PROTECTING THE MARINE ENVIRONMENT
FOREWORD AND ACKNOWLEDGEMENTS

Environmental protection, as an issue of universal concern, has in recent times come to transcend purely scientific attention and now figures prominently on the socio-political agenda of the international community at large.

This is particularly so in the case of the marine environment – and for good reason. Accounting, as they do, for some 70% of the Earth’s surface, our oceans are not only an ecological asset of unparalleled importance but also a determinative regulator of the fundamental conditions under which life on this planet continues to survive. And this is to say nothing of their significance as a source of human sustenance. In short, we pollute at our collective peril.

The contribution which the shipping industry can make to the conservation of the marine environment is clearly of vital importance. Despite public perceptions to the contrary, reinforced by a popular media often hostile to maritime enterprise, the shipping industry’s record in avoiding ship-sourced pollution is thoroughly creditable. However, this reality cannot exonerate the maritime transportation industry from the imperative of seeking constant improvement in this area, nor has it had any influence on the implementation by coastal states of increasingly Draconian measures aimed at shipowners and those who serve at sea when accidents happen.

Against this background, and in development of the American Club’s policy of seeking to extend safety and loss prevention awareness among both onboard and shoreside personnel, it is hoped that this publication will contribute to the continuing protection of the marine environment.

As always, the Managers thank the Board of the American Club, as well as its Safety and Environmental Protection Committee, for their enthusiastic support in promoting these initiatives. Once again, Dr. Bill Moore deserves special thanks for his continually energetic loss prevention activity for the Club in respect of which this booklet is the latest example. Many thanks are also due to John Steventon whose artistic talent has once again created a striking visual impact in which depiction, as in action, can also be seen to speak louder than words!

Joseph E.M. Hughes
Chairman & CEO
Shipowners Claims Bureau, Inc.
Managers for the American Club
The maritime industry has been moving into a heightened state of awareness on the protection of the marine and global environment. We now live in an era where concerns about global warming, environmental protection and the sustainability of natural resources play a key role in our day to day lives and will be important over the next millennia.

Shipping is commonly misunderstood as to its impact to the environment. It is one of the cleanest forms of transportation with a safety and environmental record that exceeds many other forms of transportation. The industry has played a positive role in reducing emissions, promoting environmentally friendly anti-fouling paints, ballast water management and other such initiatives.

Nevertheless, it is important for seafarers to educate themselves as to the impact ships, seaborne cargoes, fuels, stores and the people onboard can have upon the Marine Environment.

Consequently, the American Club gladly presents its latest publication: Protecting the Marine Environment. The primary purpose of Protecting the Marine Environment is to heighten the awareness of seafarers that what goes onboard the ship, such as people, cargo, stores, etc. should also come off the ship in an environmentally friendly way.

We hope that the seafaring community finds this publication useful and we hope it contributes to a greater awareness and appreciation of the environmental sensitivity of our majestic seas.

William H. Moore, Dr. Eng.
Shipowners Claims Bureau, Inc., Managers
American Steamship Owners Mutual Protection & Indemnity Association, Inc.

The cover and interior pages designed and illustrated by John Steventon.
Hi, I'm George, and—

This is your ship.

It has everything you need, with places to eat, sleep, and work.

There's a bridge, a galley, an engine room, and some kind of a cargo hold.
YOUR SHIP IS WHERE PEOPLE, STORES, FUEL, AND CARGO COME ONBOARD, AND PEOPLE, CARGO, AND WASTES GO OFF.

HOW WE PREPARE AND HANDLE THE WASTES THAT LEAVE OUR SHIP MUST BE SAFE AND ENVIRONMENTALLY SOUND.

HOW IS THE CREW HOLDING UP, WITH THESE TOILETS OUT OF ORDER?  THEY SEEM TO BE DOING JUST FINE.
DELIBERATE CONTAMINATION OF SEA WATER CAN LEAD TO FINES AND JAIL TERMS.

Shipping News
Master, Chief Engineer arrested
Fined for oily discharge.

THE CLEANLINESS OF OUR SEAS IS VITAL TO THE HEALTH AND WELL BEING OF US ALL.
LET’S FACE IT... THERE ARE A LOT OF SOURCES OF WASTE ON A SHIP.
COME ON, GEORGE, IT'S A BIG OCEAN.

WELL, SHIPS AREN'T THE ONLY ONES POLLUTING, RAGNAR-

BUT WE DO OUR SHARE, AND IT ALL ADDS UP.

DOES IT REALLY MATTER WHAT WE DO?

PROBLEMS ARE SHOWING UP ALL OVER.

REMEMBER THAT RASH YOU GOT, WHEN YOU WENT SWIMMING WHERE WE DUMPED BALLAST WATER?

I WISH WE HAD A REAL DOCTOR.
OR HOW ABOUT THAT WEIRD FISH YOU CAUGHT LAST YEAR?

AND REMEMBER, WE'RE NOT THE ONLY ONES WE SHOULD BE WORRYING ABOUT.
Oil, pesticides, certain chemicals, and other materials can be very harmful to the environment.

Air pollution comes down with rain and gets into our food and water.

Wastes dumped into the sea can get into the plants and fish that we eat.

Harmful toxins that go into the air and seas eventually make their way back to us.
BUT NOT EVERYTHING WE DUMP IS TOXIC!

TRUE, BUT EVEN NON-TOXIC WASTES CAN BE HARMFUL.

BALLAST WATER SEEMS HARMLESS, BUT COULD CARRY INVASIVE CREATURES INTO ENVIRONMENTS NOT PREPARED TO DEAL WITH THEM.

EVEN STUFF THAT WE'RE ALLOWED TO DUMP CAN CREATE PROBLEMS, ESPECIALLY IN SENSITIVE SEA AREAS.

THE RADIO SAYS SOME SHIP DUMPED TEN TONS OF CEREAL INTO THE HARBOUR!

NO WONDER THE FISH AREN'T BITING!
Wake up whoever’s filling cargo tank four and bring me their head.

Yes, sir.

So what can a seafarer do to take care of the marine environment?

C’mon, George. Fake the results so we can get back to our game.

I dunno, Ragnar. There’s something fishy about this ballast water.
WE CAN DO A LOT BY SIMPLY PAYING MORE ATTENTION TO HOW WE DO THINGS.

SO HOW ARE THE GUYS GOING TO DEAL WITH THAT OIL CONTAMINATED GRAIN?

AND DOING OUR BEST TO FOLLOW PROCEDURES AND REGULATIONS.
There are strict rules about dumping ship wastes at sea. No dumping at all is allowed within 3 nautical miles from shore.

I don't care if you are three miles from that shore!

Any shore.

After 3 miles you can dump food and garbage that's been ground to less than one inch.

Beyond 12 miles from shore, you can dump most non-hazardous materials that are not contaminated with harmful substances.

This includes glass, metal, crockery, and cargo residues.
OF COURSE, THERE ARE EXCEPTIONS. DUNNAGE, LINING, AND PACKING MATERIAL—STUFF THAT FLOATS—HAVE TO BE DUMPED AT LEAST 25 MILES FROM SHORE. AND DUMPING OF PLASTICS IS STRICTLY FORBIDDEN.

THESE RULES BECOME STRICTER FOR SPECIAL AREAS AND PARTICULARLY SENSITIVE SEA AREAS.

ONLY FOOD WASTE CAN BE DUMPED IN THESE AREAS, AND EVEN THEN AT LEAST 12 MILES FROM SHORE.

SPEAKING OF FOOD WASTE, LET'S GO SEE WHAT COOK'S MAKING FOR LUNCH!
Waste management requires knowledge of many regulations, updates, permits, and a lot of paperwork.

Can we dump this crap yet?

We're working on it!

Today's ports take these regulations very seriously.

I'm sure that I wrote it down somewhere...

SOPEP
SMPEP
Garbage
Emissions
Ballast
Incinerator
Sewage
Oil
Haz Mat
Reports
YOUR SHIP SHOULD HAVE A SHIPBOARD MARINE POLLUTION EMERGENCY PLAN, OR SMPEP. THIS PLAN COVERS EACH CREWMAN'S RESPONSIBILITY IN CASE OF A POLLUTION EMERGENCY:

HE DID IT.

HE DID IT.

HE DID IT.

HEY!

AND ARRANGE FOR A POLLUTION PREVENTION AND CLEANUP TEAM.

I GIVE UP.

I RECOMMEND THAT WE AVOID ANY SPILLS, FIRES, OR EMERGENCIES OF ANY KIND.

SIGH...
Kidding aside, all care must be taken to prevent spills. Even accidental discharges are sometimes looked at as criminal offenses.

How is this our fault?!

In some ports, even jail terms can occur.

So what are you in for?

Littering.

Ship owners should be aware that any environmental issues can come back to haunt them.
ONE DAY YOUR SHIP WILL BE RECYCLED.

WHAT YOU DO ON THE SHIP TODAY CAN AFFECT OTHER PEOPLE, AND THE ENVIRONMENT, LATER.
SO TAKE CARE OF THE MARINE ENVIRONMENT, FOR YOURSELF, YOUR FAMILY, AND YOUR SHIP.

REMEMBER, IT'S A BIG SEA-

AND YOU NEVER KNOW WHO'S WATCHING.
WE'RE ALL IN THIS TOGETHER!

EVERYONE WINS!
AMERICAN STEAMSHIP OWNERS MUTUAL PROTECTION & INDEMNITY ASSOCIATION, INC.

SHIPOWNERS CLAIMS BUREAU, INC., MANAGER

SHIPOWNERS CLAIMS BUREAU, INC.
One Battery Park Plaza, 31st Floor
New York, New York 10004 U.S.A
TEL  +1.212.847.4500
FAX  +1.212.847.4599
WEB  www.american-club.com

SHIPOWNERS CLAIMS BUREAU (UK), LTD.
London Liaison Office
New London House - 1st Floor
6 London Street
London EC3R 7LP U.K.
TEL  +44.20.7709.1390
FAX  +44.20.7709.1399

SHIPOWNERS CLAIMS BUREAU (HELLAS), INC.
51 Akti Miaouli - 4th Floor
Piraeus 185 36 Greece
TEL  +30.210.429.4990.1.2.3
FAX  +30.210.429.4187.88

SCB MANAGEMENT CONSULTING SERVICES, LIMITED
Room 1803 - Hongyi Plaza
288 Jiujiang Road
Shanghai 200001 China
TEL  +86.21.3366.5000
FAX  +86.21.3366.6100
EMAIL claims@scbmcs.com