

To all Members

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Bahamas: pilotage concerns at Freeport, Bahamas

The Bahamas Maritime Pilots Association (BMPA) have advised local correspondents that five of the seven pilots in Freeport, Bahamas employed by the Freeport Harbour Company (FHC) have resigned and it appears that the two remaining pilots are mostly involved with administrative matters. At the same time, six of the nine pilots employed by Buckeye Partners LP at BORCO terminal have also resigned. Reports indicate the pilots who have resigned will cease working for their current employers on 28 March 2014.

The pilots claim that they took such action in response to unsafe working conditions, including poor oversight, insufficient training, fatigue and unsatisfactory incident investigation contrary to the provisions of IMO Resolution A.960. There are also reports that both pilotage companies have been unwilling to provide pilots to ships required to anchor off Freeport, citing a number of collisions, groundings and power cable incidents at the anchorage which, it is alleged, may have been avoided if pilotage assistance had been available.

It is understood that the pilots who have resigned have formed an independent pilotage service (the Freeport Pilotage Company) but precise details are not available at the time of writing. In the meantime, masters of ships due to call at Freeport are advised to be particularly vigilant when entering and leaving the port under pilotage and to seek further information from local correspondents and port agents.

Durban: increased stowaway risk

Local correspondents in Durban have advised that there have been a number of recent cases where stowaways have gained access to ships in the port of Durban. Members are advised to be particularly vigilant in the port and to maintain a strict gangway watch and also to check that each person seeking access to the ship has a valid permit to be on board.

Turkey: revised tariffs for pollution fines

Local correspondents have advised that, with effect from 1 January 2014, pollution fines in Turkey have increased by 3.93% from the 2013 rates. Members are reminded that if a pollution offence is committed by the same ship within three years, then the amount of the fine is doubled for the second offence and tripled for subsequent offences. If fines are paid within 30 days, the amounts are reduced by 25%. Masters are advised to contact local correspondents straight away if any penalty notices are received from the Turkish authorities.

I- Petrol and Petroleum products discharged to sea by tankers:

1. Up to 1000 (inclusive) gross tons: 70.35 TL per ton
2. Between 1000 and 5000 (inclusive) gross tons: 17.55 TL per ton
3. Over 5000 gross tons: 1.69 TL per ton

II- Dirty ballast discharged to sea by tankers:

1. Up to 1000 (inclusive) gross tons: 52.75 TL per ton
2. Between 1000 and 5000 (inclusive) gross tons: 10.52 TL per ton
3. Over 5000 gross tons: 1.69 TL per ton

III- Petrol/Petroleum products and dirty ballast discharged to sea by ships/other sea vehicles:

1. Up to 1000 (inclusive) gross tons: 35.16 TL per ton
2. Between 1000 and 5000 (inclusive) gross tons: 7.00 TL per ton
3. Over 5000 gross tons: 1.69 TL per ton

IV- Garbage and sewage discharged to sea by ships/other sea vehicles:

1. Up to 1000 (inclusive) gross tons: 17.55 TL per ton
2. Between 1000 and 5000 (inclusive) gross tons: 3.47 TL per ton
3. Over 5000 gross tons: 0.67 TL per ton

Argentina: declaring on board stores

Local correspondents have warned of fines being imposed by authorities in Argentina for misdeclaration of on board stores, in particularly in the port of San Nicolas. This situation is not new, although recently there have been cases of the authorities insisting that the lube oil in the sump tank of the main engine is declared. In these cases, the customs officials have insisted that the lube oil be discharged within 48 hours and, if not, then a cash guarantee is required for up to twice its market value, with the value used by customs being much higher than the real market value. Members are reminded to be very careful when declaring all quantities of oil and other stores on board as any discrepancies or omissions may lead to fines being levied.

Congestion in Nouakchott: now at an end

Local correspondents have now reported that the conflict between the port labourers and the receivers (see BNS 503 dated 6 March 2014) is now at an end and an agreement has been reached. As from 12 March work resumed as normal in the port.

A copy of this edition of Britannia News Summary and previous editions published over the last twelve months are available on the Britannia website (www.britanniapandi.com) in the PUBLICATIONS section.