

Please keep this flyer, copy and pass on to other persons – please do not throw away!

Humanitarian Challenge for Shipping Rescue at Sea – Refugees/Migrants

- 1.) We live in a time of worldwide migration. Millions of people are on the move worldwide in huge numbers are doing so by sea. Information indicates at least ten- or hundred-thousands or even more of them every year with a terribly high percentage of them losing their life at sea.
- 2.) It is international law that masters have to rescue. We as shipowners and our seafarers are the difference between life and death for distress cases.
- 3.) Therefore the behaviour of Australia in 2001 regarding the disembarkation of the persons rescued by the “TAMPA” was extremely contraproductive. Fairplay reported later: “... that seaborne asylum seekers sometimes report seeing up to 50 passing ships with crews turning a blind eye to their predicament”, thereby delivering the distressed persons to most terrible deaths at sea.
- 4.) The IMO has passed new guidelines in May 2004 (adopted by 164 countries!) with the aim that the behaviour of Australia will not be repeated and the disembarkation of the rescued persons is performed as efficiently as possible. The coastal states are legally obliged as from 2006 onward to support masters regarding the disembarkation of rescued persons. The guidelines of the IMO exercise furthermore moral pressure on the coastal states, to perform this disembarkations also in the **own** territory. Information I received from owners about speed/easiness of two disembarkations of refugees earlier this year were very positive.
- 5.) Commercial consideration:
 - a) Under time charter a ship can normally **not** be put offhire when going to assistance/rescue of persons in distress including the time to disembark them. The wording of the respective charterparty, however, is decisive.
 - b) If you are on voyage charter the shipowner's net loss will be covered by your P&I insurer. Please ask your P&I Club for details.

However, money must never be the reason to let people die.

- 6.) What must be done by everyone of us:
 - a.) Address the humanitarian challenge positively and actively in the own Organisation. Shipowners, shipmanagers, charterers, crew managers etc. have expressly to encourage masters and crews to rescue (also because of the circumstances as per above item 3) and render them full support including suitable equipment with best possible binoculars suitable for look-outs at night and in addition special night-sight gear etc. We must further advise them to apply utmost attention (very important: increased number of look-outs with shorter intervals of watches in concerned areas) not to oversee a distress case but to be willing and prepared to rescue.
 - b.) Everyone of us must request the governments with the aim:
 1. disembarkation of rescued persons without delay (“our ships are not floating detention centres for rescued persons of stowaways”)
 2. same procedure to be applied for stowaways, as they are only the “other side of the coin” – which is called migration problems, and which cannot be solved by the shipping industry.
 - c.) As the topic is repressed despite the high number of refugees/migrants dying at sea we all must spread information and appeals as far as ever possible in order to achieve an improvement of the present most horrible situation.
 - d.) **Everybody should become active as per the attached Tip Urgent To Do List.**
- 7.) **For help in concrete rescue cases as well as for information and brochures everybody is invited to contact the undersigned (contact: see below)**

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TOP-URGENT TO DO LIST

- 1.) **Inform, advise and reassure masters and crews to be utmost attentive and to rescue**
- 2.) **Act as multiplicator**
- 3.) **Request your governments, authorities, members of parliament etc. to ensure disembarkation without delay for all rescuing ships worldwide**

Do the above as quickly and as frequently as possible and continue to do so in the future



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