

MAY 2024

CREW

WATCH



SAFETY
ADVICE
WELLBEING
CULTURE
& MORE



BRITANNIA
P&I CLUB / TRUSTED SINCE 1855

WELCOME

TO THE NEW LOOK CREW WATCH

WE ARE EXCITED TO PRESENT A FRESH LOOK AND A VARIETY OF CONTENT TAILORED SPECIFICALLY FOR OUR SEAFARER COMMUNITY



JESSIE DUNN
EDITOR

Our aim at Crew Watch is to curate articles that delve into the latest insights, safety advice and regulations. We also have a new charity feature, that highlights the organisations supported by Britannia P&I.

In this latest issue we explore the complex realm of flag etiquette, shedding light on the codes and protocols. We also tackle the topic of mooring operations, offering guidance on navigating new regulations to ensure safer and more efficient practices.

For our charity feature we shine a spotlight on Stella Maris, a vital seafarer charity providing support to those far from home.

Safety remains paramount, and we discuss the importance of wearing head protection at sea, along with insights into marine evacuation safety exercises.

Lastly, we navigate the cultural sensitivities of diverse ports, offering tips on understanding and respecting different customs for smoother interactions.

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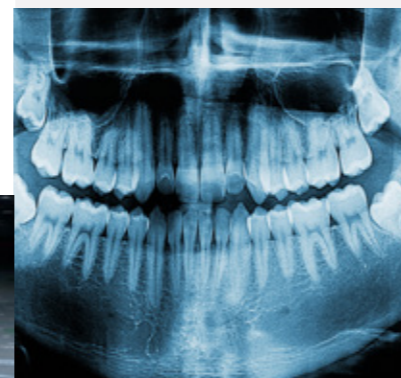


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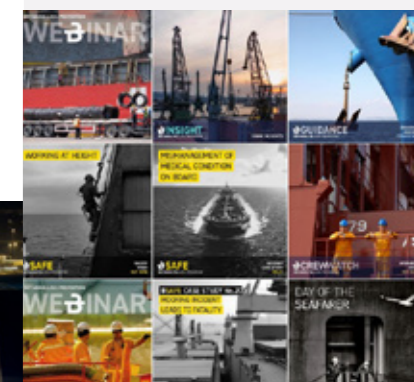
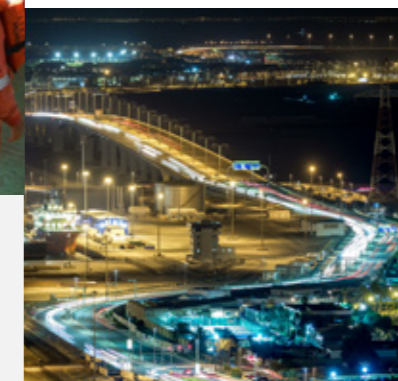
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A GUIDE FOR SHIPOWNERS ON NAVIGATING

FLAG ETIQUETTE

JOBIN MATHEW, LOSS PREVENTION OFFICER, BRITANNIA P&I

CALLING AT FOREIGN PORTS AND ADHERING TO FLAG ETIQUETTE IS MORE THAN A FORMALITY – IT IS A BLEND OF **PROTOCOL, GOOD MANNERS, AND TRADITION.**

A CRUCIAL COMPONENT IS THE FLAG PROTOCOL, A SET OF RULES GOVERNING THE DISPLAY OF FLAGS WITHIN A COUNTRY.

TYPES OF FLAG

NATIONAL ENSIGN (often just Ensign)
The maritime flag of the ship's flag state.

COURTESY FLAG (or Courtesy Ensign)
The national maritime flag of the country being visited by a foreign ship.

HOUSE FLAG
The flag of the company that owns/operates the ship.

SIGNAL FLAG
Flags with special meanings in accordance with The International Code of Signals (INTERCO).

VARIED REGULATIONS AND SENSITIVITIES

Recent incidents have highlighted the consequences of neglecting flag etiquette. To navigate these nuances, shipowners should be aware of:

- The required dimensions of courtesy and ensign flags
- Hoisting flags on the correct mast or location on board ships
- The specific hours for flying courtesy flags whilst in another country's waters
- INTERCO for signal flags such as the quarantine flag (Q), dangerous cargo (B), pilot flag (G), or any other signal flags required by local regulations.

TO PREVENT FINES AND DELAYS, SHIPS MUST ADHERE TO FLAG ETIQUETTE WHEN HOISTING FLAGS IN FOREIGN PORTS OR WATERS.

\$15,000 FINE!

A ship recently incurred a fine in excess of USD 15,000 for flying a courtesy flag upside down.

In another case, a ship was fined an even larger sum for failing to display a courtesy flag whilst at anchor in a country's territorial waters.

BEST PRACTICES FOR SHIPOWNERS

To maintain a seamless sailing experience and avoid legal complications, shipowners should adopt the following best practices:

ACCURATE DISPLAY OF COURTESY FLAGS

- Follow the flag protocols of the country the ship is visiting
- Verify whether the merchant ensign or national flag is required as a courtesy flag
- When a voyage is confirmed, check that the required courtesy flags are present onboard and order as necessary.

FLAG DISPLAY

- Never fly a dirty or torn flag, especially with courtesy and ensign flags
- The smaller tack line side is generally on the upward side of the flag. The upward side can be marked with a narrow sign on the hoist side
- Various sources show the correct orientation of a country's courtesy flag, for example the publication 'Admiralty Mariners Handbook NP100'.

ADHERENCE TO REGULATIONS

Check the period for flying flags as per the country's requirements.

Observe local regulations on the location of courtesy flags.

VERIFICATION PROTOCOLS

- Have the officer of the watch (OOB) or another competent officer verify flag displays
- Consider supplying a simple diagram in the wheelhouse, showing which halyard should be used for each flag type
- Display signal flags required by local regulations.

INVENTORY AND UPKEEP

- Assign a deck officer to maintain an inventory of nautical and country flags
- Replace damaged or dirty flags
- Consider having spare courtesy flags for frequently visited countries
- For additional information on local laws and flag displays, consult the local agent, port control, or local P&I correspondent.

STELLA MARIS

JESSIE DUNN, OUR CREW WATCH EDITOR, RECENTLY HAD THE OPPORTUNITY TO SIT DOWN WITH IAN STOKES, HEAD OF CORPORATE ENGAGEMENT AND PARTNERSHIPS AT STELLA MARIS, TO DISCUSS THE ORGANISATION'S INVALUABLE SUPPORT TO SEAFARERS WORLDWIDE.

With up to 70,000 ship visits per year, Stella Maris acts as a presence for seafarers confronting grave challenges at sea, including ship abandonment, kidnapping, piracy, hospitalisation, deaths, and even instances of suicide. Beyond these critical moments, it provides practical assistance, warm clothing, reading materials, port transportation, faith materials, money transfers, and gifts during festive seasons. Communication tools such as top-up cards and Wi-Fi also help bridge the gap between seafarers and their loved ones.

Through conversation and practical assistance, Stella Maris addresses various issues, from mental health concerns to financial challenges, ensuring seafarers receive the support they deserve.

MILESTONES AND ACHIEVEMENTS

Founded in 1920, Stella Maris has evolved into a global network providing care over time and distance. During the COVID-19 pandemic, the organisation expanded its reach, offering humanitarian relief and grants to individual seafarers and their families. From feeding 15,000 seafarers in India to assisting those affected by Typhoon Rai in the Philippines, Stella Maris adapts to the changing needs of seafarers across the world.

COLLABORATION AND SUPPORT

Collaboration is key in addressing the complex challenges faced by seafarers. Stella Maris collaborates closely with shipowners, ship managers, and P&I Clubs. The Britannia Group and Tindall Riley have supported Stella Maris for many years by covering running costs on World Maritime Day and participating in ship-visiting initiatives.

Tindall Riley's contributions vary from knitting woolly hats for seafarers to sponsoring the Port Chaplain Directory, and exemplify our commitment to the cause. We have consistently reached out to Stella Maris to provide crucial support for our Members' crews.

The organisation's global network ensures continuous support for crews worldwide, and it encourages the industry to consider Stella Maris as a valuable resource in times of crisis.

ADVOCATING FOR CHANGE

In the face of forced labour and modern slavery in the maritime sector, Stella Maris takes proactive steps to address these issues. Workshops held in major UK ports in 2023 equipped participants with essential knowledge and tools to identify and respond effectively to signs of modern slavery. The organisation continues to advocate for fair pay, conditions, and workload standards as the industry embraces automation.



STELLA MARIS SERVES AS A TRUSTED CONFIDANT, PROVIDING A FRIENDLY FACE AND A SYMPATHETIC EAR AT THE FOREIGN PORTS THEY VISIT."

IAN STOKES

BRITANNIA P&I BEANIES!

Britannia supplied hand-knitted beanies to keep seafarers warm during the winter months.

THE FUTURE OF STELLA MARIS

As the maritime industry continues to evolve, Stella Maris remains vigilant in identifying emerging challenges and opportunities for seafarer wellbeing. From the impact of reduced shore leave to the implications of increased automation, Stella Maris stands at the forefront, advocating for policies that prioritise seafarers' welfare and ensure a sustainable future for the maritime workforce.

The charity is committed to advocating for seafarers' wellbeing, providing support and addressing the evolving challenges faced by those who dedicate their lives to the maritime industry. Collaboration, advocacy, and a commitment to wellbeing form the foundation of this organisation's mission, ensuring seafarers receive the support they need in the constantly changing landscape of the maritime industry.

SUPPORT AND ADVOCACY FOR SEAFARERS



STELLA MARIS IS THE WORLD'S LARGEST SHIP-VISITING CHARITY WITH A NETWORK OF OVER **200 CHAPLAINS** AND **800 VOLUNTEERS** ACROSS **353 PORTS** SPANNING **57 COUNTRIES** WITH **1 MISSION**, TO **SUPPORT SEAFARERS SPIRITUALLY, PRACTICALLY, AND EMOTIONALLY**

THE HIDDEN DANGERS OF POOR

DENTAL

NEW RESEARCH SHOWS THAT POOR DENTAL HYGIENE CAN HAVE AN ADVERSE IMPACT ON THE REST OF YOUR BODY AND CONTRIBUTE TO OTHER TYPES OF DISEASES.

HYGIENE

DATA CLEARLY SHOWS THERE IS A DEFINITE RISK OF BOTH OPERATIONAL DISRUPTION AND DISCOMFORT TO SEAFARERS. WHAT CAN BEEN DONE TO MITIGATE THESE RISKS?

DR KATHERINE SINCLAIRE, SENIOR MEDICAL ADVISOR, MEDSEA

THE MOST COMMON DENTAL ISSUES

MedSea receives daily enquiries about various types of dental case, including:

CARIES

Bacterial damage to the tooth, which may require a filling (if it becomes a cavity)

DISPLACED FILLINGS

Caused by biting hard food or further tooth decay

TOOTHACHE

Inflammation or infection of the soft tissue inside the tooth that contains nerves and blood vessels

PERIODONTAL DISEASE

Inflammation and infection of the gums and the supporting structures of the teeth, which can lead to tooth loss and other complications

FRAGMENTED TEETH

From sudden blows/accidents, grinding or clenching teeth

MANAGEMENT OF DENTAL CASES ON BOARD

Dental cases are not always easy to manage on board, and over 50% of MedSea's dental cases require further shoreside evaluation (higher than average, compared to other case types). Adding to this challenge is the limited knowledge on board about how to handle dental issues, as it is often not covered as part of first aid training courses.

When crew members cannot be immediately attended to by a dentist onshore, the pain and discomfort may affect their performance, concentration, sleep, and safety. Given the clear risks, the focus must be on mitigating and preventing these issues. It is extremely important not only for crew members to take good care of their teeth before joining the vessel, but also to continue practising good oral hygiene throughout their time at sea.

IN 2023, DENTAL CASES MOVED FROM MEDSEA'S SIXTH MOST COMMON CASE TO SECOND.

This shift is not surprising, given that oral diseases afflict 50% of the world's population, costing \$387 billion per year in direct costs (dental visits) to the world economy.

DENTAL CASES ARE ON THE RISE AMONG SEAFARERS

RECOMMENDATIONS FOR CREW MEMBERS

Dental X-rays within your Pre-Employment Medical Examination: can detect any tooth defects not visible on inspection and help you manage any underlying dental issues early on.

ENSURE GOOD DENTAL HYGIENE

Teeth should be brushed properly for approximately two minutes, at least twice a day, using a soft-bristled or powered toothbrush and a fluoride toothpaste. Flossing and use of dental mouthwash is also recommended.

ENSURE YOUR DIET IS RICH IN FRUIT AND VEGETABLES

Avoid or limit the consumption of sugary, acidic, or caffeinated drinks and aim to consume at least five portions of fruit and vegetables per day.

WE ENCOURAGE YOU TO STOP SMOKING IF YOU CAN

Aside from the obvious health benefits, stopping smoking can reduce the risk of gum disease and tooth decay.

IF YOU HAVE DENTAL PAIN ON BOARD

seek medical advice and treatment as soon as possible: to reduce the potential for any complications and unplanned disembarkations.

CHANGE YOUR TOOTHBRUSH EVERY 3 TO 4 MONTHS

or when the bristles begin to fray, to optimise effective cleaning.

TO FIND OUT MORE

about how MedSea, an International SOS Company, can help support the health of your seafarers, visit: www.internationalsos.com/sectors/maritime



SEAFARERS SPEND MUCH OF THEIR WORKING DAY WEARING HEAD PROTECTION, A CRUCIAL PRECAUTION IN AN INDUSTRIAL SETTING WHERE THE RISK OF HEAD INJURIES IS PREVALENT.

PRIORITISING HEAD PROTECTION AT SEA

HEADS

Shipowners and operators should provide clear procedures and rules stipulating where and when head protection is necessary, ensuring seafarers receive the appropriate safety equipment for their roles, free of charge.

While the headgear provided is typically in a good condition, it is imperative for seafarers to handle and use it appropriately.

INDUSTRIAL SAFETY HELMET

Industrial safety helmets primarily aim to protect wearers from falling objects, although they may lack side or frontal protection. The helmet must conform with an approved standard (e.g. in Europe EN 397), with markings indicating adherence to these standards.

Specialised roles may require helmets meeting different standards, such as those designed for firemen (e.g. EN 443:2008) or for working on electrical installations (e.g. EN 50365).

Internally, helmets should display a manufacture date, guiding their service life expectancy. Your employer should have its own policy on retirement age for safety helmets, and manufacturers will have recommended service life intervals. A common standard is two years in use, and five years in storage. It is difficult to be exact with this, as the useful life of a safety helmet can very much depend on how it has been utilised.

ADVICE FOR SEAFARERS

CONDUCT PRE- AND POST-USE INSPECTIONS FOR DAMAGE

ALWAYS WEAR THE CHIN STRAP TO PREVENT MOVEMENT

DON'T DEFACE OR MODIFY HELMETS

CLEAN HELMETS ACCORDING TO MANUFACTURER GUIDELINES, TYPICALLY USING SOAP AND WATER

REMOVE HELMETS FROM SERVICE AFTER SIGNIFICANT IMPACTS OR IF DOUBTS ARISE REGARDING THEIR CONDITION.

INDUSTRIAL BUMP CAP

In scenarios where confined spaces pose head impact risks, industrial bump caps offer a suitable alternative. A common example is working in a main engine crankcase, where a safety helmet may prove cumbersome and distract from safety. However, they do not protect against falling objects and are best suited for specific work environments.

As with helmets, bump caps adhere to approved standards and have recommended shelf lives of 3 to 5 years. Before each use, users must ensure the caps are free from damage.

While head protection may seem straightforward, understanding its limitations and maintaining it diligently are essential responsibilities for users. In the maritime realm, where safety is paramount, prioritising head protection is not merely a guideline—it is a commitment to ensuring the wellbeing of every seafarer navigating the seas.



INDUSTRIAL BUMP CAP

ANTHONY GARDNER, LOSS PREVENTION MANAGER, BRITANNIA P&I

UP!



NEVER ADD AIR HOLES TO YOUR HELMET OR MODIFICATIONS THAT ARE NOT PROVIDED BY THE MANUFACTURER



NEVER PUT STICKERS ON YOUR HELMET. THE ADHESIVE ON SOME STICKERS CAN WEAKEN THE HARD HAT MATERIAL AND REDUCE ITS OVERALL STRENGTH.

IN SOME CIRCUMSTANCES STICKERS CAN ALSO COVER DAMAGE AND MAKE IT HARDER TO INSPECT.

Accidents during mooring operations pose significant risks to both maritime personnel and vessels, resulting in serious injuries and fatalities. Despite advancements in technology and safety measures, the complex nature of mooring activities, combined with unpredictable environmental conditions, continues to present challenges in ensuring the safety of these operations.



TO ADDRESS CONCERNS

THE INTERNATIONAL MARITIME ORGANISATION (IMO) HAS AMENDED REGULATION II-1/3-8 OF THE SAFETY OF LIFE AT SEA (SOLAS) CONVENTION, TAKING EFFECT FROM 1 JANUARY 2024.

The amendment addresses mooring equipment and the design of ships constructed on or after 1 January 2024. However, it's essential to note that these changes also have implications for existing ships, requiring awareness and understanding of responsibilities among crew members.

The introduction of the 'GUIDELINES FOR INSPECTION AND MAINTENANCE OF MOORING EQUIPMENT INCLUDING LINES' (MSC.1/Circ.1620) formalises many of the good practices that are already contained in publications such as the 'MOORING EQUIPMENT GUIDELINES, 4TH EDITION (MEG4)'.

THE AMENDMENT AIMS TO IMPROVE MONITORING AND MAINTENANCE STANDARDS CONCERNING MOORING EQUIPMENT AND ADDRESS VARIOUS ASPECTS CRUCIAL FOR ENSURING SAFETY.

MOORING OPERATIONS

THE SAFE USE OF MOORING EQUIPMENT

One of the key components emphasised in the guidelines is the safe use of mooring equipment. Crew members are encouraged to familiarise themselves with company procedures outlined in the safety management system (SMS) and actively participate in planning and risk assessment processes. If improvements can be made, we encourage them to be discussed and procedures updated as necessary.

Mooring lines, mooring tails and associated attachments should be identified, to allow for inspection and maintenance. Always ensure the ability to correlate each of these components with shipboard maintenance records and the original manufacturer's certificate. Any defect discovered in lines or equipment during mooring operations or safety rounds should be immediately reported to a supervisor.



JOBIN MATHEW, LOSS PREVENTION OFFICER, BRITANNIA P&I

SELECTION OF REPLACEMENT MOORING LINES

When it is time to replace a mooring line, ensuring that the new line matches the specifications of the one being replaced is crucial. Various factors influence how a mooring line behaves in use and determine its longevity.

The personnel ordering replacement mooring lines should understand the design specifications and criteria. If mooring lines are supplied with different characteristics from those originally planned for in the design, any deviations from the original plan could necessitate updates to the towing and mooring arrangements. In such cases, seeking guidance from your managing office is advisable.

When ordering new mooring lines, always request a manufacturer's test certificate. It is worth noting that in certain trades, a MEG4 compliant certificate may be required.

If you receive mooring lines from another ship within your company, ensure that you request all accompanying documentation.

INSPECTION AND MAINTENANCE OF MOORING EQUIPMENT

This is paramount to ensure the safety and efficiency of maritime operations. Letting mooring lines deteriorate to the point of potential failure during usage is a risk not worth taking. Instead, your ship should establish and implement a formal maintenance plan.

When it comes to inspecting individual mooring lines, adhere closely to manufacturers' recommendations. Look out for signs of excessive wear or damage, and establish clear criteria for condemning lines if necessary. When uncertain, don't hesitate to seek guidance.

Mooring lines are particularly vulnerable to deterioration when exposed to contaminants such as grit or paint, as well as adverse environmental conditions such as moisture, UV light, chemicals, and extreme temperatures. It is imperative to stow and protect them properly to minimise their exposure to these elements.

Furthermore, poorly maintained mooring equipment and fittings, such as seized pedestal bearings or incorrectly set winch brakes, can significantly increase the risk of mooring line breakage. This equipment should undergo regular planned inspections and maintenance, with detailed records readily available for reference. Taking proactive steps to maintain mooring equipment not only enhances safety but also prolongs the lifespan of crucial maritime assets.

KEY TERMS

BEND RADIUS (D/d Ratio)
The diameter (D) of a mooring fitting, divided by the diameter (d) of the mooring line that is led around or through the fitting. The higher the number the more able to minimise strength reduction due to bending. Manufacturers of lines will indicate performance at standardised D/d ratios on mooring line certificate.

SHIP DESIGN MINIMUM BREAKING LOAD (MBLSD)
Ship fittings and hull structures are designed to meet mooring restraint requirements by accommodating the minimum breaking load of mooring lines. This load is essentially the total restraining load required, divided by the planned number of mooring lines used.

LINE DESIGN BREAK FORCE (LBDF) - The minimum force a new mooring line will break at. Normally mooring lines when new should be designed with LBDF = 100-105% of MBLSD.

UPDATING OF SHIP DOCUMENTS AND RECORD-KEEPING

This is a critical aspect of maritime operations. Your company's procedures will outline how long maintenance records for mooring equipment must be kept on board. It is essential to note that at a minimum, these records should cover the period between annual surveys.

For mooring lines and tails, crucial information such as the date of manufacture, date of entry into use, and the number of uses should be readily available. This data is vital for demonstrating compliance with external authorities that may request such information.

TOWING AND MOORING ARRANGEMENTS PLAN

Ships constructed after 1 January 2007 but before 1 January 2024 should possess a comprehensive plan detailing all mooring and towage fittings on board. For ships built on or after 1 January 2024 this plan will include significantly more detail, particularly concerning the intended mooring design and arrangement of mooring lines. All crew members should familiarise themselves with this document and its contents.

While industry guidance on mooring safety often emphasises operational practices, such as those outlined in the Code of Safety Working Practices for Merchant Seamen, Chapter 26, it is equally crucial to consider the condition of the equipment used during operations. Recognising this, amended regulations aim to enhance safety standards, providing a safer working environment for ship crews. Keeping ship documents up-to-date and maintaining meticulous records not only ensures compliance but also promotes safety and efficiency in maritime operations.

FOR FURTHER INFORMATION

please do not hesitate to contact the loss prevention team at: lossprevention@tindallriley.com

Marine Evacuation Systems (MES) on board ships typically consist of large inflatable life rafts and either an inflatable slide or escape chute. These systems are designed to enable the rapid evacuation of a large number of people without requiring extensive training.

MARINE EVACUATION SAFETY EXERCISES

VALUABLE PRACTICE FOR SHIP & CREW

JACOB DAMGAARD
DIVISIONAL DIRECTOR
HEAD OF LOSS PREVENTION
BRITANNIA P&I

The Safety of Life at Sea (SOLAS) convention requires that each MES installed on board a ship is deployed on a rotational basis, this ensures each system is deployed at least every six years. This rotational deployment provides the ship and crew with an opportunity to practise an evacuation using the MES. While these exercises are valuable training opportunities, the ship operator and crew need to be aware of the inherent risks.

FOR FURTHER INFORMATION

please do not hesitate to contact the loss prevention team at: lossprevention@tindallriley.com



RESTORATION OF EVACUATION SYSTEM

Deployment of an MES will generally require the system to be removed from the vessel for full service and repacking. Shipowners should prepare for this activity, noting that this system will be unavailable for some time. It is common to have a spare, certified MES ready to be installed immediately after the deployed device has been removed from the ship. This minimises any shortfall in mandatory life saving appliances.

The replacement of the deployed unit should be properly planned, risk assessed, and subject to a suitable work permit as necessary.

P&I COVER

To maintain P&I cover and to provide shipowners with guidance on potential liabilities associated with involving volunteers in a MES drill, it is imperative to promptly inform the Club's underwriting department before conducting the exercise.

COMPLIANCE

MES exercises should always be organised and managed in accordance with regulations, including those of the flag state, class and port state. Shipowners should also adhere to the equipment maker's safety and operational instructions and maintenance requirements

RISKS

There are several possible risks that shipowners should be aware of and carefully assess. These risks include, but are not limited to:

- Risk of deteriorating weather and sea conditions during the exercise
- Risk of injury at the time of using the slide/chute and boarding the life raft
- Risk of a participant becoming entrapped and blocking a chute
- Risks arising from potential exposure to water e.g. drowning or hypothermia
- Risks arising at the time of the participants' egress from the equipment
- Risk of damage to personal effects and clothing of the participants
- Risk that the MES does not deploy correctly/as per design or is damaged during use.

Mitigation measures will depend on the specific characteristic of the MES and the planned exercise, as well as the available resources such as trained crew, rescue boat(s) etc. Shipowners should conduct a risk assessment covering the entire exercise scenario in accordance with the procedures of their own Safety Management System.

SAFETY

Ship operators should have an effective process in place to ensure that all participants have been briefed and are familiar with safety processes. During the exercise, participants should be supervised and assisted to ensure their safety. Untrained volunteers should not operate the ship's equipment.

While the use of volunteers can make a MES exercise more realistic, ensuring safety for everyone involved throughout the exercise remains the main priority. By adhering to the above principles, it will be possible to mitigate the inherent risks and conduct a MES exercise that is both realistic and safe.

NAVIGATING CULTURAL SENSITIVITIES

Docking in diverse ports around the world is a complex task that goes beyond maritime regulations and navigational skills. Understanding and respecting the cultural sensitivities of different regions is crucial to ensuring a smooth and successful port visit. Cultural awareness plays a pivotal role in fostering positive relationships with local communities and authorities.

CULTURAL AWARENESS PLAYS A PIVOTAL ROLE IN FOSTERING POSITIVE RELATIONSHIPS WITH LOCAL COMMUNITIES AND AUTHORITIES.

By understanding and respecting cultural nuances, cargo ship crews can ensure smooth operations, build positive relationships with port communities, and contribute to a more inclusive and respectful maritime environment.

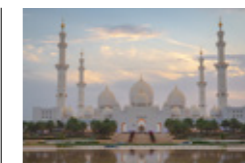
Remember, cultural sensitivity is a continuous learning process that requires ongoing research, adaptation, and respect.



ALCOHOL REGULATIONS

One of the foremost cultural sensitivities to consider when docking a cargo ship is the varying alcohol regulations across different ports. Some regions may have strict laws regarding the import, sale, and consumption of alcoholic beverages. Shipowners and crew members must be aware of and adhere to these regulations to avoid legal complications and maintain a harmonious relationship with local authorities.

In certain Middle Eastern countries, alcohol consumption may be strictly prohibited in public spaces, and bringing alcoholic beverages into the country may require specific permits. Violating these regulations can result in severe penalties, including fines and even imprisonment. Therefore, thorough research on the alcohol regulations of each port is essential to ensure compliance and avoid any cultural misunderstandings.



RELIGIOUS BELIEFS

Religious beliefs often play a significant role in shaping the cultural fabric of a community, and shipowners and operators must be sensitive to these aspects when docking in various ports. Understanding local religious practices, holy days, and customs is crucial to avoid inadvertently offending the local population.

In predominantly Muslim regions, it is essential to be aware of the significance of Ramadan and adjust ship schedules accordingly. During this holy month, Muslims fast from sunrise to sunset, and activities may slow down. Being mindful of these cultural nuances and making necessary adjustments demonstrates respect for local customs and fosters positive relationships with the community.

It is also important to be aware of culturally inappropriate forms of entertainment in the port city. Research beforehand and avoid engaging in activities that could be deemed offensive or disrespectful.



DRESS CODE AND MODESTY

Different cultures have varying expectations regarding dress codes and modesty. Crew members must be aware of and adhere to these cultural norms. In some societies, revealing clothing may be considered inappropriate, and crew members should dress modestly when disembarking in such ports. Respecting local dress codes not only prevents cultural misunderstandings but also contributes to a positive and welcoming atmosphere during the ship's visit.



COMMUNICATION STYLES AND CUSTOMS

Effective communication is crucial when interacting with local authorities, port officials, and community members. Understanding the preferred communication styles and customs of each region enhances the likelihood of successful collaboration. In some cultures, indirect communication may be favoured, and it is important to pick up on subtle cues and nuances.

Learning basic phrases in the local language and showing a genuine interest in the local customs can go a long way in building rapport. Additionally, understanding hierarchical structures and protocols is vital, as certain cultures place great importance on formalities and respect for authority. Punctuality expectations can also differ.

Shipowners are advised to provide cultural sensitivity training to crew members before visiting new ports. This can help the crew understand and appreciate local customs.

FOLLOW BRITANNIA P&I

REGULAR UPDATES
MARITIME INFORMATION
INSIGHTFUL CONTENT



We hope you enjoyed this issue of Crew Watch. We are actively seeking ways to maintain and increase the usefulness, relevance, and overall appeal of our articles. If you have any ideas or comments, please send them to:

britanniacommunications@tindallriley.com