DECEMBER 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

Dear Colleague

Welcome to the final News Bulletin of 2023 and what a memorable year it has turned out to be after a couple of tough years.

This past month has seen a number of successful training initiatives taking place. Interesting to see is the number of non IIMS members who have attended training this year. I make no apologies for training non-members and see it as a responsibility the Institute has to train anyone who wants to learn in an attempt to drive standards higher. It started with the hybrid Late Autumn Yacht & Small Craft training day for which nearly 60 delegates registered. This was broadcast live from the Axis Conference Centre, near Southampton and it was pleasing to see a good number in person. Of particular interest was the session on paint coatings delivered by Tim Bannister from AkzoNobel. Steve Horsley also fascinated the audience with his deep knowledge of the world lightning situation, the damage it causes to vessels and a new solution to cure this issue.

The following week saw the IIMS Scotland working group come together for a two-day event. A group of 16 surveyors met in Rosneath, near Helensburgh for some practical heel test training. This was followed later in the day by an afternoon in the dry studying theory on the same topic. After a well-attended dinner at the local curry house, delegates assembled at the yacht club the following morning for a series of presentations. Ian Nicolson, a remarkable

nonagenarian, spoke eloquently and passed on some expert tips and advice to surveyors present. Also of note was the forthright presentation by Kerrie Forster, CEO of the Workboat Association. He spoke knowledgeably about the safety culture and challenges faced by the Scottish aquaculture sector.

Last month IIMS also launched a new practical surveying course at the Boat Building Academy in Lyme Regis, UK. The four-day residential programme attracted 12 students. The opening day was classroom based and largely devoted to understanding the importance and significance of accurate report writing techniques. The second and third days were set aside to physically survey several different vessels with senior members David Pestridge, Geoff Waddington and Chris Olsen present to guide and assist students. On the final day the delegates selected one of the boats they had surveyed in the previous days and completed a mock survey online based on what they had seen with a list of graded defects.

I am pleased to inform you that the Report Magazine is published and available to read from today. The publication has had a makeover. The front cover looks more appealing and very modern. The inside pages too look a bit different. Edition 106 is another fine collection of features and articles to whet your appetite.

And here's an important announcement if you are a member and are expecting your annual plastic membership card to drop through your letterbox this year, because it won't unless you message the Institute to request one. As time and technology has moved on and, in an effort to reduce its carbon footprint, IIMS has announced a move to digital cards with immediate effect.

On renewing membership, an email will be sent with a link to enable the member to click and download the card for storing in their digital wallet. The team is currently working on a fully automated system which will seamlessly deliver an email link once the annual membership invoice is paid and expects this to be implemented soonest.

If you wish to request a plastic card to accompany your digital one, please email **membership@iims.org.uk**.

Survey well,

Mike Schwarz
Chief Executive Officer

The Report Magazine December 2024, edition 106 is available today

The new look Report Magazine is now available to download and read. Some of the feature article highlights of this edition include:

- What a small craft surveyor should inspect
- The dangers and challenges of lithium-ion batteries and fires: What we have learnt and know now
- Wind power developments for sailing boats into headwinds
- The depth of Lake Huron reveals a secret hidden for over a century
- Safe working conditions remain an issue on board vessels visiting Australia
- Supramax detention in Immingham Port: A PSC case study
- Rules for expert witnesses
- Cargo packing matters: Amended Dangerous Goods regulation are mandatory from January 2024
- On the subject of Orca attacks
- With each passing year: A review of IIMS activities in 2023

The Report magazine can be downloaded and read in pdf format at **https://bit.ly/49XKUTS**; or read it online in eReader format at **https://bit.ly/49WePvK**.

Coming soon...

The Safety & Loss Prevention Briefings Compendium 2023

Keep an eye out for notification of the publication of the Safety & Loss Prevention Briefings Compendium 2023. Work is well underway to compile this year's edition and copies will be available to download in eReader of pdf formats at the end of the year. Never an easy read, the compendium nevertheless makes compelling reading.

Guidance on due diligence for handling lithium-Ion batteries

Britannia Club has highlighted the growing challenge of shipping lithium-ion battery cargoes as the progress towards sustainability continues unabated.

The energy storage unit typically comprises a box or container of varying sizes, within which the lithium-ion batteries designed for energy storage are subsequently installed. As the cargo is packaged, it will be governed by the provisions of the International Maritime Dangerous Goods code (IMDG). Lithium-ion batteries are listed by the IMDG code as class 9 which covers miscellaneous dangerous substances and articles. However, the IMDG code lists a number of various UN numbers all related to the transport of lithium-Ion batteries as detailed below:

The shipper should provide the shipowner with detailed transport guidelines which should contain all the procedures required for the safe carriage of the entire shipment, including a handling/lifting plan, lashing and securing requirements (including the gear, lashing points etc.) and emergency protocols. In addition, a structured risk assessment should be undertaken to assess the carriage considerations, cargo care, stowage, lashing requirements and any limitations, based on the information provided by the shipper and any statutory requirements.

According to Britannia Club, it is advisable to appoint a competent surveyor or supercargo during the loading operations to assist the master and to ensure the stowage, loading, and securing procedures are executed properly. The following loading and securing advice should be considered, though the list should not be seen as exhaustive:

- The cargo should be secured in accordance with the ship's Cargo Securing Manual (CSM), taking into account the applicable recommendations of the Code of Safe Practice for Cargo Stowage and Securing (the CSS Code) – Annex 13.
- The CSM must detail all lashing and securing arrangements and devices provided on board the ship including their correct application and recommended methods for securing of cargo which the ship is approved for.
- If the ship's CSM does not specifically cover the carriage of the intended project cargo, Members should consult the Classification Society in order to obtain approval and the CSM should be amended accordingly. This may also require an alteration of the physical lashing arrangement and/or for additional lashing equipment to be provided.
- The stowage plan should duly consider the availability of securing points. The securing lugs/pad-eyes should be aligned with the lashings so they are not subject to forces acting out of the nominal direction.
- The securing points fitted to the ship must be strong enough to withstand the dynamic loads. Where welding is required to install additional securing points, it should be performed by qualified welders and the welds should be inspected and tested as appropriate. The relevant safety procedures for hot work must also be followed.

Coronial findings into tragic boating incident

The Boating Industry Association Ltd has released a statement regarding the boating incident off the New South Wales, Australia mid north coast on 26 January 2020.

Here is their statement:

The Boating Industry Association acknowledges the Deputy State Coroner in NSW Magistrate Kennedy's efforts to investigate matters surrounding a tragic boating incident off the NSW mid north coast on 26 January 2020.

The Coroner found Alan Bruce Beeby died as 'a result of an inherent defect in the vessel Eliza 1 causing it to capsize resulting in drowning' whilst 16 nautical miles offshore and about 15 nautical miles north of Seal Rocks.

The Coroner's recommendations were released last week and directed to maritime regulators primarily through the Australian Recreational Boating Safety Committee (ARBSC). This committee was established more than 10 years ago to provide national intergovernmental collaboration in support of safe and responsible recreational boating.

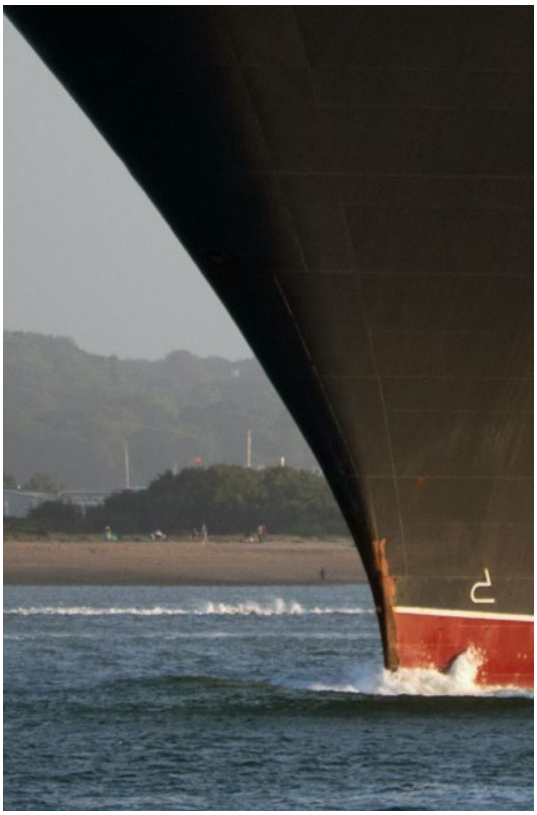
The Boating Industry Association has already reached out to the ARBSC with the aim, where appropriate, of supporting improvements to vessel safety and boat brokerage standards, and the opportunity to support a national education campaign funded by maritime regulators to help the public, industry and stakeholders be aware of safety and responsibility issues when it comes to buying, selling and owning a boat.

The Coroner's recommendations were largely directed to the ARBSC and were as follows:

- To consider what legislative, compliance and enforcement tools can be implemented to ensure domestically built and imported vessels are built to appropriate internationally accepted/endorsed standards and implement those tools;
- To consider undertaking a review of the Australian Builders Plate Standard and/or consider the adoption of any other certification mechanism, to include broader safety requirements including taking guidance from other jurisdictions for example, in the EU and the USA;
- To consider the undertaking of a review by an appropriate industry body for the implementation of an industry wide code of practice and accreditation for boat brokers and retailers of imported boats that ensures safety, compliance with standards and full disclosure of information is a central focus of sale; and
- To consider the undertaking of a national education campaign as to applicable safety standards, the suitability of different boat types and capabilities of such and what is required of brokers upon sale.

The Coroner's court heard the Eliza 1 was built in China to a modified Halvorsen design, with concerns raised relating to compliance with internationally endorsed/ accepted standards.

Joint Hull Committee issues new clause in wake of lithium battery incidents



In recent years there has been a growing number of marine incidents involving lithium battery fires, resulting in the total losses of yachts, superyachts and other craft, leading the Joint Hull Committee to issue a new clause covering the use of electronically driven equipment rated at above 100Wh.

The Joint Hull Committee, founded in 1910, is the oldest Joint Committee. It comprises underwriting representatives from both the Lloyd's and International Underwriting Association (IUA) company markets. It represents the interests of those who write marine hull business in the London market and it works through a number of sub-committees, principally Navigating Limits and Risk Assessment.

As a condition precedent to Underwriters' liability in respect of any claim for loss, damage, liability, or expense caused by fire and/or explosion, the following were implemented:

- any lithium battery (whether attached to or detached from electronically driven equipment) shall only be charged in a container;
- the charging of any lithium battery shall be monitored for fire, temperature, smoke, damage and charge status and shall only be performed using charging equipment supplied or approved by the OEM;
- the location where any lithium battery is charged shall be free of any sources of ignition or flammable materials;
- all OEM guidelines and recommendations in relation to the use, storage, charging and maintenance of any lithium battery shall be complied with.
- any repairs, modifications, alterations to any lithium battery or its charging equipment shall only be performed by the OEM.
- an inventory of all electronically driven equipment shall be kept on board;
- a full risk assessment shall have been carried out in line with the fire safety and storage guidance contained in MGN 681 (M). Any resultant mitigation measures shall be implemented on board and documented in the vessel's safety management system or safe operating procedures. Crew members shall have been appropriately trained so that they:

* have a full understanding of the fire risks related to lithium batteries;
* have immediate access to and know how to safely use a purpose-designed lithium fire suppression/ containment system to extinguish a Lithium Battery fire and/or explosion.

The Joint Hull Committee lithium battery clause has a number of definitions attached to it including:

- "Electronically Driven Equipment" means Tenders and Toys (as defined) containing one or more batteries rated above 100Wh;
- "Tenders" means any watercraft onboard, attached to or towed by the vessel and/or used to transfer any person to or from the vessel;
- "Toys" means any personal watercraft (including but not limited to jet skis, diver propulsion units, foils, paddleboards or other water sports equipment), aerial vehicles (drones), bikes, skateboards, segways, unicycles and any other form of transport;
- "Lithium Battery" means a lithium battery rated above 100Wh used to power Electronically Driven Equipment;
- "OEM" means the original equipment manufacturer of the Electronically Driven Equipment or a company approved and/or licensed by the original equipment manufacturer.

Lithium-ion battery fire and fuel safety storage box by iAQUA

Amidst mounting concern with the number of recent superyacht fires apparently being caused by lithium-ion batteries, iAQUA has unveiled a fire and fuel safety storage box to help prevent catastrophic fires on board. The Lithium Safety Store has been designed to prevent an uncontrolled fire caused by the thermal runaway associated with damaged, degraded, old, or poorly designed and manufactured lithium batteries.

Key Features of the Lithium Safety Store:

- Prevents an uncontrolled fire developing due to the thermal runaway associated with lithium-ion battery faults;
- Constructed with a 2.5cm / 1-inch-thick wall to contain all uncontrolled fires and heat. The inner lining is made of a thick shell of Kevlar (designed to withstand fire and heat of over 1000 degrees Fahrenheit for lithium fire, fuel fire and explosion protection), then a core of specially formulated UL 94VO rated insulation to prevent the heat reaching the outside layer, which is high gloss finished fibreglass for both strength and to compliment the look of the yacht;
- UL 94VO is the highest rated level of flame resistance, and means the material will self-extinguish in less than 10 seconds once the flame is extinguished, with no dripping of flaming particles;

The Lithium Safety Store can be safely handled with normal protective gloves even whilst an internal reactions/ fire is underway due to its ambient outer temperature design. This allows the unit to be moved to another area, or even discarded overboard;

- Equipped with ventilation ports to prevent gas entrapment;
- Heavy-duty marine 316 grade stainless steel hinges and locks keeps contents secure;
- Weather-proof high-gloss fibreglass or carbon fibre outer casing offers boat owners a stylish solution that doesn't compromise safety;

There are four independent early warnings measures:

1. An in-built temperature sensor connects to your phone wirelessly to provide the 1st (remote) early warning. This unique feature means you or your Captain (up to 10 people) can be alerted to any fire even whilst you are not onboard, allowing you to manage the situation without the loss of your vessel.
2. By adding a SIM card as a back-up for the Wi-Fi, the Safety Store will send a text message as a 2nd (remote) early warning. You and up to 10 people can be alerted to any incident even whilst not onboard.
3. A 100-decibel fire/smoke detector provides a 3rd (local alarm) early warning.
4. A temperature activated flashing red light provides a 3rd (local visual alarm) early warning, which is very helpful should there be several boxes stacked on top of one other.

AMSA has published new guidance on the risks associated with the carriage of battery electric vehicles

The Australian Maritime Safety Authority (AMSA) has issued the Guidance on Risks Associated with the Carriage of Battery Electric Vehicles. The safety alert provides guidance to operators of domestic commercial vessels (DCVs) on risks associated with the carriage of battery-powered electric vehicles (BEVs) on roll-on, roll-off (RORO) ferries, and how best to deal with these risks.

As per Marine Order 504 (Certificates of operation and operation requirements) you must conduct a risk assessment for your vessel to ensure that risks arising from the carriage of BEVs are addressed. Consideration must be given to the hazards arising from transporting BEVs and a vessel-specific procedure developed for the prevention and mitigation of fire incidents involving BEVs.

New risks have been identified in relation to BEVs and include:

- High voltage shocks
- Direct jet flames
- Fires develop in intensity quickly and rapidly reach their maximum intensity (typically within 2-3 minutes)
- Toxic gases
- Gas explosion (if the released gas accumulates for a while before being ignited)
- Long-lasting re-ignition risk (can ignite or re-ignite weeks, or maybe months after the provoking incident)
- Once established fires are difficult to stop/extinguish
- Thermal runaway

Further considerations

BEVs are approximately 25% heavier than vehicles with internal combustion engines. This should be considered when stowing the vehicles to minimize the potential impact on vessel stability. Lithium-ion batteries, which are used in most battery-powered vehicles, have been known to suffer from spontaneous thermal runaway fires. The lower the charge retained by the vehicle's battery, the lower the likelihood of a thermal runaway fire.

Some battery-powered vehicles have a lower ground clearance than internal combustion engine vehicles. This means they are more susceptible to damage from ramps during boarding. Care should be taken in identifying these vehicles before boarding to ensure damage is not sustained to the battery.

Physical damage of the battery can lead to thermal runaway. BEVs which have been damaged should not be loaded. Charging the battery while onboard a vessel can increase the likelihood of a thermal runaway fire. The use of close-circuit television (CCTV) with thermal imaging may allow for early detection of thermal runaway. Also, the crew can use a thermal imaging camera when conducting safety rounds of the vehicle deck to allow for early detection. Manufacturers estimate that the minimum temperature in the battery where potential exists for thermal runaway to begin is between 60 °C and 70 °C.

Fumes (hydrogen fluoride) given off by the lithium-ion batteries fires are toxic. When fighting a lithium-ion battery vehicle fire with water, substantially higher quantities of water are required in comparison to an internal combustion vehicle fire. The water must also be applied for a longer period. There is also an elevated risk of re-ignition. Using other media, such as a car fire blanket designed to extinguish BEV fires, may also assist to contain the fire. A damaged high-voltage battery can create rapid heating of the battery cells.

If you notice hissing, whistling, or popping, a possible sweet chemical smell, then black "smoke" (nanoparticles of heavy metals, not smoke), then white vapour coming from the high-voltage battery or the vehicle generally, assume that thermal runaway has occurred.

Directly attacking the fire with water hoses and breaking open the battery requires specialist training and equipment.

Read the full story including the recommendations at **https://bit.ly/47IyJbN**.

How to handle an instance of low flashpoint fuel bunkering

Maritec Pte has presented safety measures for low flashpoint fuel bunkering, after testing three samples of VLSFO deliveries in Singapore with a flashpoint as low as 54°C, as well as eleven samples of HSD and B35 deliveries in Indonesia with a flashpoint as low as 41°C.

According to SOLAS Chapter II-2, Part B, Reg. 4. Clause 2.1.1, no oil fuel with a flashpoint of less than 60°C shall be used. As a result, the company advises that if a vessel has bunkered a low flashpoint fuel it is prudent to observe the below precautions:

- Flame screens on tank vents should be maintained in good condition and there should be no sources of ignition in the vicinity of the vents. This will assist in safe natural ventilation of volatile components in the fuel.
- No Smoking, no naked flame and no hot work must be allowed at any areas near to tank air vents.
- Send additional tank(s) samples upon arrival in port to check the fuel properties and flash point results especially if there has been co-mingling of fuels in bunker tanks.
- If the vessel is out at sea it may be possible to obtain dispensation from the Flag State Administration up to the next arrival port.
- Put the supplier on notice promptly and notify the P&I club.

According to FuelTrust, in the past year alone, over 600 vessels were disabled through fuel problems, despite the fuel being 'on-spec', resulting in estimated global supply chain losses exceeding $5 billion.

SHI aids in the effort of tackling container losses at sea

Samsung Heavy Industries has revealed its Special Structure Anti-Container Loss (SSA-CL) technology to minimize container loss incidents for ships during adverse weather conditions. According to the Korean Economic Daily, SSA-CL, which can be attached to the ship's lashing bridge, is designed to limit the lateral movement of containers. With its implementation, container loss rates could see a decline of up to 70%. Reportedly, the conceptual design of the SSA-CL has received endorsements from major classification societies, including Norway's DNV, the US's ABS, the UK's LR, and Korea's KR.

In recent years, the issue of containers lost at sea has gained more attention due to concerns about the environmental impact and safety risks. The consequences of containers lost overboard include potential hazards to navigation, environmental pollution from container contents, and financial losses.

According to World Shipping Council (WSC)'s annual report on containers lost at sea, in 2022, 661 containers were lost at sea. This represents less than one thousandth of 1% (0.00026%) of the 250 million containers currently shipped each year, with cargo transported valued at more than $7 trillion.

Safety warning after dinghy catches fire

The owner of the staysail ferro-cement schooner, Odyssey is warning others to keep cabin soles clear of grease or oil after a fire on board.

Martin Hughes, who is refitting the yacht in Hayle, Cornwall, said fire officers informed him that the most likely cause of the fire in the aft cabin was a result of nitrites in the rubber dinghy breaking down due to contact with grease from the stern tube. The fire happened on an overcast, rainy day, and all of the boat's portholes were covered with net curtains.

Injury to person during MOB training on a rigid inflatable boat

The Marine Accident Investigation Branch (MAIB) has completed a preliminary assessment summary into an incident involving a person overboard 1/23: Midsummer.

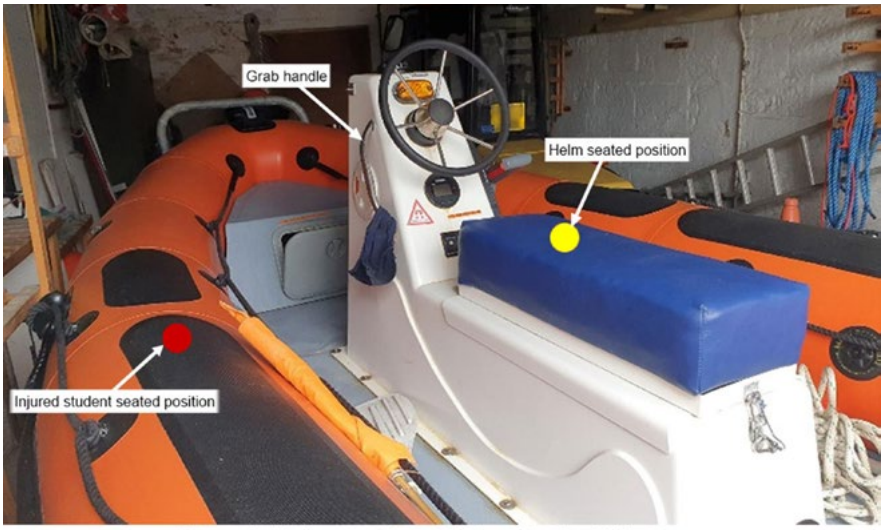


Figure 2: Lifelines and the single handhold on *Midsummer*

On 29 June 2023, a student taking part in a Royal Yachting Association (RYA) powerboat level 2 (PB2) training course at St. Andrews Sailing Club, Fife, Scotland was injured when they fell out of the boat during a man overboard (MOB) manoeuvre and were struck by the boat's propeller.

Three students were being taught by one of the sailing club's RYA powerboat instructors on board Midsummer, a rigid inflatable boat (RIB) owned by the club. The instructor had demonstrated an MOB recovery procedure using a buoyancy aid to simulate the casualty before starting the practical exercise. One of the students then took the helm, the two other students sat on the port side sponson and the instructor sat on the starboard side sponson.

With the RIB travelling at approximately 15 knots, the instructor threw the buoyancy aid overboard and shouted, "Man overboard!" to initiate the drill. The student reduced the RIB's speed slightly, instructed the crew to point to the 'man overboard' and to hold on, before putting the helm to starboard to turn back towards the simulated casualty. During the turn the RIB banked to starboard and the student sitting forward on the port side sponson fell backwards into the water; as the boat continued its turn the student was struck by the boat's engine and propeller. As soon as the instructor and other students realised what had happened the RIB was driven back to the student in the water and they were recovered on board and taken ashore for medical attention. The injured student fractured a bone at the base of their thumb and required stitches for a laceration to their right buttock and an operation to repair a deep laceration in between the thumb and index finger of their right hand.

The boat used for the training was a Valiant 4.5m RIB fitted with a 30 horsepower outboard engine. It was equipped with lifelines along the sponsons, had a single handhold on the port side of the console with a two-person seat attached.

The MAIB's preliminary assessment identified that:

- As the RIB started to turn it tilted away from the students on the port side sponson and they leant back to maintain their balance and not topple into the RIB.
- The student who fell overboard overbalanced and fell out of the boat because they were unable to reach a suitable handhold with which to steady themselves.
- Examination of the RIB showed that there were insufficient handholds available for three people to sit safely on the sponsons when the craft was underway.

Actions taken

The Royal Yachting Association has:

- Directed the sailing club to engage with an RYA powerboat trainer to deliver one day of continuing professional development to all the club's powerboat instructors, focusing on procedures and the practical delivery of the PB2 course, specifically the MOB element.
- Issued a Training Guidance note (TG 05-23[footnote 1]) on the correct method of teaching the MOB recovery procedure and highlighting the need for adequate handholds for occupants sitting on the sponsons of a RIB.

St. Andrews Sailing Club has:

- Amended its risk assessments and standard operating procedures.
- Engaged with an RYA trainer to ensure that all instructors have received a full day of continuing professional development.
- Fitted additional grab handles to both of its training RIBs.

Engine Retrofit Report 2023 finds lack of yard capacity could compromise retrofit ambitions

The Engine Retrofit Report 2023 from Lloyd's Register (LR) has found that a shortage of repair yards with sufficient experience in conversions may hinder the take up of alternative fuel technology by the existing fleet.

Applying alternative fuels to existing ships research on the state of technology, integration and compliance, alongside the business case for retrofitting vessels, has found that repair yard capability and capacity concerns could thwart the uptake of alternative fuel technology onboard existing ships.

Key factors influencing the size of the market and the timing of retrofits, include:

- The date by which shipping begins building only zero-emission vessels
- The age at which owners or operators decide to retrofit their vessels
- The suitable engine types and bore sizes.

Energy transition
The Engine Retrofit Report 2023 has identified that retrofitting a significant number of the 9,000 and 12,900 large merchant vessels estimated to be part of the global fleet in 2030, could rapidly accelerate the maritime energy transition. However, it also warns that these ambitions could be jeopardised by the limited number of repair yards currently capable of performing such conversions.

New skills
The study, which analyses the state of engine retrofit demand, capacity, and uptake, also points to the new skills in naval architecture, electrical engineering, and fuel handling which will be required if the industry is to use retrofitting as an effective tool to accelerate decarbonisation.

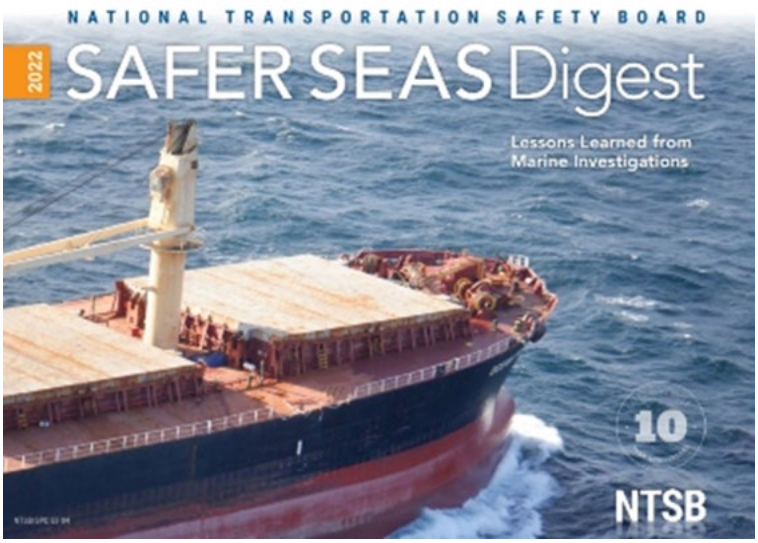
Key challenges
One of the key challenges with retrofits identified in the report is system integration with significant issues such as accommodation for larger fuel tanks, space for fuel preparation equipment and ensuring safety measures are in place, all providing obstacles to rapidly retrofitting the existing fossil fuel fleet.

Techno-economic modelling data revealed in the study shows that the use of renewable methanol or ammonia would significantly increase fuel costs, in some cases more than doubling for vessels in all segments, however, a low-cost scenario, where alternative fuels decrease in price and carbon pricing rises, could tip the balance in favour of alternative fuels.

Human factor considerations
The study also highlights the importance of human factor considerations, underlining how the critical aspect of impact on crew members can often be overlooked during retrofitting. Assessing ergonomics, roles and responsibilities, competency and training, procedures processes, and occupational health will play a crucial role in ensuring retrofitting is safe and effective for ship operators.

The 70 page Engine Retrofit Report 2023, which includes updates on the latest technology from Original Equipment Manufacturers (OEMs) including Wärtsilä, MAN Energy Solutions and WinGD, can be obtained at **https://bit.ly/3LVFEpm**.

Safer Seas Digest 2022 published by the NTSB



The National Transportation Safety Board (NTSB) has published its Safer Seas Digest 2022. In the digest, NTSB highlights the most important lessons learned from 29 maritime tragedies that took place in 2022. Safer Seas Digest 2022 details the lessons learned from these maritime tragedies involving capsizings, contact, collisions, fires, flooding and groundings.

Among the investigations, two of the casualties described, the Emmy Rose and the SEACOR Power, led to the loss of human life. The NTSB investigations into these tragedies once again revealed the critical importance of personal locator beacons (PLBs) for seafarers. PLBs are widely available and relatively low-cost devices that the NTSB has recommended since 2017 for their ability to help locate mariners in distress, thereby increasing their chances of survival. Adding to the situation is the knowledge that the 17 mariners lost on either the Emmy Rose or the SEACOR Power might be with us today had the PLB recommendation been implemented years ago.

According to NTSB, in 2022 the most prominent issues included the following:

- Containing Engine Room Fires
- Fire Prevention
- Importance of Personal Locator Technology
- Vessel Stability
- Fatigue
- Proper Installation, Operation, and Maintenance of Electrical Equipment
- Sound Navigation Practice–Avoiding
- Overreliance on a Single Data Source
- Response to Loss of Steering and Propulsion
- Effective Communication
- Mooring System Arrangements
- Engine Repairs
- Hull Condition

Download the digest at **https://bit.ly/3ugdT4U**.

Fumigation: An overview for the maritime sector

Britannia P&I Club warns against the risks of fumigation and presents steps people onboard can take in order to mitigate those risks.

Fumigation is an effective approach to eradicate living organisms, such as insects or rodents, and is used to mitigate the transmission of invasive species or phytosanitary risks when transporting agricultural cargo from one port to another.

Fumigation risks
Both methyl bromide and aluminum phosphide, chemicals used for fumigation, are toxic to humans and to the intended targets of insects and rodents, Britannia warns.

Unfortunately, by the time fumigant gas is detected, it is sometimes too late to prevent poisoning, since the concentration of gas may be above the safe working limit.

When phosphine gas, without the presence of any impurities, is released, it is colourless and odourless. However, when contaminants exist, phosphine gas may give off white-coloured smoke and/or the smell of decaying fish, garlic or carbide. Methyl bromide is colourless but comes with a fruity or musty odour at high concentrations, Britannia adds.

These odours serve as good warning signs of gas leakage to people working in or near the cargo spaces. However, these indicators should never be solely relied upon as a means of determining whether a space is safe.

Download the full overview in pdf format at **https://bit.ly/3F9vei3**. Or scan the QR code.

C-Tech opens European factory

New Zealand based C-Tech, the carbonfibre manufacturing company, has announced the opening of a new European manufacturing facility in Spain. Situated in Cabanes, Valencia, it's strategically positioned to meet the growing demand for battens and carbon fibre tubes. With the expansion, C-Tech aims to overcome shipping and lead time challenges, ensuring quicker and more efficient services to its customers in the EU.

The new C-Tech Europe factory covers 2,200m^2 and includes a 555m^2 clean room, along with 700m^2 of yard space. The factory features a newly commissioned pressure and temperature-controlled autoclave, capable of curing components up to 13m-long and 1.5m in diameter in a single piece.

In the initial six-month period, C-Tech Europe will focus on the 37th Americas Cup, scheduled for Barcelona in 2024 and will continue its service to the superyacht industry and Grand Prix race teams. Positioned just north of Valencia, C-Tech Europe is well situated to cater to the demands of these teams.

Photo credit: Cockwells Modern & Classic Boatbuilding

Innovative boatbuilder apprenticeship scheme launched by Cockwells

UK based Cockwells Modern & Classic Boatbuilding has partnered with Cornwall Marine Network to train the next generation of boatbuilders through a new City & Guilds Level 3 Boatbuilder Apprenticeship scheme. Cockwells says this apprenticeship is the only one of its kind in the UK, as it is offered in the workplace and tailored to business needs.

The apprenticeship is aimed at learners aged 16 and above who would like to gain the practical knowledge and skills required to embark upon a career in boatbuilding. It aims to offer a valuable qualification as well as the opportunity to develop transferable skills that are valued by employers.

"As a City & Guilds accredited delivery partner and assessor for the Level 3 Boatbuilding Apprenticeship qualification, we have worked closely with Cockwells' managers to curate curriculum content that will enable learners to gain skills across production, manufacturing, service and construction," explains Cornwall Marine Network's boatbuilding programme manager, Amy Stringfellow.

"During the first three weeks, the apprentices will undertake joinery exercises, fibreglass wet layup and machinery competency, and learn about boat and engineering technology, product uses and materials, and health and safety, to build confidence and help them hit the ground running when they transfer to the workplace. During our weekly Friday sessions, we will look closely at the marine sector as a whole and understand the theory that underpins it."

The Swedish Club Casebook: Bulk cargoes

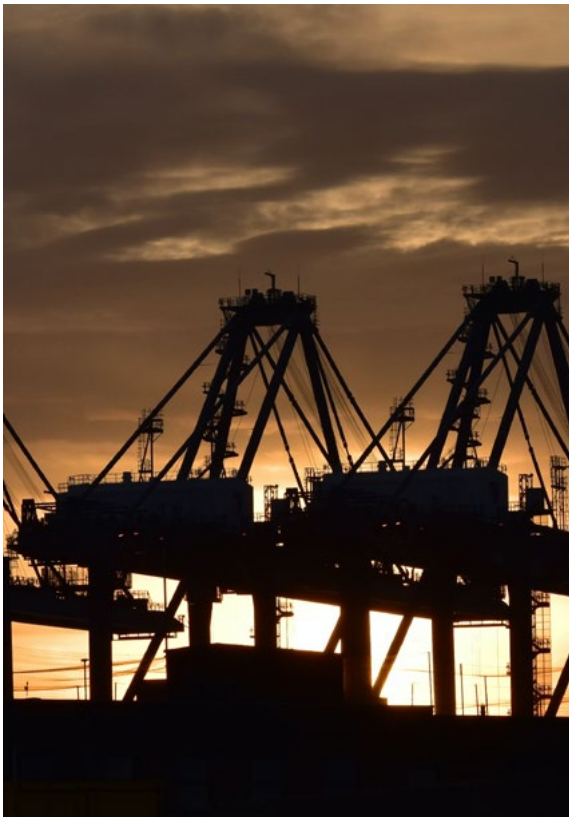
As part of its commitment to improving safety at sea, The Swedish Club widely shares its claims experiences to help the shipping community to understand the factors that can lead to common incidents and to learn from the decisions that were made on board at the time and to understand the lessons learned.

In this valuable edition, dedicated to bulk cargoes, The Swedish Club presents 17 cases in brief.

They are:

1.1 Charcoal: Incorrect declaration caused charcoal fire
1.2 Coal: Severely burned in an onboard explosion
1.3 Coal: Indonesian coal self-ignited during discharge
1.4 Grains: Wet damage caused cargo loss
1.5 Grains: Incorrectly applied fumigation pellets caused explosion
1.6 Grains: Ship's sweat caused cargo damage
1.7 Grains: Infested cargo
1.8 Soya beans: Discolouration
1.9 Soya beans: Poor condition when loading
1.10 Soya beans: Ship's sweat caused cargo damage
1.11 Soya beans: Self-ignited after several months at anchor
1.12 Steel: Cargo damaged by rain during loading
1.13 Steel: Cargo rejected
1.14 Steel: Concrete steel pipes damaged due to poor loading and unloading procedures
1.15 Urea: Caking of urea at the discharge port
1.16 Urea: Contamination
1.17 Explosion caused by fumigation

The Swedish Club casebook in pdf format is available to download at **https://bit.ly/3unZP9B**.



New dry container telematics solution to be launched

ORBCOMM has announced that its new dry container telematics solution is now commercially available through its global distribution network. According to the company, this dry container solution helps shipping lines and their customers gain visibility and traceability so they can turn real-time data into decisions about their maritime operations.

The solution provides end-to-end monitoring for dry marine containers moving through complex supply chains around the world to make operations more transparent, secure and profitable.

The device reports data into ORBCOMM's Maritime platform, which provides a single, integrated view of all assets—dry, reefer, genset and chassis—in one platform. It is also possible to seamlessly report data through APIs into customers' proprietary platforms for optimal efficiency.

Visit the website at **https://www.orbcomm.com/eu**

WATCH: Lithium-ion batteries in the logistics supply chain

TT Club ran a webinar on lithium-ion batteries in mid-October. In the broadcast, TT Club and a group of industry experts turned their attention to the transport and handling of cargoes powered by lithium-ion batteries, the topic that has dwarfed most other topics this year.

This webinar inevitably has a bias towards the maritime mode (such as transport and container operators) but is highly relevant for ports and terminals that handle vehicles and other cargoes powered by lithium-ion batteries, as well as logistics operators specialising in such transport and storage. It was an excellent opportunity to hear about the safe handling, packing and transport of lithium-ion batteries.

The speakers at the broadcast were:

- Moderator: Mike Yarwood, Managing Director Loss Prevention TT Club
- Guest speaker: Karley Smith, Master Mariner, Brookes Bell
- Guest speaker: Yvonne Tung, Scientist, Brookes Bell
- Guest speaker: Dennis Kusters, CEO, React

The 97 minute video is free to watch and is available at **https://bit.ly/46xBi0c**.

ESPO's environmental report 2023: climate change again top priority for Europe's ports

The European Sea Ports Organisation (ESPO) has unveiled its Annual Environmental Report 2023 – EcoPortsinSights 2023. ESPO's Environmental Report is a cornerstone of the EcoPorts initiative, designed to champion environmental sustainability in European ports. This year's report draws upon data collected from 90 European ports in 20 countries.

The ESPO Environmental Report 2023 highlights several encouraging trends among its key indicators. For the second consecutive year, climate change maintains its position as the foremost environmental concern for European ports, reaffirming the report's significance as a window into the sector's environmental performance. By shedding light on the environmental challenges faced by European ports, the report equips both ESPO and European policymakers with the insight they need to make informed decisions. Beyond climate change, other top priorities in the sector, such as air quality and energy efficiency, continue to command attention, collectively forming the triumvirate of key environmental concerns for ports in the region.

In 2023, the report finds that ports continue to improve their environmental management, addressing their top priorities to a greater degree than in the past. Despite these positive trends, some key indicators, including environmental training programs for port employees and the monitoring of terrestrial habitats, experienced slight declines compared to the previous year.

"The environmental report allows us to monitor important environmental indicators, which will prove very useful in overseeing the implementation of important 'Fit for 55' initiatives like AFIR. It also helps in gaining knowledge on issues such as climate resilience, a topic that is high on the Commission's agenda. This environmental report again shows that a considerable part of the environmental efforts ports are making remain pro-active and bottom up. We hope that we can continue to expand the network, and thus further strengthen the representativity and depth of the results," commented Isabelle Ryckbost, ESPO Secretary General.

Download the full report at **https://bit.ly/3QlgEt5**.

Boat Building Academy launches new bursaries

A range of new bursaries is allowing more people to pursue their dream careers at the Boat Building Academy (BBA) in Lyme Regis, Dorset, UK. The BBA is now offering bursaries covering up to 50 per cent of course fees, with up to 100 per cent covered where the need is greater.

The new funding has been made possible due to the BBA achieving charitable status in 2020, and subsequent fundraising and applications to foundations and trusts. Bursaries are available for all BBA courses including the 12-week furniture course starting in January 2024 and the 40-week boatbuilding course starting in February 2024. A bursary for women aims to assist female students in furniture and boatbuilding and extinguish the stigma around women in practical skills industries.

New furling boom system unveiled by Lagoon Catamarans

Lagoon Catamarans says it's made a major leap forward in catamaran sailing technology. In fact, it promises to redefine the sailing experience with its first-ever production catamaran furling boom system. The system has been 12 years in the making, with efficient prototypes making their debut about three years ago. The company says it's been field testing since.

"We were not alone," says Bruno Belmont, the Lagoon Catamarans' multihull expert. 'We had a big team. Sparcraft was one of the main helpers, and Incidence Sails was also in the team, as well as Facnor.

"The furling system could not be a copy of a monohull system because of the horizontal compression of the battens," Belmont explains. A catamaran rig is raked aft due to the design of the sail plan. This means the sail cannot run up a standard sail track, given the precise angles required relative to the boom when hoisting and lowering. A catamaran mainsail is also fully battened with a high roach aspect to provide good power to propel the vessel. The engineering in Lagoon's system has been designed and tested to take all of these factors into account for a smooth and controlled furling operation.

"It is evident that this is a really clever setup," says Joe Fox, TMG Yachts sales manager, who has tested the system. "It's simple, easy to use and looks great. This is a real winner and a real game changer. It's going to be very exciting to deliver these for our Australian clients on the Lagoon 46 and the Lagoon 51."

Funding is also available for short courses and taster days.

For more details visit BBA's website: **https://boatbuildingacademy.com**

Janie Harper, Wendy Stephenson and Jill Booth are already using bursary funding to study under expert tutors at BBA

Turkish industry honours Atatürk on Republic's 100th anniversary

In commemoration of the 100th anniversary of the Republic of Turkey, a group of 30 yacht company owners and representatives who are members of the TYBA (Turkish Yachting & Brokers Association) gathered to pay their respects at Atatürk's mausoleum at Anıtkabir.

Distinguished figures from the yachting industry, representing various regions of Turkey including Istanbul, Izmir and Muğla, converged at Anıtkabir. Following a solemn ceremony, they laid a wreath at the mausoleum and penned their thoughts in a commemorative book to mark the centenary of the Turkish Republic. In this book, Güneş Aysun, TYBA chairman of the board of directors, conveyed TYBA's profound respect, admiration and gratitude to Mustafa Kemal Atatürk, the revered leader and founder of modern day Turkey.

TYBA leads the yachting industry in Turkey, boasting a membership of 94 and a fleet of 800 bluewater cruisers that adhere to rigorous standards. Since 2019 TYBA has hosted one of the Mediterranean's most significant yachting events, the TYBA Yacht Charter Show.

Electric boat association forms in Spain

A new electric boat association – ANBE, the National Association of Electric Boats – has formed in Spain. The association was announced at the recent Barcelona International Boat Show to explain its plans to become a completely open and transparent way of defending the interests of electric mobility at sea by promoting the use of electric boats.

The president of the association, Gonzalo Coterillo, opened the event by explaining ANBE's strategic objectives. ANBE's director, Marilena Estarellas, outlined the new courses on training in remote control (RETROFIT, changing a combustion engine for an electric motor) aimed at all active companies and people in nautical workshops within Spain.

This was a session to build awareness in the growing electric boat sector and highlight the knowledge necessary in terms of retrofit that small companies and nautical workshops can sign up for the energy transition at sea demanded by the European Community.

In addition to repowering, the courses were explained by ANBE vice president, Carlos Martínez, emphasising what comprehensive solutions exist for new ships, both in propulsion and the management of domestic energy on board.

The primary goals of IEMA are:

- To represent and advocate for the electric boat industry in matters of production, electrical grid, data, and regulations with all levels of government.
- Consolidate the rules and standardisations of all components, their homologations and further certificates.
- Facilitate collaboration between members, foster the sharing of best practices and attract capital investments for the industry.
- Be an education and market data source for the electric marine industry.
- Be the principal link with international associations, academies, and media that promote a shared mission.

AkzoNobel opens new yacht coating testing and training centre in Southampton

Awlgrip and International, two of AkzoNobel's leading yacht coating brands, continue to set the standard in customer support and innovation with their new Application Research Center (ARC). The new ARC offers a cutting-edge location to trial and test products, systems, and technology alongside first-rate product application training.

In early spring, two new spray booths and an adjoining laboratory were brought online as part of the first phase of development. This offers an opportunity for applicators to work with AkzoNobel to help improve their efficiency and enhance their application skills, while also increasing capacity for the onsite R&D team to fast track new product development and improve response times to customer queries.

Phase two, which is due to begin in 2024, will include a pioneering climatic control spray booth with the ability to raise and lower temperature and humidity to replicate climatic conditions anywhere in the world.

The original Southampton YPAC opened in 2008 and has completed training on a variety of products and skills for more than 600 trainees. The laboratories have put many leading products to the test, including Awlcraft SE, Perfection Pro, Awlgrip HDT, Awlfair SF, One UP, Toplac Plus, Awlcraft 3000 and next generation fouling control products like B-Free Explore.

Jemma Lampkin, commercial director at AkzoNobel, said, "The ARC will set a new standard of research, development, and training. We are passionate about connecting our research and technical teams with applicators who want to be best in class by improving their product, technical and application knowledge with state-of-the-art equipment."

Gareth Thomas, site manager at AkzoNobel, said, "This is a huge redevelopment project with enormous ambition achieved ensuring 95% of materials replaced have been either repurposed or recycled."

"The team behind the project have brought innovation to the planning and execution of the build and the finish is outstanding. The site pushes the boundaries and will further establish AkzoNobel's position in the heart of the yacht community for years to come."

ICOMIA publishes a Smart Marinas Guide

The 'Smart Marinas Initiative' was introduced in light of a pressing need for the marina industry to respond to the technological developments such as digital transformation processes that enhance efficiency, and seamless user experiences across the transportation and hospitality industries.

The ICOMIA Marinas Group (IMG) realised that there is clearly some considerable scope for ICOMIA to assume a global role in developing programs on crucial marina-related issues such as interconnection, data collection, and sustainability.

To kick off the process, two years ago IMG started by developing this first draft that builds the case for why marinas should work towards becoming smart, and outlines the definitions of the term 'Smart Marina'. Following the publication and feedback to this document, further work will focus on the impacts of this concept on specific areas in the marina industry, and on guidelines for how marinas can harness it.

The technology around us is evolving fast, with phenomena such as interconnectivity, data sharing, artificial intelligence integration, and seamless customer experiences taking place in all industries. Marinas begin to face increasing expectations from customers to keep up with the global pace and have to advance towards providing optimal client experience while improving their sustainability, efficiency and social responsibility. In short, they would do well to join the global trend and become smart where applicable.

At the same time, marinas are complex centers of services, having to manage a significant number of procedures, and manoeuvre between multiple parties to answer their customers' needs. All of these have to be addressed while keeping the marina profitable and sustaining the quality of service associated with it.

To address the need to become smart, it is important to understand what this means in practice. Smart marinas may be defined as interconnected boating facilities that can be easily accessible through digital platforms and physical data collection sources, while maintaining safety and data privacy, and can be enhanced by being linked to surrounding services and communities. This ultimate Smart Marina process can enable marinas to generate, analyse and utilise data to automate some of their operations, predicting future market behavior, and independently address boaters' operational needs.

Download the guide at **https://bit.ly/3RNo22R**.
Or scan the QR.

ICOMIA MARINAS group

SMART MARINAS
NAVIGATING THE DIGITAL TRANSFORMATION

New pilot project to recycle sails for UK-based keelboat sailors

A new collaboration between R&D and consultancy firm Sustainable Sailing, Illusion keelboats and school and sail training centre Royal Hospital School, is creating a recycling scheme that will allow old sails to be spared from landfill and made new again.

Around 2,000 tonnes of sailcloth are dumped or incinerated every year in the world because of a lack of recycling options, making the sailing industry a major source of landfill material.

This new sail recycling technology relies upon recent advances in green chemistry and biotechnology to break down sails into their chemical building blocks, without problematic solvents. These building blocks can then be combined to become new sails or incorporated into other high-value products.

Dr Joe Penhaul-Smith, founding director of Sustainable Sailing says: "There has been no solution for the huge number of sails that are landfilled every year. Plastics used to make these sails eventually break down and can escape from landfill and cause harm to the environment.

"While upcycling by cutting sails up and using them to make bags and jackets is possible, only about one per cent of all sails are currently upcycled into alternate products. Upcycling does not solve the challenge of end-of-life sail cloth; it just pushes the problem down the road for the lifetime of the garment because we cannot keep turning these items into other products more than once."

The ICOMIA World Marinas Conference

The ICOMIA World Marinas Conference, which took place from 9-11 October 2023, came to a close with ICOMIA's president, Darren Vaux, concluding that 'technology is essential to improve the customer experience.
'

Hosted by the Portuguese Association of Ports and Marinas (APPR) at the Tivoli Conference Centre in Vilamoura, the three-day event was attended by over 350 delegates from the international marina community and featured speakers, meetings, discussions and forums related to best-practice in the marina world.

A key focus throughout was the technology available to make the operations of marinas more efficient, while at the same time providing a better customer experience. The concept of Smart Marinas was discussed, with the conclusion that although technology is a great enabler, it is no substitute for people providing exceptional customer experiences.

The second area of focus was on how innovations in technology and sustainability are helping to drive growth and preserve the industry, with Vaux stating that adaptability is a key facet as the industry moves into the future.

Drone used to inspect internal structure of container crane

MITSUI E&S and Liberaware have demonstrated the use of the small industrial drone "IBIS", specially designed for indoor spaces, to inspect the internal structure of a quayside container crane.

Liberaware's small drone was used to take a video of the internal structure of the crane and the recorded video was then evaluated in an office. Compared to the conventional method, it was confirmed that inspection using this new technology could improve the safety of inspection workers, improve the inspection quality through video recording, and shorten the period of after-inspection-investigation needed before the repair work.

MITSUI E&S is considering providing the service in the future and is also considering linking the inspection results with the Next Generation Crane Monitoring System (CARMS) developed by MITSUI E&S to enhance the efficiency of crane maintenance and management.

IBEX celebrates record-breaking 2023 show

The International BoatBuilders' Exhibition and Conference (IBEX) announced that the 2023 show exceeded expectations based on on-site traffic data and attendance figures. The three-day event saw packed aisles, full educational sessions, and well-attended networking events.

Following the difficulties of the past several years, from the pandemic to Hurricane Ian, IBEX 2023 welcomed more than 8,600 industry professionals from 70 countries. There were 6,825 visits from over 4,600 visitors with 72% coming from the United States, and 27% representing the rest of globe. Boatbuilders checked in with the highest numbers, making up nearly 30% of visitors on-site, and new product discovery was the top reason registrants reported for attending.

"We are thrilled with the participation and enthusiasm of visitors, exhibitors, educators, and sponsors of this year's event," said Anne Dunbar, IBEX Show Director. "Seeing the crowded aisles, and hearing from many exhibitors about the critical business that took place during the show was extremely satisfying. We want to thank everyone that was involved in helping make IBEX 2023 one of the best yet."

Review of Maritime Transport 2023 published by UNCTAD

The Review of Maritime Transport is a recurrent publication prepared by the UNCTAD secretariat since 1968 with the aim of fostering the transparency of maritime markets and analysing relevant developments. This edition of the Review covers data and events from January 2021 until June 2022.

Shipping continues to navigate COVID-19 post-pandemic trends, the legacies of the 2021–2022 crunch in global supply chains, a softening in the container shipping market and shifts in shipping and trading patterns arising from the war in Ukraine.

Global shipping continues to confront multiple challenges, including heightened trade policy and geopolitical tensions and is dealing with changes in globalization patterns. Additionally, shipping must transition to a more sustainable future, decarbonize and embrace digitalization. Being at the intersection of these forces will influence how the sector adapts to the evolving operational and regulatory landscape while continuing to effectively service global trade.

Maritime trade volume contracted marginally by 0.4 percent in 2022, but UNCTAD projects it will grow by 2.4 percent in 2023. Indeed, the industry remains resilient and UNCTAD expects continued but moderated growth in maritime trade volume (table 1) for the medium term (2024–2028). Global shipping is also facing concurrent forces that make balancing supply and demand a challenging task for carriers. During 2022, containerized trade, measured in metric tons, declined by 3.7 percent.

Download the full report at **https://bit.ly/3RTmhBd**. Or scan the QR code.

Boating Industry Association (Australia) names new president

Australian marine trade body, The Boating Industry Association (BIA), has announced that Adam Smith is stepping into the role of president, representing an industry that last year reported more than $9.6 billion in turnover nationally. Outgoing BIA president, Andrew Fielding, said the transition was smooth and in the making for some time. It resulted from his need to assist his family with a transition to a new management model for its Anchorline Yacht Brokers business.

"I have made the decision to step down as part of a desire to see our family business transition to an exciting new structure," Fielding says. "My commitment to the boating industry and the BIA is as strong as ever, even after more than 30 years in the industry my passion for boating is undiminished."

As owner of Australian Boating College Sydney, Smith has more than 30 years of experience in the industry and that includes the most recent two years as vice president, and four years as a director of the BIA board.

New mentor/ mentee scheme aims to improve PSC inspections

Abuja MoU officially launched the mentor/mentee scheme between the Nigerian Maritime Administration and Safety Agency (NIMASA) and the Sierra Leone Maritime Administration (SLMA) for the overall improvement of PSC inspections in the region.

It is expected to be a mutually beneficial relationship for the Nigerian Maritime Administration and Safety Agency and the Sierra Leone Maritime Administration. Not only will it help both organizations build ties and offer networking opportunities for the inspectors, it is also a learning and development opportunity for both entities.

This program was conceived to provide technical support through on-the-job training and the exchange of ideas, with the primary aim of enhancing Port State Control Institutions in the African Region.

Founder of Legend Boats passes away

"It is with deep sadness and profound respect that we announce the passing of Victor Duhamel, the dynamic and pioneering co-founder of Legend Boats," the company said in a news release.

Victor Duhamel will be remembered as an innovator and marine industry visionary. The Canadian Boating Industry Hall of Fame inductee was credited with many boating firsts, but he actually got into boatbuilding quite by accident.

Forming Duhamel & Dewar with business partner Carl Dewar in 1968, the pair sold everything from tyres to recreational vehicles but found it difficult to buy a boat in Canada, and even more difficult to find a boat that was built in Canada, and so they formed Legend Boats in 1986.

According to the company's website, "Vic and Carl started by creating affordable and complete boat, motor and trailer packages and created a fully-priced catalogue so that pricing was easy for anyone interested in getting their family on the water."

Dutch Inspectorate issues warning about asbestos found in gas masks

The Dutch Human Environment and Transport Inspectorate recently found gas masks with filters containing asbestos on board a bulk carrier during a regular Port State Control inspection.

The crew used these masks as respiratory protective equipment when checking phosphine levels in the fumigated cargo holds. As the inspector suspected that they were Soviet filter canisters containing asbestos, a sample was taken with the captain's permission. Laboratory tests showed that they were indeed filters containing asbestos.

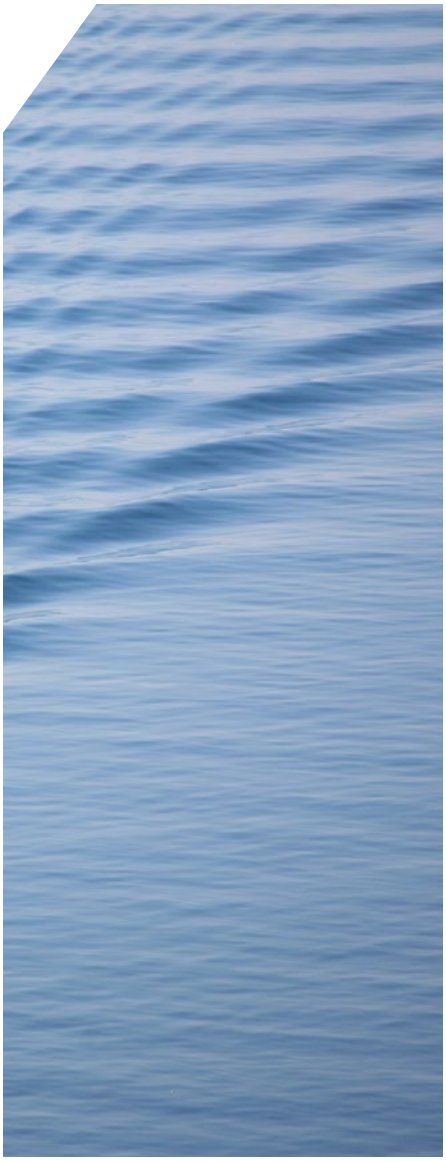
Asbestos is a natural mineral composed of small fibres. It is highly wear-resistant and resistant to moisture and chemicals. It also insulates (heat and electricity) and is heat-resistant and fire-resistant. For these properties, asbestos was widely used in construction until 1994, but also in objects such as consumer goods. Inhalation of asbestos fibres can cause lung cancer, asbestos cancer (mesothelioma) and asbestosis.

De Antonio Yachts E23 named official electric boat of the 37th America's Cup

Spanish motorboat builder De Antonio Yachts and the America's Cup Event Barcelona have reached an agreement for De Antonio's E23 dayboat to be the official electric boat of the event.

The 100% electric E23 will assist the new autonomous electric racecourse marks throughout next year's competition. The new model, which will be launched in Barcelona this spring, will be commercialised during 2024 and the first units will be used to set the racecourse of the 37th America's Cup which starts on 22 August 2024. The E23 is a 100% electric catamaran with an integrated foil that provides additional lift by reducing drag, increasing speed and thus extending its range.

"Since the last America's Cup, we have been acutely aware of doing what we can to replace fossil fuel guzzling vessels where we can," says America's Cup Event CEO Grant Dalton. "Obviously, we are not yet at a stage where they can be completely eliminated, but where we can, we will. And this is why we have chosen to partner with De Antonio Yachts and their E23 as electric support vessels."



CTU Code implementation improves supply chain safety and savings

The seven industry bodies dedicated to container safety, working together as the Cargo Integrity Group, have highlighted the results from an independent study carried out by researchers at Italian University Politecnico di Torino into shipper and forwarder application of the CTU Code.

The survey shows encouraging signs of adoption and highlighted several convincing arguments – including financial benefits for its use.

The survey highlighted multiple benefits to CTU Code users including:

- Improved safety, reputation and supply chain coordination
- Decreased cargo damage, environmental impact and operational inefficiencies
- Those using the CTU Code incurred no extra costs in employees, contractors, or vehicles
- Any increase in loading and waiting times were typically offset by CTU Code related efficiencies overall
- Annual costs and penalties reduced from €670,000 pre-implementation of the Code to €13,000 post-implementation
- Extra costs as a percentage of revenue reduced from 37% to 10%

In the words of the report's authors (Bruno, et al.), "The application of the CTU Code to cargo loading and transportation processes can increase the safety level of transport activities, and also improve business processes and competitiveness. The results show that the use of the CTU Code provides an increase in safety with a drastic reduction of loading accidents and damage to goods, as well as important benefits in terms of costs, improved efficiency, corporate image and reduced environmental impact."

Vetus diesel engines granted HVO approval

Dutch supplier of complete onboard boat systems, Vetus, has announced that approval has been granted to use Hydrotreated Vegetable Oil (HVO) on its D and M-Line series of marine diesel engines. The approval and certification follow an intense period of bench and field tests.

The use of renewable fuels such as HVO substantially decreases exhaust emissions by up to 90% in CO2, CO, HC, NOx, and PM. HVO burns more cleanly than first generation biodiesel or mineral diesel, and due to its good oxidation stability it is not prone to bacterial growth. HVO can be used as a direct replacement for fossil diesel in any certified Vetus engine, either pure (EN 15940) or blended in any proportion with diesel (EN 590).

The use of HVO requires no engine modifications which brings big benefits to existing customers who can switch over to HVO with no additional costs.

"Vetus has already made big inroads into zero-emission propulsion with the development of its E-Drive electric propulsion series," says Sander Gesink, Vetus marketing director. "The approval of HVO for our D and M-Line engines is another significant advancement for our customers who wish to cut their emissions while enjoying time on the water."

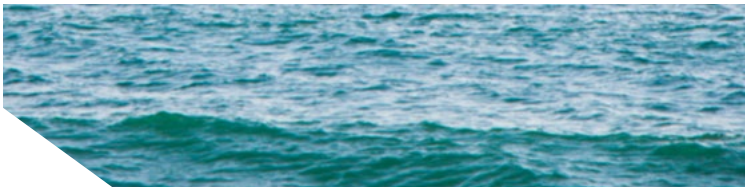
AG+ Spars opens carbon mast factory in France

Photo credit: Nadege Rousseau

AG+ Spars, a French supplier of sailboat masts, has opened a 2,000m^2 production facility in Rochefort, France that is exclusively dedicated to the production of carbon masts. Acquired in 2002 by brothers Laurent and Jean-François Nevo, both accomplished sailors, AG+ Spars has been based in Saint-Laurent-de-la-Prée, near Rochefort, since 2011.

With their background as competitive sailors, the business leaders have chosen to focus the company's production on performance by launching a range of carbon masts. This material has become essential in offshore racing in recent years, AG+ Spars says.

"After several months of work to implement this project, we opened a new production unit in Rochefort in early September, a 2,000m^2 site entirely dedicated to the production of carbon masts," explains Jean-François Nevo, manager of AG+ Spars.



Captain sentenced over 2019 fatal Conception boat fire

Jerry Nehl Boylan, former dive boat captain, has been convicted of neglect of a ship officer, also known as "seaman's manslaughter," in connection with what became a high profile overnight fire that killed 34 people on board and caused the Conception to sink off the coast of Santa Barbara, California.

The vessel was on the final day of a three-day dive trip on September 2, 2019, when the fire broke out in the early morning hours as it was anchored near Santa Cruz Island in California's Channel Islands. According to CNN, the jury found Boylan guilty of one federal felony count of misconduct or neglect of ship officer. The misconduct charge is punishable by up to 10 years in federal prison. A sentencing hearing is scheduled for February 8, and Boylan is free on a $75,000 bond.

Only five crew members, including Boylan, were able to escape, while 33 passengers and one crew member who were sleeping below deck died in the fire. This marked the deadliest maritime accident in nearly 70 years.

100 passengers injured onboard cruise ship due to extreme storm

A cruise ship safely made its way back to the United Kingdom following an encounter with a powerful storm in the Bay of Biscay. The Spirit of Discovery cruise ship found itself in the midst of the ordeal during its round-trip cruise to the Canary Islands. The vessel encountered severe weather conditions, which included colossal waves reportedly measuring nine metres in height.

Dozens of those on board were hurt when the ship's propulsion safety system was activated, causing the vessel to veer suddenly to the left and bringing it to an abrupt halt. According to local news, approximately 100 passengers on board the vessel suffered injuries during the ordeal. Operator Saga Cruises reported that approximately 100 out of the 1,000 guests on board their cruise ship sustained injuries.

IIMS Marine Incident & Accident WATCH

Following are brief reported news snippets from some of the marine incidents and accidents that reached the IIMS news desk during the month of OCTOBER 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.

Tanker capsizes fishing vessel killing three

The Philippine Coast Guard has reported a fatal ramming involving a merchant vessel and a fishing boat off Scarborough Shoal in the South China Sea. The Philippine fishing vessel Dearyn was located about 85 nm to the northwest of Scarborough Shoal, with six crewmembers aboard. Another eight crewmembers were out using the mother vessel's small boats to fish nearby. In the dark, the crew aboard Dearyn did not notice an approaching vessel. The ship struck Dearyn, causing it to capsize, and three of the fishing vessel's crewmembers were killed, including the captain.

Japanese fishing vessel capsized after collision with Chinese freighter

General cargo ship MING YANG collided with the 20-ton fishing vessel Hiroyu Maru No. 8 in Toyama Bay, northwest of Honshu, Japan. Four fishermen were rescued and are safe. The fishing boat capsized and partially sank, remaining afloat. Oil leak reported.

Coaster collided with tourist cruise boat

The general cargo ship WIJAYA KUSUMA 1 collided with the tourist cruise boat KLM SEHAT ELONA in the Flores sea, Indonesia. KLM SEHAT ELONA was carrying 18 foreign tourists and sustained heavy starboard damage. WIJAYA KUSUMA 1 sustained bow damage.

13 rescued from a sinking bulker

Chinese search and rescue authorities saved the crew of a coastal bulker that was listing dangerously off the coast of Shanghai. 13 crewmembers were aboard the ship and were in need of rescue.

Containership fire extinguished on Maersk Ship as reports suspect an EV involvement

The Hellenic Coast Guard is reporting that a small fire aboard a Maersk containership has been resolved but the vessel remains docked in the port of Piraeus awaiting inspections before resuming its voyage. While the fire appears to have been limited to a single container, questions are being raised after reports in the Greek media suggested that the container was transporting a used electric vehicle.

12 rescued after cargo vessel grounds off St.Thomas

A US Coast Guard boat crew rescued 12 people after they were forced to abandon a cargo vessel that was taking on water and ran aground just south of the airport in St. Thomas. All 12 people aboard the 195-foot Bonnie G, a Vanuatu-flagged roll-on/roll-off (ro-ro) vessel, were reported safe. No injuries have been reported to the Coast Guard.

Fire breaks out on livestock carrier carrying 3,600 cattle

A 21-year-old livestock carrier returned to port in Australia with its cargo of 3,600 cattle after a fire broke out in the engine room. Vroon's Brahman Express ran into difficulties shortly after leaving the port of Darwin yesterday bound for Indonesia. The fire was extinguished promptly. No injuries to crew or animals reported.

Fire has destroyed historic yacht club

A severe fire that broke out in Falmouth Harbour, Antigua, has caused significant damage to the historic Antigua Yacht Club Marina & Resort on the

island's southeastern coast. The cause of the fire has not been confirmed. However, local reports have linked it to a lightning strike during tropical storm Philippe, which struck Barbuda.

47m superyacht Navis One destroyed by fire in Greece

The 46.7-metre Gentech superyacht Navis One has sunk after catching fire in Greece. 22 people were safely evacuated. The coastguard arrived and the yacht was doused with water overnight before it began to list and eventually sink.

Dismasting of historic Maine schooner kills one and injures three

The mast aboard a historic schooner operating cruises on the Maine coast broke killing one person and seriously injuring three others. The 141-year-old schooner Grace Bailey was returning to Rockland, Maine at the end of a four-day cruise when the mast broke.

More than 20 crew poisoned by spilled chemical

A cylinder or barrel with chlorine fell from a forklift in the cargo deck of the ferry FILIPINAS SURIGAO DEL NORTE at Cebu Port, Philippines. More than 20 crew were exposed to spilled sulfuric acid and were taken to hospital suffering from nausea and vomiting after inhaling poisonous vapours.

LPG tanker and cargo ship collided

LPG tanker GAS BROADWAY and the general cargo ship KUNIKI 28 collided off Kikuma coast, Imabari, Shikoku island, Japan. Both ships though damaged, remained under way and were ordered to divert to Matsuyama port, Shikoku.

Tourist boat captain dies trying to dock at Portimão Marina

The captain of a tourist vessel died when trying to dock the boat with 16 people on board at the Portimão Marina. The captain was in the docking maneuver "when he fell into the water and the vessel passed over him", with the boat being stopped by the second commander. It appears no kill cord was in use. The remaining 14 tourists suffered minor injuries, 11 of which were treated on site.

Canadian Coast Guard looks for containers lost overboard in Nunavut

Local emergency responders in Iqaluit, Nunavut, were diligently monitoring and coordinating their response to a recent incident involving shipping containers that fell off a barge. According to the Canadian Coast Guard, out of a total of 23 containers involved, 16 have been successfully retrieved. Local boat operators have been urged to remain vigilant and adhere to navigational warnings in the area as efforts persist to recover debris and locate missing containers.

Dragging anchor causes damage to Finish pipeline

The National Bureau of Investigation (NBI) in Finland has found that gas pipeline damage that occurred on October 8 was caused by a dragging anchor.

German freighter grounding

General cargo ship BOTHNIA FIN suffered steering failure and ran aground on Harriersand island coast. The ship was refloated with tug assistance and towed back to Brake, where she was berthed the same day. After a PSC inspection and class safety confirmation, the ship was allowed to resume her voyage.

Four hospitalised in explosion on board a Turkish cargo ship

An explosion occurred on board Turkish cargo ship, SERENITY AC, which was anchored at Fethiye Bay, Turkey. Four crew were injured and hospitalised, one said to be in a critical condition.

Passengers evacuated from burning cruise ship in Portland, USA

A generator exploded on board cruise ship OCEAN NAVIGATOR at Portland, USA shortly after the ship arrived from Halifax with 128 passengers on board. One crew suffered burns and was hospitalised. The explosion was followed by a fire. The passengers were evacuated.

Luxury yacht ran aground in Singapore

Motor yacht AUSTRALIA ran aground on a reef near the marina in Sentosa, Singapore. The yacht's hull was breached with ensuing water ingress and she developed a portside list.

Capesize bulk carrier collided with fishing vessel

The capesize bulk carrier FRONTIER YOUTH collided with a fishing vessel shortly after leaving Zhanjiang, Guangdong province, South China. One fisherman fell overboard and was later rescued; another one was seriously injured and was taken to hospital.

Fitter killed by steel door onboard Russian reefer

Russian reefer, SARONIC BREEZE, suffered an explosion in the Pacific. There was welding work in one of the compartments, and according to preliminary reports, acetylene cylinders exploded. The explosion tore off the compartment's steel door and struck a fitter in the head. He died immediately.

British freighter sank after collision with Polish bulk carrier

General cargo ship VERITY collided with the bulk carrier POLESIE in the German Bight while moving on crossing courses. VERITY sank soon after the collision. There were a number of rescue and auxiliary vessels and a cruise ship in the area engaged in the rescue efforts. The VERITY crew consisted of seven seamen. Two were rescued. One was reported dead with a further four missing.

Truck with EV bikes caught fire on ferry

A heavy truck on the cargo deck of ferry TRANSHIP 1 caught fire. The ship had 200 passengers on board and was about to berth in Bakauheni, southeast Sumatra. The ferry was shrouded in thick smoke as she berthed and the passengers disembarked without injuries. The truck in question was loaded with consumer goods, including electric bikes and foam mattresses.

Vessel ran aground causing oil spill

A ferry ran aground in Sweden resulting in a significant spillage of diesel fuel that has spread across several kilometres. According to local news sources, the Marco Polo TT-Line ferry, which typically operates between Trelleborg and Karlshamn, encountered an unexpected deviation from its regular course and ran aground. A ship inspector from the Transport Authority, the remaining crew, representatives of the shipping company and insurance companies carried out a damage inventory on board. The vessel has several holes in the hull and water has penetrated.

Fire onboard tanker in Philippines kills two crew members

A tanker caught fire in the sea of Batangas, Philippines killing two crew members. One crew member was able to escape harm, but he suffered burns across his body. He was discovered by fishermen drifting at sea. According to preliminary findings of the BFP-Batangas City, an explosion occurred on the tanker's main deck.

FPSU collided with jack-up oil rig

FPSU ZAFIRA PRODUCER broke free from her mooring at Frederikshavn, Denmark. She drifted across the basin and contacted the berthed jack-up drilling unit NOBLE RESILIENT, crashing into her helipad. The drilling rig's 26 crew were evacuated.

Sole survivor found adrift after Washington fishing boat sank

A survivor from a fishing boat that mysteriously vanished in Washington has been rescued. This miraculous rescue occurred after the Coast Guard had concluded its search for the vessel. The 43-foot commercial fishing boat named "Evening," departed from Washington's Olympic Peninsula but failed to return. Concerned, the daughter of one of the crewmembers notified the Coast Guard, prompting a search operation. The whereabouts of the one other crewmember from the boat remains unknown.

Lithium-ion scooter fire on cruise ship

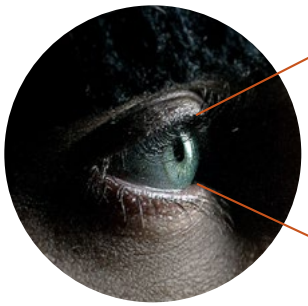
Fire broke out on the cruise ship IONA in the central hub area where vehicles for water activities are kept. It is said that the lithium-ion battery of a water scooter self-ignited, sparking a small fire. The ship was berthed at Southampton. It was quickly extinguished by the vessel's fire fighting system.

Danish cargo ship caught fire

A large fire broke out in the cargo hold of the ANN ROUSING at Amager, Copenhagen, Denmark, as the ship was loading scrap. The emergency services responded but have to be cautious to avoid pouring too much water onto the ship, fearing a loss of stability loss.

Orcas sink sailing yacht off Morocco

A pod of orcas has sunk another yacht off the coast of Spain, this time near the Strait of Gibraltar, according to Polish sail training operator Morksie Mile. As the yacht was westbound in the Strait just off Morocco, it was "attacked by a herd of killer whales," Morskie Mile reported. The whales repeatedly struck the rudder for 45 minutes, causing "damage and leakage." The crew tried to save the yacht, with assistance from port tugs and the Moroccan Navy, but the flooding was too serious. The crew safely abandoned ship and the yacht went down off the port of Tangier Med.



What caught my eye...

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

Bragging rights up for grabs by the Chesapeake cowboys

Of all the stories I have unearthed this year, this one is one of my favourites and one of the strangest too; and please forgive me for it sounds like something that could only happen in America - a sort of rodeo with boats instead of cattle!

I understand the competitors who participate in this unusual sport are known locally as the Chesapeake cowboys, and their competition draws thousands of spectators along the shores of Maryland and Virginia each year. Apparently, a recent article in The New York Times sparked some serious discourse in the comments section. Competitive boat docking appeared to be quite divisive for many New York Times readers, with some believing the contest caused negative environmental effects, while others regard it as a traditional event for locals along the circuit.

Every year, Chesapeake crab boats compete to reverse into a slip while a couple of thousand onlookers watch, enjoy drinks and listen to music. In the article, competitor Ronnie Reiss commented that "It's redneck like NASCAR, just on the water."

The event has been held since 1971, and the main takeaway is bragging rights and some extra cash. Competitors know that scratching and bumping their boats is part of the game, but they love it anyway. For the winners, prize money often goes towards boat repairs!

Shipwrecks to be protected from thieves in England by forensic markings

Image credit: James Clark

This is an intriguing story and showcases a remarkable use for new technology too.

The report informs me that Historic England is using new technology to forensically mark artefacts, deterring potential criminals from stealing treasures from shipwreck sites. The scheme is a collaboration between Historic England, MSDS Marine, the Cultural Heritage Agency of the Netherlands and partners. It involves forensically marking 57 wreck sites nationwide.

Speaking about the new forensic marking system, Mark Harrison, head of heritage crime strategy at Historic England, says: "This will act as a clear deterrent to those looking to unlawfully lift and remove historic material from Protected Wreck Sites. If someone breaks the law and removes any property, the new markings will give police the ability to link the offender to the crime scene and implement criminal proceedings."

Duncan Wilson, chief executive of Historic England, said: "Our nationally important shipwrecks tell the story of England's maritime past. Underwater forensic marking of artefacts is a great leap forward in helping to protect them."

Award-winning photographer scoops "Best Job in the World"

As a keen and enthusiastic photographer myself, although not an award-winning one by any means, who more often than not has a camera slung around my neck, I couldn't let this story slip by. I can totally understand Rick's elation at having landed this plum role.

So, I read with great interest that renowned yachting photographer, Rick Tomlinson, will be the first ever on-board reporter for the prestigious Oyster World Rally, having spotted an advert on social media describing the vacancy for the 'best job in the world'. The fourth edition of this 16-month circumnavigation of the world, arranged exclusively for Oyster yachts and their owners, starts in Antigua in January 2024.

Rick says: "We must remember that this is a very personal adventure for everyone taking part. For the owners, their families, and friends, this is their dream and I feel hugely privileged to be able to be part of their adventure."

I wish Rick and all those involved in this event Bon Voyage.

University team breaks electric water-speed record

An electric speedboat team from Princeton University in the US has broken the world water speed record for an electric-powered boat.

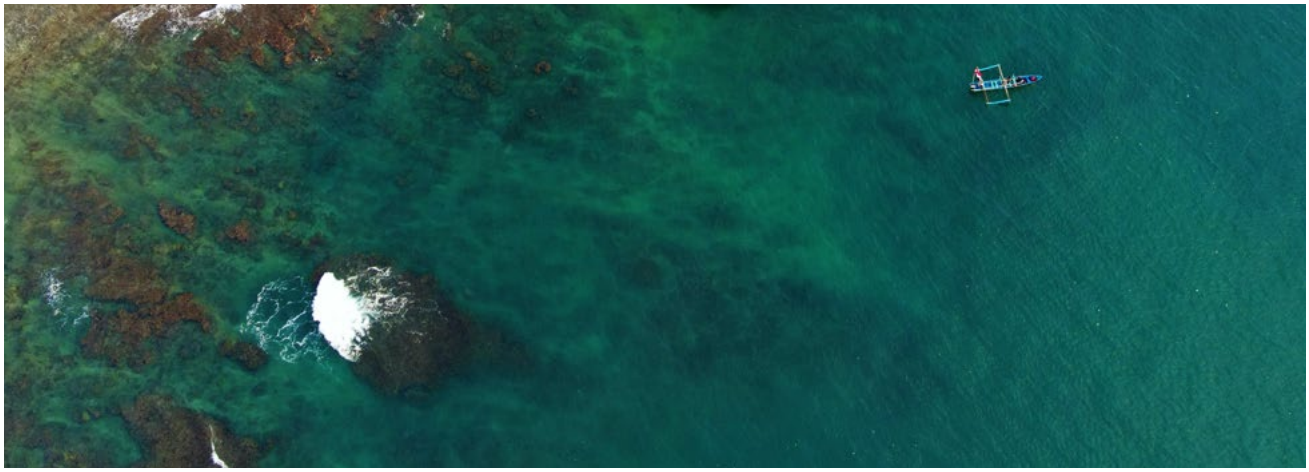
According to a media release issued by the Princeton Electric Speedboating (PES) student team, the feat was achieved at the Annual Gold Technologies and Robbins/Margeas Electric Records Event when hydroplane driver John Peeters averaged 114.20 mph on the American Power Boat Association's sanctioned kilo course on Lake Townsend near Greensboro, North Carolina.

The team's customised Pro-Outboard hydroplane, nicknamed Big Bird, has a 200 HP electric race motor, co-developed with Flux Marine.

Peeters entered the kilo speed-trap and posted a single-direction speed of 111.08mph. Without recharging the boat's batteries (as is required of a kilo-style event), he then increased his speed in the opposite direction, recording an average speed of 117.50 mph. The two speeds averaged together for the new world record of 114.20mph.

Time for me to wish you all the best for the Christmas holiday (if you celebrate it) and to wish you good luck for 2024.

Mike Schwarz



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