

# Maritime Safety +

## Cybersecurity : It's No Joke

As ships and planes search for a missing EgyptAir flight in the Mediterranean, officials at Cairo airport warn of possible GPS jamming in the area.

The idea of GPS jamming has been floated as a risk in the maritime sector and there have been stories of accidental jamming, but this incident at the Cairo airport should raise the hair on the back of the navigator's neck. As more and more of the routine navigation is done with GPS and on an ECDIS, the greater our exposure to the risks of GPS jamming.

Perhaps now is the time to ensure all the deck watch officers know how to put down a manual fix on the ECDIS *and use it!*



[Nautical Institute Navigator June 2016](#)

The latest issue of the Navigator from the Nautical Institute is all about cybersecurity. Click on the above and read of some of the commonsense ways we can help ourselves.

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## Casualty Reports To Review



### [Ostende Max and Formosaproduct Brick Collision in the Malacca Straits](#)

This collision is an interesting case study of COLREGS and BRM gone wrong. Having been there and crossed TSS such as these, there is little margin for error. It is certainly not the time for losing focus of the job at hand.

### [Wes Janine and Stenberg Collision at Anchor](#)

Safe at anchor and time for paperwork? Think again, especially in a crowded anchorage. Ever though about calculating the minimum distance between vessels or scope required. Formulas in here!

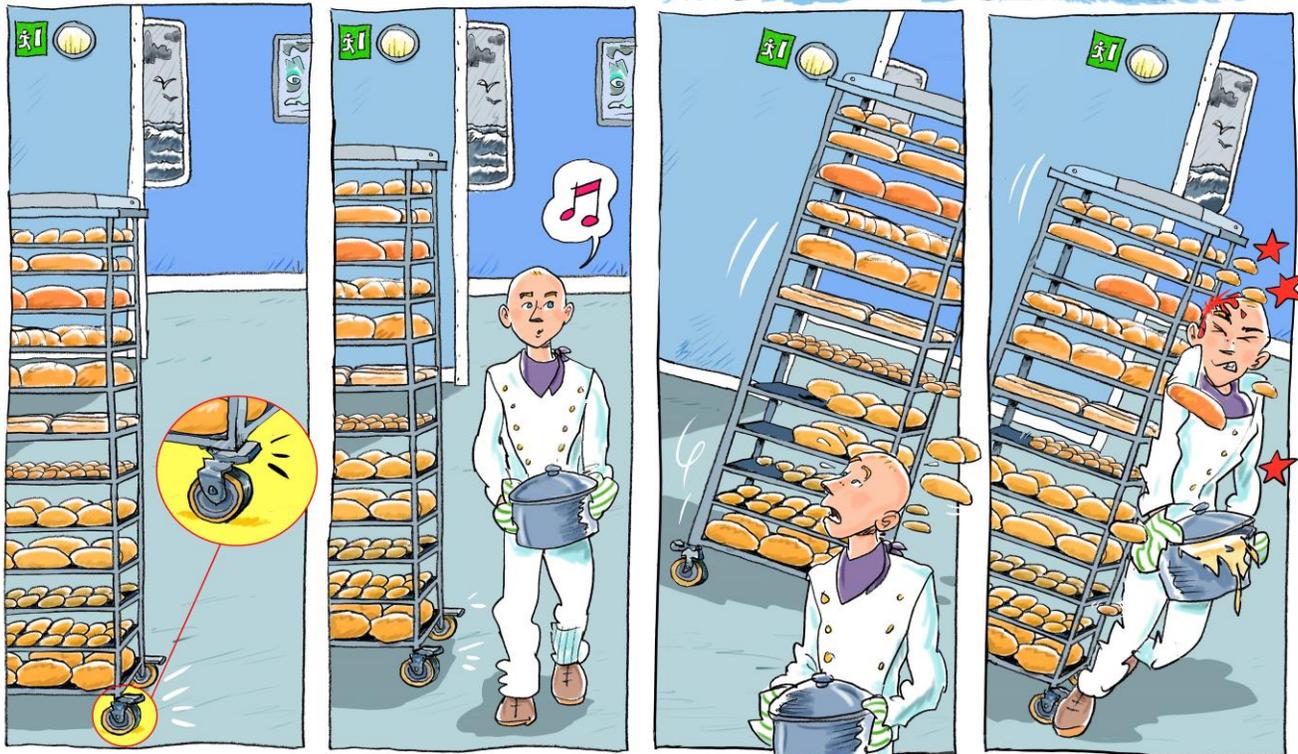
## Leadership....does it start with making people feel safe?

If you ask Simon Sinek, he would definitely say, "YES!" The author of "Start With Why" and "Leaders Eat Last" equates some of the failures of leadership with our more basic biologic needs. We, as humans, evolved over tens of thousands of years by working together. Ironically, some of those original groups of humans probably weren't much

bigger than the average ship's crew. Part of what made them work well together or bond behind the "alpha" member of the group was the ability for them to feel safe; Safe in the knowledge that if danger threatened, members of the group would wake them or stand in solidarity with them. Think about the good crews out there. Did they have your back?



# Trolley on the loose



Unsafe condition • Unsafe act • Near miss • Accident

Near misses...the thermometer of the safety culture of an organization. Or so it seems sometimes. Why should we care about them? Well, they are highlighting a situation or act that almost became an incident. Whether that be a personal injury, collision, fire or equipment damage, it's a close call. More importantly, it's a close call that *someone else* had. Learning from other's mistakes or near misses is so much better than either having that incident yourself or the adrenaline rush of almost having that incident. Where can we find them if not provided by our companies? A few places come to mind :

[Nautical Institute MARS](#)

[CHIRP-UK](#)

[IMCA Safety Flashes](#)

*Maritime Safety +* is a publication of maddenMaritime and is written by mariners with a target audience of mariners, designated persons ashore (DPA), safety managers and ISM/ISPS auditors around the world. Our goal is to highlight those issues that might be or become safety issues onboard. We understand that all mariners are on vessels with the simple goal of having a livelihood and then returning home at the end of the voyage with all their fingers and toes. The sources for our information are broad, ranging from personal experience, to P&I Club loss prevention guidance to recent casualties onboard vessels. If you have an incident, idea or sea story that you would like to share, please email us at [MaddenMaritime@gmail.com](mailto:MaddenMaritime@gmail.com). We can't promise a prompt response, as we may very well be underway, but we guarantee it will be read.

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