

FAMILY AND PIRACY

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1) WHAT ARE THE PRESSURES FACING SEAFARERS TODAY?

Stress

The life of the seaman is characterized by a multitude of unfavorable situations. Of external factors such as climate, others related to the social environment and other related directly to the type of the ship and its routes. During the same boarding a seafarer is living disparate situations of stress. Confined spaces, monotony (especially on long routes), lack of leisure time, the constant presence of noise, vibration, high temperatures and / or glacial adverse meteoromarine conditions, all stressors that accompany the daily life of the sea. Crews smaller and more situations of absence or illness of other colleagues, long separations from family, variability of latitude, lack of communication with colleagues, periods of sexual abstinence, loneliness, cause systematic alteration of the sleep-wake cycle, insomnia, depression, irritability, anxiety, frustration. These stressors for the maritime as well as make them vulnerable, jeopardizing the same conditions of safe navigation. In the fifties and sixties the boarding lasted even a year, but today despite periods of loading are much shorter family members are not willing to accept periods of no more than four months since the modern society is increasingly hedonistic and less willing to sacrifices. Calculating the time spent on board a ship, it can be said that on average a seafarer during his career is far from home and affections for about 25 years. The seaman according to certain collective agreements works 11 hours a day, 7 days a week for about 5-6 months, but almost always the daily schedule is higher, and six months sometimes becomes 7 or 8, and in the end it "pops out" ever to work, or with the body or the mind. If years ago the sea life was "relieved" by the opportunity to visit different countries, it is now increasingly difficult for a ship to remain in port for more than 24 hours, while in the case of oil you stop even out and as soon as you download the black gold is immediately restarted. Another factor of considerable discomfort of the arduous nature of the sea is the same lack of variety and authenticity supply during long months at sea.

In the world there are hundreds of ships seized in ports for security reasons or for breach of contract by the shipowner. In other words we are talking about thousands of people away from home for months and sometimes for years. Inadequate regulation means that crews remain relegated to turn on these ships; arrested without fault, are found in harbors no rights, not even to stray too far from the ship. Abandon the ship, without the consent of the owner in default, means forfeit the wages earned, become illegal in the country where the ship is seized and a sort of deserters in their own country. From a search of the SEAFARERS 'RIGHTS INTERNATIONAL in recent years have increased cases of unlawful treatment,

threats, intimidation, lack of legal representation, interpreting services in relation to the conditions as the sea and especially the commanders who have had problems with the law abroad. The need to dock at ports of different nationalities results in a constant state of stress and discomfort of the seafarers fear being unfairly prosecuted in territories where the guarantees of the accused are almost non-existent. The risk of fines and / or imprisonment for violations of environmental laws are not always attributable to human error, but caused by the age of the vessel and the lack of investment on the prevention of marine pollution.

Exist in the maritime labor justice issues such as the extremely serious reduction in safety standards or aging the average age of the vessels, which increases the number of shipwrecks and maritime dying in the sea to the minimization of crew or the fragmentation of national groups that increases the sense of frustration and isolation of the sea.

But even when working conditions with serious contracts provide for greater maritime security, there are nevertheless particular laws of maritime labor standards that no matter how international are otherwise severely onerous for the seafarer and necessarily lead to uncertainty that the worker of land not met. For example, the seaman who becomes unable to work for a period greater than 5 days (due to an injury or illness) is landed and returned (even if there is a guarantee insurance), and ends his contract at the time. Can be summed only once completely restored and declared fit for work, but sometimes a person that you know injured or weak, is discarded preferring perhaps younger people or healthy, to have fewer problems. For seafarers is difficult then be taken indefinitely and therefore in most cases is in a state of perpetual insecurity.

Globalization and crews multiethnic

IMO research of recent years have shown that every year more than one hundred sailors lost their lives due to problems with simple communication. The misunderstandings are not a luxury that you can afford on board: the current situation of crews increasingly smaller and increasingly multinational, impose the need to standardize the language used in air-ground communications and vice versa. The risk is that in the event of an accident, the insurance company may refuse to pay, if the mates do not demonstrate that they have met the requirements of international law.

Over the past 20 years there has been a sharp fall in Italian and European officials employed on board vessels flying the EU flag in order to reduce business costs. A Filipino middle-level earns about \$ 300 a month, while an Italian shipping over 10 times that salary. But the heavy reliance on non-EU workers resulted in a reduction in service quality. The inability to speak the international language, or rely on subjects that may be completely unknown criminals, terrorists and / or trafficking in weapons, drugs, is a risk factor devastating. At the same time, however, before boarding it must pass refresher courses increasingly numerous and onerous: an

officer on board must also be a good doctor, a good nurse, a firefighter, an environmentalist and with the increase in piracy become even in the military, bomb or rifleman.

Piracy , Terrorism and Seizures

Somali piracy is a tragic problem for the entire maritime trade generated mainly by endemic poverty, from twenty years of political anarchy and by the 2004 tsunami that has impoverished most countries of the Horn of Africa. The tsunami generated especially the crisis of fisheries, as came to light in the Horn of Africa of millions of tons of barrels of radioactive waste. Thousands seafarers attacked and boarded the ships every year. 35 hostages died in 2011, 8 of whom were killed by pirates during the initial attack or after being taken captive, other 8 died of disease or malnutrition while detained, and 19 have died in the crossfire as they were used as human shields during attempts to rescue the hostages. In total in 2011 were at least 1,206 hostages held captive by Somali pirates. The phenomenon of piracy in addition to being one of the most tragic and current problems of international trade is both an important source of funding international terrorism. In addition to being a form of survival for thousands of desperate and hungry young Africans, Somali piracy has also dangerous collusion financial and operating with the world of Islamic terrorism transactional. At the same time it tends to create a veil of silence on the same phenomenon: many owners are sometimes reluctant to report the crime and often in the case of boardings order to minimize the officers on the ground that the complaint results in increased insurance premiums and delays the maritime traffic. Over the past three years, insurance premiums have risen from 900 to 9,000 dollars a day, making the Gulf of Aden as dangerous as Iraq and Afghanistan. Sometimes in addition to the enormous human costs, psychological, commercial and financial piracy are also linked to the risk of environmental disaster. In 1992 they were boarded two ships in the Strait of Malacca (**Ocean Blessing and Nagasaki Spirit**), and killed all the crew members: the fate would have it, the two ships collided blind and without a guide to cruising speed and there was a violent impact fire last week with catastrophic consequences on the marine environment.

With the recent Islamic terrorism cases in 2001 related organizations such as al-Qaeda is not to underestimate the risk of possible cases of sabotage and kidnapping. As early as 1985 there was the seizure of the **Achille Lauro**, in 1994 all the sailors of the ship **Lucina** were slaughtered in Algeria, in 2000 there was an attack in the port of Aden naval ship American **Cole**.

2) WHAT ARE THE FEW THINGS WE COULD DO TO MAKE OURSELVES MORE ATTRACTIVE TO SEAFARERS?

The companies could implement staff retention mechanisms, such as increasing wages in the first year commensurate to meritocracy and professionalism and secondly also to length of service, reimbursement of the costs of training; increasing

attention to the needs of family members of staff at special moments in the life of the staff even at solemn festivals, in order to avoid that some employees often enjoy the holidays and other always remain on board can accommodate family members on board initiative that among other things, the company already promotes; contracts provide for shorter periods of boarding in order to preserve the worker from possible situations of physical or mental collapse, establish scholarships for deserving students of technical institutes-water so as to approach potential candidates for seafarers.

In conclusion, the best way to create optimal working conditions is to develop a sort of mutual trust, an empathy between the company and the employee, in which in addition to the economic implications of an employment relationship, the protagonists are also the values of loyalty, trust, responsibility and human solidarity.