

# class mate



The GL Academy-Newsletter for Customers and Business Partners

Issue 01/2006

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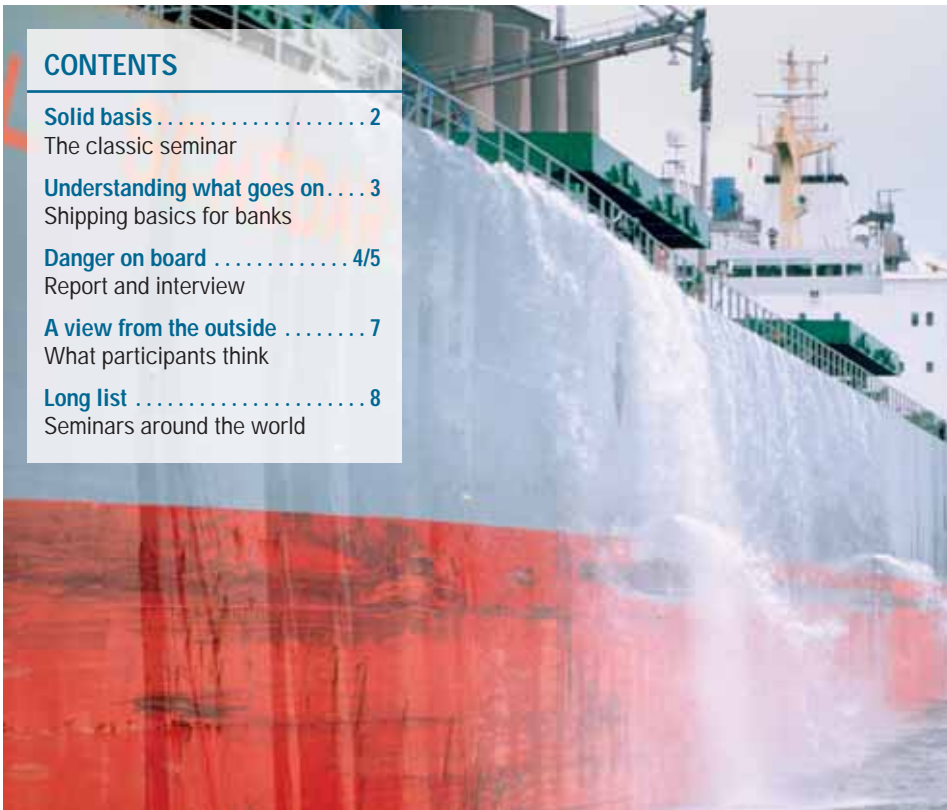


Photo: Thomas Kumadt

Ballast water being discharged - not always harmless for the environment (here the flow-through method is in use, with water flowing out over the open deck)

## BALLASTWATER MANAGEMENT

# An exchange with dire consequences

## Marine environment protected by ballast water management

Today everything that comes on board a cargo ship - be it man, machine, computer or coal - is inspected, counted and recorded in writing. Until now there had only been one area where things were not quite as strict: the organisms that the cargo ship picks up with its ballast water had a free passage. Now this too is due to change: the International Convention for the Control and Management of Ship's Ballast Water and Sediments has been in existence since February 2004.

Ballast tanks are installed at the bottom and sides of ships. They are filled with varying quantities of so-called ballast water to reduce, for example, the buoyancy of a freighter

that is not fully laden, or to compensate for a lopsided load.

Ballast tanks such as this may have a width of 2 metres and be as much as 20 metres in height and in length. The ballast tanks of a conventional container ship thus have a total capacity of 20,000 to 40,000 cubic metres of water. Even though this capacity is seldom fully utilized, the amount taken up by a ship in one port and released in another may well amount to several billion tonnes every year. And accompanying this worldwide distribution of freshwater and salt water is a continuous exchange of organisms. With dire consequences, as scientists have now detected.

(cont. p. 2)

## EDITORIAL



Dear Readers,

Shipping and the maritime industry are undergoing a rapid change. The transfer from con-

ventional cargo freighters to container ships took place within a very few years. Computer technologies make faster production processes possible and call for continuous examination of new working techniques. As a consequence, we are facing an acute shortage of new recruits, in shipping. Training newcomers to the industry who have made a sideways career change are one of the main focuses of the Germanischer Lloyd Academy in its activities around the world.

In addition to the shortage of new employees, we also notice that changes in maritime regulations are taking place with increasing rapidity. This too is leading to a constantly rising need for practically oriented training, a demand that the GL Academy is meeting with a large number of seminars offered not only in Germany but also at various locations in Europe and Asia.

Apart from the common training topics in the maritime industry the GL Academy additionally covers niche topics such as "Port State Control Basics", "Change of Flag and Reflagging" or also "Inspections, Surveys and Certificates". Consequently, we go far beyond the range of conventional maritime training establishments. Above that, we are increasingly offering education and training courses for the industrial and service sectors.

In our newsletter we aim to provide information on the services offered by the GL Academy. The title "class mate" illustrates our aspiration: as a classification society with international operations, we strive to be an expert partner in the field of training, and not only to those employed in the maritime economy.

I wish you a stimulating read.

Hans-Ulrich Schulze  
Head of the Germanischer Lloyd Academy

# A sound foundation for newcomers to the industry

The Shipping Basics seminar has become a classic

What actually is a bollard?" And why do you need it? A bookkeeper in a pharmaceutical company does not have to be able to answer this question, but his counterpart in a shipping company certainly does. That IMO stands for "International Maritime Organization" is presumably of no great interest to the secretary of an electricity supply company, but it should be to her colleague who works in a shipyard. And how is a ship's crew made up, why are there certain hierarchies and what is the history behind them? These are all topics of little more than academic interest for the personnel officer of an automobile corporation, yet this is all basic knowledge for the human resources manager of a cruise ship agency with international operations.

"Shipping Basics" is the title of one of the most frequently booked seminars at the Germanischer Lloyd Academy. Participants are people who are either planning to enter or transfer to the shipping industry or have already done so. In the two-day course run by Michael Gross or Willi Wittig, they learn the special features of this industry, become familiar with the vocabulary and obtain initial basic knowledge of the procedures on board and in shipping companies.

One aspect that participants rate particularly highly is that trainers use a variety of approaches to present the extensive material, which makes it all the more entertaining. Included in the seminar is the solving of tasks related to the topics that have previously been discussed. It then becomes quite apparent whether you

have understood the material you have learnt, explains one course participant. It is also a good way of remembering the material.

The seminar is explicitly directed at participants without any prior knowledge. As well as from the professions mentioned previously, course bookings also come from engineers looking for a sideways change to the shipping industry. "A worldwide shortage of 40,000 ship's engineers means that there is a tremendous demand for recognized training courses especially for this pro-

fessional group," says Michael Gross. Shipping Basics is offered in Hamburg as a so-called open seminar and worldwide as an in-house seminar as well.

**Scheduled dates for the seminar on Shipping Basics:** Hamburg, 5/6 October and 30 November/1 December 2006

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Photo: Dielmar Hasenpusch

(cont. An exchange...)

Take the zebra mussel for example. It originates from the region around the Black Sea and Caspian Sea. Now it is in North America where it has no enemies and is outgrowing all of its competitors in the local lakes there. There are also the comb jellies: originally at home on the coasts of the USA, they are now also found in the Black Sea; they reproduce at a tremendous rate and are hampering fishing. Or the common shipworm: It comes from afar but is now in the Baltic Sea and destroying wooden coastal preservation facilities - estimated damage since 1993: 50 million euros.

This may only be the beginning: scientists have discovered that useful organisms in a foreign environment definitely produce

toxins which enter the food chain and may lead to severe diarrhoea and vomiting, paralysis and even death.

To prevent a devastating spread of harmful aquatic organisms via the ballast water of ships, the IMO (International Maritime Organization) has adopted the International Convention for the Control and Management of Ship's Ballast Water and Sediments.

This calls on shipping companies to provide a Ballast Water Management Plan to regulate

the exchange of ballast water. The convention applies equally to ships in service and newly built vessels. Adherence to the convention is voluntary until 2009. However, the USA, Brazil and Australia are already demanding compliance.

The convention includes simple rules such as the avoidance of taking on ballast water in the dark, because this is especially at this time many organisms are on the surface.



Photo: Thomas Künadt

# Understanding what goes on in shipping

Ulrich Martensen of the HSH Nordbank about didactics and documentation



**H**SH Nordbank is one of the world's largest ship financiers. It offers classical property financing, in which a ship serves as security, as well as financing for shipping companies. In the latter case, it grants financing to shipping companies operating around the world who use

the funds for their daily business or for buying ships. It also offers all the accompanying financial and security instruments tailored

to the needs of shipping companies with international operations.

As well as specialist qualifications and expertise, every banker has to have a sound knowledge of the shipping industry. "It's not enough for us to only understand our bank products. We also have to understand how things run in the world of shipping," says Ulrich Martensen. As Shipping Vice President and Deputy Head of Inland II and Shipyards at HSH Nordbank, he manages one of

four groups responsible for domestic business.

To acquire the fundamentals of the shipping industry, Martensen first completed a course at the Germanischer Lloyd Academy. "I wanted to see whether this course would be of any use to my employees."

After the two-day seminar, Martensen was able to provide a very positive answer to this question: "The course tutor had a very firm grasp of his subject, gave detailed answers to questions from the participants and provided concrete examples as further clarification." As promised in the schedule, it really did communicate basic knowledge. Another noteworthy feature was the material that every participant received at the end of the seminar.

Following this, HSH Nordbank booked the course as an in-house seminar for 20 of its credit managers. They were deeply impressed by the course, which, according to Martensen, could also be recommended in this form to the bank's worldwide subsidiaries outside of Germany.

The tremendous response that the seminar generated with banks and issuing houses then led the Germanische Lloyd Academy to refine the course. Its adaptation to the specific needs of this business sector has resulted in the seminar "Shipping Basics for Banks".

**Scheduled dates for the seminar on Shipping Basics for Banks:** Hamburg, 12 September and 5 December 2006



More difficult in terms of stability, though, is the regulation that ballast water should be exchanged on the high seas. Here it is assumed that the released ballast water cannot cause any damage, and that the new water taken up will be less contaminated.

One demand that is proving very difficult to implement at present is that all organisms should be killed or filtered out when ballast water is taken up. Various treatment

Photo: Thomas Kunadt



techniques are still in the test phase as far as this is concerned.

The GL Academy offers a seminar that provides information on current national and international regulations and demonstrates technical solutions for the exchange of ballast water on container ships and general cargo vessels. The course is aimed at employees

of shipping companies, shipyards and engineering offices as well as the staff of govern-

ment agencies and training establishments. Prospective participants should have a basic knowledge of maritime regulations.

**Scheduled date for the seminar on Ballast Water Management:** Ballast Water Management: Hamburg, 6 December 2006

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# Danger on board

A security exercise helps a shipping company and its vessel practise for emergencies

**N**o police! Stop all activities at once! There are a number of bombs on board. Failure to observe our demands will lead to an environmental catastrophe." With their hands bound and a note tied around their necks bearing the printed demands, two crew members of the RICKMERS DALIAN are standing before the captain on the bridge. They are being kept in check by two masked and armed men. The two crew members are frightened.

"This is only an exercise," says Captain Hans-Peter Stenske, trying to calm the two Chinese engineers. "You understand? Only an exercise." The two nod apprehensively and continue perspiring. For even though it may only be an exercise that is taking place on the freighter RICKMERS DALIAN this morning, the situation is extremely realistic.

Such raids are particularly on the increase at the Horn of Africa, in South America as well as in South and South-East Asia. The attacks on ships are varied. They range from stowaways seeking political asylum and bandits who steal cargo, to politically motivated terrorists who seize the crew and passengers as hostages or hijack the entire ship. Regular exercises to prevent such hazards are therefore not only useful, but also prescribed by the International

are simulating the assailants. At the very beginning of the exercise, they demonstrated a sound knowledge of their trade. Heavily armed and unnoticed, they gained access to the ship, took hostages and planted the bombs (dummies in this case of course).

With a length of 193 m and a width of 28m, five cargo hatches and numerous poorly accessible nooks and crannies, this general cargo ship is the ideal target for hostile action. Captain Hans-Peter Stenske is thoroughly in favour of the exercise under real conditions. However, normal ship operations have to continue at the same time: loading and unloading, taking on provisions and fuel for the forthcoming trip to Asia.

To enable this to take place without any lost time, a small group meets before the start of the exercise. Captain and Exercise Controllers have to decide which of the crew are to be informed. The men also discuss the issue of safety: how will they ensure that nobody overreacts when the "culprits" appear?

Most of the 27-strong ship's crew come from the Philippines and China. Captain Stenske decides that the Third Officer, himself from the Far East and well-respec-

from the captain to the CSO, the emergency team has assembled in the company headquarters and the offices responsible for hazard avoidance in the port and in the flag State. A small team of responsible persons discusses the incident, decides to notify the police despite the attackers' warning. The ransom money is obtained, attempts are made to negotiate with the hijackers. In the meantime, the press has got wind of the event and wants information. Telephones are ringing, noise levels in the crisis centre are rising. Here too everyone knows that it is an exercise. Nevertheless, just as on board ship, the atmosphere is tense, the situation is felt to be realistic.

This effect is intended by the initiators of the exercise and was ultimately one of the aims. "Blackmail, bomb threats, casualties - hats off to you gentlemen for the way you mastered the situation. It doesn't run that professionally in every firm," says Global Care employee Thomas Brandacher, summarizing the day on board to the shipping company.

Captain and ISPS expert Hans-Peter Eisfeld goes into more detail: the crew quickly noticed that the guard was missing, a replacement was found immediately. The search was carried out correctly. Cooperation with the crew was very good

## BLACKMAIL · BOMB THREATS · CASUALTIES

Ship and Port Facility Security (ISPS) Code (see interview).

On the 23 May 2006 an exercise of this type is taking place in the Hamburg harbour on the multi-purpose freighter RICKMERS DALIAN. Having come from the USA, the vessel had just moored at the Wallmann quay on the previous day. The ship, which entered service in March 2004 under German flag, belongs to the Rickmer shipping company.

The shipowners had decided to run the annually prescribed exercise under professional supervision. Hans-Peter Eisfeld, a trainer from the Germanischer Lloyd Academy specializing in the ISPS Code is on board. At the shipping company, GL ISPS-expert Wilhelm Loskot is monitoring the proceedings. Global Care GmbH, whose spectrum of activities also includes anti-terror exercises and is a GL partner in such events, has brought four so-called Exercise Controllers along. Global Care relies almost exclusively on former soldiers from specialized units and so it knows what it is talking about in this sector.

Two of them are acting as observers: one in the shipping company and the second on board. On this particular day, the other two

ted by the crew, should inform selected crew members of the planned exercise.

Then, with military precision, everything proceeds according to plan. 10.15 a.m.: message to captain that the gangway guard has disappeared; 10.17 a.m.: guard replaced; 10.25 a.m.: search party finds the gangway guard tied up in the foreship; 10.30 a.m.: captain notifies the shipping company of the events on board, including the message from the attackers. 10.32 a.m.: captain musters the crew; 10.40 a.m.: an unknown person is arrested on board (it later becomes apparent that the man belongs to a service company and is working on the ship today, and cannot properly identify himself at the time of his arrest); 11.00 a.m.: the two attackers enter the bridge with two crew members as hostages; holding a weapon to the captain, they force him to inform the shipping company of their demands and repeat their bomb threat. Attackers and shipping company negotiate. 11.40 a.m.: captain notifies shipping company that his ship has been evacuated.

The company has been aware of events on board for 40 minutes. Here too the sequence of prescribed measures is following its routine course: two minutes after the first report

as soon as they had been informed of the details. Furthermore, the captain constantly devoted his attention to the matter in hand. No speculation as to the origins of the attackers, on the possibility of bringing bombs on board, instead fully focused on coping with the situation. That was good. In addition, Eisfeld has a list of proposals for improvement. Always at the centre of attention is communication, both on the ship as well as with the shipping company: "That has to work. The ISPS Code demands it and so does the situation." The shipping company will receive a detailed written report from GL on how the exercise went, with notes on what can be improved in future.

Those involved in the shipping company have gained experience too. Interplay in the emergency team functioned quickly and smoothly. However, the technical equipment of the crisis centre can be optimized, dealings with the press can be better prepared.

"You recognize your limits," says Captain Stenske, summing up his experience at the end of the exercise. On the next occasion, he will select a member of his crew for support at an early stage. Teamwork can save lives in a crisis.

# The ISPS Code is there and has to be effectively implemented

Hans-Peter Eisfeld trains implementation of the ISPS Code both on board and in the offices of shipping companies



Hans-Peter Eisfeld has spent 25 years at sea and more than ten years in various functions of on-shore shipping operations. Yet this was by no means paving the way to his retirement. Today Eisfeld is in great demand as an expert in matters of on-board hazard avoidance - a topic of rapidly increasing importance (see the report "Danger on board"). The 62-year-old has been developing and organizing seminars for Germanischer Lloyd Academy since the beginning of 2003, on subjects including the ISPS Code. In doing so, he pays great attention to the participants actively working on the material. Concrete case studies and practical examples give experienced shipping company employees stimuli for their daily routine and make it easier for new recruits to become familiar with the complex material.

**What was the reason for developing an inter-**

## **How does this take place in shipping company offices?**

First of all an analysis is carried out to determine what potential hazards exist for a shipping company's vessels and where the weak points lie. A Ship Security Plan is then prepared on the basis of the risk analysis. It describes the measures for hazard avoidance on a specific vessel. The difficult part is implementation on board ship. In real terms this means including the entire crew, training all the crew members who in fact have to adhere to the plan and need to have the required skills. This is the purpose of the regular exercises. The seminars offered by the GL Academy are a great help in this respect. Because we show participants the tools that they can use to plan and carry out exercises in their own companies.

## **Critics say the Code was introduced far too quickly. Do you agree with them?**

Complaints are repeatedly directed at the ship-land interface, in other words between ship and harbour. The Code calls for international cooperation between all those who are involved in the processing of the ship. It's clear that it takes some time for the interaction between all those involved to function perfectly. The deadline for implementation was in fact only as recent as 1 July 2004.

have specified requirements that go beyond this level and which have to be considered in the Ship Security Plan as well. Even port States can demand additional measures. When a ship enters these ports, the security system has to comply with these requirements, and the crew should be suitably prepared. Apart from this, there are a number of definitions and interpretations relating to the ISPS issued by the IMO, which call for standardized implementation. The task of all IMO Member States is to introduce the ISPS Code into their respective national legislation and to guarantee its implementation. For ships flying the German flag, the Federal Maritime and Hydrographical Agency (BSH), as the notified administration body, for shipping is charged with the task of examining whether the requirements have really been implemented.

## **The hazards that are to be combated with the aid of the ISPS Code vary greatly according to region of the world and country. Does this also have an impact on the willingness of the countries to implement these measures?**

Terrorism is a global threat, but there is not the same awareness of hazard avoidance and level of alertness to these risks in all countries. A ship with northern Europe as its range of trade is exposed to different potential threats than a ship operating around the world, including Asia or the Horn of Africa. Consequently,

## ISPS CODE · SECURITY PLAN · EXERCISE

### **nationally binding law for hazard avoidance? Was it the increasing number of attacks on ships around the world? Or did the USA put the pressure on, particularly after the terrorist attacks of 11 September?**

The 11 September 2001 certainly triggered the development and rapid introduction of the ISPS Code. Yet even beforehand, incidents such as stowaways, piracy and drug smuggling had led the IMO to express recommendations on how ships and ports should react under threat. After the events of 11 September the USA approached the IMO with a list of demands for the prevention of terrorist hazards, and exerted pressure for rapid implementation. The IMO then reconsidered the already existing recommendations and actions for hazard avoidance, particularly with a view towards the prevention of terror attacks.

### **The ISPS Code is facing some extreme criticism within the industry. The prescribed measures are regarded as very time-consuming and hence unsuitable for practical use. Do you share this view?**

In my opinion, there is little point in discussing the pros and cons of the ISPS Code at the executive level. The code is there. It is international law. Now the main concern is to implement the requirements in authorities, ports and on ships as effectively as possible.

### **One requirement of the ISPS Code demands that the plans should be reassessed periodically...**

Correct. And that is also necessary to see whether they work in practice. The annual internal audits are a good instrument for this. They examine what specific measures the shipping company has developed and put into practice in order to implement the ISPS Code on the ship concerned and whether they function effectively.

### **Effective implementation is one thing. But if a system of hazard avoidance is to be effective, it surely also has to be continuously adapted to the current conditions. In what way does this take place with the ISPS Code?**

A Ship Security Plan of this kind is not static. On the contrary, it has to be capable of change. If the nature of threats around the world change, then this naturally also has an impact on operations and hence on the documented procedures.

### **The fact that the ISPS Code is interpreted in a different way by every country makes implementation difficult for the shipping industry. Why is there no binding standardized regulation throughout the world?**

The ISPS Code merely defines the minimum requirements, the basic level. Some flag states

the Ship Security Plan for the North Sea and Baltic region differs from that for South-East Asia. That's one part of it. On the other hand, you cannot get round having to fulfil the Code. This means that if the ISPS Code demands embarkation control, and twenty-four hours a day at that, then I have to guarantee this in every port around the world. The way I specifically do this is what I describe in the Plan. Yet the demands of the ISPS Code have to be fulfilled. That is definite.

#### NEW SERVICE OFFER

New offer: Germanischer Lloyd Academy is offering companies the practical ISPS exercise, as described in the report, as an in-house training.

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# A born teacher

## Trainer Christoph Peickert enjoys passing on his knowledge

A firm handshake, a concentrated smile - Christoph Peickert is ready for the interview. Although his diary for the day is full of appointments - the 36-year-old can still find time to tell us about his special field. It is called ballast water. "One of the hottest issues in the shipping industry," a Greek shipowner once assured him. And this is a view that the trained shipbuilder and graduate engineer can sincerely subscribe to (see also article p. 1).

During the course of his eight years' employment with Germanischer Lloyd, Peickert has become a recognized expert in the field. He advises shipping companies and shipyards all over the world, gives lectures at symposia, discusses with research establishments and passes on his knowledge in seminars for the GL Academy. And as a member of the German delegation with the function of a technical adviser at the International Maritime Organisation (IMO), he is involved in the continuing development and implementation of ballast water regulations. This is a degree of variety that inspires him: "A completely new technology is evolving at present. If we are to be capable of adequately assessing this and giving expert advice to our customers, we have to remain on the ball at all times."

Born in Frankfurt am Main, trained as a shipbuilder in Bavaria and with an engineering degree from Hamburg University - how did he become involved with ballast water of all topics? "It just came about by chance," Peickert admits openly. He puts it down to his superior, the head of the Stability Department at Germanischer Lloyd.

A long time before the IMO had presented a text document for the management of ballast water, experts at GL were already well aware of the importance of this topic. "At the time, my boss said that he would be very pleased if somebody from the Stability Department were to tackle the



Photo: Eckardt-Herbert Arndt

subject. Peickert seized the bait. The first stop on his new career venture was Korea, where he acted as the direct contact for the shipyards based there. "It started off with the yards wanting to know what developments in ballast water management were likely to come about," Peickert recalls. He devised the first presentations and seminars for GL clients in Asia - the beginning of his career as a trainer.

Back in Hamburg it became the second mainstay of his career. "Throughout the entire shipping industry, in the shipping companies, at the shipyards and even in the classification societies there is an enormous demand for information because so

many details in the field of ballast water management are still surrounded by large question marks" Peickert explains. Accordingly, his seminars are in great demand, well-attended and held in high regard by the participants.

This is due to the fact that Peickert puts a lot of thought into the teaching methods used. "I have to communicate a concentrated amount of knowledge in a short time," he says. This only functions if I keep taking the seminar participants out of their role as listeners and bring them into the discussion. Is he a born teacher? Peickert laughs. "In any case, I enjoy passing on information to others from an area that fascinates me." His employer's "Train-the-trainer" seminar was certainly helpful too. This is where he learnt the presentation techniques to make even some of the dense factual matter more accessible.

Nevertheless, he has no intention of restricting his future activities to training. It is precisely this combination of technical adviser in ship operations around the world and seminar trainer in Hamburg which - hard work though it may be - he finds ideal.

There have been tremendous technical changes over the past five years, which have also led to corresponding changes in the way that shipyards and shipping companies think. The next step in the research and development of ballast water management will take place in the field of treatment, forecasts Peickert. "I find this extremely demanding and interesting and it's certainly a field that I wish to remain in."

**Further information:**

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## All seminars

The detailed GL Academy catalogue provides an overview of the entire range of seminars offered. It contains a detailed description of all the contents, including the main areas covered, names the target groups and lists the prior knowledge and qualifications required by participants. The modular structure of the range allows participants to combine seminars according to their individual needs.

**Further information:**

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**Trade fairs**

An expert from the GL Academy will be present as a point of contact at the following trade fairs:

- **SMM,**  
Hamburg,  
26-29 September 2006
- **Shipport China,**  
Dalian,  
25-28 October 2006
- **Maritime Vietnam,**  
Ho Chi Minh City,  
7-9 November 2006

# Learning from mistakes

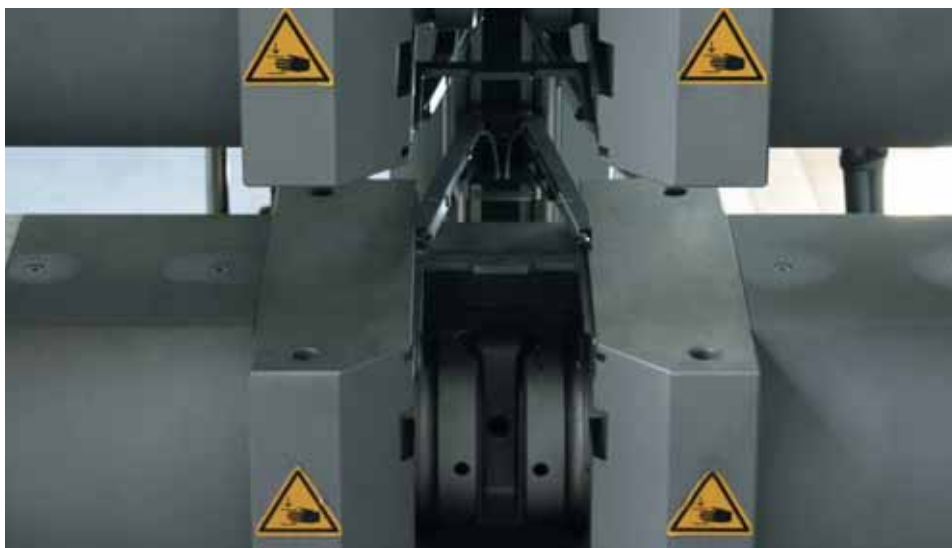
## GL test laboratory opens fourth location in Hamburg



Manfred Feyer,  
Managing Director of  
the Germanischer  
Lloyd test laboratory

Machine damage. That sounds like trouble, lost time and expense. And so the best thing is to avoid it. Or when it occurs, analyse it so thoroughly that it cannot happen again. The Germanischer Lloyd test laboratory offers both courses of action. It tests metallic materials in the fields of ship operations technology as well as structural, plant and mechanical engineering before they are put to use. And it also analyses damage that has already occurred. "We're sort of technical pathologists," is how Dr. Manfred Feyer describes the research laboratory's work.

Feyer is managing director of the entire laboratory group, which since June has also included the GL test laboratory in Hamburg alongside its facilities in Mülheim, Herne



"The tensile testing machine"

Photo: Jörn Iken

and Stuttgart. The demand for their services is great. Not because damage is on the increase, but because technological progress means that the requirements placed on the materials used are increasing.

The range of services offered by the Germanischer Lloyd test laboratory is correspondingly broad: it includes routine and non-destructive material tests as well as metallography, corrosion tests, chemical analyses and investigations using light and scanning electron microscopy.

Prime users of the opportunities offered by the damage analysis of components are the steel trade and the mechanical engineering sector as well as material manufacturers and

suppliers of ship operations technology. One of the strengths of the GL test laboratory lies in its close cooperation with other corporate divisions and their fields of expertise. This presents a way of combining the technical operating know-how from the fields of ship operations technology, wind energy and engineering plant construction with the expertise of laboratory damage analysis techniques. A combination with damage analysis of this kind offers a precise and reliable means of clarifying facts for the maritime engineering sector in particular.

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## A view from the outside

The quality standard that the Germanischer Lloyd Academy has set itself is high. Whether it is actually met from the participant's point of view, or any deficits or requests for change may exist are questions that all trainers ask in their questionnaires at the end of a course. Participants who have already attended a number of seminars are also approached directly. Under the heading "A view from the outside" we are publishing a loose collection of opinions from seminar participants.



Interview with **Peter-Gerhard Müller**, of the ship management company NSB, on the quality of the GL Academy

**As we understand, you are responsible for seminar coordination within your company. What is the precise name of your function?**

I am Quality Manager at NSB and in this function I'm also responsible for the training requirements of our employees in the 9001 and 14001 standards.

**Have you attended seminars offered by the GL Academy yourself?**

Yes, I've attended various seminars at the GL Academy, including those on the topics of ISPS, internal auditor for 9001 and 14001, quality objectives, risk management, emergency planning, port state control and basic maritime knowledge. I can therefore judge their quality from the view of both participant and manager.

**Do you mainly use the seminars offered by the GL Academy for new employees?**

Not only. We also send our long-serving employees there when the regulations for the field they work in have changed. If there are more than 10 participants, we make use of the opportunity to hold the seminars on our own company premises. On average we book between 50 and 60 seminars per year at the GL Academy.

**That's a large number, which suggests you feel that the GL Academy is looking after**

**you well. What are the most important reasons for this?**

The GL Academy selects consistently good venues for its seminars. That's not a negligible factor in learning achievement. The second point is that we don't have to worry about any of the organizational matters on our side. Starting with the invitations and location, through to the documentation, the GL Academy takes care of everything. And the most important thing: the speakers. They are well-qualified, in touch with the practical side and can explain the material well.

**What makes you avoid certain seminar providers?**

To put it briefly: poor execution. There is no point sending our employees to a seminar if they return with nothing more than an attendance certificate. Something has to come out of it if working time is being invested in seminars.

# Selection of the worldwide seminars of the GL Academy

## Europe

**Odessa, Ukraine,** Interne Auditor ISM/ISO 9001:2000, **8./9. August**

**Piraeus, Greece,** Maritime Regulations & Latest Amendments, **27. September**

### NEW SEMINAR

#### Ship Security Officer (SSO) training course for yachts

Explaining the requirements of the International Ship and Port Facility Security (ISPS) Code. The aim of the workshop is to familiarize the crew member responsible for hazard prevention on the yacht (SSO) with the knowledge needed to adopt the duties and responsibilities demanded by the ISPS Code. Practical case studies illustrate possible ways of implementing the requirements. Scheduled date: Hamburg, 14-15 December 2006

**Piraeus, Greece,** Shipping Basics for Banks, **28. September**

**Piraeus, Greece,** Application of Risk Assessment in TMSA, **12. Oktober**

**Piraeus, Greece,** Practical Aspects of Corrosion Protection for Shipping Companies & Shipyards, **18. Oktober**

**Piraeus, Greece,** Machinery: Damage, Repair & Maintenance, **25. Oktober**

### NEW SEMINAR

#### Introduction and internal audit of an environmental management system in shipping companies

This seminar provides detailed knowledge on the demands of DIN EN ISO 14001:2005 and illustrates possible approaches for shipping companies to deal with them. In particular, the seminar highlights differences to the ISM Code. Numerous exercises provide participants with an opportunity to gather their own experience. The module also deals with the main topics of interest for internal audits. Potential problem zones are discussed. Scheduled date: Hamburg, 15-16 November 2006

**Piraeus Greece,** High Speed Craft - Technical & Operational Aspects, **22. November**

**Piraeus Greece,** Inspections, Surveys and Certificates / PSC Basics, **7. Dezember**

## Asia

**Hanoi, Vietnam,** Maritime Regulations, Inspections, Surveys and Certificates, PSC, **7./8. August**

**Haiphong, Vietnam,** Maritime Regulations, Inspections, Surveys and Certificates, PSC, **10./11. August**

**Busan, Korea,** Machinery: Damage, Repair & Maintenance, **30. August**

**Busan, Korea,** Hull and Equipment - Damage, Repair and Maintenance, **31. August**

### NEW SEMINAR

#### Basics of ISM for yachts

The ISM Code with a special focus on the 16 elements of the Code and the resulting demands for the owners, operators and crews of yachts. What does the ISM Code aim to achieve and why is it also necessary to implement a safety management system pursuant to the requirements of the ISM code on yachts? These are the questions that will be answered in the workshop. Discussions look at the opportunities for small vessels to develop and implement user-friendly systems. Scheduled date: Hamburg, 11 December 2006

**Busan, Korea,** Bridge Design, **1. September**

**Shanghai, China,** Bridge Design, **4. September**

**Singapore,** Machinery: Damage, Repair & Maintenance, **4. September**

**Singapore,** Hull and Equipment - Damage, Repair and Maintenance **5. September**

**Guangzhou, China,** Bridge Design, **6. September**

**Singapore,** Introduction and latest Amendments of Maritime Regulations for ship owners, **23. October**

### NEW SEMINAR

#### Inland water transportation - national and international regulations

Introduction to the system of international and national regulations in the field of ship safety and environmental protection. The seminar explains the structure, content and application of important regulations in detail. A special section includes current changes to regulations and those concerning the exhaust emissions of inland vessels in particular. Scheduled date for this seminar: Duisburg, 21 November 2006

**HongKong, China,** Introduction and latest Amendments of Maritime Regulations for ship owners, **30. October**

**Shanghai, China,** Introduction and latest Amendments of Maritime Regulations for ship yards, **1. November**

**Guangzhou, China,** Introduction and latest Amendments of Maritime Regulations for ship yards, **1. November**

**Taipei, Taiwan,** Introduction and latest Amendments of Maritime Regulations for ship owners, **3. November**

**Busan, Korea,** Introduction and latest Amendments of Maritime Regulations for ship yards, **3. November**

**Busan, Korea,** Practical Aspects of Corrosion Protection for Shipping Companies & Shipyards, **November (scheduled)**

**Dalian, China,** Practical Aspects of Corrosion Protection for Shipping Companies & Shipyards, **November (scheduled)**

### NEW SEMINAR

#### Internal auditor ISM/ISPS for yachts

Planning, execution and evaluation of internal audits based on the International Safety Management (ISM) Code and the International Ship and Port Facility Security (ISPS) Code. Participants find out why internal audits have to be carried out and what is required of the auditor. Practical case studies from the yacht sector and the tools provided are used to explain the audit process. In particular, focus is placed on the auditor's approach in conducting internal audits and on techniques of conversation management. Scheduled date for this seminar: Hamburg, 12-13 December 2006

**Shanghai, China,** Practical Aspects of Corrosion Protection for Shipping Companies & Shipyards, **November (scheduled)**

**Guangzhou, China,** Practical Aspects of Corrosion Protection for Shipping Companies & Shipyards, **November (scheduled)**

Not all dates for the seminars taking place around the world had been specified at the time of going to print.

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