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New Rector at WMU

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maintain trained personnel, vehicles, equipment and stocks of materials at appropriate levels and to ensure that all equipment and materials used are technically suitable and, where applicable, tested for the duty.

Copies of the Code are available from the Secretary of BOSCA at 4th Floor, 30 Great Guildford Street, London, SE1 OHS, England; tel: 01 928 9199; fax: 01 928 6599; telex: 886593 BMEC G; or from member companies.

Latest fire protection for new ferries

Two new luxury ferries, to be introduced by Sealink to the Dover-Calais route, will each benefit from the latest advances in non-combustible accommodation materials.

The new ferries — to be known as the FIESTA and the FANTASIA — will each be equipped throughout all public areas with the 'Modulux' ship accommodation system developed by Cape Marine, the Glasgow-based specialists in structural fire protection technology.

Designed to meet the latest health and safety requirements, each accommodation system not only ensures greater crew and passenger comfort — as a result of considerably reduced noise levels — but also benefits from higher safety standards which minimise smoke density, and is claimed to virtually eliminate the risk of generating toxic gas in the event of fire at sea.

The ship conversion contract is being carried out by Lloyd Werft of Bremerhaven. Regency Marine Ltd of Antrim, Northern Ireland, is handling the ship outfitting contract.

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Hydrographic Society officials

Mr Don Wallace, of the Western Australia Department of Marine & Harbours, has been elected chairman of The Hydrographic Society's Australasian branch. Other elected officials are Malcolm A B Jones, Qubit Pty Ltd, (Secretary), and Rick J King, Associated Surveys International Pty Ltd, (Treasurer).

Based in Fremantle and serving a corporate and individual membership throughout Australia as well as New Zealand, the branch is one of five national bodies established by The Hydrographic Society to represent a worldwide membership.

New Rector for WMU

The International Maritime Organization (IMO) has announced the appointment of Captain Danny Waters as Rector of the World Maritime University (WMU), at Malmö, Sweden. He succeeds Erik Nordström, who has been appointed managing director of the Swedish Shipowners' Association.

Established by the IMO in 1983, the WMU provides maritime education at the highest level for students drawn primarily, although not exclusively, from developing countries. Students and graduates represent more than 100 nations. Many of the University's 500 graduates now occupy senior positions in the world shipping community.



Captain Danny Waters, 60, was Foundation Principal of the Australian Maritime College, Tasmania — shortly to be amalgamated with the University of Tasmania. He took up his new appointment this month at the start of the University's academic year. Captain Waters is a member of the WMU's Board of Governors and Executive Council, and has been a Visiting Professor since the University's inception.

Captain Waters has held a number of senior posts in the Australian maritime safety and general maritime administrations. During this period, he headed the Australian delegations to the IMO Council and a number of IMO sub-committees. Prior to moving to Australia in 1966, he lectured in Maritime Studies at Plymouth Polytechnic and Strathclyde University in the United Kingdom.

Commenting on his appointment, Captain Waters said: "I very much welcome this opportunity of widening my contribution to the WMU's future development. I intend to see that the University's progress is maintained by fostering the strong spirit of co-operation which has played so great a role in its first six years."

Oil spill dispersant brochure

A new brochure, from Drew Ameroid® Marine, describes the company's superior low toxicity dispersant that regulatory agencies in the major maritime countries around the world have approved for use in combating oil spill pollution.* OSD/LT® oil spill dispersant combines powerful wetting agents with a fast-penetrating, oil soluble liquid carrier, specifically designed to disperse oil spilled on water.

Dispersants help the natural environment biodegrade oil. These chemicals prevent the oil from coalescing into a mass and adhering to solid surfaces such as beaches, piers, and pilings.

"After an oil spill, every second counts," said Nels Hendrickson, Drew's marketing manager for chemical products. He continued, "For this reason, Drew recommends that stocks of OSD/LT dispersant be kept onboard every vessel and in close proximity to oil-transfer points and storage facilities. Remember, these products are highly regulated and their use must also be in accordance with local oil spill response legislation."

Many countries impose fines and prison sentences on shipboard personnel who are held responsible for even minor accidental oil spills. At the same time, the use of oil spill dispersants is strictly controlled by individual governments. Most countries will not allow the use of these types of chemicals unless the formulas, performance, and toxicity characteristics have been carefully reviewed.

OSD/LT has been approved for use as an oil spill dispersant, and assigned an EPA number by the United States Environmental Protection Agency. Approvals have also been obtained from the governments of the United Kingdom, Japan, Australia, Scotland, Trinidad and Tobago, Hong Kong, Norway, Canada, the Philippines, and Singapore.

*Note: Where there are specific laws regarding the application of oil spill treatment chemicals, it is necessary to consult with the local regulatory agencies before application of any oil spill dispersants.

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