

FOCUS ON ... COLLISION AVOIDANCE WORKSHOP

By Capt Dragan MILATOVIC - CMA SHIPS CROATIA - RIJEKA

On 4th April CMA Ships Croatia representative attended **COLLISION AVOIDANCE WORKSHOP** organized by Faculty of Maritime study Rijeka.

This is international project created to improve collision avoidance, rules and teaching methodology.

About month ago we have requested all our deck officers to fill online survey which still may be found at project web site: <http://ecolregs.com/>



WORKSHOP - AVOIDING COLLISIONS AT SEA.

Faculty of Maritime studies - Rijeka on 4th April has organized workshop as a part of international project 'Avoiding Collisions At Sea (ACTS)'.

Participants in workshops were maritime schools and colleges teachers , sailors , pilots , government authorities , maritime companies and members of various professional associations related to maritime affairs.

CMA SHIPS was represented by a strong team: Capt Dragan MILATOVIC - RTO CMA Ships Croatia, Capt Igor SIKIC - Master CMA CGM Marco polo, Capt Mladen SVAST - Master CMA CGM Cassiopeia, Capt Slavko MALASIC - Master CMA CGM AVH.

The aim of the workshop was to present results of online survey and conduct discussion about knowledge, understanding, application and training of International Rules for Preventing Collisions at Sea (COLREGs). The survey was conducted among students of maritime school , maritime college students , lecturers in the education of seafarers , sailors on merchant ships , port authority workers , employees of VTS , pilots and commanders of the fishing boats and yachts .

International project Avoiding Collisions at Sea (ACTS) is funded by the Lifelong Learning Programme, the sub programmes Leonardo da Vinci - Vocational Education and Training. Project partners are from the UK, Spain, Slovenia, Bulgaria and Turkey.

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The project specifically aims to:

- Identify the knowledge gaps and deficiencies in the application of the COLREGs rules through questionnaires and validation workshops
- Interpret and translate the rules with the project consortium who have expertise in the field
- Study and animate collision and near miss reports comprehensively from each partner country to enhance the understanding and application of the rules
- Develop an innovative online e-learning and e-assessment platform to deliver the developed course

Project web site is <http://ecolregs.com/>

Faculty of Maritime studies in Rijeka is important CMA SHIPS Croatia partner. Sixty percent of all officers currently employed by CMA Ships Croatia have graduated from Rijeka Maritime University nautical, engineering or maritime electronic department.

FOCUS ON ... VGP 2013 – CC NORMA

By Arnaud LAVANANT - Fleet Manager

VGP 2013

New regulation VGP 2013 (**Vessel General Permit**) enforced in 2014 deals with sea water conservation for **ships calling USA**.

Dedicated measures have to be taken at first opportunity after January 2014. As this mainly concerns submerged hull parts, conformities can **only** be done in **Dry Dock**. This was the case for CMA CGM NORMA, on BOHAI line.

CC NORMA has performed its first major technical stop after 7,5 years at sea in COSCO ZHOUSHAN shipyard (nearby Ningbo) from 14/03/14 to 29/03/14, including a Dry Dock period of 6 days.

During docking, below VGP 2013 compliances have been performed:

- Aluminum anodes installation for bow-thruster, 3 sea chests, rope guard and propeller (in place of zing traditional ones)
- Environmentally Acceptable Lubricants (EALs) Lub Oil in bow-thruster and stern tube (instead of common lub oil, 4 times less expensive but more pollutant in case of leak outboard) . This led to replacement of all seals (compatibles with EAL).
- Chain locker cleaning and all sediments removed. Anchors and chains have been cleaned.
- Hull, propeller, bow thruster and sea chest have been cleaned and all living organism have been removed.
- ICCP, oily water separator , Sewage treatment plan good working condition have been checked
- A conform to US regulation anti-fouling have been applied on hull.

In addition of these requests, new bulbous and installation of PBCF have been performed during DD, in order to improve HFO consumption. T/C cut has already been installed since 2012 for lower FO consumption at eco- speed. All this environmental improvement is registered in VGP as additional.

All these points are under BV survey and a report of conformity to US regulation has been issued.

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