suez Canal including access channels?

- 1 153 km
- X 193 km
- 2 253 km

3 – Which is the southernmost point of the African continent?

- 1 Cape of Good Hope
- X Cape Agulhas
- 2 Cape Town

Mail your answer to [quiz@swedishclub.com](mailto:quiz@swedishclub.com)

The first correct answer pulled out of the hat will win a prize.

**Winner of Club Quiz 2 – 2019**



The winner is Kai Teschemacher, Junge & Co. Versicherungsmakler GmbH, Hamburg. The right answers to Club Quiz No 2-2019 are:

- 1 **1956**  
(When did the collision between the passenger ships 'Stockholm' and 'Andrea Doria' occur?)
- 2 **USD 10 million**  
(What is the current P&I club retention in the International Group's pooling system?)
- 1 **1975**  
(When did Rod Stewart release the song 'Sailing'?)

# Club Calendar 2020



26 March	Board Meeting Singapore
4-8 May	Marine Insurance Course Gothenburg
10 June	Board meeting Gothenburg
<b>11 June</b>	<b>Annual General Meeting (AGM) Gothenburg</b>
10-12 June	AGM Events Gothenburg
8 October	Board Meeting Athens
3 December	Board Meeting London

For further upcoming events, please refer to [www.swedishclub.com](http://www.swedishclub.com)





**The Swedish Club** is a mutual marine insurance company, owned and controlled by its members. The Club writes Protection & Indemnity, Freight, Demurrage & Defence, Charterers' Liability, Hull & Machinery, War Risks, Loss of Hire insurance and any additional insurance required by shipowners. The Club also writes Hull & Machinery, War Risks and Loss of Hire for Mobile Offshore Units and FPSOs.

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