

Technical and Legal Seminar in Singapore

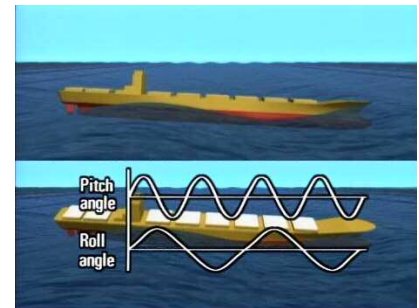
“Marine Weather and Ship Handling in Rough Sea” by Capt Takuzo OKADA

We introduce “Ship Handling in Head and Countering/Following Seas”.

This is something that deserves extra attention from ship operators when navigating in rough seas. We focus on the generation mechanisms behind rough weather and sea conditions.

Followings are Seminar Schedule;

1. DVD “Weather and Sea States around Japan”	30 min
2. Explanation “Meteorological and Sea phenomena”	20 min
3. DVD “Ship Handling in Following Sea”	30 min
4. Explanation “Ship Handling in Following Sea”	30 min
5. Q & A	10 min
	<u>Total 2 hours</u>



<Parts of the Seminar>

Parametric Rolling Phenomena (Following sea in rough sea)

When parametric rolling occurs, a ship rolls to the starboard side on the first crest and to port side on the following crest, which means that one rolling cycle is completed for every two wave cycles. Consequently, the amplitude of the ship’s roll is gradually magnified.

The ship rolls only once for every two cycles of passing waves, while the ship pitches once synchronous to the cycle of passing waves.

Regarding this parametric rolling phenomena, the above conditions can occur not only in rough weather, but also in calm oceanographic conditions, when a ship may be approached by a huge swell from a quarter stern.

When the Unexpected Happens; An Overview of the Operation of Force Majeure Clauses and the Doctrine of Frustration under English law.

by Mr. William Turner (Senior Legal Adviser)

When extraordinary events occur such as extreme weather, government intervention, or war the parties may, under certain circumstances, be excused from performing their obligations under a Charterparty. We look at the operation of force majeure clauses that are commonly found in Charterparties and the circumstances in which they operate. We briefly look at the doctrine of frustration under English law and the circumstances in which the parties to be excused from performing their obligations under a contract due to the occurrence of an event that renders contractual performance radically different from that anticipated by the parties.

Following Orders; The Obligations of the Master to follow Charterer's Orders and the Safety of the Vessel. by Mr. William Turner (Senior Legal Adviser)

Under most time charters the Master is obliged to follow Charterer's orders except in quite limited circumstances. We examine the circumstances in which the Master may refuse to

follow Charterer's orders and review the English law case *The Hill Harmony* [2001] in which the court found that the Master was wrong to ignore orders to follow a particular route on a trans-pacific voyage due to his concerns about the weather. We will also examine the scope of the indemnities implied in Owner's favor when following Charterer's orders.

1. When the Unexpected Happens 40 min
2. Following Orders 20 min Total 1 hour

We welcome active participation. Please register online. (Number of participants may be limited.)