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Last newsletter for 2015...

This past year has been a challenge for many of us and the Institute has been no different. We have however, seen positive steps with in our Branch and continue to focus on increasing education within our industry.

The Institute will continue to support as many schools as possible that offer Maritime Studies and are currently working on accreditation of 'Understanding Shipping' with TETA.

Internationally, the Institute is revisiting its Vision and Strategy to ensure we continue to create an organization that caters to the needs of its members into the future.

We are very proud of the South African students that excelled during the April and November examinations and look forward to many of them continuing their studies into the new year.

We wish all Members, Fellows, Students and supporters of the Institute, a very peaceful festive season with their families.

Natasha Vaughan, FICS

Delivery of cargo in African ports against fraudulent Bills of Lading

Recently, the P&I Club has received notification of a number of cases related to delivery of container cargo against fraudulent bills of lading in African ports, particularly in Mombasa, Matadi and Nacala.

In a few cases, the fake set of bills of lading looked sufficiently genuine, resulting in delivery of cargo against them. It follows from these events that claims for loss of cargo have been raised against the member.

In one case, the fake bill of lading was printed on the shipowner's actual bills of lading form to create a legitimate appearance including the security feature embedded in the genuine bill of lading form. This particular case is still under investigation.

It is vital that members maintain a clear line of communication with all parties involved to be able to determine the chain of custody for any set of

Upcoming Events

24 December

Office closes

4 January

Office re-opens

21 January

Committee Meeting, Durban

28 January

November 2015 Exam results published

30 January

Prep registration closes

12 February

April Exam entries close

22-24 February

Exec Council in South Africa

24-28 February

PREP Weekend

4-7 April

Breakbulk Africa in Johannesburg

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original bills of lading if necessary. If the member's local agents notice any irregularities in the documents presented, they should immediately contact the member to seek clarification. If members' are in doubt, they should immediately liaise with their P&I Club for guidance.

Members' are recommended to ensure their local agents are familiar with internal procedures regarding existing checks on bills of lading presented in exchange for release of container cargo. These internal procedures should be reviewed and revised periodically to ensure that potential gaps are addressed to avoid similar instances from recurring. Local agents should ensure that proper checks are undertaken on presented documents to ensure its genuine nature. If documentation errors or inconsistencies are noted then operations shall be put on halt till clarification is sought.

November Exams



Head Office reports that student numbers are increasing, pass rates improving and absenteeism is dropping, which is very positive news.

The academic year started well, with many students able to access the Institutes database on line and register for the new academic year. We also hope to have exam results on line in the future too.

The Institute increased the subjects available for examination in November and we expect that this will continue in 2016.

November exam results will be available on 28 January 2016.

New Members and Fellows

Please join us in congratulating our most recent new members:

Serena Chhoteylal, MICS

Yugen Reddy, MICS

Dexter Biyela, MICS

Congratulations are also extended to Gerard Loubser who has been promoted to FICS.

Annual Cocktail Event - July 2015

The SA Branch is focusing on increased learning and encouraging employment opportunities within the Industry, whilst raising aspirations for young people through unique work experience and skills programmes.

By bringing together industry and education, awareness of shipping related career opportunities are highlighted. The SA High Tide programme will allow participating students an understanding of the global supply chain and the vast career opportunities within the Maritime industry.

We were overwhelmed by the support from many companies who have pledged work experience and site visits for this programme which is due to commence in early 2016. We are very grateful for the Corporate support.

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The Annual Cocktail Event was also a great opportunity for networking and allowed us to catch up with old friends.

Annual Prizegiving - September 2015

Visit our Web page

<http://www.icssa.co.za>

The Annual ICS SA Branch Prize giving was held over a luncheon at Coastlands Hotel. This event was well supported by Sponsors, Members and guests.



This year the Institute honoured seven students who excelled in exams written in November 2014 and April 2015. We again congratulate Grant Gorton (double prize winner), Candice Smith, Goscelin Gordon (double prize winner), Yugen Reddy, Tyron Koen, Thomas e'Silva and Andrew Wright for their outstanding results.

The SA Branch were very pleased to have Professor Trevor Jones from the University of Kwa-Zulu Natal as our guest speaker, who addressed all on the status and future plans of Maritime Education from a Government perspective.

Special thanks are extended to Phoenix Shipping, Ocean Africa Container Lines, Alpha Shipping, Edward Nathan Sonnenbergs, MUR, Ensign Shipping, Grindrod Limited, Island View Shipping and Sturrock Grindrod Maritime for the sponsorship.

World Maritime Day - September 2015

Institute of Chartered Shipbrokers promotes shipping to the next generation

The Institute joins IMarEST and the Merchant Navy Training Board to share the story of shipping with primary school children at IMO headquarters London, September 22, 2015.

The Institute of Chartered Shipbrokers, the maritime industry's only body dedicated to professional education, is spreading the story of shipping to primary school students as part of the International Maritime Organization's World Maritime Day celebrations.

The Institute took part in two open mornings on September 22 and 23, which saw London schoolchildren visit IMO headquarters to learn about the role of shipping in delivering goods and services around the world.

The World Maritime Day theme for 2015 was chosen in order to focus attention on the wide spectrum of maritime education and training employed as the bedrock of a safe and secure shipping industry. These are resources which the IMO believes are vital to preserve the quality, practical skills and competence of qualified human resources and to ensure the industry's sustainability.

Director of the Institute Julie Lithgow, says the open mornings are a good example of how the industry should engage with a diverse audience to increase wider understanding of the importance of shipping. "The Institute plays a central role in professional education and training in shipping but we also believe in spreading the message about the importance of our industry as widely as possible. Through the open morning, we will share a positive message about shipping and help the next generation to understand the role it plays in all our lives."

The Institute, together with IMO, IMarEST and the MNTB has produced an educational activity booklet 'The World of Shipping' which introduces the children to the industry. The booklet includes a foreword from IMO Secretary-General Koji Sekimizu in addition to puzzles on trade routes, ship types and flags. The Institute plays a unique role in the shipping industry, with deep roots in the City of London and a diverse membership in established and emerging maritime centres. Students anywhere in the world can sit its exams with the examination centre and an invigilator provided by the Institute. Julie Lithgow adds: "The IMO's theme for World Maritime Day struck a deep chord with us and we knew straightaway we wanted to be involved. The primary school children we will engage with are too young to be thinking about their careers, but we believe in encouraging the clever, committed, curious and engaged people into shipping and that can never start too young."

Year End Luncheon - December 2015

“The Guardians - Real people - Real heroes”.

The last luncheon of the year was held at the Royal Natal Yacht Club with Clifford Ireland, Station Commander, Durban Station 5, sharing some history and experiences with us.

The National Sea Rescue Institute is a charity that has over 1000 unpaid volunteers who respond 24/7/365 to save lives on South African waters.



A massive organization, with phenomenal support from the community, Sea Rescue has an annual running cost of over R73.4m that is used to run 96 rescue craft, 38 rescue vehicles, 16 quad bikes and 11 tractors.

Please contact NSRI via their website www.searescue.org.za if you are interested in assisting or making any donation. 100% of your donation will be used to equip crew with essential equipment, medical supplies, fuel and training.

Something interesting...



The sad passing of Peter Buchholz, Ret FICS



The SA Branch of ICS was very saddened to hear of the passing of Peter Buchholz on 7 November 2015.

Peter was a Fellow of the Institute of Chartered Shipbrokers with more than 40 years experience in the Shipping industry.

We send our sincerest condolences to his family, friends and colleagues.

Peter will be sadly missed and very fondly remembered.

New International Chairman for the Institute



Michael Taliotis, FICS, has been elected the International Chairman of the Institute and succeeds Richard Brook-Hart, FICS.

Michael's involvement with the Institute started in 1996, when he became a member. He has served on the Cyprus Branch Committee for more than 10 years and is a past chairman of the Cyprus branch. Michael has worked as a shipbroker for more than 20years.

We extend our warmest congratulations to Michael on his new appointment and we are confident that the Institute will continue to grow from strength to strength.

The Seal Point Lighthouse, Cape St Francis

- Tim Hastie, FICS



The Seal Point lighthouse at Cape St Francis, built in the late 1870s after many ships hit the reef along these shores and sank, was one of the most difficult of South African lighthouses to complete. The first builder died during construction, while transporting materials to Seal Point was difficult.

The Seal Point lighthouse tower has been struck by lightning at least three times.

Prior to the late 1870s, when the Seal Point lighthouse was built, the deadly 2km-long reef running from near Cape St Francis into the ocean claimed a number of passing ships.

Back in January 1690, the *Noord* – a Dutch East Indiaman – fell afoul of this reef and ran aground. In the following decades, ships like the *Queen of the West*, *Hope* and *L'Agile* met the same fate.

The time came to build a tall lighthouse in the vicinity, and a spot on an outcrop called Seal Point near Cape St Francis was selected.

Building began in 1876, and there was no shortage of logistical problems. The roads from the towns of Algoa Bay and Humansdorp were rough tracks, and the seaward approach via Kromme Bay involved negotiating dodgy waters. The original builder died soon after construction began. Another took his place and the lighthouse was completed in an amazing two years.

Unfortunately, it seems brackish water was used in the construction. The plaster along some of the interior walls soon rotted and much of it

dropped off, revealing bare stone. But the basic structure stands firm, and the lighthouse still operates to this day.

Initially the light that was installed had the power of 15 000 candles. Its upgraded system now boasts the power of nearly 3-million candles, flashing every five seconds.

Ironically, there were shipwrecks after the lighthouse was built. In 1959, the *Lady Head* was scuppered near the mouth of the Kromme River and, according to legend, part of its cargo was a large consignment of swans that survived the wreck.

The Penguin Rescue and Rehabilitation Centre is located on the lighthouse grounds and is probably the main attraction of the area, look out for the giant penguin model, a gift from Nelson Mandela Bay after the 2010 FIFA World Cup.

New Container Weighing Rules Explained

The amendments to the SOLAS Convention on the new container weighing regulations due to take effect globally on 1 July 2016, now prescribe that all packed shipping containers need to have a verified gross mass (VGM) before they can be loaded on a ship for export.

These amendments were adopted by IMO to enhance maritime safety and reduce the dangers to containerships, their crews, and all involved in transport throughout the supply chain.



Old New York City subway cars are dropped into the Atlantic Ocean

- *Extracted from ICS Newsletter for Company Members*

The New York Subway system is one of the largest and busiest in the world and runs 24 hours a day, 365 days a year. Annually it carries 1.75 billion passengers on a network of nearly 850 miles of track. In comparison, the London underground system carries half billion fewer passengers per year on about 30% of the New York track length.

With some 6400 subways cars in use on the New York system, the number of redundant cars is significant, so what happens to them?

The answer is not what you might expect because for nearly a decade the old subway cars have been dropped into the Atlantic Ocean along the Eastern Seaboard of the USA.

In 2007, New York photographer, Stephen Mallon was looking for a theme for a book of his work. Recycling is an area of interest for Stephen who along with his camera can find beauty in anything from a construction site to old bridges. That year he discovered that old redundant subway cars were being placed in the Atlantic to create artificial reefs and he wanted to find out more.

Stephen explained, "The old subways cars are made of steel and aluminium. They are stripped of the wheels and axles along with all glass, plastic and seating. The motors that opened and closed the doors contained valuable copper wiring and they were also removed which leaves just the shell of the car". This can be consuming but the last ten years, over 2000 subway cars have been stripped and sent to the bottom of the Atlantic.

