

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



PREFACE

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.

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Shipowners Claims Bureau, Inc., Managers
American Steamship Owners Mutual Protection & Indemnity Association, Inc.*

The cover and interior pages designed and illustrated by John Steventon.

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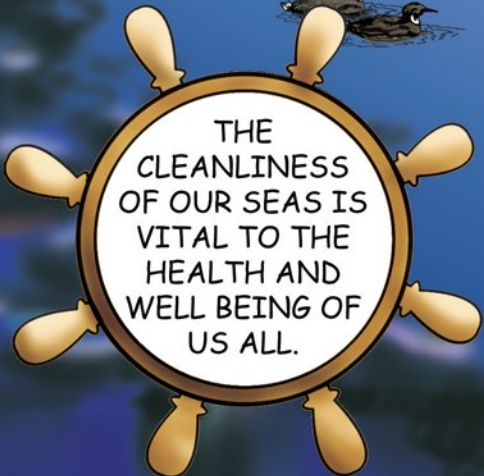
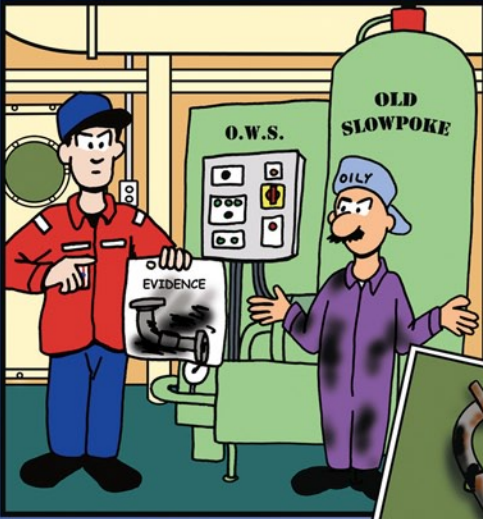
YOUR SHIP IS WHERE PEOPLE, STORES, FUEL, AND CARGO COME ONBOARD, AND PEOPLE, CARGO, AND WASTES GO OFF.



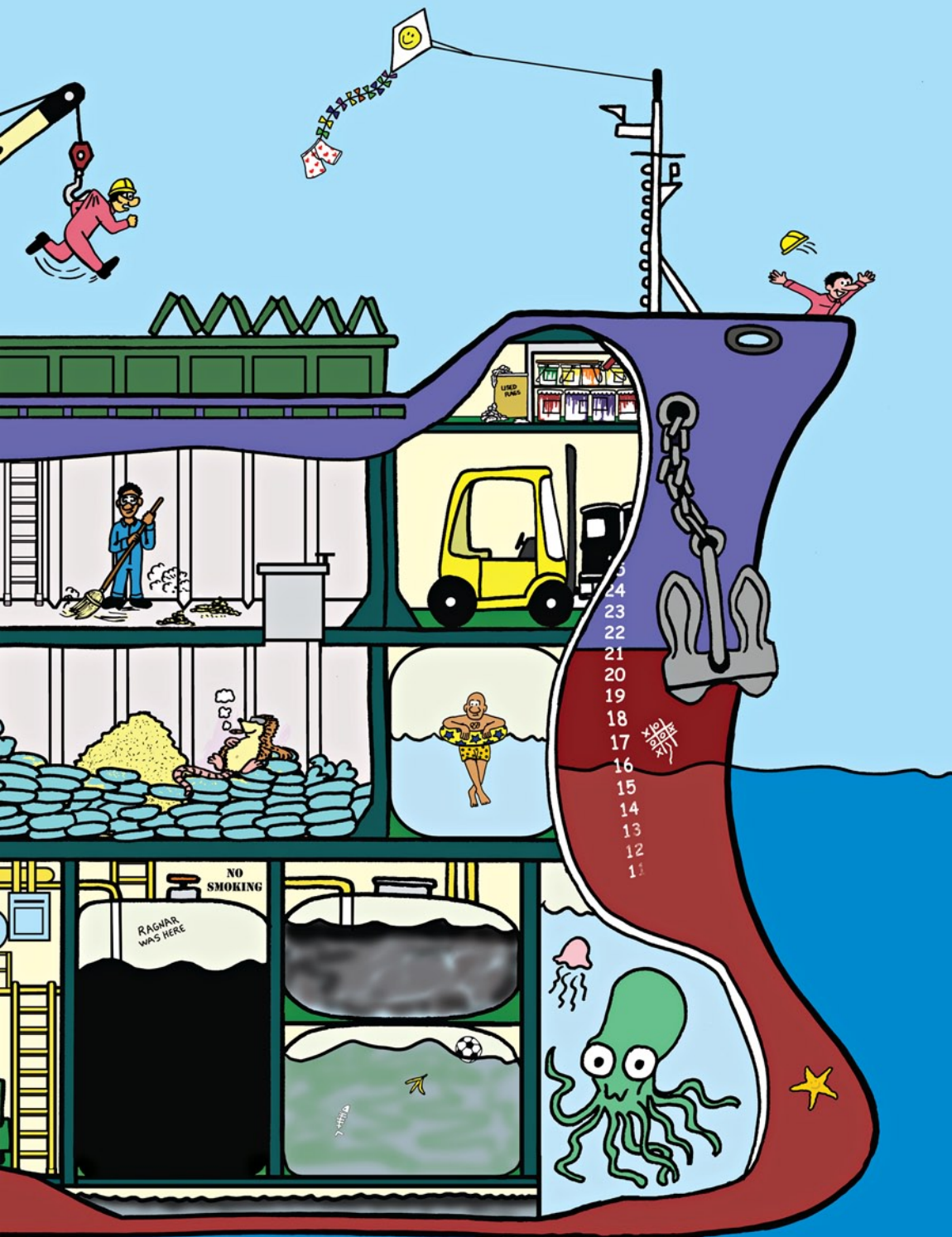
HOW WE PREPARE AND HANDLE THE WASTES THAT LEAVE OUR SHIP MUST BE SAFE AND ENVIRONMENTALLY SOUND.



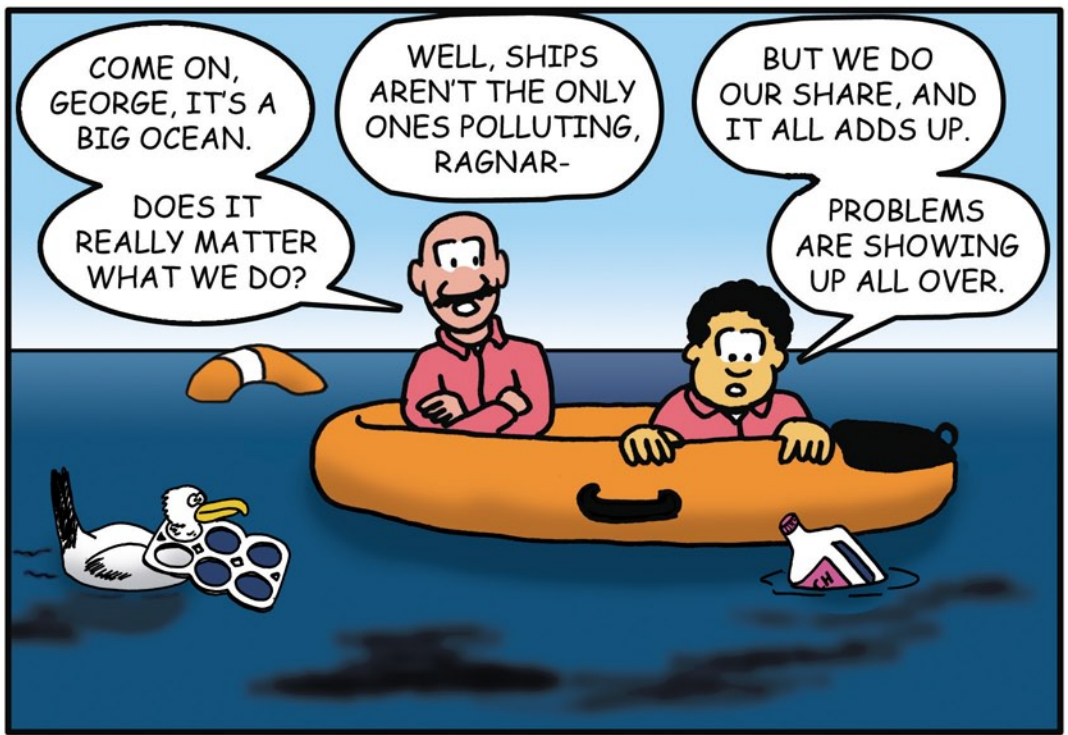
DELIBERATE CONTAMINATION OF SEA WATER CAN
LEAD TO FINES AND JAIL TERMS .



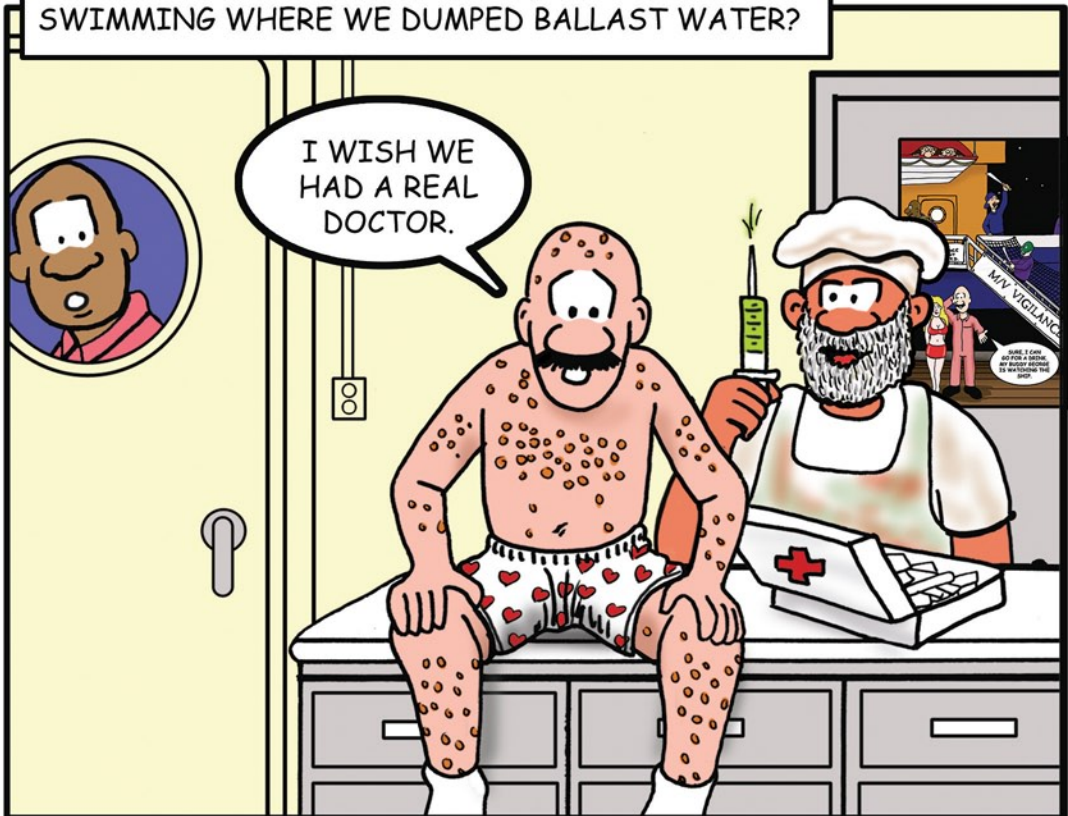




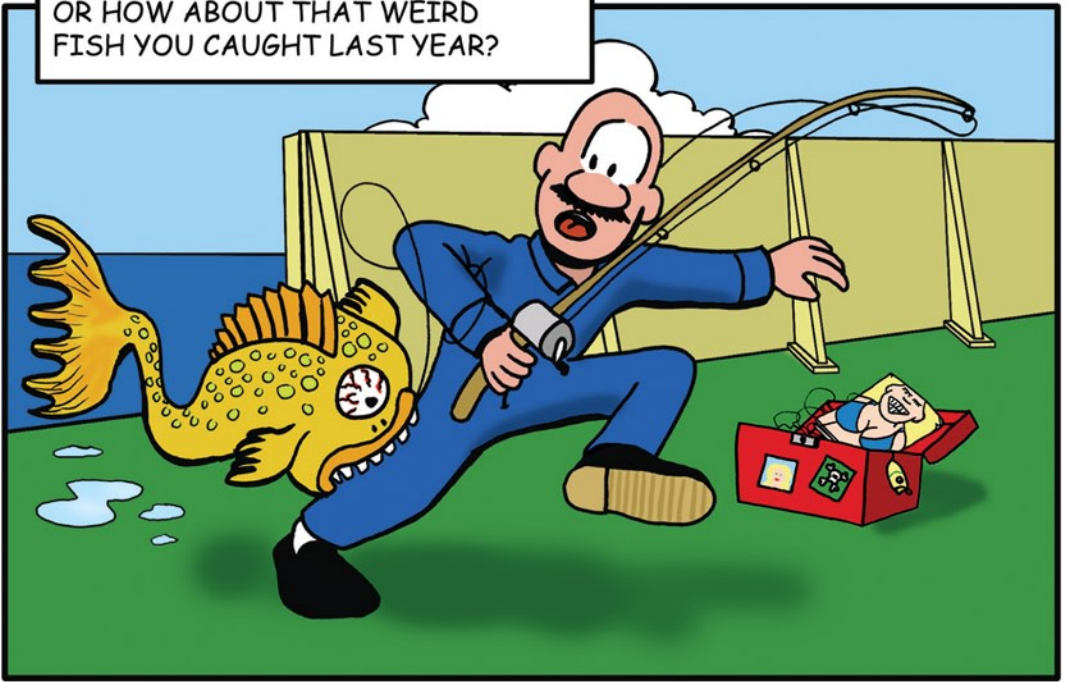
LET'S FACE IT... THERE ARE A LOT OF SOURCES OF WASTE ON A SHIP.



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



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.

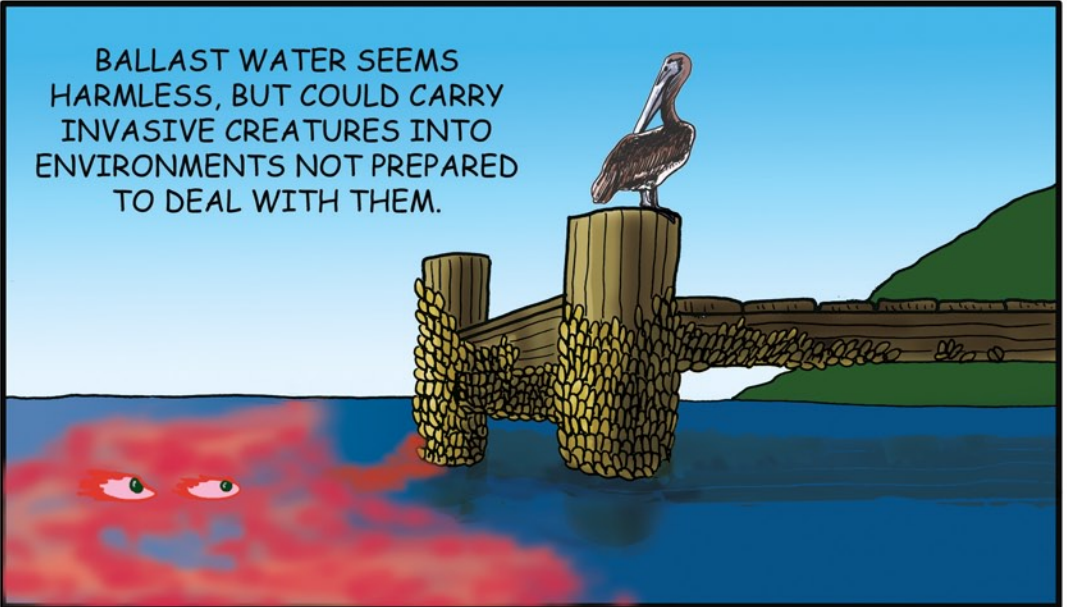


BUT NOT EVERYTHING WE DUMP IS TOXIC!

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.





WAKE UP WHOEVER'S FILLING CARGO TANK FOUR AND BRING ME THEIR HEAD.

YES, SIR.



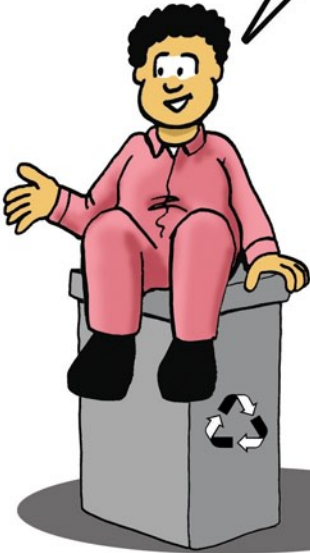
SO WHAT CAN A SEAFARER DO TO TAKE CARE OF THE MARINE ENVIRONMENT?



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.



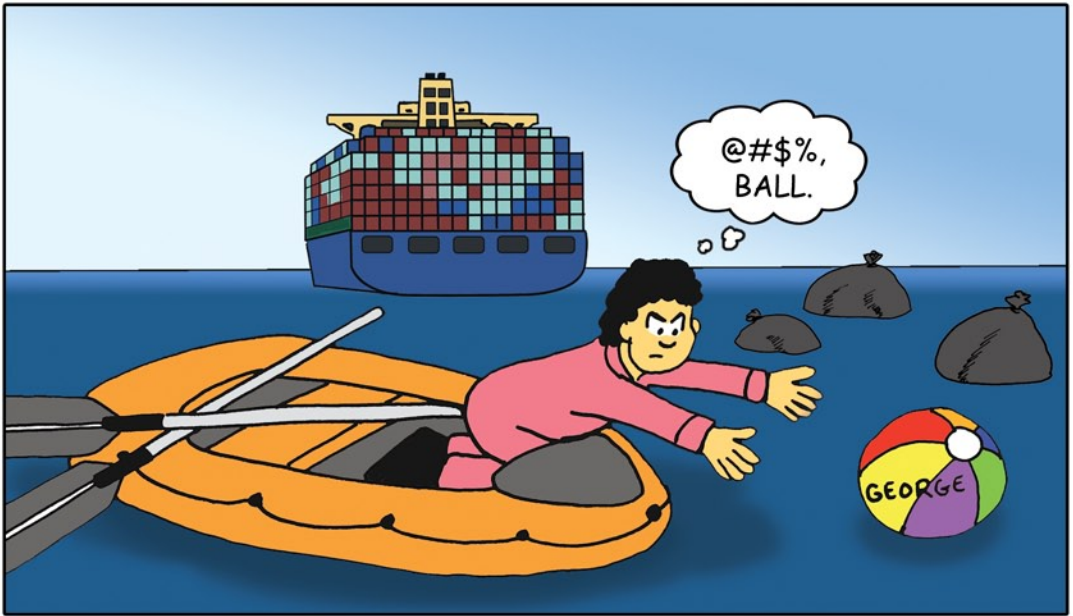
THERE ARE STRICT RULES ABOUT DUMPING SHIP WASTES AT SEA. NO DUMPING AT ALL IS ALLOWED WITHIN 3 NAUTICAL MILES FROM SHORE.



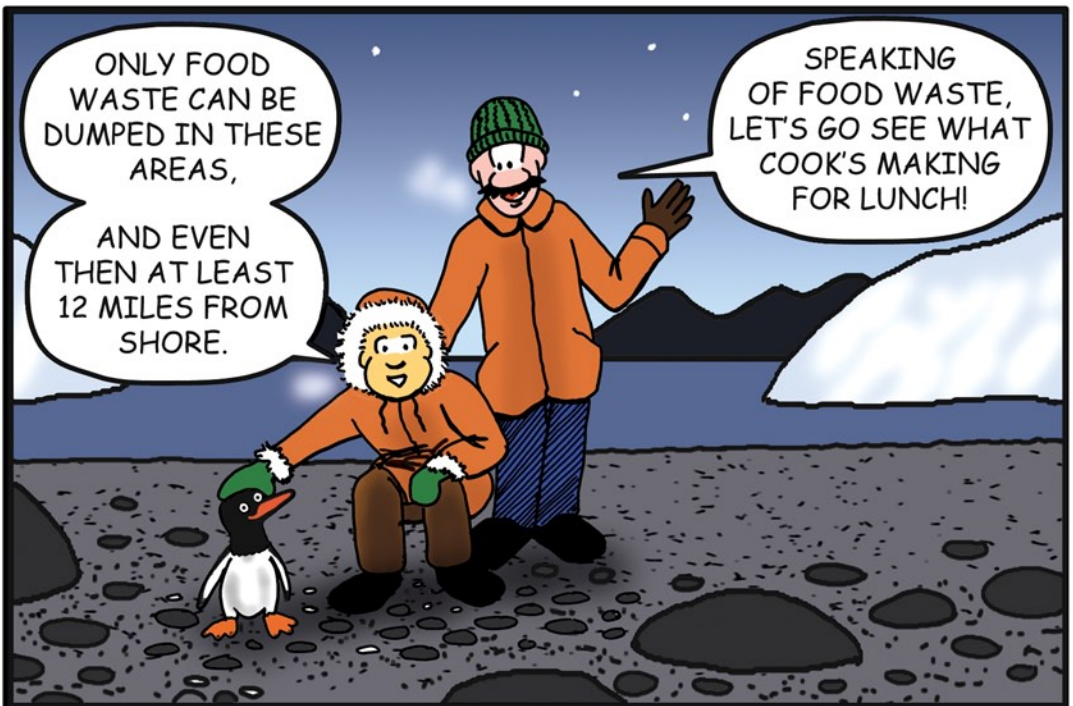
BEYOND 12 MILES FROM SHORE, YOU CAN DUMP FOOD WASTE THAT HAS NOT BEEN GROUND AND SOME CARGO RESIDUES.



ALL OTHER GARBAGE INCLUDING PLASTICS, DOMESTIC WASTES, COOKING OIL, INCINERATOR ASH, OPERATIONAL WASTE AND FISHING GEAR IS STRICTLY FORBIDDEN.
DUMPING OF PLASTICS IS STRICTLY FORBIDDEN.



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



WASTE MANAGEMENT REQUIRES KNOWLEDGE OF MANY REGULATIONS, UPDATES, PERMITS, AND A LOT OF PAPERWORK.



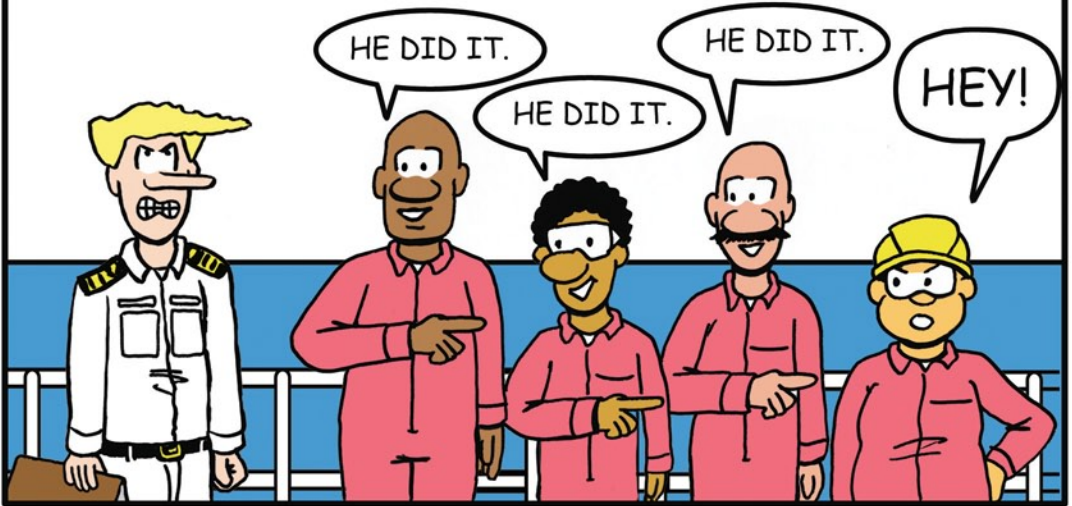
TODAY'S PORTS TAKE THESE REGULATIONS VERY SERIOUSLY.



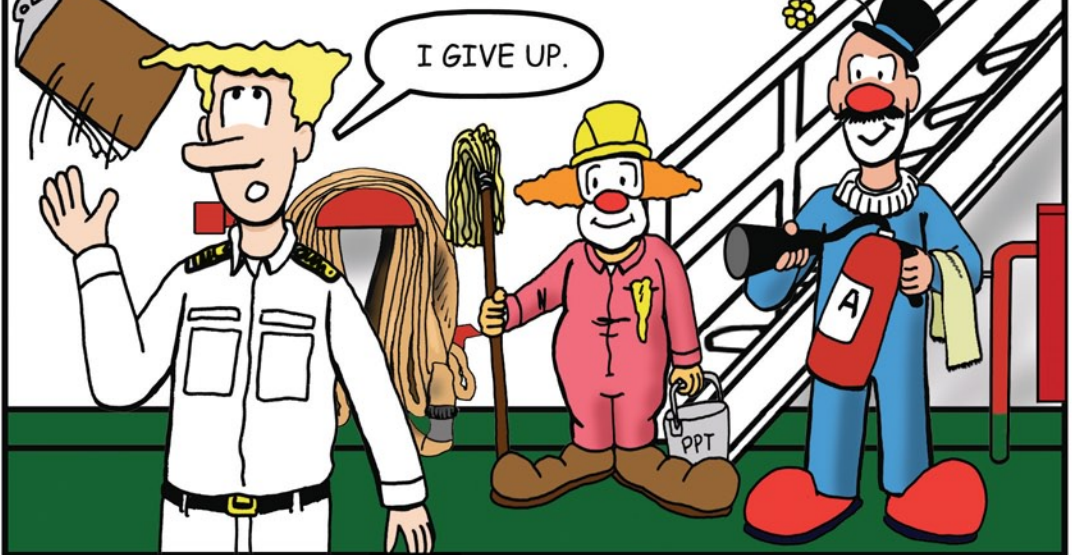
- SOPEP
- SMPEP
- GARBAGE
- EMISSIONS
- BALLAST
- INCINERATOR
- SEWAGE
- OIL
- HAZ MAT
- REPORTS



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-



AND ARRANGE FOR A POLLUTION PREVENTION AND CLEANUP TEAM.



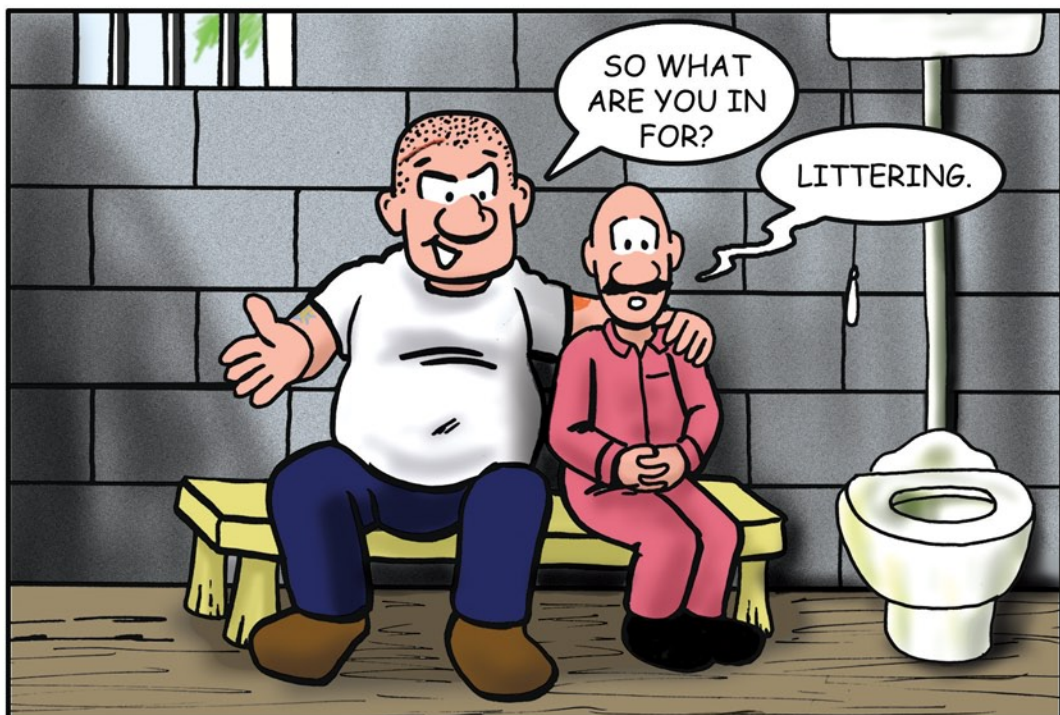
I RECOMMEND THAT WE AVOID ANY SPILLS, FIRES, OR EMERGENCIES OF ANY KIND.



KIDDING ASIDE, ALL CARE MUST BE TAKEN TO PREVENT SPILLS. EVEN ACCIDENTAL DISCHARGES ARE SOMETIMES LOOKED AT AS CRIMINAL OFFENSES.



IN SOME PORTS, EVEN JAIL TERMS CAN OCCUR.

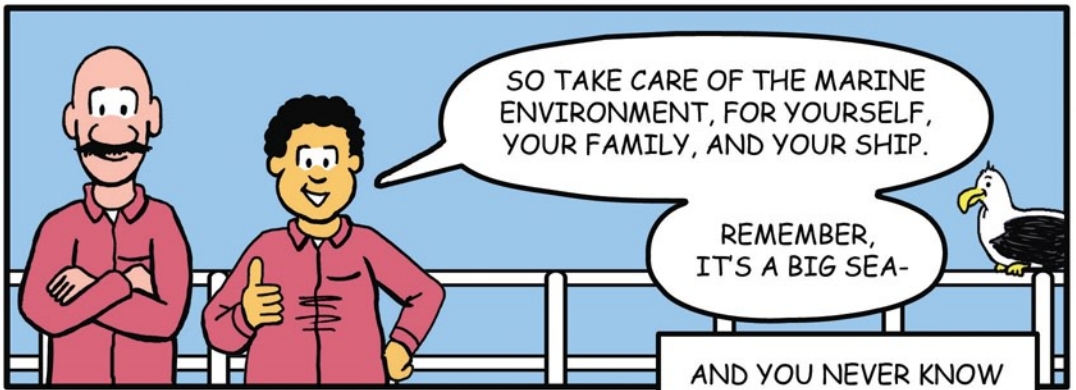


SHIP OWNERS SHOULD BE AWARE THAT ANY ENVIRONMENTAL ISSUES CAN COME BACK TO HAUNT THEM.

ONE DAY YOUR SHIP
WILL BE RECYCLED.

WHAT YOU DO ON THE
SHIP TODAY CAN AFFECT
OTHER PEOPLE, AND THE
ENVIRONMENT, LATER.







WE'RE ALL IN THIS TOGETHER!

EVERYONE WINS!

CLEAN SEAS

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