



Nikola Vaptsarov Naval Academy



WELCOME

7 September, 2023 in Naval Academy «N.
Vaptsarov», ul. "Vasil Drumev" 73, 9002 Center,
Varna, Bulgaria



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ENDORSEME Conference



“Enabling Seafarers to Mutual Endorsement” ENDORSEME

PROJECT PARTNERS



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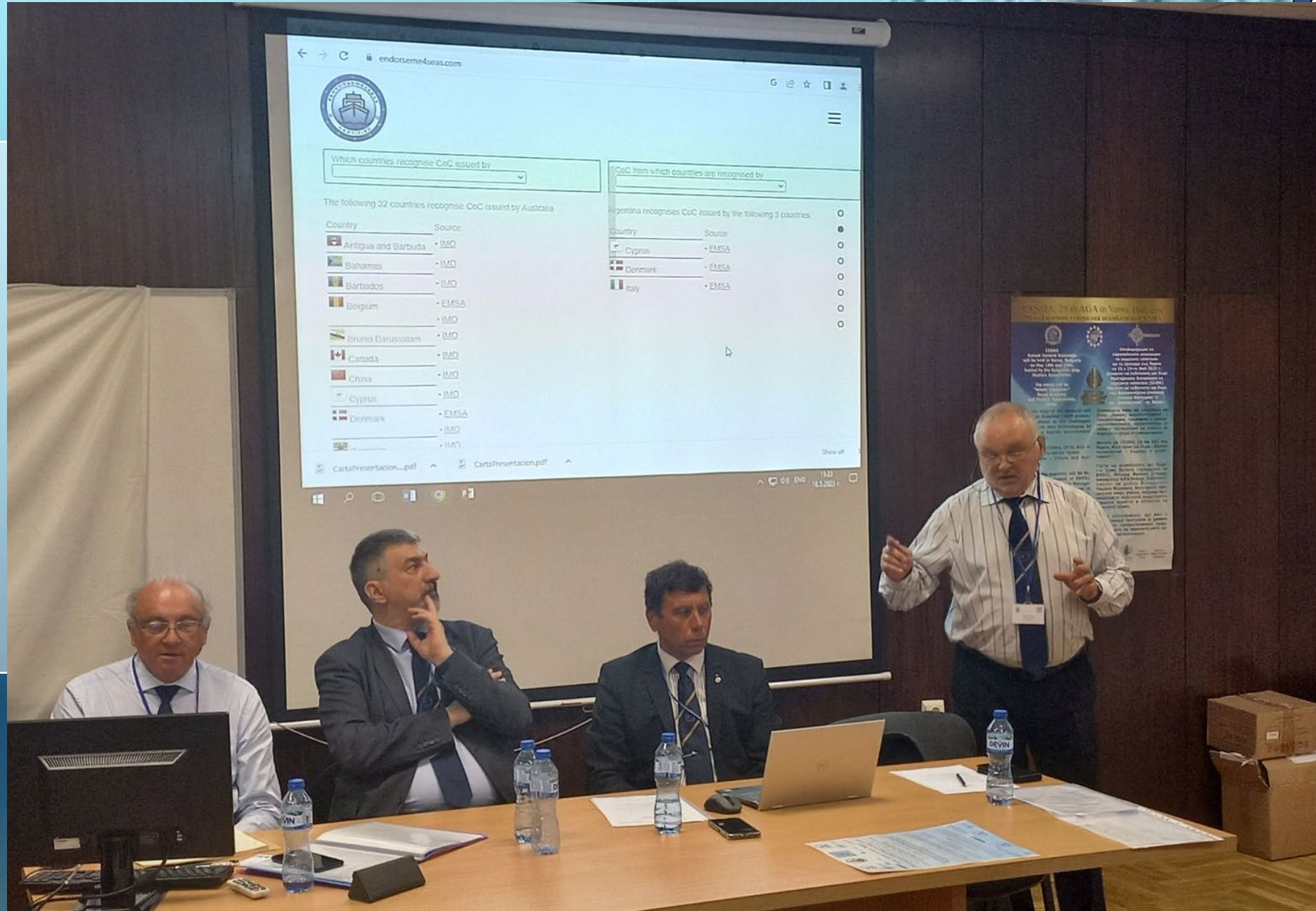
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RESEARCH ON EXISTING NATIONAL PRACTICES

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ENDORSEME



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JUNE 2023



IN THIS ISSUE:



- 28th COUNCIL & AGA MINUTES, VARNA, BULGARIA
- MASS SEMINAR, SPLIT, CROATIA
- CESMA VISIT EMSA, LISBON, PORTUGAL
- EMPA GM, ROMA, ITALY
- SEAFARERS MENTAL HEALTH, CORK, IRELAND

ITEM 16: INVITATION FOR THE NEXT AGA.

Capt. Hans AMMERLAAN from NVKK, The Netherlands, and Board Administrator proposed next Council and AGA 2024 to be held at Rotterdam, The Netherlands. Dates and places to be finalized, one of the meetings will probably be in Harbour Office of Rotterdam Port. Proposal was adopted unanimously. As usual all CESMA Members will be informed in due time with details.

ITEM 17: ANY OTHER MATERS

Capt. Wilhelm MARTENS, VDKS Germany, pointed out the problem "How to attract" in Maritime Sector. Germany and other European Countries need officers on vessels but also in maritime offices, pilotage and all industries related to Maritime Sector. It should be looked at astern to understand how the sector came to this situation. As an example, the internet access on vessels, why is this point still in discussion?

He asked CESMA to focus that point with European Union Commission and Institutions in order to change the working condition, and so the employment of European seafarers.

As there will be a renewal of European Parliamentarians next year, it is probably the good period to contact actual ones on that subject.

Capt. Ivan CONEV, BSMA Bulgaria, made a short presentation of the EU EndorseMe project.

The EndorseMe tool is designed using an easy-to-use database format, to simplify the search and categorisation of information specifically related to Certificate of Competency (CoC) recognition. This is geared towards seafarers across all EU member states, and third countries.

The primary objective of this online database tool is to provide accurate and up to date information, to seafarers, regarding recognition of their CoC status under two categories:

1. EU member state and third country recognition of their certification issued by their national administration; and
2. Their own national administrations' recognition of other EU and third country CoC qualified seafarers.

The platform will have an option to investigate acceptance/endorsement of sea-going certificates. ENDORSEME project aims to identify the problems associated with recognition/endorsement of certificates in a questionnaire-based needs analysis and information based on the investigation of undiscovered areas.

More information can be found on internet: <https://endorseme4seas.com>

Capt. Giovanni LETTICH, CNPC Italy, came back on the Jolly Nero case with last court sentences, not executive as waiting from Court of Cassation last decision.

Captain was sentenced to 7 years in jail, Chief Officer to 6 years and Chief Engineer to 4 years.

Capt. Bill KAVANAGH, IIMM Ireland, thanked CESMA for support given to organize in last October 2022 a seminar on wellbeing of seafarers. The seminar was scheduled for 2020 and support was given just before the pandemic arose which postponed the seminar till October 2022.

On 18th May, day of the Council, IMO launched the International Day for Women in Maritime. Council was attended by Capt. Aine HYDE, IIMM Ireland, who is an active captain in the North Sea Offshore industry.

ITEM 18: CLOSURE BY PRESIDENT

Council was closed after 17:00 by President Dimitar DIMITROV after a very fruitful day of debates.

EXTRA: After the lunch break, taken in a restaurant near the Naval Academy, Council members had the opportunity to visit the navigation simulator of the Academy, where there is the possibility to train navigation on a bridge equipped with a 3D view mean, able to project an avatar on the bridge.

Captain D. Dimitrov
President

Captain H. Ardillon
Secretary General

ENDORSEME



World Maritime Theme 2024
Navigating the future: Safety First
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Kingdom of Saudi Arabia and is focused on the needs of developing countries to meet the IMO Energy Efficiency and IMO GHG Strategy targets and thus help drive the achievement of global GHG emissions reduction.

[1 https://www.imo.org/News/Press/Pages/2023/08/23-saudi-arabia.aspx](https://www.imo.org/News/Press/Pages/2023/08/23-saudi-arabia.aspx)
[2 https://www.imo.org/](https://www.imo.org/)

Our modern heroes

By Michael Grey, IFSMSA Honorary Member

I had just finished re-reading an old biography of Edward Wilson; doctor, scientist, naturalist, artist and Antarctic explorer, who died with Captain Scott and fellow members of the south polar party, in March 1912. Even across all these years, it is impossible to remain unmoved, reading his final letter to his wife, written when frozen and starving, immured in the blizzard blown tent that would become his tomb. The tale of this doomed journey epitomises the heroic age of exploration and adventure, which defies modern attempts to reinterpret our history.

The connection may seem somewhat perilous to make, but it was just a few days after the polar party had died, their fate unknown for another eight months, that the maiden voyage of the Titanic came to a tragic end; a shipwreck that we have seemingly been unable to forget. And of course, it has all come flooding back again this month, with the search for the Titan submersible and its five occupants monopolising the headlines while their fate in the dark Atlantic depths remained uncertain.

We have now, with the wreckage of the tiny craft now discovered, close to the remains of the liner, moved onwards to the investigation and re-examinations phase, with plenty of food over which the media can chew. It is probably best to leave the forensic analysis to the experts, who may, or may not, be able to derive conclusive reasons for the fatal implosion from any shards of carbon fibre reclaimed from the depths. The apparent doubts about the wisdom of its experimental design and whether it should have been used for fare-paying passengers will surely be considered at length by the accident investigators.

We read that there is now a sizeable Titanic "community" and a niche industry active in providing expeditions to view the remains of the liner and the artefacts scattered on the ocean floor around the wreck site. One should not be too judgemental, but is there not something distinctly ghoulish about wishing to take part in such "adventures", just as it is akin to grave-robbing, as such has taken place on numerous occasions, with items removed by clever submersibles.

The "community" will be quick to defend itself, but it seems to me that there is precious little scientific discovery to be gained from this bit of "grim ocean floor. If we can range around the depths, surely there are better things to do with the technology than to indulge rich adventurers wishing to tick the Titanic off

their bucket lists, although, as with the amateurs being shot into space, I suppose the money helps to defray the expenses and fare-paying passengers provide some PR value. You would hesitate to suggest that there is, in these adventures, much public accessibility, either in space or in the depths.

You might insist that these people are willing to take risks and that is what counts as heroic these days. But it is all a bit pointless when innumerable tasks are undertaken at extreme depths by ROVs with all their clever tools and scientific sensors. If you are looking for real heroes, it is worth thinking about salvors, or saturation divers, although they are of course professionals and undertake their risky roles for gain, rather than merely spending it. The frontiers of deep ocean exploration are being ranged around these days by oceanographic scientists who tell us that there remains a huge amount to learn about the seas that wash our planet and its inter-connected nature. You might argue that these are the true inheritors of those who lived in a far more dangerous, but heroic age, of exploration.

While vaguely on the subject, it is sad to report that of one of my all-time shipping heroes, the Dutch shipowner Piet Vroon has died at the age of 93. He was the very model of a traditional owner, who lived overlooking the great river Scheldt at Breskens, from where he had built a sizeable fleet from a single small coaster in the 1950s. There were few sectors of shipping that he had not involved the company in over the years and he was always on the lookout for opportunities in niche, long-term business. Unlike so many modern operators, who tend towards tunnel vision, when it comes to their trade sector, Piet Vroon was astonishingly well-informed about every aspect of ships and shipping and always free with kindly advice. The shipping world, and that of yacht racing that was his passion, will miss him.

Michael Grey is former editor of *Lloyd's List*

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Erasmus+ Project Enabling Seafarers to Mutual Endorsement (ENDORSEME)

By Captain Ivan Conev, PhD, Individual Member

IMO developed the first standard for Vocational Education and Training (VET) programmes for merchant navy officers in 1978. Seafarers are trained and certified by national administrations complying with the minimum standards set by International Convention on Standards of Training, Certification and Watch keeping for Seafarers (STCW). Despite these efforts there are no mechanisms for monitoring how these standards are being applied in various nations and yet there is an issue for seafarers to get their certificates accepted/endorsed when they are attempting to work from one flag state to another.

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