



MAY 2023

IIMS NEWS BULLETIN



Dear Member

Welcome to this News Bulletin from the International Institute of Marine Surveying (IIMS). This and previous bulletins are available in PDF and eReader format at <https://bit.ly/3LQdDOW>. It aims to keep members and non-members up to date with information on a monthly basis. Members are encouraged to share and forward this newsletter to colleagues, who they think might like to join the Institute, or who may be interested in its content. For more information about the Institute visit: www.iims.org.uk

VIEW from the HELM

6mm ~ 1/4 inch bolt



Dear Colleague

The Institute is currently in the midst of delivering some great hybrid training this Spring, both in the UK and further afield too as the year unfolds. Recent events these past few weeks have seen a good number of members participating and the range of topics covered has been wide. The small craft seminar at the end of March saw more delegates returning in person to network face-to-face with their fellow surveyors. But still the majority of attendees are joining online, proving that hybrid is the way to go. Lithium-ion batteries has been the subject of several presentations and we will come back again to this important topic as regulation lags but starts to be developed. It and its associated dangers are a subject that is frightening a good number of people. The aim quite simply has been to lift the lid off this technology, still misunderstood by many and it will be a recurring theme throughout 2023 to help surveyors understand the challenges.

Hosting Ian Nicolson at Murrills House, the IIMS HQ, for his live lecture was a great privilege. He drew a large online audience. His stories and anecdotes were priceless as he shared many hints and tips that he has picked up over his illustrious career as a marine surveyor with his audience; but what struck me most of all, was his constant reminder to be thorough and detailed, leaving no stone unturned. Of course, that is the role of the surveyor, but Ian really rammed home this point urging surveyors to do the best possible job each time they board a vessel.



Our heel test training day also proved to be successful attracting 20 plus people to the event. Once some of the theory had been reviewed under the guidance of Fraser Noble, Chairman of the Certifying Authority, we heeled two vessels, recorded the data and then discussed the findings.

It was great to catch up with some 'old friends' in Palma, Mallorca at the two-day Western Mediterranean Large Yacht and Small Craft Working Group event last week. That particular seminar reminded me just how broad the marine surveying business can be, (from decarbonization strategies to lightning strikes and the removal of ceramic coatings), and I am most grateful to those who gave up their time to speak and share their knowledge with the group. Judging by the number of boats in port for the Palma International Boat Show and the throngs of people heading to the event, it looks like they were in for a busy and successful weekend. It is wonderful to see these events starting to return to normal and is a reminder of how tough the past few years have been for us, so it's time to celebrate them!

The IIMS Canada Branch AGM took place on 1 April, followed by a series of three presentations. John and Caroline presented from AON insurance and rolled out the proposal for members in Canada to join the scheme which offers professional indemnity cover. The Branch's aim is to make this insurance cover mandatory from 2024 as litigation continues to increase. And Luc Tremblay from Transport Canada, the regulator, gave a helpful presentation and update.

In recent months Peter Broad, IIMS President, and I have hosted several online get togethers. Following a short presentation, those present have been encouraged to speak freely and to share their experiences. So far, we have met members from the Philippines, Malaysia, Singapore, South Korea, Australia and New Zealand. These have been valuable sessions for me personally and I am planning to act on some of the points that have been raised. In particular, we talked about developing some training for members in the Australasia region, both online and perhaps with another face-to-face event in Brisbane of which I have great memories.

The IIMS UK Conference is now fast approaching on 6-7 June at Southampton. I'd encourage members who are able to be there in person to come long. Networking is such an important part of these events, but if you cannot make it, please do try and join us for the AGM and day's conferencing on 7 June. Copies of the videos for later viewing are available too. More on the Conference follows in this news bulletin.

Survey well.

Mike Schwarz
Chief Executive Officer

ANNUAL GENERAL MEETING



Notice of the forthcoming hybrid 2023 Annual General Meeting

Members of IIMS are hereby notified that the 2023 Annual General Meeting will be held as a hybrid event on Wednesday 7 June from 08.30 to 10.30.

There are two motions for members to vote on and they are as follows;

1. Do you approve the re-election of the IIMS Management Board en-bloc for a further 12 months?
2. The Management Board proposes and recommends increasing the membership fees in 2024 by 4% (Area 1), 2% (Area 2) and 1% (Area 3).

Voting is open until 16.00 on 6 June. Please use your vote by clicking on the link below which can also be used to tell us if you plan to attend in-person or online, or not.

To register your vote and to tell us about your availability or otherwise go to <http://bit.ly/410lr6Q>.

IIMS hybrid Annual Conference at Southampton on 6-7 June 2023



IIMS hybrid Annual Conference at Southampton on 6-7 June 2023

The Institute is now set for its AGM and Conference at Southampton. The speaker schedule is finalised.

Mike Schwarz, IIMS CEO, said, "Members asked us to put together a Conference and this is the result. We have attracted some excellent speakers and our Conference planning skills are still evident. IIMS members and non-members are encouraged to join us in-person or online for what promises to be a memorable event."

There seems to be a growing appetite to get back to face-to-face events. The Institute's main aim was to make the 2023 Annual Conference affordable and accessible for those wishing to attend and it is priced accordingly.

The meeting venue

The one-day Conference will be held at the Axis Conference Centre (pictured) which is owned by the University of Southampton. There is plentiful free car parking too for those who wish to come by car.

The hotel accommodation

Less than a couple of minutes' walk away from the Axis Conference Centre is elegant Chilworth Manor Hotel (pictured) set amongst 12 acres of beautifully landscaped grounds. This Edwardian manor house hotel is a wonderful retreat in idyllic surroundings yet is within easy reach of Southampton city centre.



The finishing touches are underway to finalise the speaker schedule. There is a diverse presentation schedule with expert speakers who will share their knowledge and experience with delegates. The side range of topics will appeal to marine surveyors from all branches of the profession.

IIMS is also planning a day of educational activities in and around the Southampton port area at no costs to in-person delegates on 6th June ahead of the Conference dinner that evening. More details to follow soon.

Tuesday 6 June 2023

19.30 Conference Dinner at Chilworth Manor.

The cost of dinner is £72 (inc VAT) per person.
Bed and breakfast at the hotel are at own cost.



Wednesday 7 June 2023

08.30 – 10.30 Annual General Meeting

10.30 Conference registration and coffee and tea

10.50 – 11.00 President's opening address by Peter Broad

11.00 – 11.15 Ten achievements that IIMS should be proud of by Mike Schwarz

11.15 – 12.05 Plenary session 1 – What you need to know about lithium-ion batteries and thermal runaway by Ian Bartle

12.05 – 13.00 Plenary session 2 – Key corrosion considerations for marine surveyors by Dr Mike Lewus

13.00 Lunch



Room 1

Presentations for Yacht & Small Craft Marine Surveyors

13.45 – 14.25 Q&A session
by Sir Robin Knox-Johnston

14.25 – 15.10 Electrical surveying from an electrical
engineer's perspective by Paul Madeley

15.10 Afternoon coffee and tea

15.25 – 16.10 Claims update by Karen Brain,
Matrix Insurance

16.10 – 16.40 Join your fellow surveyors in Room 2
for an open forum discussion hosted
by Mike Schwarz and Peter Broad

Room 2

Presentations for Commercial Ship Marine Surveyors

13.45 – 14.25 Developing technologies and
practices within commercial marine
surveying by Mike Wall

14.25 – 15.10 Update on the progress with
autonomous shipping
by Alexandros Ntovas

15.10 Afternoon coffee and tea

15.25 – 16.10 Buyers' perspective when appointing
a marine surveyor by Per Åge Nygård,
Norwegian Hull Club

16.10 – 16.40 Open forum discussion hosted
by Mike Schwarz and Peter Broad

Close

For those joining the event face-to-face, the cost for the day is £130 (inc VAT) per person which includes a buffet lunch and refreshments.

For those joining the event as an online delegate or wishing to purchase the video content for later viewing, the cost is just £95.

Reservations for the Conference are now open. You can reserve your place online at <https://bit.ly/3ju8PFc>. Please note we use secure servers for online payments.

If you prefer not to use the secure online booking system, please email Vicki Loizides at education@iims.org.uk or call her on +44 23 9238 5223.

The event is
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The Ian Nicolson Lecture

The Ian Nicolson Lecture Live on 13 April 2023, broadcast from IIMS HQ at Murrills House, drew a large audience and they were not to be disappointed. Defying his age, Ian spoke enthusiastically for a couple of hours about his 78 years as a marine surveyor using over 40 delightfully hand-drawn sketches to depict his talk. His anecdotes delighted those online as he dispensed a range of helpful tips and plenty of advice acquired over his career.

Ian's observation that a surveyor can realistically only inspect 50% of a boat as a general rule, given that much of the vessel is inaccessible or hidden by panels and so on, was an interesting comment. And because of that, he stressed the need to do a very thorough job each and every time on the 50% of the vessel that was accessible for survey.

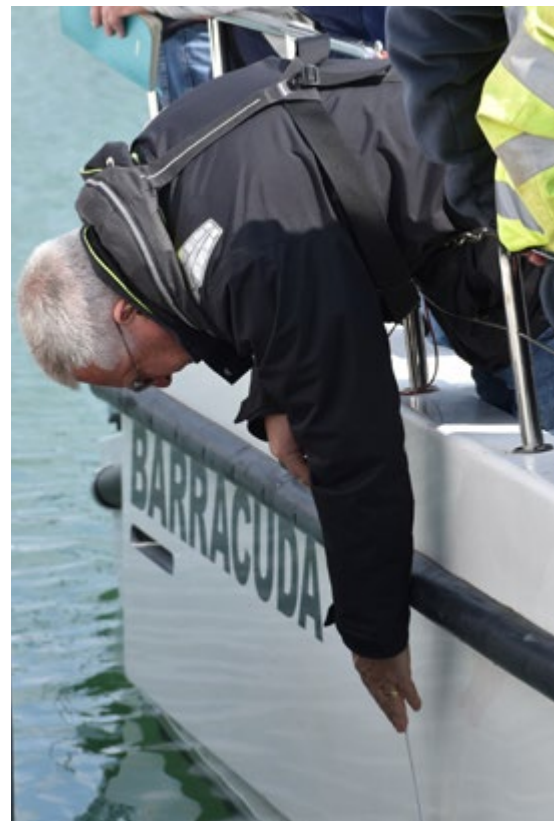
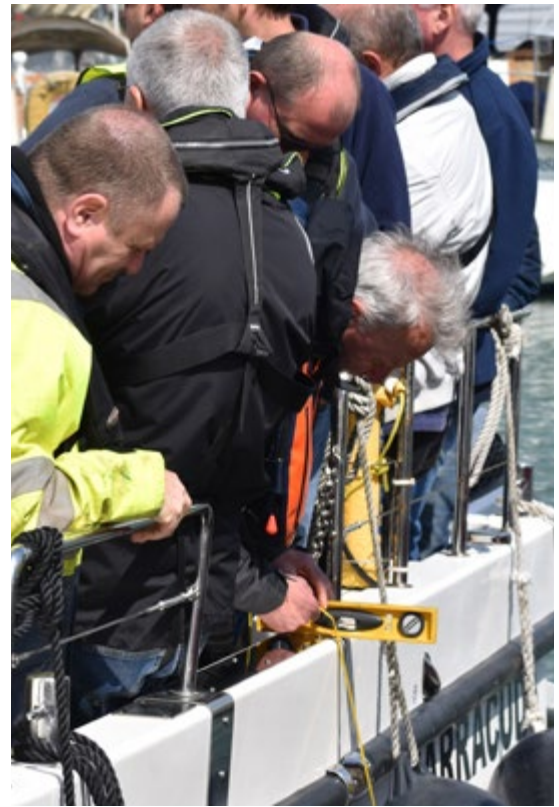
Ian is pictured below being presented with an Honorary Fellowship by Geoff Waddington HonFIIMS. Ian was joined in the room by his daughter and son, Beth and Richard.

The lecture was recorded, and a copy of the video is available to purchase for £35. Full details can be found at <https://bit.ly/3L1K64O>.



Stability training

It has been a number of years since IIMS has been able to organize a practical stability training day, partly because finding boats to heel with the owner's permission is not always straightforward. A group of 20 surveyors came to Haslar Marina to participate in the event on what turned out to be a kind weather day. After a short theory session conducted by IIMS Certifying Authority Chairman, Fraser Noble, the group headed out on to the pontoons to heel, measure and record the data of two vessels. All seemed to agree that it had been a valuable experience.



The IIMS Western Mediterranean Large Yacht and Small Craft Working Group

The return of the Western Med Working Group, which took place recently in Palma, caused something of a stir amongst surveyors on the island of Mallorca, for it has been some time since this event has been possible. A good number of delegates joined the group and were treated to the most fascinating series of presentations.

It is always good to get the perspective from a broker and Anja Eckart, a broker with Flensburger Yacht-Service, gave a forthright presentation. Felix Bussman tackled the scary topic of lightning strikes and their after effects. The results of an extensive two-year laboratory test on the removal of ceramic coatings were presented by Claire Steel of Cerashield, who was joined by Alejandro Expósito from Optimiza. IIMS friend, Karen Brain, came to the meeting remotely to give an update and to present her opinions on report writing software. Perhaps the most topical presentation of the days was given by David O'Neill, AkuPalma Energy Solutions who gave a technical overview of lithium-ion battery technology and installation.



Retrospective Report Writing Review Service launched by IIMS



One of the biggest challenges for any marine surveyor is to produce a clear, well laid out, timely, and factual report containing unambiguous findings and clear recommendations for the client.

For some, report writing remains a bit of a dark art. Sadly, IIMS continues to receive complaints, more often than not as a result of a poorly crafted report rather than a lack of technical knowledge. Additionally, the Institute sees too many reports that could do with some improvement and polishing up.

The surveyor's report is his/her end product and intellectual property; if done effectively, it could secure future business from those who read it.

Mike Schwarz, IIMS Chief Executive Officer, said, "Let's be clear. All of us can further improve the reports we write and reaching out for a second opinion and some constructive criticism from a fellow professional is not something to be ashamed of; and as they say, 'every day's a school day'."

After internal discussion, IIMS has decided to launch a retrospective report writing review service, with the aim of assisting any member, no matter what grade of membership they hold, who would like help.

Reviews will only be undertaken by members of the IIMS Professional Assessment Committee (PAC). It is members of the PAC who review each and every application before membership is granted. They are experienced marine surveyors at the top of their game.

The findings of each review will be kept confidential between the member and the reviewer.

Clearly having not personally inspected the vessel, the reviewer cannot be expected to (and won't) make comment on the technical findings in the report. However, if the reviewer feels there is a lack of technical content/detail on a critical part of the vessel, that will be pointed out. This is about providing constructive feedback and criticism.

The key components of the independent review are:

- to assess the length of the report;
- to review the use of photos;
- to comment on the language and grammar;
- to review the style and layout;
- to comment on how well the findings and recommendations are shown;
- and to assess the executive summary.

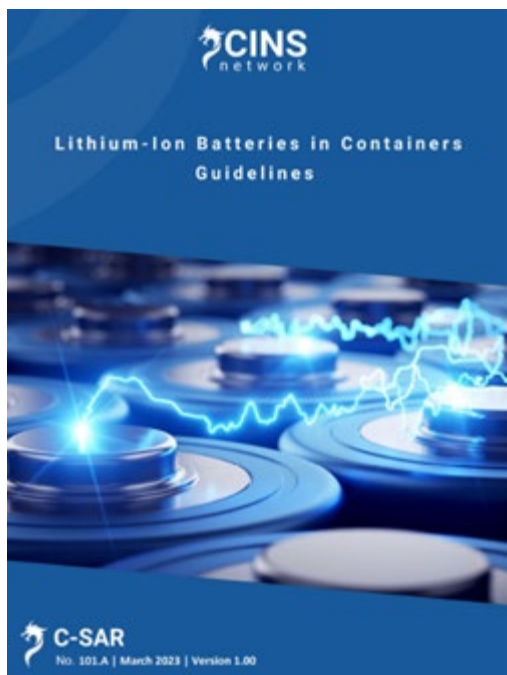
This service is only available to reports written in the English language.

Members may submit up to three reports for review by an IIMS PAC member. The pricing structure is:

1 report for review £70 | 2 reports for review £120 | 3 reports for review £150

If you are interested and would like to discuss this further, please email Camella Robertson, Membership Secretary at membership@iims.org.uk or call on +44 23 9238 5223.

Disclaimer: IIMS cannot be held liable if any advice or feedback given by a reviewer is used that later becomes the subject of a litigation claim against the member.



Industry bodies unite to produce guidelines for safe transport of Lithium-ion batteries in containers

The ***Lithium-ion Batteries in Containers Guidelines*** seek to prevent the increasing risks that the transport of lithium-ion batteries by sea creates, providing suggestions for identifying such risks and thereby helping to ensure a safer supply chain in the future. Together with its partners, the Cargo Incident Notification System Network (CINS) has compiled a comprehensive publication covering the properties of these batteries and their potential to explode, initiate fires and emit toxic gases.

Extensive measures to safely transport what is an exponentially increasing volume of lithium-ion batteries, in their various states or charge and when also contained in electronic devices are fully examined including, classification

and regulation, container packing, landside storage, stowage onboard ships, incident detection and fire suppression, and loss prevention and risk mitigation.

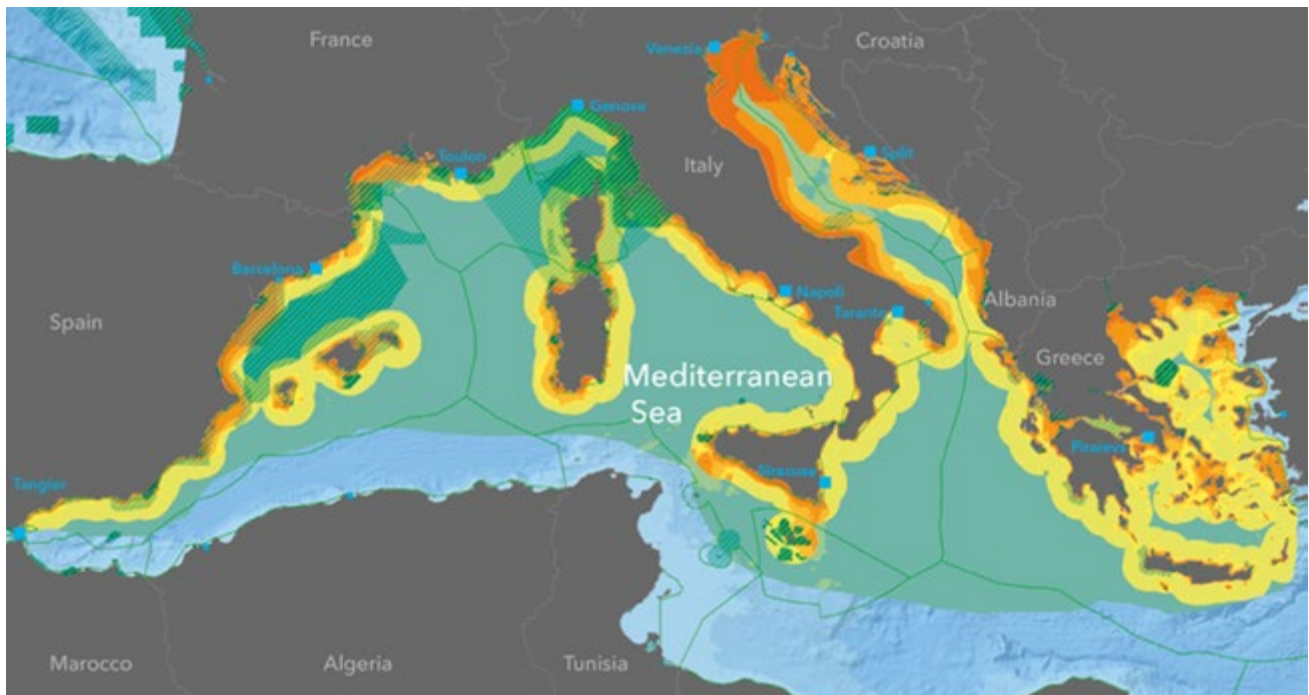
"We strongly urge all stakeholders in the production, supply, transport, handling and sale of lithium-ion batteries whether as individual components or integrated into an electronic device, vehicle or other product to recognise their responsibilities in maximising safety when in transit," comments Dirk Van de Velde, who is Deputy Chair of CINS and a board member of the association of cargo handlers, ICHCA. "Our Guidelines will create greater awareness of the possibilities of the damaging and life-threatening incidents, which have already occurred, and instil more urgent motivation to act before more catastrophic disasters result."

Intended as the first of an on-going series of publications to be updated as circumstances require, this first Lithium-ion Batteries in Containers Guidelines (101.A) provides a general overview and will be followed by three further documents – regulatory compliance check-lists, risk assessment and emergency response, and training and educational awareness.

"As our experience of transporting lithium-ion batteries widens and the technology surrounding their chemical composition, production and application rapidly evolves, risk controls and loss prevention measures need to keep pace. The work encapsulated in these Guidelines will, of necessity, continue and be undertaken in collaboration with all relevant stakeholders to increase our knowledge and understanding of the risks posed by carriage of lithium – ion batteries in containers by sea.

Download the guidelines at <https://bit.ly/3GdossJ>. Or scan the QR code.





“Coexistence is essential” as DNV report shows demand for ocean space will grow 5-fold by 2050

The collaboration between ocean industries will need to intensify for the rapid buildout of offshore wind and aquaculture to coexist sustainably with other industries and the ecosystem. According to DNV’s Spatial Competition Forecast, the amount of ocean space occupied by installations will grow 5-fold by 2050. This will be driven by offshore wind, which will account for 80% of stationary infrastructure at sea by midcentury, followed by aquaculture (13%) and oil and gas (5%).

Whilst ocean space is plentiful, industrial activity will be located primarily close to shore which will heighten the need for ocean coexistence. To enable stakeholders to gauge the demand for ocean space DNV has developed the Spatial Competition Index. According to this index, the North Sea is the area in Europe which will see greatest competition due to the large number of shipping lanes and ports, as well as the strong presences of the fishing, aquaculture, oil and gas and wind industries. Installations for offshore energy and food production will cover 23% of the area between 2-50 km from shore in water depths less than 50 metres.

Greater China’s emergence as the powerhouse of the blue economy is reflected in offshore construction. It will account for a third of all global infrastructure built at sea by 2050, mainly due to the sharp increase in offshore wind, which will make up 13% of the region’s electricity production. The Indian Subcontinent sees the strongest growth in area covered by stationary infrastructure, as the region experiences fast offshore wind development requiring vast areas, whereas historically, offshore oil and gas and marine aquaculture are negligible in this region.

Globally, the area occupied by fixed offshore wind will grow from about 9,000 km² today to about 242,000 km² by mid-century. Floating offshore wind will grow from a low 15 km² today to more than 33,000 km² by 2050. Compared with bottom-grounded installations, floating offshore wind can potentially ease some of the tensions between offshore wind and fisheries, as it takes renewable energy production out of the way of the fishing fleet operating on shallow banks.

“The ocean is crucial for the production of sustainable food and energy, but at the same time we must tread carefully as many ocean ecosystems are already under huge stress,” said Bente Pretlove, Ocean Space programme director at DNV. “This report underscores the urgent need to balance protection, productivity, and social development objectives for a sustainable Blue Economy. Those developers that are most adept at early stakeholder engagement, spatial efficiency, flexible coexistence, and pursuit of sustainability are likely to be most competitive. Coexistence is essential for the sustainable growth of the Blue Economy.”

DNV’s Spatial Competition Forecast builds on the findings of the previously published Ocean’s Future to 2050. The results are based on what DNV forecasts to be the most likely energy mix in 2050 and not what is required to reach net zero. To limit global warming to two degrees the amount of offshore wind in Europe, for example, would need to double.



Time for a rethink on zinc anodes?

The dominance within the marine industry of zinc anodes may be coming to an end as prices rise and alternatives become commonplace. Supplier MGDuff has highlighted that changes in commodity prices mean that aluminium anodes are now 20% cheaper than their traditional zinc counterparts.

"Aluminium anodes have been on the market for the last 30 years or more but since the price of zinc has doubled in the last two years, aluminium is now cheaper," said MGDuff commercial director James Beale.

Not only is aluminium cheaper, but it is also proving a better material with more useful properties. "It has a higher driving voltage so, unlike zinc, works in salt water and brackish, and has a higher amp-hour per kilo rate meaning it lasts longer too," continued James.

"Another plus is that aluminium anodes are more environmentally friendly as they don't contain cadmium," he added.

Aluminium is gaining traction in the leisure industry with Princess Yachts and Sunseeker reportedly both using the material. Its popularity has long been established in the commercial world, according to MGDuff sales director, Toby Biddlecombe.

RSG Guidelines 2023 Version 2 published

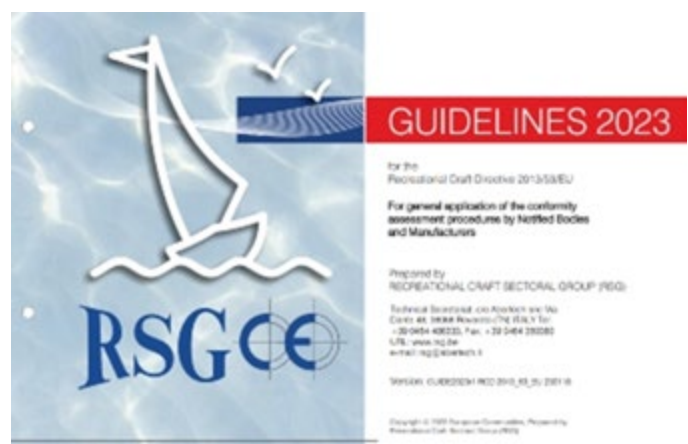
The most recent revised version of the RSG Guidelines 2023 (version 2) has been released and contains a number of updates.

These guidelines are the go-to document for boatbuilders and boatyards, detailing the RCD requirements, and supporting ISO Standards which clarify certain areas of the regulations.

The RSG Guidelines 2023 are prepared to assist with the conformity assessment procedures undertaken by Notified Bodies for recreational craft, personal watercraft, their components and their engines, in accordance with Directive 2013/53/EU of the European Parliament and of the Council, dated 20 November 2013 on recreational craft and personal watercraft and repealing Directive 94/25/EC as amended. This Directive lays down the requirements for the assessment procedures to be followed by manufacturers when demonstrating conformity of their products.

The English text of the Recreational Craft Directive (RCD) is the basic text used for a common understanding within the Recreational Craft Sectoral Group (RSG). Since these Guidelines provide information about watercraft and engines outside those conformity assessment procedures undertaken by Notified Bodies, this information is provided as guidance only.

Download the Guidelines in pdf format at <https://bit.ly/3yUdoNb>.



Oyster Yachts notches up 50 years' of boatbuilding

Oyster Yachts is celebrating 50 years since the company was founded in 1973. The boatbuilder now has more than 600 employees in the UK, USA and Europe and an order book that stretches to 2026.

The company was founded by Sir Richard Matthews who had a vision for an Oyster 34, a cruiser racer designed by Don Pye of Holman and Pye and built using local boatbuilders Landamores in Wroxham, Norfolk.

In 1980, Sir Richard introduced the Oyster HP46, a yacht that featured Oyster's deck saloon, which became a signature feature on all Oyster Yachts.

Oyster yachts have now sailed more than 20 million sea miles with around 100 circumnavigations of the world carried out.



50 YEARS
IN MERRITT ISLAND FLORIDA

Sea Ray

BRUNSWICK | BOAT
GROUP
INTEGRATED MANUFACTURING CENTER

Sea Ray celebrates 50 years in Merritt Island, Fla.

With more than six decades of manufacturing one of the most globally recognized brands of boats in the marine industry, Sea Ray is celebrating 50 years at its Merritt Island, Fla. facility and honoring the location's history and achievements.

Sea Ray first made its home in Florida when it set up a design and development department in 1972.

The Merritt Island facility was established the following year with production beginning early in 1973. It was the first of several plants Sea Ray would open in Florida, and it initially produced SRV 220 and SRV 240 models, the largest boats in the Sea Ray fleet at the time. Later, it went on to manufacture the iconic Sundancer line and the company's first boats 30 feet and longer.

Spain launches new electric boat association

Spain's new National Association of Electric Boats (ANBE) was launched recently at an event held at the Mallorca Chamber of Commerce. ANBE aims to become a completely transparent and representative association promoting this growing specialist segment of the boating market. It will also actively educate by highlighting the benefits of electric navigation.

The Chamber of Commerce event was opened by the Balearic government's General Director of Energy and Climate Change, Pep Malagrava. Malagrava explained the subject of aid for the energy transition of the sea offered by the CAIB (the Tax for Sustainable Tourism), comprising €10m for Balearic ports and €15m for individuals and companies.

The event concluded with the official presentation of the National Association of Electric Boats (ANBE), where its president, Gonzalo Coterillo, who is also CEO of MedVolt Marine, gave a talk on the challenges and benefits of the electric boat sector.



RNLI reports rise in lives saved to 506 last year

New data released by the RNLI shows that lifeboat crews and beach lifeguards saved a total of 506 lives last year, which equates to more than one life every day. This includes 1,217 launches to motorboats and 864 to sailing vessels/dinghies, with the overall number of launches standing at 9,312 times – an increase of five per cent on the previous year. Since the RNLI was founded in 1824, its lifeboat crews and lifeguards have saved over 143,000 lives.



The data – captured between January and December 2022 – highlight just how busy the charity's volunteer lifeboat crews have been. RNLI lifeboat crews saved the lives of 389 people over the course of 2022, whilst the charity's beach lifeguards saw 117 lives saved.



Women in Boatbuilding launches mentoring programme

Photo credit: Women in Boatbuilding

Applications have opened for a new 10-month mentoring programme, designed to assist and support women boatbuilders. The Women in Boatbuilding CIC (community interest company) has launched its first official mentoring program with the support of The Worshipful Company of Shipwrights. The programme offers 10 boatbuilders the opportunity to be matched and mentored by women working in the industry in a similar or complementary role.



Women in Boatbuilding says the aim is that monthly meetups will help focus, support and progress women in the industry – and their stories will encourage more women to join it. The mentors will also be supported in the programme with Zoom meetings to review progress and address any challenges, as well as provide a focus on their own career development.

"The Shipwrights are delighted to be helping the Women in Boatbuilding team take their CIC to the next level," says Laura Budgen, prime warden of the Shipwrights. "By mentoring women working hands-on and showcasing their work on social media, we hope more women are inspired to join and remain in the marine industry."



AMSA Inspection Report 2022 published

The Australian Maritime Safety Authority (AMSA) has published its 2022 Inspection Report. It reveals that container ships are in the top five detained ship types for three years in a row, accounting for nearly 15 per cent of arrivals during last year. In 2022, 1,181 bulk carriers were inspected with 3,446 deficiencies issued resulting in 76 detentions. The detention rate for bulk carriers increased to 6.4 per cent from 6.1 per cent in 2021.

According to the report, the average Port State Control (PSC) deficiencies per inspection increased from 2.2 per cent in 2021 to 2.58 per cent in 2022. This is significantly higher than the 10-year rolling average of 2.3 deficiencies per inspection.

AMSA's DCV (Domestic Commercial Vessels) inspection processes continue to be imbedded into normal operations. The increase in detentions of DCVs reflects the importance AMSA places on protecting crew, passengers and the marine environment. The reduction in the number of initial PSC

inspections, with the increase in detention rate shows that AMSA is directing resources towards ships of a higher priority, while not inspecting ships of a lower priority.

There was a nearly 20 per cent increase in the number of deficiencies issued to DCVs, from 7,311 in 2021 to 8,769 in 2022. There was a 182 per cent increase in the total detentions of DCVs, up from 22 detentions in 2021 to 62 detentions in 2022.

While there was a 14.7 per cent decrease in the number of initial PSC inspections, AMSA increased the inspection rate of Priority 1 (P1) ships, inspecting 88.5 per cent of all eligible arrivals of P1 ships. We decreased the inspection rate of Priority 4 (P4) ships, inspecting 24.5 per cent of eligible arrivals. The PSC results show that there was a slight increase in the detention rate of ships from 5.6 per cent in 2021 to 6.0 per cent in 2022. The peak detention rate was in 2011 with 9.2 per cent. The 2022 detention rate is consistent with the 10-year rolling average of 6.0 per cent.



Read the full report online at the AMSA website at <http://bit.ly/3KzZ0jO>. Or scan the QR code.

Ancasta Group acquires Spencer Rigging

Ancasta Group has announced the acquisition of Cowes-based Spencer Rigging to expand its portfolio of yacht services. Established in 1958, Spencer Rigging is known for being a pioneer in the manufacture and design of yacht rigging. It's also developed modern techniques for bespoke architectural projects, launch and recovery systems, and lifting equipment.

LEEA accredited and ISO 9001 registered, Spencer Rigging will continue to operate from the company's rigging loft based at Empire Building, St Mary's Road, Cowes, with the team headed by managing director, Neil Brinsdon.





ABS publishes guide for Alternative Requirements for Hull Construction of Vessels Intended to Carry Vehicles (130 Meters or More in Length).

This Guide provides alternative requirements to Part 5C, Chapter 10 of the ABS Rules for Building and Classing Marine Vessels (Marine Vessel Rules) for hull construction of vessels intended to carry

vehicles, which can be applied to receive the classification notation ∇ A1 Vehicle Carrier. The classification notation SH, SHCM, will only be granted when the design is based on the criteria of this Guide.

This Guide reflects industry trends by including requirements based on ABS SafeHull, total strength assessment, and hull girder ultimate strength.

The June 2018 edition included an alternative method to evaluate the web thickness of side transverses and stringers in single side shell using the direct beam analysis in lieu of the formula to determine the shear force and revised load cases for Global Finite Element Analysis as well as fatigue analysis.

The January 2019 edition aligned the allowable stresses for watertight boundaries with the gross scantling method used in the ABS Guide for 'SafeHull-Dynamic Loading Approach' for Vessels.

The February 2023 edition eliminates the relevant provisions for mandatory compliance with the requirements of the Dynamic Loading Approach and Spectral Fatigue Analysis, clarifies the application of the net scantling approach, changes the full ship based finite element pure bending analysis to an alternative evaluation method of evaluating hull girder strength, and clarifies that the maximum hogging still water bending moment is to be used for LC2 and LC4 for yielding and buckling strength assessment.

This Guide becomes effective on the first day of the month of publication.

Download the guide in pdf format at <https://bit.ly/40p0keH>. Or scan the QR code.



Beneteau ended 2022 with higher results than forecast

Thanks to a strong fourth quarter, the sail and motorboat manufacturer ended the year with revenues of €1,508 million, up 22.9% compared with 2021. Income from ordinary operations was €154.7 million in 2022, representing 10.3% of revenues.

"The robust development of all the markets that the group operates in, the quality of its product offering, and the excellent operational execution achieved despite the supply chain disruption that affected the entire industry enabled Groupe Beneteau to set two historic records, with over €1.5 billion of revenues and €150 million of income from ordinary operations," said chief executive Bruno Thivoyon.



FSC focuses on the yachting industry for more sustainable forestry

A new industry initiative launched by the Forest Stewardship Council (FSC) certification scheme is focusing on the impact of the yachting industry on the world's forests and promoting sustainable practices. The yachting sector consumes large volumes of timber which makes it crucial to ensure that the industry helps set standards for the origin of its timber.



Kristian Jørgensen, technical advisor at FSC Denmark, said, "Yachts are an extreme luxury product, but the industry is also an important sector in the innovation of new and greener solutions for the shipbuilding industry in general. We often see innovation in the areas of engine technology, energy efficiency, synthetic fibres, and the direct impact of different materials on the marine environment. But the time has come to pay more attention to the timber that is used."

FSC is encouraging the yachting industry to sign up to a pact that will help the sector to set clear sustainability goals for its purchasing and use of materials sourced from the world's forests.

Jørgensen continued, "This initiative encourages businesses to set targets which FSC, with its wide-ranging experience, supports by providing guidance and expert advice. Both in terms of the practical implementation of policies and incorporating sustainability on a wider scale than just certification."

Large volumes of timber are often found in the masts, booms and decking on board vessels, and also in the structure itself, the yacht's interiors, in floors and fine detail on rudders.

If the origin of the wood is known, and it is sustainable, the choice of timber as a material is both a responsible and climate-friendly solution. But if the origin of the timber is not known, there is a risk that the timber value chain has had a negative impact on the forests and on the people that make their living there.

Non-flammable battery technology developed

Leading classification society, The American Bureau of Shipping (ABS), has issued a New Technology Qualification (NTQ) for a non-flammable battery technology for use at sea. In addition to being non-flammable, Blue G is also said to be non-degrading and easily recycled. The Blue G battery consists of a water-based electrolyte solution, storage tank, stack cell and regulating pump.

The battery incorporates Vanadium redox technology, a feature of which is that the process of charging and discharging energy does not produce excess heat.

"Vanadium redox technology is a potential game changer in the application of batteries at sea," said Gareth Burton, ABS vice president, Technology. "It has the advantages of a long lifespan, greatly improved energy capacity and an improved safety profile as a non-flammable product. This technology is one that has the potential to accelerate the energy transition in the maritime industry, supporting global decarbonisation goals."

Gennal highlights advantages of its system including scalability and a longer lifespan – more than 25 years. Gennal also points to the battery design's recyclable feature showing that the vanadium electrolyte is easily extracted and recycled when the Blue G battery is decommissioned.



Former IIMS President in the news

IIMS Past President, Adam Brancher, has been in the news recently following the announcement that ADEC Innovations has acquired Kedge Pty Ltd and Southern Ocean Carbon Company.

ADEC Innovations, a recognised global leader in designing and delivering sustainable development solutions that drive organisational value and impact. It announced it has completed its acquisition of Kedge Proprietary Limited ("Kedge") and Southern Ocean Carbon Company ("SOCC"). Kedge and SOCC are recognized Blue Economy leaders within Australasia and Oceania for vessel, mooring, aquaculture, marine systems procurement and commissioning, environmental protection, design assurance, and regulatory compliance.

Kedge and SOCC will leverage ADEC Innovations' information management capabilities and global reach to improve ocean stewardship worldwide. Together, the companies will continue to innovate and make an impactful difference to the world's largest resource.

Kedge is one of the recognised leaders in the region for marine compliance and vessel certification and has completed over 4,000 surveys the last 7 years. In addition, Kedge is called upon to remediate incidents that occur within Oceania and Australasia including spill containment, clean up, and environmentally sound vessel disposal. SOCC was established to study and commercialise giant kelp and other seaweed production for carbon capture and sequestration, biomass creation and other beneficial uses of this sustainable, underutilized marine resource.

"ADEC Innovations commitment to making sustainable impact completely aligns with our companies' trajectories. Kedge and SOCC's fundamental tenet has always been the preservation of the health of the planet's oceans," said Adam Brancher, Founder and Managing Director of Kedge and SOCC. "Having the support of ADEC Innovations will allow us to realize our longheld goals of expanding our established marine assurance and seaweed aquaculture practices and developing innovative technologies, such as hydrogen propulsion retrofits on vessels, including our recently acquired passenger ferry demonstrator."



MAIB Safety Bulletin: Potential safety hazards from flexible hose installations

On 19 September 2021, fire broke out in the auxiliary engine room on board the Finland registered roll-on/roll-off cargo ship Finnmaster while departing Hull, UK. The fuel source for the fire was identified as coming from a small-bore flexible hose that failed due to being overheated by an exhaust gas leak from the outboard turbocharger of auxiliary engine 2.

The flexible hose assembly was part of a modification made to the auxiliary engine alarm system more than 15 years prior to the fire. It was contrary to requirements and relevant guidance, as it was too long and had been routed close to hot surfaces. The hose had not been approved or surveyed by the classification society when it was installed. Furthermore, despite being replaced a number of times in the intervening period, the material, length and routing of the hose had remained the same throughout and the risk it posed had not been identified or mitigated.

The key safety issues identified were:

- The risks associated with a modification on safety critical equipment should be considered before and during the work being completed. The relocation of the pressure switch closer to the cartridge filters would have removed the need for a long hose; if this was not possible, a rigid metal pipe secured with clamps and routed at an appropriate distance from the engine's exhaust might have been a safer option.

- Flexible hoses are recognised as having a higher risk of failure than a properly fitted metal pipe. An isolation valve fitted at the point of supply allows a flexible hose to be safely isolated in the event of leakage.

This accident remains under investigation and the detailed causes and circumstances will be published in an investigation report in due course.

Download the safety bulletin at <https://bit.ly/40uiXh0>.

MAIB Safety Digest April 2023 published

The Marine Accident Investigation Branch has published the MAIB Safety Digest April 2023, the first of its two biannual publications featuring a wide selection of case studies.

Here's a brief extract from Andrew Moll OBE, Chief Inspector of Marine Accidents, taken from his introduction.

"Welcome to the MAIB Safety Digest April 2023. In my opinion, this is the more important of the MAIB's biannual Safety Digests because it is published as the northern hemisphere emerges from winter. This is not simply an observation that the leisure boating season is about to start, though the digest does give us the opportunity to re-emphasise some good safety tips before going afloat.

More to the point, anyone can be caught out as the air warms and layers of clothing are shed. Strong sea breezes that develop as the sun heats the land can add significant wind-chill that turns a pleasant day into a cold one, and anyone entering the water, deliberately or otherwise, will find the sea temperature is still very cold.

The Reul A Chuain safety flyer, reproduced at the back of this digest, helps me make the point that it is too late to start thinking about man overboard procedures when you have someone in the water. One of MAIB's key safety messages for 2023 is not just to think about how you would recover an unconscious man overboard, but to actually practice it as realistically as possible. Put simply, if your risk assessment identifies a risk of falling or being knocked overboard, especially if one of the mitigations is wearing a personal flotation device, then should that occur the next task will be man overboard recovery. Putting a lifejacket on is easy; recovering a man overboard is not – please practice it."

Andrew Moll OBE, Chief Inspector of Marine Accidents

Download the Safety Digest at <https://bit.ly/3K8R1sn>. Or scan the QR code.



UK and Denmark shipping regulators agree letter of mutual recognition

The UK Maritime and Coastguard Agency and the Danish Maritime Authority have created and agreed a Memorandum of Understanding over the reciprocal permittal for the Operation of High Speed – Offshore Service Craft (HS-OSC) in each other country's waters.

Joanne Wake of the MCA said, "The letter of intent between UK and Denmark for HSOSC was signed in February. This means there is a mutual recognition of our respective Codes in place. This collaboration is the latest of a number of mutual agreements made between the UK flag and third-party administrations since Brexit. The intent is to promote safe operation and construction of vessels and provide agreements to allow UK commercial maritime to expand on available opportunities".



Outboard engine fire causes yacht to sink is finding in MCIB report

Now, a Marine Casualty Investigation Board (MCIB) report is recommending that racing yacht owners should ensure their auxiliary engines provide the necessary power for their craft to make a safe passage. In addition, the MCIB says risks associated with refuelling outboards at sea need to be highlighted.

The Beneteau First Class 8 (FC8) yacht, Black Magic, was motor sailing using a 3hp outboard and mainsail, on route from Crosshaven, Co Cork to Kinsale Harbour for winter lay-up in December 2021. The owner and skipper of the yacht the sole person onboard for the approximately 19-mile passage.

The report states that around 15 minutes after refuelling the outboard, the skipper saw flames coming from the outboard. The fire rapidly spread to spare drums of petrol that were in the cockpit. The skipper, who was afraid he would be trapped if he went into the cabin if the petrol tanks exploded, went up to the bow area and made a MAYDAY distress call. He was picked up by a fishing vessel, and the yacht, which was destroyed by the fire, sank.

The MCIB report states that the yacht had been bought by her new owner six months previously and had been raced in Cork Harbour.

The report concludes that the engine had not been serviced recently and was likely to have suffered a significant mechanical failure.

In addition, while achieving the speed necessary to deliver the yacht to its appointed destination on time, the engine was operating at the upper limits of its mechanical and power operating envelope and its sub-optimal capacity was a contributory factor to the loss of the yacht, together with spilled fuel from the refuelling operation.

The report states that 10hp is the recommended minimum horsepower for a yacht of Black Magic's size.

LEEA accredited and ISO 9001 registered, Spencer Rigging will continue to operate from the company's rigging loft based at Empire Building, St Mary's Road, Cowes, with the team headed by managing director, Neil Brinsdon.

Glen Raven set to phase out PFAS chemicals across entire fabric portfolio



North Carolina, US-based performance fabric manufacturer Glen Raven Inc has announced it has begun to phase out PFAS chemicals across its global fabric portfolio. The announcement from the manufacturer of the Sunbrella fabric line is said to support the company's longstanding commitment to transparency, sustainability and manufacturing high quality products.

"Since 2015, our global research and development team has been working with accredited research laboratories and universities to evaluate and develop the best alternatives to PFAS-based finishes," said Glen Raven Custom Fabrics president and COO, Dave Swers.

"We have invested significantly in this work and the solutions we're introducing will allow us to continue providing anyone who purchases our fabrics with the best-in-class performance they expect while minimising our environmental impact as an organisation. Our Sunbrella Contract fabrics have included non-PFAS solutions since 2019 and we look forward to implementing non-PFAS solutions across our portfolio."

The company says its new non-PFAS chemistry meets all regulatory requirements, allowing Sunbrella upholstery fabrics to continue to carry their third-party GreenGuard Gold and OEKO-TEX certifications verifying that these fabrics have low chemical emissions, are safe to use next to the skin and are not produced with any harmful substances.

Operations and maintenance base for world's largest offshore wind farm opened at Port of Tyne, UK



Equinor, a partner in the North Sea wind farm, said that the O&M base would serve as the hub for operations for Dogger Bank Wind Farm, and that it houses the control room that will monitor and manage 5% of the UK's electricity generating capacity, which will be produced by the 3.6GW offshore wind farm.

According to Equinor, over 400 long-term roles have been created locally to support the operations and maintenance of the wind farm, based at the Port of Tyne facility. In total, over 2,000 UK jobs have been created or supported through the Dogger Bank project, Equinor said.

The UK Minister of State for Energy Security and Net Zero Graham Stuart said, "The UK already boasts the four largest offshore wind farms in the world, and I am delighted that Dogger Bank will overtake all of them in three years' time. Having already delivered on green jobs and growth, Dogger Bank will be at the heart of boosting energy security for Britain and meeting the Energy Security Secretary's ambition to have among the cheapest wholesale electricity prices in Europe."

Dogger Bank Project Director at SSE Renewables, Oliver Cass, said: "Today is an important day for everyone involved in our ground-breaking project as we move closer to delivering first power in the summer. Building a wind farm on this scale requires huge talent and dedication. I'd like to pay tribute to everyone who's played their part in our journey so far, including the thousands of skilled UK employees who are truly world-class."

State-of-the-art trawler design reaches new milestone

Photo credit: Ulstein

Currently under construction, a new state-of-the-art design from Ulstein Design & Solutions AS has been awarded the Innovation Award 2022. A very fuel-efficient propulsion system and a revolutionary solution for taking fish on board are two of the innovations.

The new trawler has an efficient hybrid system with two propellers, combining batteries with diesel-electric and diesel-mechanical propulsion. Through analyses and tank tests, it is expected that this hybrid system, together with the other energy-saving measures on board, will provide at least a 25 per cent reduction in fuel consumption and emissions, compared to a corresponding modern trawler that operates this type of combination fishing. In some operations, the savings can exceed 40 per cent.

The vessel's new trawl handling system, a part of the ECOFIVE solution, leads the fish into a water-filled catch reception in the vessel below the waterline. The catch does not leave the water and is thus not exposed to the same physical stress as when hauling the trawl bag onto the deck above the trawl slip before emptying it into the receiving bins.

The vessel is being finished at Westcon Yards in Ølen, Norway.



Summer 2023 issue of NZ Marine News published

Summer 2023 NZ Marine News magazine has recently been published and provides an excellent update on the many activities by the various marine sectors to grow the NZ industry in 2023 and 2024.

This issue includes:

- report from MAST – the Marine & Specialised Technologies Academy of NZ
- promotion of NZ marine companies overseas
- two industry icons honoured
- boat show news
- report on the ever-increasing popularity of boating
- industry statistics
- news from members nationwide, and more!

The NZ marine industry continues to be world-leading in many aspects and it is great that the NZ Government have themselves advised that boating is New Zealand's most popular recreational activity amongst New Zealanders with 2 million or 40% going boating each year.

Download the magazine at <https://bit.ly/3ZdJTR2>. Or scan the QR code.


NZmarine
News
Summer 2023





A unique international maritime collection goes online

Over one million maritime archival records, documenting nearly 100,000 ships, are now available online for the first time following a five-year digitisation programme by the Lloyd's Register Foundation Heritage and Education Centre (HEC).

The collection includes maritime technical records such as ship plans and survey reports for famous ships including the Carpathia – the Cunard passenger liner that rescued survivors of the Titanic – and other material such as wreck data, correspondence, photographs and certificates. Alongside the digitised collection of Lloyd's Register of Ships from 1764 to 2000, it provides a fascinating insight into the history of maritime safety, the development of Lloyd's Register, and the working lives of surveyors, shipbuilders, engineering firms and associated trades throughout the last two centuries. The material is also of unique interest to family historians through the inclusion of the names of shipowners, builders, surveyors and masters, all of which are searchable via HEC's online research tools.

Archivist for the centre Max Wilson said: "It's extremely unusual for such an extensive private sector collection such as this to be digitised unless it's a statutory requirement. It captures a wealth of maritime history including from Lloyd's Register, the world's first maritime classification society which was created more than 260 years ago to improve the safety of ships.

"Now accessible to online visitors from around the world, the collection offers an invaluable resource to experts, family historians, schools, and general enthusiasts to nurture their interest and intrigue in maritime history. Collections such as these are a powerful tool to not only learn from the past but to help us shape a safer maritime future."

Barbara Jones, the Lloyd's Register Foundation's Curator of Maritime History adds: "Each day brought something special, whether it was looking at a plan like that for the Banshee and working out that the draughtsman had not only drawn an engineer to scale in the inspection shaft, but that he was also carrying both an oil can and a candle, to finding odd "lost" items that surveyors had lost amongst their reports, and here we were 100 years later finding their railway timetables, cycling shoe brochures and even a .22 round from a gun!"

While a UK-based archive, the collection includes tens of thousands of documents and records created from around the world, as well as records created for ships built in the UK for overseas clients. Using the online research tool bespoke datasets can be downloaded for wide-ranging searches from ship types, specifications, shipbuilders, time periods or locations.

As the largest and oldest collection of its kind these archives present fresh insight into the development of maritime technology, engineering, and science. Through the provision of unparalleled raw data this resource also underlines the legacy of and continued importance of safety for the future of the ocean economy.

The online collection is freely available via the Lloyd's Register Foundation Heritage and Education Centre's website and can be viewed at <http://bit.ly/3K8dmaZ>.

Marine Rescue NSW rescues up more than 50% compared to same time last year

Photo courtesy of Marine Rescue NSW

Volunteers at Marine Rescue's 46 units across NSW were involved in 478 rescues in February, assisting 1,150 boaters back to shore. Hunter/Central Coast's Lake Macquarie unit had the highest demand, undertaking 80 rescues including numerous missions for grounded and disabled vessels. Botany Port Hacking and Port Jackson followed with 44 and 31 rescues respectively.

Marine Rescue NSW has seen an increase in demand for its service across the state with volunteers completing 52% more rescues in February 2023 than they did during the same month last year.

Marine Rescue NSW Deputy Commissioner Operations, Alex Barrell (BAR-ELLE) is asking boaters to ensure they are well prepared and to take it easy on the state's waterways with 39% of rescues during February caused by engine failure.



Abandoned Russian superyacht could pose safety hazard

Photograph by Pamela Jones

The government of Antigua and Barbuda has an interest in selling off an abandoned Russian superyacht in a hurry, and not just because of the maintenance costs it is racking up. The luxurious yacht Alfa Nero could pose a threat to the environment

and private property in the event of a casualty, according to Prime Minister Gaston Browne, especially as the 267-foot vessel is not believed to be insured.

Alfa Nero has been linked to Russian billionaire Andrey Guryev, owner of fertilizer maker PhosAgro and confidant of Russian President Vladimir Putin. Guryev was sanctioned by the U.S. government in early 2022 in connection with the Russian invasion of Ukraine, so when Alfa Nero appeared in Falmouth Harbor, the FBI arranged with local authorities to raid it and question the crew for evidence of ownership.

No one has stepped forward to lay claim to the vessel, so Antigua has moved to seize the yacht and auction it off to the highest bidder. This is an essential move to control risk to the environment and to local businesses, Prime Minister Browne told local media on Monday.

"There could be a fire. In fact, I am told the insurance of the marina could be affected because we have an uninsured vessel sitting in the marina and it is a risk to other boats," he told the Antigua Observer. "We are talking about billions of dollars of assets in that harbor. And you can imagine if that vessel was to catch fire what will happen."

MAN wins class approval for methanol-ready four-stroke engine

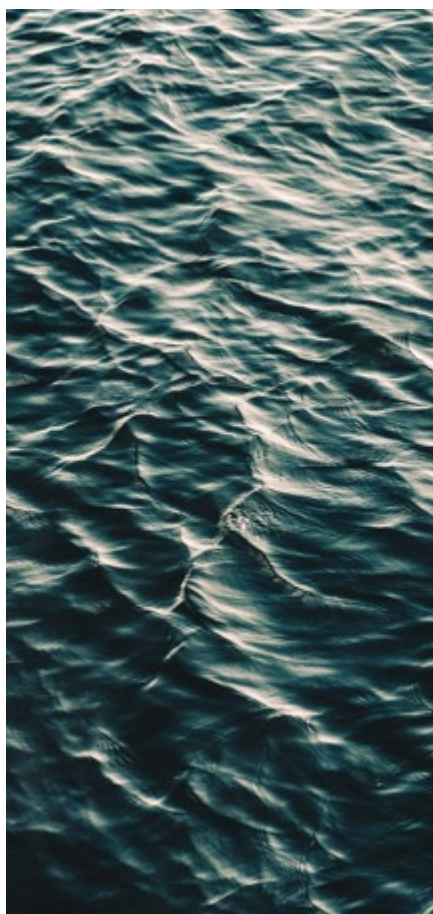
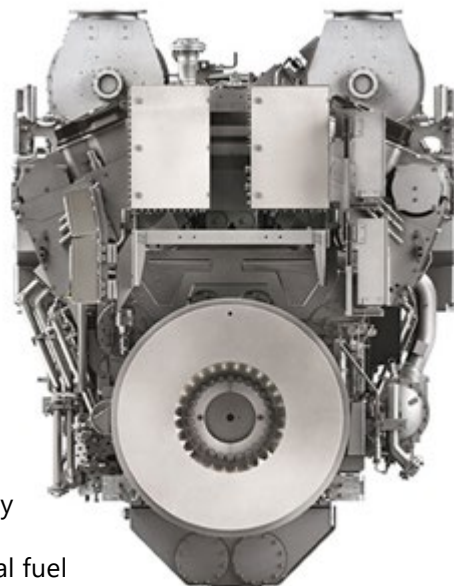
With methanol fueling gaining momentum, most of the focus has been on large two-stroke engines, but interest in methanol-fueled four-strokes is growing and classification society, RINA has now granted an Approval in Principle (AiP) certificate to MAN Energy Solutions for its MAN L/V 32/44CR methanol-ready four-stroke engine.

The AiP covers an upgrade concept for conversion of the four-stroke engine to dual-fuel operation on methanol to provide greater flexibility to shipowners.

"This AiP is based on our recently published Methyl Alcohol Fueled Ready notation," said Patrizio Di Francesco, EMEA special projects manager at RINA. "Methanol is a fuel with a lot of potential as a clean, carbon-neutral fuel and the industry is already showing concrete appreciation of it. The successful cooperation with MAN is a further step towards the availability of future-proof solutions for shipowners."

Elvis Ettenhofer, head of new marine solutions at MAN Energy Solutions, said: "This approval by RINA is significant as we move towards net zero. A major advantage of our four-stroke portfolio is its inherent retrofit potential, which enables us to provide shipowners with cost-effective solutions and flexibility regarding future fuels. In this latter respect, there is no doubt but that interest in methanol is growing and that it will have a prominent role to play within shipping."

Finally, says MAN, methanol is also much less hazardous to marine life compared with conventional marine fuels. The AiP certificate permits the use of ships' outer ship hulls as bunker tanks, thereby increasing fuel-storage capacity on-board.



Failure to follow safety procedures causes employee's death onboard

The US Department of Labor's federal workplace safety inspectors after investigating the death of a 28-year-old cargo worker Panama City, discovered his employer failed to follow required safety standards, including allowing unsafe cargo crane operation and failing to provide training.

The US Occupational Safety and Health Administration (OSHA) found that a three-person team of employees of Premier Bulk Stevedoring LLC, marine cargo contractor, was hoisting large rolls of paper onto the vessel M/V Weserborg when the incident occurred. OSHA learned a crane operator lacked a clear view of employees in the hold below as they loaded 7-foot-high rolls of paper five at a time – a load weighing about two tons – when the ship pitched and the load crushed the worker against the vessel's wall.

OSHA cited the company for one repeat violation and two serious violations. Inspectors determined the employer failed to ensure the crane operator was able to see the signalman guiding the load movement. In December 2020, the agency issued the company a citation for a similar violation after federal inspectors found a crane operator and worker guiding the driver not in the line of sight of each other. The Administration also cited the employer for their failure to ensure the cargo-handling supervisors completed a course in accident prevention.



Joint industry guidelines for cleaning of containers published

The Bureau of International Containers (BIC), Container Owners Association COA), Institute of International Container Lessors (IICL) and World Shipping Council (WSC) have jointly issued updated guidelines for the cleaning of containers with easy-to-use best practices.

All parties in the supply chain have a shared responsibility for stopping the spread of pests by keeping cargo and containers clean when in their custody.

The introduction of new pests can severely upset an existing ecosystem, with serious ecological consequences and possibly billion dollar impacts on a nation's economy. Regulators and national authorities play a central role in stopping the transfer of pests, but given the scale of global trade it is prevention – stopping pests from entering cargo or containers in the first place – that is the best solution. With the updated guidelines, BIC, COA, IICL and WSC are looking to further improve the level of prevention across the supply chain to stop the transfer of pests.

"When each party in international container supply chains makes sure to start and end their work with clean cargo and containers, then containers will reach their destination faster while our agriculture, forestry and natural resources are preserved", said Lars Kjaer, Senior Vice President of WSC.

The "Prevention of Pest Contamination of Containers: Joint Industry Guidelines for the Cleaning of Containers" are complementary to the direction provided in various guidelines published by the IPPC and in the IMO/ILO/UNECE Code of Practice for Packing Cargo Transport Units (CTU Code) regarding prevention of pest contamination of containers.

Download the guidelines at <https://bit.ly/3ZBZKJz>. Or scan the QR code.



Target set for end-of-life boat recycling

Photo credit: APER

A roadmap has been launched for the European boating industry aimed at increasing end-of-life boat recycling as a matter of urgency. The plan, launched by the European Boating Industry (EBI), is based on a three-year process involving all public and private stakeholders, with the boating industry committing to phasing out unsustainable recycling practices and targets set for the period up until 2030.

The 'Roadmap on the implementation of the circular economy for end-of-life boats' follows several dismantling and recycling schemes already set up in many European countries. Estimates vary wildly, but some put the number of end-of-life boats in European waters at more than 6.5 million, most of them smaller than 7.5m.



Projections put the number of boats reaching their end-of-life at more than 30,000 boats a year in the EU which would result in around 23,1000 tons of end-of-life composite waste per year. Recreational and commercial marine make about 2-3% of the total composite use in Europe.

The industry, represented by EBI, commits to phasing out landfilling and energy recovery by 2030 and expanding the use of more sustainable recycling solutions in coordination with other composite use industries, such as wind energy. The roadmap gives recommendations to be implemented, including on financing, dismantling, transport, recycling, research and innovation.



AMSA focusing on watertight and weathertight integrity at Port State Control

Photo credit: AMSA

The Australian Maritime Safety Authority (AMSA) has announced they are carrying out ongoing watertight and weathertight integrity inspections during routine Port State Control (PSC) throughout 2023.

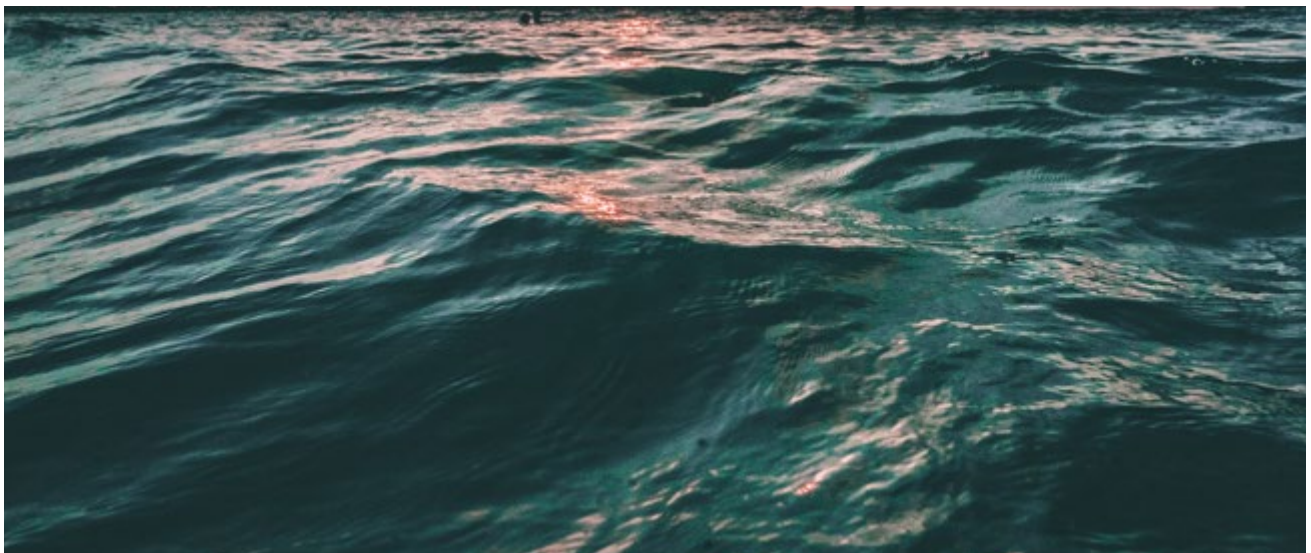
The aim of this PSC campaign is to support foreign-flagged and regulated Australian ships with information to help operators avoid water ingress and the associated safety and financial risks. Ship inspection data shows that watertight and weathertight integrity remains a persistent and concerning issue for ships in Australian ports, making up 9% of detainable deficiencies in 2021.

Newly information and resources are now available on the AMSA website, including guidance on regular checks and the importance of including watertight and weathertight components in maintenance plans.

Watertight and weathertight elements are part of the design of a ship. Watertightness is required for all openings located below the ship's waterline, for example, shaft tunnels, ballast tanks, and bow thruster compartments. They must be designed and maintained to prevent ingress and egress of water during continuous submersion. Weathertightness is required for all other ship components, which must be designed and maintained to prevent water from entering the ship in any sea conditions.

AMSA Manager Vessel Operations, Dr Michelle Grech, said AMSA takes an intelligence-led and risk-based approach to compliance. She said, "With our data showing detainable deficiencies for watertight and weathertight integrity on the rise, we are reminding all ships entering Australian waters to find it, fix it, and keep your ship watertight." She also highlighted the importance of "committing to routine checks and planned maintenance for all watertight and weathertight components".

Watertight and weathertight deficiencies identified during a port State control inspection often reflect a failure of the planned maintenance program to address watertight and weathertight integrity issues in areas such as: watertight doors; cargo hatches and hatchways; ballast tanks and cargo hold venting; overboard sea water valves.





Sir Michael Arthur set to take the helm as RYA Chair

The Royal Yachting Association (RYA) has today announced the appointment of Professor Sir Michael Arthur, an experienced racing and cruising sailor and accomplished British academic, as the new Chair of its Board.

Sir Michael, a member of the Royal Southampton Yacht Club, will take over the position of Chair of the Board from Chris Preston after the RYA Annual General Meeting (AGM) in November 2023, following a handover period that will start this summer.

Sir Michael has been a member of the RYA for more than 30 years and has been sailing, in one form or another since his teens, having learned to sail at a gravel pit north of London. This has included Laser and Fireball dinghy racing at club level, windsurfing for leisure, and in more recent years keelboat sailing with some racing in the Solent and cruising throughout Europe.

100 audits completed under IMO Member State Audit Scheme



One hundred of IMO's 175 Member States and three associated Members have now been audited under IMO's Member State Audit Scheme (IMSAS). The milestone was reached in March 2023. The audits continue to be rolled out, with 23 audits scheduled to be completed during 2023 and 25 in 2024. The first complete audit cycle is set to be completed by 2025.

The Scheme became mandatory in January 2016 and covers a number of important IMO treaties relating to safety, marine protection and seafarer training. Audits are coordinated by the Member State Audit (MSA) section of the Department for Member State Audit and Implementation Support (MSAIS), in the IMO Secretariat. Audit teams are formed from qualified officials, nominated as auditors by IMO Member States, and Audit Officers from the IMO Secretariat, where necessary. Through the implementation of the Scheme, the MSA promotes the consistent and effective implementation and enforcement of mandatory IMO instruments, which assists Member States to improve their capabilities and their compliance with the requirements of instruments to which they are a Party.

The outcome of the audits to date has played an important role in identifying and addressing areas where Member States can improve their performance. The audit process enables Member States to implement corrective actions identified by the audit. In addition, audits provide feedback on lessons learned which can be shared with all Member States, and audits analysis enables IMO to identify areas for future regulatory and technical assistance work. The latest Consolidated Audit Summary Report is available to read at <https://bit.ly/3ndpgas>.

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Following are brief reported news snippets from some of the marine incidents and accidents that reached the IIMS news desk during the month of MARCH 2023. To those who have lost their lives at sea, may your sacrifice not be in vain - rest in peace. IIMS sends its condolences to the bereaved loved ones and families.

American longliner crew rescued by good Samaritans

The U.S. Coast Guard worked with two good Samaritan vessels to rescue the crew of an American tuna longliner on the high seas, far off the coast of Hawaii. The owner of the fishing vessel Sea Smile called and told the Coast Guard's Joint Rescue Communication Center that the vessel was disabled and flooding at a position some 500 nm to the southwest of Hawaii. The crew reported more than five feet of water in the engine room and fish holds, but without power, they were unable to use their bilge pumps for dewatering. The vessel was gradually sinking, and it was well out of range for a helicopter rescue.

Fire disabled ferry in English Channel

Fire broke out in engine room of cross channel ferry Isle of Innisfree. The ferry was en route from Dover to Calais with 94 passengers and 89 crew on board. The fire was reported as small and was quickly contained. The ferry was towed to Calais. No injuries reported.

General cargo ship fire

General cargo ship Ho Chuang 996 reported a fire in the engine room and requested evacuation whilst 32 nm NW of Taipei in the Taiwan Strait. The 12 crew went into the life raft and were picked up by Taiwan Coast Guard ship. All are safe.

Longliner sank in Indian ocean with loss of life

The longliner Linggar Petak 89 reportedly capsized and sank in the Indian ocean south of Bali island, Indonesia. Of 15 crew on board, 4 are reported rescued, 1 was found dead and 10 remain missing.

Container and cargo ships collide in Yokohama waters

The container ship Hai Su 6 and the general cargo ship Misaki Maru collided in front of Higashi-Ogishima port, Yokohama, Japan. Both ships were on the same route from Tokyo to Yokohama. Misaki Maru was loaded with steel and sustained starboard side bow damages. Hai Su 6 suffered portside stern breach above waterline. No casualties were reported.

Chinese bulk carrier damaged by ice sinks off Russia

A Chinese bulker has sunk in the Strait of Tartary near the Russian port of Vanino after being damaged in a collision with heavy ice flows. The vessel, Yong Xing 56, had been caught in the ice since February 19 and issued a distress call on February 23, prompting a rescue operation. Reporting indicates the 33,000 DWT ship was carrying a cargo of alumina. All 21 crew members abandoned ship and were rescued by a Russian ferry and taken to Vonino. Salvage teams attempted to seal a hole in the vessel and control the ingress of water, but flooding continued and the decision was made to remove the pumps and cut the mooring lines.

Italian ferry fire

Fire broke out in the engine room of ferry Filippo Lippi off Salina island in the Tyrrhenian sea, Italy. The fire was reportedly to be quickly extinguished by crew, but the ferry was disabled and went adrift. No injuries reported.

One dead in tug sinking off Cebu

A Philippine landing craft struck a tugboat in the port of Cebu, sinking the tug and claiming the life of one crewmember.

Great Lakes marina fire affects 150 boats

Fire broke out at the Safe Harbor Great Lakes Marina in Muskegon in the US state of Michigan, reportedly causing millions of dollars in damage. Fire crews were called out to reports of smoke at building 3 of the marina. A 39-foot boat in the middle of the building was reported as the source of the fire, but it is still not known exactly how this fire began. Speaking after the fire was extinguished, deputy fire chief Jay Paulson confirmed that every boat in the building — around 150 vessels — had “suffered some type of damage” from the fire, smoke or heat. “Unfortunately, they are all very expensive, very large boats,” he says. Paulson estimates that the damage runs into the “millions of dollars”.

Eight people dead after two boats collide

At least eight people have died after two suspected smuggler panga boats crashed near Blacks Beach in San Diego County, California.

Cargo ship sank with two missing

The general cargo ship Tuan Tu sank while en route from Vung Tau to Phu Quy island in Vietnamese waters. It was carrying a cargo of construction materials. Five were rescued but two remain missing. Rough weather is thought to be the cause of the accident.

Cargo ship with cargo of fertilizer suffering water ingress in Vietnamese waters

A general cargo ship, the Xuyen A, issued a distress signal to report it was sinking due to hull water ingress. The ship was carrying 2,600 tons of fertilizer and was en route from Can Tho to Quy Nhon. The ship was boarded by rescue team and brought to anchor 0.5 nm off coast of Binh Thuan Provinces, north of Vung Tau. The status of the crew is unknown.

MSC vessel loses 46 containers off Bermuda

The MSC SHRISTI, a container ship travelling from Boston to the Dominican Republic notified the Bermuda Maritime Operations Centre via email that the ship had lost 46 empty shipping containers overboard at three different times due to bad weather.

Two dead in drug smuggling incident off Colombia

When Colombian authorities intercepted their latest drug smuggling boat catch, they recovered more than just cocaine. Alongside thousands of shrink-wrapped bricks, they found the bodies of two smugglers who had perished in the attempt to get the drugs out of the country.

Rig Fire at Mobile, Alabama scrapyards

A fire broke out on a semi-submersible rig that is being dismantled in Mobile, Alabama. Multiple fire units arrived on scene to discover a “multi-story, oil rig-like structure” with heavy smoke and flames, the Mobile Fire-Rescue Department reported. The platform is said to contain diesel, hydraulic fluid, and oil with other potential hazards on board.

Navy to the rescue of stranded mariners

The ship’s company of destroyer HMAS Hobart rescued six mariners from a 30-metre motor yacht north of Australia. A rigid-hulled inflatable boat (RHIB) was deployed from Hobart in unfavourable conditions to enable the rescue of the crew, who had experienced engine trouble and became stranded in international waters northeast of Darwin, near Kolepon (Dolok), Indonesia.

Yacht attacked and disabled by orcas in Strait of Gibraltar

The Strait of Gibraltar’s notorious orcas are back. Another sailboat was disabled off Cape Spartel by killer whales who attacked it until they had broken its rudder - a pattern all too familiar to sailors in the region. The crew of the sailboat Larios made a distress call and reported that they had lost their rudder. They had come into contact with three orcas and had lost their rudder. Salvamar Maritimo dispatched the rescue boat Salvamar Arcturus from the port of Tarifa to give them assistance, and the Arcturus towed them all the way to Barbate for repairs.

Fatal Accident on Fuel Barge in NYC Harbor Prompts Safety Reminder

A fatal accident is serving as a reminder of the dangers when performing seemingly routine tasks. Reports are indicating that a 53-year-old crewmember working for Centerline, a tug and barge operator that provides fueling services and transports petroleum between refineries and terminals, was killed early Thursday morning. The company terms the circumstances of the accident as a reminder to raise situational awareness around everyday tasks.

Tanker disabled by fire

The product tanker Greta K reported fire on board and went subsequently went adrift while approaching Leixoes port, Portugal, under pilot. Fire broke out in the engine room. There were 19 crew onboard and all are reported to be safe.

Post-Panamax container ship struck pier at Kaohsiung

The container ship Hyundai Tokyo struck a pier while berthing at Kaohsiung Port, Taiwan on arrival from Ningbo in full load. The ship's speed was said to have been rather high at the moment of contact. The vessel has reportedly suffered hull cracks and the berth was also damaged. There was pilot on board at the time of an accident. He was found to be intoxicated.

One worker dead in Floating Storage stern flooding incident

An accident occurred on board a Float Storage Unit FSO Benchamas 2 which was in the Gulf of Siam, resulting in the death of one person. During repairs of underwater valves in the aft part of the vessel, water ingress occurred, flooding sections followed by aft heavy tilt.

Fishing vessel sank after collision with tanker leaving one dead and one missing

The product tanker Ocean Marine collided with fishing vessel in the Gulf of Siam, Thailand. The fishing vessel is reported to have sunk. Three fishermen were rescued, but one was recovered dead from the water, and another is missing.

Research vessel capsized in dry dock leaving many injured

The research vessel Petrel capsized in dry dock in Edinburgh, Scotland. It is believed strong gusts of wind were the cause. The vessel is resting starboard on the dock wall at a 45 degree angle. Petrel is owned by the estate of Microsoft co-founder Paul Allen. More than 20 people are reported to have been injured, some seriously.

Massive fire broke out at Seattle Boat Yard

A major fire broke out at the Seattle Boat Company yard in Seattle's University District. The Fire Department received a report that the yard had multiple boats on fire. The first crews on scene found that the dry rack storage shed at the yard was on fire, and about 30 boats were affected. No one was inside the structure. At the peak of the response, about 100 firefighters were on scene.

Tug capsized in Sabine Pass

The tug, Sea Cypress, is reported to have capsized at Sabine Pass in the Gulf of Mexico, while en route from Port Arthur pushing two barges. The crew were rescued with no reported injuries.

Tanker on fire and abandoned

Fire broke out in the forecastle compartments of tanker Kristin off Ampenan in the Lombok Strait. It seems there was an explosion prior to fire. Of the 17 crew, 14 abandoned ship and are safe, but 3 who were on forecastle reportedly jumped into water and went missing.

Greek bulk carriers collided at Ust Luga, Russia

A bulk carrier whilst unmooring at Ust Luga port, Russia struck a berthed bulk carrier Diva. Diva's mooring lines broke and her portside hull suffered damage and a possible breach. The other vessel, Marco, is understood to have sustained some damage too.

USCG helps cleanup 8,000 gallon latex spill

US Coast Guard Sector Delaware Bay has been helping with the cleanup of a spill of latex polymer that occurred after a pipe burst at a plastics plant in Bristol, Pennsylvania. The site is located on a creek that feeds into the Delaware River, upstream from Philadelphia. An estimated 8,100 gallons of latex finishing material - a water-based acrylic polymer solution - was released, tinting the water milky white. According to operator Trinseo, the spill is composed of about 50 percent water and 50 percent latex polymer. The source of the spill has been secured, the creek has been boomed off and cleanup operations are under way.

Greta K fire - no risk of pollution, says manager

There was no risk of pollution as a result of the fire which broke out on chemical/oil products tanker Greta K just a couple of miles off the coast of northern Portugal. Italy-based manager K-Ships said that the fire was limited to the engine room and funnel. It praised its crew and shore team for their response to what it described as "a difficult situation".

USCG launches investigation into fire aboard Boston Harbour cruise boat

The US Coast Guard has launched an investigation into a blaze aboard the harbour cruise vessel Spirit of Boston, which caught fire at the pier. The 150-foot Spirit of Boston is a whale-watching and dinner-cruise boat. She caught fire at her mooring and the Boston Fire Department responded with water-based and shore-based fire companies. Few if any flames were visible from the exterior, but the vessel's interior filled with heavy black smoke emanating from belowdecks. No injuries were reported.

Death toll from migrant shipwreck rises to 9

The death toll has risen to 9 after a fatal shipwreck involving four immigrants boats off the southeastern coast of Tunisia, the Tunisian National Guard reported Saturday. Over 60 people have been rescued. However, the exact number of missing people remains unknown.

Tanker vessel fire - 3 missing

Three individuals have been reported missing after a tanker vessel caught fire off the coast of West Nusa Tenggara in Indonesia. The vessel was reportedly run by the state-owned oil firm of Indonesia, PT Pertamina, and this accident took place off the coast of the company's oil storage unit in Mataram city of the same province.

General Cargo Ship with Troubled History Grounds on Reef off Belize

Officials in Belize are detaining a general cargo ship after it went aground in a sensitive marine area while they work to determine the extent of damage suffered on the reef. The detention had begun while the vessel, which has a long history of deficient inspections, remains lodged on the reef in a key shipping channel off the coast near Belize City.

Barges break free

Emergency response teams from the U.S. Coast Guard along with state and local officials responded to a tug and barge accident on the Ohio River near Louisville, Kentucky that disrupted river traffic. After breaking loose, several of the barges including one transporting toxic methanol have become wedged against a dam structure on the river.

At least 5 are dead in passenger ship fire

Fire broke out on the passenger ship Lady Mary Joy 3, which was docked at Baluk Baluk island pier in the Philippines. There were over 200 people on board, including crew as she was about to set sail. At least 5 passengers were reported as dead, although the majority are said to have disembarked safely.

Ferry breached and grounded to avoid sinking

A passenger ship Mabuhay Nusantara struck the anchored ferry Labitra Karina at Merak port anchorage, Java. The Labitra Karina's hull was breached in several places with water ingress. The ferry heaved up anchor and managed to run aground on coastline to avoid sinking. Some crew were evacuated, some remained on board to assist salvage operation.

Tanker fire in the Taiwan Strait

Fire broke out in the superstructure of product tanker Lu Dao You 3 east of Quanzhou oin the Taiwan Strait. Search and rescue ships, fire boats and patrol ships responded. The 15 crew were rescued by a fishing vessel and are reported safe.



What
caught
my eye...

*Mike Schwarz casts
his eye back over last
month's eye-catching and
eventful marine news*

Princess Empress did not have correct paperwork to sail

When I first read about this incident, (which is still in the news and evolving as work continues to contain the incident), involving a ship that had sunk with approaching one million litres of industrial fuel onboard, I was concerned. But now, some weeks after the event, it transpires that the Philippines inter-island oil products carrier, Princess Empress, was not in possession of the correct paperwork it needed in order to be allowed to sail, according to reports. So that means it was sailing illegally.

The Philippines flagged vessel sank with 900,000 litres of industrial fuel oil onboard off the island of Mindoro. I am informed that it has sparked the biggest environmental crisis seen in the Philippines for many years. Worryingly, the oil is now spreading across the centre of the archipelago, with the booms ineffective against oil coming out of the ship at a depth of 400 metres.



Yet another environmental disaster unfolding before our eyes and this one it appears caused by a vessel that was not compliant with regulations to allow it to sail. When will unscrupulous operators finally come to their senses and take their responsibilities seriously for the good of others?

Aerial photo shows the oil spill from the sunken tanker on the shores of Pola. Image credit: Reuters

Historian Dan Snow leads an appeal to recover the head of a rare small tooth sand tiger shark

Despite the best efforts of a member of the public, Alisha Openshaw, who tried to help the ailing shark, it sadly died sometime later in the day. After it was found dead and washed up on Lepe beach in Hampshire, Dan Snow

(the historian who lives nearby), was asked to secure and examine the rare creature for scientists.



Image courtesy of Hampshire and IOW News

"I saw on Twitter that this shark had washed up on my local beach, and I posted something funny about it," says Snow (the 'funny' content was a reference to Jaws). "Then I suddenly got all these messages coming in from my scientist friends saying this is incredibly unusual. They told me: 'You've got to try and secure it for science, it's really special'." However, before he arrived, the head, tail and fin had been cut off and taken.

If you should know of the whereabouts of the shark's head, or indeed if you are responsible for cutting it off in the first place, please be sure to let me know.



Symphony of the Seas claims new record for the largest number of Souls to cross the Atlantic

One of the largest cruise ships in the world, Royal Caribbean International's Symphony of the Seas, is claiming a modern-day passenger

ship record with reports it carried the most people on a trans-Atlantic crossing in peace time. During World War II, the liners were converted to troopships, with the Queen Mary claiming the all-time record in July 1943 carrying a total of 16,683 troops and crew.

The ship departed Miami on March 9, and as she reached Malaga, Spain on 19 March, her captain informed passengers of the record. During his announcement, he said the cruise ship had a total of 7,604 individuals aboard. This included 5,350 passengers with an additional 2,224 crewmembers.

I have often thought about going on a cruise, but I have to say with that number of people onboard, it is not for me. Nearly 8,000 people on one ship, well that's the size of a small town in the UK and sometimes that can feel overcrowded for me! But each to their own of course.

Cost estimates for repairs to HMS Prince of Wales rocket

I am troubled by this story as many others will be too. I think what really concerns me is why so frequently this sort of situation arises and it seems to be on the increase. At a time when there are huge pressures with rising prices for everyday commodities, let alone to repair a new ship, this is little short of reckless. And no-one seems to investigate to understand how this situation happened, or if they do, the findings are not made public for all to see. It is not acceptable and is going to be a massive drain on the public purse at the taxpayers' expense. It is gross incompetence on an industrial scale!

Once again, the UK's plagued aircraft carrier, HMS Prince of Wales, is the focus of a new controversy after The Times newspaper published a report contending that the problem with the shafts was known before the Royal Navy took delivery of the vessel. The delayed aircraft carrier remains in dry dock in Scotland and the Ministry of Defence has launched an investigation into the issues.

According to the report in The Times, the repair costs for the carrier have skyrocketed to an estimated £20 million from an original estimate of just £3 million. After entering the dry dock at Rosyth, Scotland in October 2022, an inspection identified potential similar issues with the port shaft as found with the starboard shaft. Reports then surfaced in the media that the Royal Navy had decided to overhaul the second shaft at the same time as a precaution and that the carrier's return to service was then being delayed as they awaited the arrival of parts. Let's hope the world crisis does not deepen until we have our aircraft carrier back!

What a fiasco.



Photo credit: Royal Navy



Farewell to Monique, the round the world sailing hen

Well, here's a touching and enchanting story but with a sad end. News has reached my desk that Monique, the sailing hen, which famously accompanied French solo skipper Guirec Soudée on a five-year around the world voyage, has died. Breton sailor Soudée adopted Monique while on a stopover in the Canary Islands aboard his 38ft steel yacht, Yvinec, on his first solo circumnavigation in 2015.

It seems they forged a lasting friendship which endured over the years as they sailed together to all parts of the world clocking up thousands of miles and became celebrities in Soudée's native France.

Let Soudée have the last word. He said, "Without Monique I would have gone mad during our 130 days of over-wintering in Greenland, including days of polar night. I had the good idea to only take only rice for me and wasn't able to fish. But you kept on laying eggs every day. You knew our lives depended on your eggs."

Let's end on that story and fitting tribute. Until next time.

Mike Schwarz



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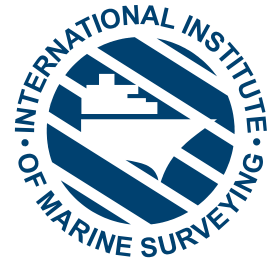
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