



**KNOW-HOW.** For surface evaluation of ballast water tanks, precision is essential.



COATING

## All Clean and Shipshape!

**Only certified personnel will be allowed to inspect the coatings of the ballast tanks in newbuildings. The GL Academy is offering one of the few available training courses for "Certified Coating Inspector"**

**D**r Andreas Momber quickly distributes earplugs before a worker in protective overalls blasts a rusty steel panel clean in only a few minutes. "Before the coating is applied, the surfaces of the ballast tanks must be clean with a good roughness profile," a trainer of Muehlhan AG, a specialist in marine surface protection, explains. The fledgling inspectors examine the surface of the metal – no corrosion-promoting residues such as grease, salt or scale visible, they note. "Cleanliness and perfect surface preparation are the crucial factors in corrosion protection," says Dr Hans-Joachim

Dittmers, who is also in charge of the seminar as a trainer. "As an expert assessor, I find time and time again: contaminated steel surfaces are caused by oil, grease or salt under the coating, since many components are transported by sea and not processed in production halls. And problems also arise through coatings that are not allowed to dry adequately and then loaded too soon."

### Technical Know-how and Precision

With 15 participants, the six-day seminar for "Certified Coating Inspector" is fully booked. For all newbuilding orders placed after July

2008, only specially trained personnel will be allowed to inspect the coatings of ballast tanks. In the theory section, they have already learnt to interpret the "Performance Standard for Protective Coatings" (PSPC) issued by the International Maritime Organization (IMO), have drawn up coating specifications and have familiarized themselves with the measurement methods.

Now, in the practical part, they are to apply this knowledge. Using the latest instruments, they assess the dust and salt content, the air humidity, and also the condition of corroded plates that have →

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TEST CASE. A participant in protective overalls blasts a rusty steel panel clean.

→ been disc-ground and blasted. They check the adhesion of the coating, for example using the pull-off test. If there is only partial adhesion of the coating to the steel, or even a total loss of adhesion, this can mean that the plates were soiled or the dew point was exceeded during processing. Examination of the coating quality is an important item on this day of work experience. At first hand, the participants learn about the positions that need special attention. Corners



WEAK SPOT. Corners, edges or faulty weld seams promote corrosion.

and edges, faulty weld seams, mechanical damage to the tank bottom, and enclosed impurities all tend to promote corrosion. On coated steel plates many metres long, the would-be inspectors measure the film thickness at specified intervals. The values must lie within the defined limits; the coating defects frequently detected on newbuildings – runs, sags and cracks – may arise through excessive film thicknesses. However, as soon as the film thickness drops below a certain value, the risk of corrosion rises. Dr Dittmers emphasizes: “Consistency and precision are essential here. For the surface of a ballast water tank extending to 30,000 m<sup>2</sup>, we expect to take a total of 40,000 measurements.”

### All-round Talents Deserve Recognition

Dr Andreas Momber is satisfied with the new seminar, which was drawn up by the corrosion protection experts of Germanischer Lloyd in cooperation with Muehlhan and approved by the Society for Corrosion Protection (GfKorr): “We are delighted that the GL Academy is offering this new

qualification. Only in this manner can we establish a high standard with all the parties involved.”

“Jugglers of technology” is what Dr Hans-Joachim Dittmers calls the coating inspectors. Chemistry, physics and biology – they have to understand a great deal of everything. A good knowledge of the shipping sector and some sensitivity in dealing with shipping companies and yards also belongs to the job description.

All seminar participants bring along decades of practical experience in corrosion protection. They generally work for yards, shipping companies or coating manufacturers. Pascal Forster, for example, first trained as a shipbuilder. After studying naval architecture, he spent four years at a yard: “Corrosion protection was not addressed at all in my studies, so I really am able to learn a lot in this seminar. The practical advice given by the ‘old hands’ here is most useful.” Good training makes light work – of this Klaus-Dieter Kaludzinski is entirely convinced. For over thirty years, he has been employed as a sand blaster at a corrosion-protection contractor. “I value the fact that, in my future role as a ‘certified coating inspector’ I can now prove that I have completed a training course that is focused squarely on the maritime sector,” says Kaludzinski.

### Class Bears Responsibility

Daniel Engel, Head of the GL Competence Centre “Materials and Products”, which also deals with corrosion protection, sees the great responsibility of the classification society in the implementation of the IMO requirements: “Well-trained coating inspectors detect flaws at an early stage. They make an invaluable contribution to-

### STATEMENT

#### Dr Till Weber, Managing Director of the Society for Corrosion Protection (GfKorr)

“The training provided here – in contrast to that offered by NACE and FROSIO, which addresses the corrosion protection of steel structures in general – is focused on the problems encountered in corrosion protection on ships with regard to coatings, specifically the coatings in ballast water tanks. Both the coating and the inspection of ballast water tanks call for in-depth expertise. The certificate is recognized internationally and valid for a period of three years.”

#### Wolfgang Hintzsche, German Shipowners’ Association (VDR)

“VDR supports the new standard, since it affords a clear improvement in the quality and durability and hence the overall structural safety of the ship, particularly for bulk carriers and tankers, as well as for large container ships. In the long run, it will surely lead to savings in repair expenses for older tonnage as well.”



wards ship safety and save the shipowners an appreciable amount in repair costs over the long term."

For the qualification and certification of the coating system too, GL has become involved, recently setting up a testing laboratory. Here coating systems are monitored for six months under the simulated conditions of a ballast tank, after which they may be granted the approval prescribed by the IMO. Daniel Engel views the IMO standard for newbuildings as being a positive development, but points to the need for careful introduction of the regulations. "For all parties involved in the coating work, changes will have to be made. What is more, the ships already in service will also be inspected more closely, since a repair standard for existing ships is expected to come into effect by 2009 at the latest." ■

**INSPECTION.** Contaminated steel surfaces are caused by oil, grease or salt under the coating.

**Date:** 16 to 22 November 2008 (German)

**For further information:** Angelika Lichtner, GL Academy, Phone +49 40 36149-7012  
E-Mail: academy@gl-group.com

## PSPC

The new IMO regulation for the interior protective coating of seawater ballast tanks affects newbuildings from 500 GT and the double-side skin spaces of bulk carriers of 150 metres or more in length. The day of contract placement is the decisive criterion. PSPC aims to achieve a useful coating life of 15 years. Regulation II-1/3.2 of the International Convention for the Safety of Life at Sea (SOLAS) has been amended accordingly. For tankers and bulk carriers built in accordance with the Common Structural Rules, the new regulation has already been in force since 8 December 2006. PSPC prescribes certification of coating systems, qualified coating inspectors and comprehensive documentation of the coating work.

## INTERVIEW

# Demanding Job

The job description has changed radically over the past decades. Five questions were put to coating expert Dr Hans-Joachim Dittmers (64), who has been working in the field of corrosion protection since the 1950s.



**EXPERIENCED.** Coating expert Dr Hans-Joachim Dittmers.

**class mate:** Under what sort of conditions did you start off in the fifties and sixties?

**Dr Hans-Joachim Dittmers:** I began working in my father's corrosion protection company when I was still studying chemistry. Back in those days, the coating of ballast tanks was hard labour. You had to crawl through confined tank spaces with buckets of hot tar, and this viscous material had to be daubed on with great effort.

Despite that, ballast tanks were a hobbyhorse of mine in my younger days – and they will probably always remain so.

**class mate:** How were you able to combine the practical experience you gained in your father's firm and the knowledge from the university studies in your later profession?

**Dittmers:** After completing my studies, with my doctorate in the bag, I spent my time in the laboratory developing new coating materials – easier to apply, more environment friendly, less toxic and more economical. My father and I proved to be a good team: he had the decades of experience and I had the theoretical background. So we complemented each other perfectly.

Here I learnt how important it is to have a good command of both practice and theory. As a result, I could usually make the right points in favour of my case, and also had the satisfying feeling of being respected by both sides.

**class mate:** In 1997, you took over Corroconsult GmbH, a corrosion protection consultancy for the maritime industry. What are your tasks as an expert?

**Dittmers:** Although I am the managing director of the company, I primarily work in the field as a kind of "mediator".

For example, I am called upon as a corrosion specialist whenever a court of law needs an expert appraisal.

**class mate:** Are there any aspects of your work that are particularly important for you?

**Dittmers:** The general expectation is that ships should always look good from the outside. However, about 30 per cent of the surfaces that have to be protected by a perfect coating, namely the ballast tanks, are hidden inside. For this reason, I have been active for years in many bodies concerned with corrosion protection: in the German Society for Maritime Technology (STG) in the working group for corrosion, and as a seminar leader for the GL Academy.

In the development of the "Certified Coating Inspector" seminar, my goal is to convey my knowledge of theory and practice to the benefit of the attendees.

**class mate:** What impact does the IMO regulation for ballast tank coatings have on the career profile of a coating expert?

**Dittmers:** It is a step that is long overdue, and one I naturally welcome whole-heartedly. The new coating inspectors in the shipping industry have my full appreciation and support.

These trained specialists must know how corrosion arises, how coating materials are applied properly and how one can distinguish a good coating from a bad one. This demanding job is now becoming more and more attractive, and it certainly deserves greater recognition. ■



**PRACTICE.** Students practice a red-alert situation on high seas on the "SUSAN" simulator.

**RED-ALLERT ON HIGH SEAS**

**Date:** The next "Simulator Training Emergency Preparedness" seminar by the GL Academy will take place on 1 October 2008. A mandatory prerequisite for participation is the workshop "Emergency Preparedness and Crisis Management", which can also be booked separately, or alternatively a good knowledge of contingency planning in sea shipping.

**SIMULATOR TRAINING**

# Learning from Your Mistakes

**When an emergency arises at sea, masters, officers and watchkeepers need to keep their nerve and give the crew a sense of security. How to keep a grip on critical situations can be learnt in the new seminar called "Simulator Training Emergency Preparedness"**

It is not their first exercise on the bridge. The students at the nautical training college in Leer (Germany) appear to be very sure of themselves between all the nautical equipment, radar screens and the electronic sea chart. They prove that in a red-alert situation on high seas on the "SUSAN" simulator.

Even the towering waves ahead of the ship do not seem to impress them. Because they know they are once again being coached through an emergency situation in a realistic environment, they are already well prepared when their ship is involved in a collision after the steering gear fails. As the master tries to keep his vessel under control, he requests the "vital signs" of the ship. "Ingress of water in the engine room; three men trapped in there; two seriously injured" is the report.

**Identifying the Priorities**

The bridge team gathers around the chart table and studies the emergency plan. The master assigns the crew to their tasks and sends a search party to the engine room. Meanwhile, telephones start ringing on the bridge; the shipowner and the press are clamouring for quick answers. "We have an emergency on our hands. But the situation is under control" – in a self-assured manner, the students supply the necessary information from the emergency plan. Instructor Rudolf Kreutzer follows the events with interest. Together with his colleague, the crisis

expert Peter Eisfeld, and three other students, he is at the control desk behind a glass panel. They have taken on the roles of shipowner, designated person (or incident commander) and the crew on board. Each student on the bridge has also assumed a certain role in this staging: as master, officer or watchkeeping crewman. After ten minutes, the search party returns from the engine room – after trying in vain, they have broken off the hunt for injured persons.

An engineer reports that the water ingress is no longer under control. The hesitation of the team is tangible. "Seal off the engine room" the master orders after a brief discussion with his officers. A haunting moment for Vera Steitz: "We suddenly have to make a life or death decision. But, after all, this is the only sensible course to take. Otherwise we would be putting the lives of the entire crew at risk," the 23-year-old student reflects. In spring, she will be sailing on a real tanker – as a real third officer.

Rudolf Kreutzer is satisfied with how his students have handled their first critical situation. The scenario calls for speedy action under great pressure of time. These demands are particularly gruelling for the ship's master: while he directs his team, he has to place orders for towing, inform the rescue coordination centres and, as if that were not enough, document everything. And yet this is a very important task that not only serves the interests of safety in the long term but is also important in preserving evi-

dence. After a ship accident, the master must describe and justify every one of his actions within the scope of a maritime casualty investigation.

**Alternative Behaviours**

"Emergencies can never be excluded entirely. That is why we have to be prepared for all eventualities," says Rudolf Kreutzer. In an after-action review, the recording of the exercise is analysed. The bridge team did make a few mistakes during the simulated accident; there were too many solo efforts and the rescue helicopter was not able to land, due to poor weather.

Reemt Remmers (25) recalls: "We were not attentive enough at the decisive moments. I was shocked to discover what can happen when you lose sight of the big picture in all that chaos. That is not something you'll find in an emergency plan." Rudolf Kreutzer explains that crews are often totally overwhelmed when faced with an emergency. Fear, stress, lack of clear responsibilities and informational overload then lead to serious errors of judgement.

These mistakes can be put to good use in the simulator exercises provided by the GL Academy: "In the simulator, we can portray a wide variety of technical and psychological hazards. Through repeated training of emergency situations, the participant is able to detect his own strengths and weaknesses and can learn alternative behaviours."

# Competence and Hospitality in Asia

Shipping is booming in Asia and there is a rising interest in specialist seminars

The demand was great: "Maritime Regulations and Latest Amendments" – this seminar was held by Hans-Ulrich Schulze, Director of the GL Academy in Shanghai, Kobe, Bangkok and Singapore. It was directed at the staff of shipping companies, yards, engineering offices, administrations and training facilities. With an average of 23 participants, it was always fully booked.

In view of the 300 to 400 amendments made every year to the international regulatory framework for ship safety and environmental protection, it is imperative to keep up to date. The seminar provided an overview of the most important changes in maritime regulations. The results are summarized in a format that is easy to understand, and customers no longer need to sift through the masses of statutory texts themselves.

## Boosting Customer Satisfaction

The tools developed by Germanischer Lloyd, such as the IMO Pilot or the GL Rules Pilot, also relieve the regulatory burden of everyday work. What is more, the participants are given a CD-ROM with documents detailing the current amendments and interpretations of mandatory international regulations.

Evaluation of the seminar reports showed that the customers are satisfied with the content being provided. They would like to continue attending courses on the topics of ship types, environmental protection and maritime technology. As a knock-on effect, local companies have become aware of the possibilities offered by in-house seminars and are now booking them to an increasing degree. The GL Academy has extended its seminar programme accordingly.

For Hans-Ulrich Schulze, it is important to design the seminars to be flexible, so that the needs of the participants can be addressed in the best possible way. From the didactic viewpoint, he has also prepared himself for a variety of needs: frontal lectures in English seem to have met with less appreciation. "We have found that providing many interactive elements is often the better approach to teaching."

## Competent Cooperation

The Head of the GL Academy also used the seminar trip to improve the level of internal teamwork. It proved possible to integrate local staff into the seminars on an ad-hoc basis; they were successfully trained at GL's own training centre in Shanghai. "Our

goal is to build up a network of trainers, so that a continuous seminar programme can be guaranteed for our local customers and our offer there can be extended regularly," says Schulze.

## Positive Outcome

Towards the end of his stay, Hans-Ulrich Schulze again came to value the hospitality in Asia. "After working off the strenuous tour under a variety of climatic conditions, I lost my voice on the very last seminar day in Singapore.

Our colleagues there soon got me talking again with a soothing mixture of hot water, honey and ginger," he recalls. Hans-Ulrich Schulze is pleased at the success of his seminar trip: over 62 courses are already planned for Asia in 2008. ■



FULLY BOOKED. Hans-Ulrich Schulze (8th from right), Director of the GL Academy, and the satisfied participants of the seminar at Japan.



NETWORKERS. Trainer Charles Swanson, AEGIR Security Solutions Ltd., Michael Stowasser, GLC Operations, Wilhelm Loskot, GLC Shipping and Logistics and AEGIR Director Dirk Steffen (from left to right).

## ISO 28000

# GL Academy and GLC Building up a Global Network Building of Auditors

In accordance with the requirements of the ISO-28000 standard ("Specification for security management systems for the supply chain"), a five-day seminar was developed jointly by GLC, the GL Academy and specialists in the field of risk deterrence. 18 auditors have already been trained internally.

**Broad spectrum.** This represents the start of a global network of GL auditors for the ISO 28000 certification of logistics companies. Once this network is in place,

the training course will also be offered as a public seminar.

The participants of the seminars will receive information on the standard for safety management systems in the entire supply chain and find out how external and internal audits can be planned, executed and evaluated. Another key aspect of the seminar is the learning of risk assessment methods. The course content is conveyed with the aid of practical case studies and interactive learning techniques. ■

## Shipping Boom Opens Doors for a New Partnership

The GL Academy is implementing cooperative ventures in advanced vocational training with China, Vietnam and Singapore

The one-week delegation took them to Beijing, Hanoi and Singapore. In November 2007, nine German enterprises engaged in the field of professional training and skill enhancement as well as vocational academies forged new business ties to decision-makers from the world of industry, science and politics. They also met companies from their respective sectors and visited a number of ministries. As the first ship classification society to do so, Germanischer Lloyd took part in the delegation tour, organized by the Federal Ministry of Education and Research (BMBF).

### Theory and Practice

Susanne Schreeck, Business Segment Manager, took part in the tour on behalf of Germanischer Lloyd. There is great interest everywhere in the export of education to the German quality standard, she says. In this regard, Susanne Schreeck speaks of a change of course: "The recognition accorded to technical and engineering careers is increasing rapidly in Asia, whereas in former years only office jobs had offered prestige. In the sector of initial and advanced training, the dual system – the combination of university education and practical experience – is gaining in acceptance. Coopera-

tive efforts between universities and practice-oriented experts will be essential in future."

Vietnamese institutions in particular are interested in entering into cooperative efforts with the GL Academy. With an economic growth of 8.4 per cent, this country is one of the emergent shipbuilding nations and has a rising need for qualified specialists. Since there is no regulated vocational training system in Asia as yet, educational offers from abroad are being welcomed. Only in this way will it be possible to maintain such a high level of growth over the long term. Owing to the very good order situation for newbuildings and newbuilding projects in Vietnam, the shipping topics of a technical nature are meeting with great interest.

### Partnerships in Vocational Training

For 2008, the GL Academy is therefore planning to hold seminars on "Containerships – Technical and Operational Aspects", "Damages to Hull and Equipment" and "Damages to Machinery and Repairs". These seminars

unite the knowledge of various experts, deliver the experience and the know-how of GL, thus expanding the technical and commercial skills of the yards.

The GL Academy has already entered into cooperative ventures with the state-owned shipping company Vietnam National Shipping Lines (Vinalines). In March this year, a collaboration has also been agreed with Vietnam Maritime University, the leading Vietnamese university in the maritime sector (see below). ■



**NEWCOMER.** Vietnam's maritime economy is booming. The country is one of the emerging shipbuilding nations.

Photo: iStockphoto

## VIMARU

### New Seminars, Attractive Bursaries

Vietnam's leading university in maritime sciences and Germanischer Lloyd have agreed to cooperate closely on training programmes for future engineers

It has become clear – not only at the VietShip, the largest shipbuilding fair in Vietnam – that a new era is dawning for the country. Vietnam has now come to be regarded as a favourite for the fourth slot of the Asian shipbuilding countries. Several universities are already offering shipbuilding and engineering courses in their curricula. The GL Academy has concluded a cooperation agreement with the Vietnam Maritime University (VIMARU), founded in 1956, to give local students the possibility of learning more about the work of classification societies in general and that of Germanischer Lloyd in particular at an early stage of their careers.

It is planned that interested students will receive the opportunity of work-shadowing GL surveyors at the yards or during the class renewal of ships. In this way, they can obtain an authentic impression of the complex tasks to be performed in surveying.

The agreement, signed by GL's Country Manager Le Thanh Binh includes the specific offer by GL to hold a series of seminars in Hai Phong. Depending on the language skills of the speakers, the lectures will either be translated simultaneously or delivered directly in Vietnamese.

### Focus on Recruiting

Through its cooperation with VIMARU, the GL Academy hopes to attract suitable trainers from amongst the professors, so that the seminar programme, which has been designed to meet Vietnamese needs, can be extended speedily.

There are also plans to offer GL bursaries to win over promising students for a future career at GL. This scheme will operate in a similar fashion to the cooperation

with Harbin Engineering University in China, which signed a far-reaching agreement with GL last December; GL has now granted each of eight students there an education scholarship of US\$10,000. The students will be selected according to set criteria and after being proposed by their professors.

Within the scope of the instruction programme for trainers – "Train the Trainer" – professors interested in conducting seminars for GL that are primarily aimed at personnel in the shipbuilding industry will be familiarized with the educational concept of the GL Academy. ■



**COLLABORATION.** Nguyen Anh Viet, Dr Le Hong Bang, Susanne Schreeck (GL), Prof. Le Viet Luong, Nguyen Manh Thang and Dr Olaf Mager (GL) at Vietnam Maritime University.

## New Training Facility for Hamburg

With the MTC Marine Training Center Hamburg GmbH (MTC), the world's most advanced training and education facility for nautical officers and marine engineers is being established with its own ultramodern ship-handling and engine simulator for practical training. Germanischer Lloyd is one of the twelve shareholders of MTC.

"Through the involvement of the GL Academy, the pilots and the training specialists of the ma-co maritimes kompetenzzentrum, we can guarantee teaching quality and professional know-how of the very highest level," says Heinz Kuhlmann, Managing Director of MTC. In October 2007, the contracts were signed, the new company founded, and Kuhlmann appointed Managing Director.

**Efficient technology.** "With our simulators, it is possible to coach the bridge and engine operations, safety drills and the

handling of liquid cargo," explains Kuhlmann. The heart of the system will be a 360-degree simulator able to simulate not only various sea regions, such as those of Hamburg, Shanghai or Los Angeles, but

also all modern ship types. MTC's Managing Director Kuhlmann pointed out that it will also be possible to extend the efficient programme with new ship types, e.g. larger container ships. ■

Photo: MTC Hamburg



**360 DEGREES.** The simulator can be used to practice manoeuvres for ships of any type.

### TÜV NORD

## GL Academy receives Certification

Recently, Hamburg-based GL Academy has been certified successfully by German Technical Inspection Authority TÜV NORD CERT GmbH according to the DIN EN ISO 9001:2000 standard. The certification applies to training and consultancy in shipping, industry and the service sector.

**Severe examination.** In the course of a two-day audit it has been checked whether GL Academy fulfils the standard requirements for a quality management system. ■



**PLEASED.** Hans-Ulrich Schulze, Head of GL Academy.

### DUBAI MARITIME CITY

## Maritime Center: Building a New World

### GL Academy plans to establish a long-term cooperation with the Maritime Academy

Dubai Maritime City (DMC), the world's first purpose-built maritime centre, is focusing on two main projects: building up a new ship register and extending maritime education. A delegation from DMC visited a conference by the GL Academy in order to discuss mutual collaboration in establishing an academic centre for the Maritime City.

#### Further Education

"We are looking forward to a cooperation with Germanischer Lloyd, especially having the GL Academy physically present in Dubai", said John Ewing, Chief Commercial Officer of Dubai Maritime City. Hans-Ulrich Schulze, Head of the GL Academy, added: "We

have held continued education courses in Dubai in the past. Our aim is to establish a long-term cooperation with the Maritime Academy."

The representatives of DMC were especially interested in the GL Academy's seminars for further education for captains of small to medium-sized ships and the implementation of courses and seminars at the Maritime Academy.

Dubai Maritime City is situated on a 227-hectares, man-made peninsula between Port Rashid and Dubai Dry Docks. On completion, the project will accommodate up to 132,000 people and provide a strategic location for the maritime industry sectors across the full spectrum of maritime business. ■

### VOCATIONAL TRAINING

## GL Academy Hellas takes off

The newly established training institution Germanischer Lloyd Academy Hellas will offer seminars and training course on maritime technical and operational topics to the Greek shipping community. Together with the inspection office GL Piraeus, GL Academy Hellas has already carried out three seminars on the topics of "Internal Auditor ISM / ISO 9001:2000 for Shipping Companies", "Implementation and Internal Auditing of an Environmental Management System in Shipping Companies ISO 14001:2004" and "Damage to Machinery and Repair". Further 11 topics are scheduled until the end of the year.

**Practical training.** In meeting the high training demand also for internal qualification, Germanischer Lloyd has nominated GL Piraeus as the training station for the region Europe/Middle East/Africa. In line with GL's quality policy, the practical training for surveyor candidates will be provided in Piraeus. ■

**For further information:** Georgios Livanis-Markantas, Phone: +30 210 4290373, E-Mail: georgios.livanis-markantas@gl-group.com

## Protecting Staff and Customers

For many companies, an occupational health and safety assessment series (OHSAS) for protecting staff and customers that has been implemented successfully has become "standard practice". The seminar "Basics of OHSAS 18001 for Industry and Service Providers" by the GL Academy uses practical examples to show how the standard can be set up and applied.

**Seminar objective.** What requirements are associated with the specification? What tools are needed to establish and maintain an OHSAS? How can this process-oriented specification be easily integrated into quality and environmental management systems? Executives who wish to introduce the standard, experts for labour protection and occupational safety, and quality and environment managers will receive answers to all these questions.

Further key topics include improving the efficiency of the OHS assessment series by integrating it into the workflow processes, the legally compliant organization, and auditing and certification. ■

**Date:** 30. October 2008

**For further information:** Ulrike Schodrok, GL Academy, Phone +49 40 36149-195  
E-Mail: academy@gl-group.com

## Cooperation Agreement Signed

An intensive collaboration on engineering training has been agreed between the Institute of Marine Engineers (IMEI), India, and the GL Academy. The cooperation was signed by Karan Madhok, CEO of IMEI, and Hans-Ulrich Schulze, director of the GL Academy. It will mark the beginning of an extensive collaboration to provide value-added seminars for the maritime industry in India.

**Range of courses.** The Institute of Marine Engineers is a learned society. It was registered in 1980 as a charitable trust under the

Society Registration Act and the Bombay Public Trust Act with its registered office in Mumbai. The main objectives of the institute are to promote the scientific development of marine engineering and education in engineering science.

For that reason, the GL Academy offers a comprehensive range of courses. The first course about fatigue assessment concepts was conducted at IMEI premises in Mumbai. A joint seminar programme starts at the end of this year. ■

## Cold Challenge

In the "Icetrain" seminar, nautical officers are able to prepare themselves professionally for missions in arctic and sub-arctic regions. Finnish specialists and Germanischer Lloyd are offering the chilly three-day event in Helsinki as a cooperative effort. The course meets the requirements of the IMO's "Guidelines for Ships Operating in Arctic Ice-Covered Waters" (MSC/Circ.1056, MEPC/Circ.399). Participation will be certified by GL.

**Tight programme.** The masters and deck officers are given an overview of the manoeuvring behaviour of ships in ice, the cooperation with icebreakers, and communication issues. The topics of ice voyage



Photo: Fabio Cavazzini

**ICE VOYAGE.** Big challenge for nautical officers.

planning, cargo handling in winter conditions, ship stability as well as ice-related safety are also covered. A series of simulator training rounds off the programme. ■

**For further information:** [www.icetrain.fi](http://www.icetrain.fi)

# GL Academy: Seminar Overview 2008

Selection of worldwide seminars (in english) – information and registration: [academy@gl-group.com](mailto:academy@gl-group.com)

### JUNE

26.06.2008  
**ISM for Ship Management Personnel**  
Saint Petersburg, Russia

26.06. – 27.06.2008  
**Internal Auditor**  
ISM/DIN EN  
ISO 9001:2000  
for Shipping Companies  
Genoa, Italy

### AUGUST

28.08.2008  
**Latest Amendments to Maritime Regulations**  
Saint Petersburg, Russia

28.08.2008  
**Port State Control Basics**  
Saint Petersburg, Russia

### SEPTEMBER

15.09.2008  
**Emergency Preparedness**

**and Crisis Management**  
Piraeus, Greece

17.09.2008  
**Emergency Preparedness and Crisis Management**  
Piraeus, Greece

18.09.2008  
**ISPS Internal Auditor for Shipping Companies**  
Limassol, Cyprus

17.09.2008  
**Emergency Preparedness and Crisis Management**  
Limassol, Cyprus

### OCTOBER

15.10.2008  
**Practical Aspects of Corrosion Protection for Shipyardsping Companies and Shipyards**  
Piraeus, Greece

## Imprint

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