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WHAT DOES “WAKE” MEAN?

In maritime terminology, a ‘wake’ is the trail of water left behind by a moving vessel. This trail indicates the path the vessel has taken and continues for a while after the vessel has passed. The size and intensity of a wake can indicate the vessel’s size and speed.

The phrase ‘in its wake’ is used to describe the effects or events that follow a significant incident or action. Much like the trail left behind by a vessel, this phrase emphasizes the changes and impacts that follow an event.

INCREASING THREAT IN THE BLACK SEA

In the past three months, Russia has conducted approximately 60 attacks, resulting in the destruction or damage of around 300 port facilities and 22 commercial vessels. Given recent developments, the Black Sea has become a significant danger zone for commercial ships. Russian forces are aiming to advance with disrupting Ukraine’s shipments. (pg.3)



MLC AMENDMENTS ENTRY INTO FORCE: 23 DECEMBER 2024

We have summarised for you the regulations of the 2022 amendment to the MLC 2006 adopted at the 110th session of the ILO in Geneva, which are expected to enter into force on 23 December 2024.

Major changes:

Regulation 1.4 – Recruitment and placement: Seafarers will be obliged to be informed about their rights before and during recruitment.

Regulation 2.5 – Repatriation: Flag and port States will secure the return and rights of seafarers who have been abandoned or changed.

Regulation 3.1 – Accommodation and recreational facilities: Appropriate communication services, in particular internet, will be provided to seafarers on board and in port at a reasonable cost.

Regulation 3.2 – Food and catering: The vessel will provide nutritious food in accordance with religious and cultural requirements, and these services will be free of charge.

Regulation 4.1 – Medical care: It will be mandatory to ensure that seafarers in need of emergency medical assistance are disembarked and to secure their access to medical facilities ashore.

Regulation 4.3 – Health and Safety Protection: Personal protection equipment will be provided in appropriate sizes and measures will be taken to reduce the risk of exposure to hazardous substances. In addition, the causes of death of seafarers will be reported annually.

Amendments to Appendices relating to financial security provisions: Financial assurance certificates will only need to identify the registered owner of the vessel.



FUNDAMENTALS FOR STEEL CARGOES

- Make sure the hatch covers are in sound condition and watertight.
- Note all pre-loading damages on the mate's receipt or bill of lading, carefully describing the damage found and clearly identifying the damages.
- If the cargo is loaded wet/moist, wet before shipment must be noted.
- The cargo should be stowed according to a stowage plan that will prevent the cargo from shifting during the voyage and damaging the steel products.
- Measure the dew point of the hold and outside air daily, ventilate or humidify the holds as necessary. Take care to keep detailed records of these measurements.
- Before loading, wash the holds with fresh water, remove all debris and hard objects, dry the holds completely.
- Ensure that sufficient dunnage of the correct type and thickness is used.
- When surveyors attend the vessel for cargo survey, verify their credentials to confirm on whose behalf they are acting before allowing them access to the vessel or cargo.
- Collaborate with the surveyor to pre-load steel to inspect for damage, double check any cargo found damaged. Make an effort to understand what the surveyor is looking for.
- Note that the cargo must be properly chocked and secured and that only steel coils and semi-finished steel plates are lashed to themselves in the California block stack (CBS). All other steel cargoes are lashed to the vessel.



INCREASING THREAT IN THE BLACK SEA

Since the beginning of October, ballistic missile attacks on Ukrainian ports have resulted in the deaths of twenty-three people and damage to four ships. The incidents began on October 5, 2024, with the attack on the St. Kitts & Nevis-flagged vessel PARESA and continued on October 7 with the attack on the Palau-flagged vessel OPTIMA.

According to recent reports, a ballistic missile attack on the port of Odesa on October 14, 2024, resulted in damage to the Belize-flagged vessel NS MOON and the previously damaged OPTIMA, with one person killed and eight injured in the attack.

The events of the past weeks in Ukrainian ports have increased the risk level for ships conducting trade in these ports. The number of damaged vessels, along with the rising toll of casualties, has led to an approximate 30% increase in war risk premiums due to Russia's ongoing ballistic missile attacks on Ukrainian ports.



(Bloomberg, 10.10.2024, <https://www.bloomberg.com/news/articles/2024-10-10/russian-attacks-spark-surge-in-war-insurance-for-ukraine-grains>) (The Kyiv Independent, 07.10.2024, <https://splash247.com/two-ships-suffer-damage-in-russian-strikes-on-ukraines-odesa-port/><https://splash247.com/two-ships-suffer-damage-in-russian-strikes-on-ukraines-odesa-port/>)

Precautions Before Entering High-Risk Areas

- In emergency situations, all crew members should be thoroughly informed about the actions to be taken and the muster stations. The bridge team, in particular, should fully understand emergency procedures by evaluating potential scenarios.
- Before entering high-risk areas, the vessel's communication systems must be tested. It should be confirmed that the internal announcement system, which allows simultaneous communication with all personnel in an emergency, is operational. Additionally, the SSAS (Ship Security Alarm System), which notifies authorities that the vessel is under threat during an attack, must be tested before entering high-risk areas.
- Furthermore, movements on deck should be limited, and an extra lookout should be stationed on the bridge while the vessel is in high-risk areas. These measures will enhance the safety of both the crew and the vessel.

THE IMPACT OF WAR ON ISRAELI COASTS

Club's Israel correspondent Harpaz P&I provided below update about the war's effect on shipping:

- *All ports at Ashdod and Haifa operate as usual.*
- *We don't see any problem for Turk P&I member's vessels to call Israeli ports.*
- *GPS satellite signal reception malfunctions are continuing along the coast of Israel.*

Due to GPS malfunctions along the Israeli coast, we strongly advise our members not to rely solely on electronic navigation equipment while navigating through that area.

IN CASE OF A GPS MALFUNCTION DUE TO SIGNAL INTERFERENCE:

- Notify the Master and record the last coordinates obtained from the GPS.
- Increase the frequency of position fixing and determine the vessel's position using celestial or terrestrial navigation methods.
- Switch the Position Sensors on the ECDIS to DR mode (Dead Reckoning). Additionally, change the Speed sensor from GPS to DLOG. If the Speed is not changed from GPS to DLOG, the DR position will be corrupted due to incorrect speed input.
- During coastal navigation, you can determine your position by using bearing and distance from buoys, islands, etc., with paper and electronic charts. Activating the RADAR overlay on the ECDIS will allow you to do this quickly and easily.
- You may also consider deactivating the AIS overlay on the ECDIS. Since the AIS data from other vessels will also be incorrect, inaccurate AIS information will only cause confusion.



A PROJECT TO EASE THE GULF OF IZMIT: TUGBOAT SHELTER

Kocaeli Municipality is embarking on a significant project aimed at easing maritime traffic in the Gulf region. The project, which targets reducing port congestion caused by the heavy use of agency boats and other service vessels, involves the construction of a “tugboat shelter.” This shelter will facilitate various operations such as customs services, crew changes, survey services, provisions, and technical supplies at a single location, thereby significantly reducing the congestion created by ships using 14 different ports.

The project will be carried out in the Atalar district of the Gulf and will consist of two separate piers. One pier will be 60 meters long, and the other will be 24 meters long.

As part of the project, an area of 1,004 square meters will be filled. It is planned that 100 boats will use this pier annually. The total cost of the project is estimated at 56 million 595 thousand liras. During the construction phase, 15 people will be employed, and 35 people will be employed during the operational phase. The project, which has applied for an Environmental Impact Assessment (EIA), is proceeding with a ‘No EIA required’ decision. Construction work is expected to begin soon.

This project will contribute to the region’s logistics capacity by making maritime traffic and port services in the Gulf more efficient.

(Koz,17.10.2024,<https://www.kocaelikoz.com/haber/22104188/romorkor-barinagi-yapilacak-izmit-korfezindeki-gemi-trafigi-icin-onemli-proje>)

