

# IIMS News Bulletin



JANUARY 2024

## Welcome

to this month's news bulletin from the International Institute of Marine Surveying (IIMS). This and previous news bulletins are available in PDF and eReader format at <https://bit.ly/3LQdDOW>. This monthly publication aims to keep members, non-members, and wider maritime colleagues up to date with relevant news and information. If you find this news bulletin of interest, please consider sharing it by forwarding it to others in your network who may find the content of use. For more information about the Institute visit: [www.iims.org.uk](http://www.iims.org.uk).

## Chief Executive Officer's *Welcome*

### Dear Colleague

Welcome to 2024 and may the new year bring you success, happiness and good fortune. In the UK we have something of an obsession with making new year resolutions. But not me. Why, you might ask? Simply because I am no good at sticking to them!



Things ended on something of a high note for me personally last year. December proved to be a busy month with several newsworthy activities I would like to share with you.

I was invited to address the annual NAMS (National Association of Marine Surveyors) Global regional conference in the US online. My colleague, Lloyd Griffin, is responsible for organising this event annually. It always attracts a good number of in-person delegates, and it was a pleasure to accept his invitation to speak. My generous one-hour slot allowed me to give a brief update on the various activities IIMS is currently engaged in. The remaining time I used to give a presentation on AI (Artificial Intelligence) - its challenges and opportunities - and how they might impact on the life of a busy working marine surveyor. This subject is not going to go away, and will only intensify; it is important that surveyors understand the ramifications of this rapidly advancing technology which, in some cases, can be used for sound commercial reasons.

*Steve Cameron (left) and Mike Schwarz representing the MPC and IIMS at the House of Commons*

As you may recall, IIMS was a founding member of the MPC (Maritime Professional Council of the UK) a couple of years ago. The group of UK professional bodies sees itself as something of a disruptor, an assortment of like-minded organisations determined to hold UK maritime regulators to account and to try and stop bad regulations becoming law. Earlier in 2023, the MPC wrote and published a detailed report entitled 'Kind Leadership'. This document attracted the attention of the shipping media as well as the UK All-Party Parliamentary Maritime and Ports Group it seems, which meets regularly at the Palace of Westminster, home of the UK government. So, it was with a fair amount of pride that I accepted an invitation to attend this meeting to represent the MPC (and IIMS) and to support my colleague, Steve Cameron, who developed the report and delivered a first class presentation on 'Kind Leadership' to parliamentarians. The session was busy and was attended by about 50 in total, including Members of Parliament and assorted others from the maritime industry. It also featured contributions from: Debbie Cavalloro, CEO, Port Skills and Safety; Kerry Thompson, Group Head of Academy, Associated British Ports; Martyn Gray, Executive Officer, Nautilus International, Mark Carden of the RMT and Kathryn Neilson, Director, MNTB.

The following week, in conjunction with the IIMS Canada Branch, we shared an opportunity as the headline sponsor for the Canadian Bar Association's (marine lawyers) online seminar entitled *"Topical Issues and Recent Decisions in Maritime Law and Practice"*. This was the perfect opportunity to address an audience we would not ordinarily be able to speak with easily. As lead sponsor, I was invited to give a short three-minute opening address to the assembled online attendees about the work of IIMS, both locally in Canada and internationally.

Also of note and worth reporting is that IIMS last month signed an MOU with a specialist local education provider in Bangladesh to enable delivery of the IIMS Professional Qualification in Commercial Ship Marine Surveying via classroom tuition.

If you are a regular reader of this news bulletin, you will notice that from this edition I have chosen to exclude the extensive list of incidents and accidents that we reported monthly last year. This is a deliberate decision. The point of featuring this distressing content was to highlight the sheer number of events that lead to serious injury and loss of life as well as causing extensive damage to vessels and cargoes on an almost daily basis. I think the point has been well made, so for now this feature is rested.

On the subject of maritime incidents and accidents, I would particularly like to draw your attention to the recently published Safety & Loss Prevention Briefings Compendium 2023, another quality publication

compiled by the Institute at the end of last year, extending to 172 pages. Now in its third edition, the annual Compendium is a collection of incident and accident reports compiled by worldwide investigation teams and loss prevention specialists, plus other relevant contributions and features. I am grateful to Peregrine Storrs-Fox, Risk Management Director, TT Club and IIMS President, Peter Broad, for their insightful introductions. The publication is not an easy read given the nature of its content, but I would argue it is an essential addition to any surveyor's online resources library. It is freely available to download in pdf format at <https://bit.ly/48svS7b>, or you can read it online in eReader format at <https://bit.ly/4apshIN>.

I would like to remind members that IIMS has now moved to digital membership cards with immediate effect with the aim of further reducing the Institute's carbon footprint. We are in the final stages of cracking the digital process. This means once the fee for your 2024 membership has been settled you will be sent a link to enable you to download your card for storing in your digital wallet on your phone, tablet or other device. However, I appreciate some members will still need a hard membership card for identity purposes. Cards are still available at no extra cost, but you will need to email Camella Robertson at [membership@iims.org.uk](mailto:membership@iims.org.uk) to request one for yourself which will be posted to you.

IIMS is starting to push on with its Instagram feed in earnest. If that is your thing, I'd love you to follow IIMS. Photos will be added regularly to the feed, which now appears at the foot of the IIMS website as well as on the regional sites too. You can follow IIMS on Instagram at <https://bit.ly/3Rs9ncJ>. And we would welcome any of your copyright free photos for consideration to share on the IIMS Instagram channel too. You can email your images to Rosie Webb at [info@iims.org.uk](mailto:info@iims.org.uk).

IIMS has some exciting plans which will be revealed during 2024, so keep an eye out as details become available and are released. The Institute has also put together a detailed training programme with more international dates to be announced soon. But in the early part of the year, I shall be heading to Dublin (the first time in years) and will be returning to Palma at the end of April to host our Western Mediterranean Small Craft group with John Walker around the time of the Palma International Boat Show. Please check out the list of events on the IIMS website at <https://bit.ly/35an0n8>. Hope to see some of you at these two seminars and at other events across the world during 2024.



Survey well,  
**Mike Schwarz**  
Chief Executive Officer



## IIMS releases third edition of its annual Safety & Loss Prevention Briefings Compendium



The Safety & Loss Prevention Briefings Compendium 2023 has been compiled and published by IIMS and is now available to read in pdf or eReader formats. The data for this edition was compiled across 2023 and the result is an 172 page publication which is offered free to anyone in the maritime world. It is an essential addition to the digital library for marine surveyors and the wide maritime industry the world over.

This edition's guest editor and contributor is Peregrine Storrs-Fox, Risk Management Director, TT Club. His insightful comments, together with those of IIMS President, Peter Broad, make sobering reading.

IIMS Chief Executive Officer, Mike Schwarz, said, "Editing such a publication as this carries huge responsibility to bring details of the incidents and accidents that have befallen ships and boats. It should be a reminder to us all of the significant risks for those who work at sea, or use it for pleasure purposes. I had hoped this year's edition would be slimmer, but sadly the volume of devastating events, many of them caused by human error, means that is not the case.

Download the Compendium in pdf format at <https://bit.ly/48sv57b> or click to read it online in eReader format at <https://bit.ly/4apsh1N>.

## Did you miss the publication of the new look Report Magazine last month?

If so, it is still available for free download.



The new look Report Magazine is still available to freely 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>.

# REPORT



## IIMS President raises concerns about the growing tick box culture of marine survey reporting

Tick box marine survey reporting is becoming far more common than it used to be. That is the view of Peter Broad, President of the International Institute of Marine Surveying (IIMS). But are tick box marine survey reports fit for purpose, or are they lazy reporting?

### Advantages and limitations

#### Advantages:

1. **Standardisation:** They provide a standardised framework for conducting inspections, ensuring that essential aspects of a vessel are systematically checked. This helps in maintaining consistency across different surveys and facilitates easy comparison between vessels or inspections.
2. **Efficiency:** Tick box survey reports streamline the inspection process, allowing surveyors to cover a wide range of components and systems efficiently. This structured approach can save time during the survey.
3. **Clarity and Communication:** The reports offer a clear and concise method of communication between surveyors, vessel owners, operators, and regulatory bodies. The use of tick boxes can help in quickly conveying the status or condition of various elements.

#### Limitations:

1. **Lack of Nuance:** While tick box reports cover a broad range of items, they might not capture all nuances or specific details about a ship or boat's condition. Some aspects may require more qualitative and quantitative assessments beyond a tick box.
2. **Subjectivity:** Interpretation of tick box options (e.g., 'Satisfactory,' 'Requires Attention') might differ between surveyors, leading to subjective assessments. This subjectivity can sometimes limit the accuracy of the report.
3. **Comprehensive Understanding:** Relying solely on tick boxes might not provide sufficient information about the vessel's condition that requires attention but isn't part of the standard checklist.

In essence, a tick box marine survey checklist can be useful as a structured framework to guide inspections and perhaps less experienced surveyors to help

ensure comprehensive coverage. However, they should be used to complement a surveyor's expertise and experience, not replace it.

Peter Broad said, "I draw a clear distinction between an 'Inspection' and a 'Survey.' I would suggest that the level of training and experience to carry out a marine survey by a qualified surveyor is higher than that of an inspection carried out by an inspector. A tick box form may be useful for an inspection by a less qualified and less experienced person to gather information quickly on the status of a system where a 'Yes' or 'No' answer can be given without any further explanation."

The marine survey report is ultimately the surveyor's output and his/her responsibility to the instructing party. The effectiveness of a tick box survey template depends on the surveyor's ability to use them judiciously, combining the tick box assessments with clear and concise written textual evaluations and expert judgment.

Again, from Peter Broad, "The effectiveness of a tick box survey report depends on how it is used and the context in which it is applied to ascertain if it is fit for purpose."

IIMS Chief Executive Officer, Mike Schwarz, added "A survey report should give the instructing client a clear and detailed overview of what has been surveyed with a list of any defects and recommendations that have been found. A tick box survey does not necessarily meet that requirement and can leave the instructing client lacking in essential information. IIMS sees a number of tick box survey reports that are not fit for purpose."

Here's an example:

Does the vessel have a bilge pump? YES/NO

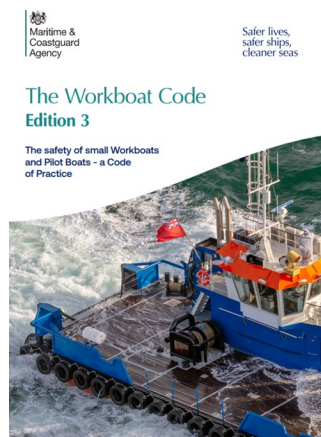
This tick in the box does alone not provide an explanation as to whether the bilge pump works, if the piping system is in good condition, if it has an oily water separator and if the oily water separator is certified and in working condition. Are the bilges clean and free from oil contamination? Are there any rags in the bilges?

Obviously, one tick box about the bilge pump is not sufficient to provide a full description based on the attending surveyor's observations and his/her understanding of the importance of the bilge pump from a ship safety aspect and the expectations of MARPOL.

Ultimately, a professional marine surveyor must remember that their survey reports are admissible as court documents if there is a legal case. Imagine if a vessel sinks and there is loss of life, and the subsequent marine accident investigation finds that the bilge pump was not working properly. The last attending surveyor on that vessel who ticked the box only for the bilge pump and made no further comment could be potentially looking at a charge of gross negligence, or even worse.

## MCA Workboat Code edition 3 becomes law

Following many months of protracted discussions and consultation earlier this year, Workboat Code edition 3 is set to become law from 13 December 2023. From this date onwards this Code must only be used for new workboats and pilot boats.



### Existing vessels

that are certificated under the Brown Code, its equivalent standard published in the technical Annex to MGN 280(M), or Workboat Code Edition 2, Amendment 1 shall meet the requirements of Workboat Code edition 3 by the vessel's next renewal examination or three years after the date of entry into force of the Code, whichever is later, except, where references to previous requirements are explicitly specified within individual sections of the Code they may comply with such requirements.

New vessels which have their keels laid, or are at a similar stage of construction, between the entry into force of Workboat Code Edition 2 and the date of entry into force of the Code, may be considered as existing vessels that are certificated under Workboat Code Edition 2; or shall meet the requirements of Workboat Code Edition 3 in full.

This Code provides information needed for the design, construction, engineering, electrical systems, hull systems, fire protection, and provision of firefighting, lifesaving, navigation and radio equipment to ensure the safety and protection of the crew, personnel, passengers and other marine users, and to maintain environmental standards. It also offsets requirements for manning and the qualifications needed for the crew.

It should also be noted that, where any existing vessel upgrades, and phases-in, to the Workboat Code Edition 3 regime, it must do so fully. A vessel cannot meet a combination of the new Code and those of earlier codes or standards.

This Code should be read in conjunction with the Statutory Instrument - SI 2023 No. 1216.

Download the code at <https://bit.ly/40VL3Df>.  
Read the Statutory Instrument online at <https://bit.ly/47UiRmm>.



## IMO Maritime Safety Committee set to commence a thorough STCW review

To align seafarer training, certification, and watchkeeping with evolving trends in the shipping industry and to tackle various challenges encountered by seafarers, the IMO Maritime Safety Committee (MSC) has decided to initiate a thorough examination and update of the STCW Convention and Code.

The STCW review will go through several phases, with a view to be completed and adopted by the autumn of 2027.

IMO has announced a roadmap for the comprehensive review that will start in February 2024. The Organization, as part of the 2010 Manila Amendments, developed standards for training, watchkeeping and certification for personal safety and social responsibilities.

Having recognized the need to tackle bullying and harassment in the maritime sector, including sexual assault and sexual harassment (SASH), with the objective of ensuring a safe workplace, MSC 105 instructed the HTW Sub-Committee to develop and finalize, as a matter of priority, STCW training provisions addressing bullying and harassment in the maritime sector, including SASH.

Now the firing gun has been started, here is the opening phase of the STCW review starting in February 2024: HTW 10.

- Finalise preliminary list of specific areas identified for review.
- Finalise road map for the comprehensive STCW review - the Convention and Code.
- Agreeing and finalizing a methodology for proposing and considering amendments to the STCW Convention and Code, including effective date of any amendments, and the time needed to complete necessary updates of the relevant instruments.
- Invite proposals for amendments to the STCW Convention and Code to ISWG-STCW 1, subject to the MSC 108 approval of areas identified and methodology for proposing and considering amendments, as applicable.
- Consideration of the option to convening of an intersessional working group (ISWG) or/and a virtual Correspondence Group meeting and agree to ToR.
- Report of HTW 10 to MSC 108



# REGULATIONS

## Amendments to shipping regulations

This article offers information and an overview about various amendments which have either just become regulations, or which will do so later this year.

### IMSBC Code - December 2023

Adopted by MSC 105.

Updates to the International Maritime Solid Bulk Cargoes (IMSBC) Code, to include new definitions (including an updated definition for group A cargoes), references and requirements for cargoes which may undergo dynamic separation. Section 7 will be amended to cover cargoes that may liquefy or undergo dynamic separation.

### SOLAS Chapter IV amendments - January 2024

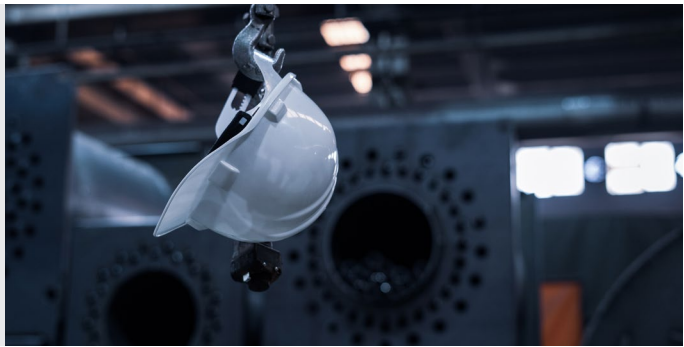
Modernisation of the Global Maritime Distress and Safety System (GMDSS). Adopted by MSC 105. The Global Maritime Distress and Safety System (GMDSS), adopted in 1988, has been subject to review and modernisation with the aim to adapt to modern communication systems and remove carriage requirements for obsolete systems. MSC 105 adopted SOLAS amendments to modernize the GMDSS requirements, as well as consequential amendments to the High-Speed Craft (HSC), Special Purpose Ships (SPS) and Mobile Offshore Drilling Units (MODU) Codes.

### SOLAS records of equipment, FSS code, IGF code and LSA code - January 2024

Adopted by MSC 101.

Amendments to the appendix to the annex to the 1974 SOLAS, concerning the addition of a footnote to Forms C, E and P in the Records of Equipment. Amendments to chapter 15 of the International Code for Fire Safety Systems (FSS Code), relating to inert gas systems.

Amendments to parts A and A-1 of the International Code of Safety for Ships using Gases



or other Low-flashpoint Fuels (IGF Code), including those relating to regulations on loading limit for liquefied gas fuel tanks, regulations for fuel distribution outside of machinery space, regulations for internal combustion engines of piston type and fire protection for fuel storage hold space; and amendments relating to the protection of the fuel supply for liquefied gas fuel tanks, aimed at preventing explosions.

Amendments to chapters IV and VI of the International Life-Saving Appliance Code (LSA Code), relating to general requirements for lifeboats and launching and embarkation appliances.

### SOLAS Chapter II-1 - Towing and mooring equipment - January 2024

Adopted by MSC 102.

Amendments to chapter II-1 of the International Convention for the Safety of Life at Sea (SOLAS) related to towing and mooring. The amendments to SOLAS regulation II-1/3-8 (Towing and mooring equipment), require appropriate and safe-to-use designs of mooring arrangements, and introduce a maintenance and inspection regime, as well as proper documentation.

Related guidelines were also adopted, covering the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring; and inspection and maintenance of mooring equipment including lines; as well as revised guidance on shipboard towing and mooring equipment. Amendments to parts B-1, B-2 and B-4 of SOLAS chapter II-1 related to watertight integrity requirements.

### SOLAS Chapter II-1 - Water level detectors on multiple hold cargo ships other than bulk carriers and tankers - January 2024

Adopted by MSC 103.

New SOLAS regulation II-1/25-1 requiring water level detectors on multiple hold cargo ships other than bulk carriers and tankers.

### **SOLAS Chapter III - Survival craft embarkation and launching arrangements - January 2024**

Amendments to SOLAS regulation III/33 and the LSA Code, aiming to remove the applicability of the requirements to launch free-fall lifeboats to test their strength with the ship making headway at speeds up to 5 knots in calm water on cargo ships of 20,000 GT and above.

### **FSS Code Chapter 9 - Fixed fire detection and fire alarm systems - January 2024**

Chapter 9 of the International Code for Fire Safety Systems (FSS Code) relating to fault isolation requirements for individually identifiable fire detector systems installed in lieu of section identifiable fire detector systems on cargo ships and passenger ship cabin balconies; and clarifying the acceptability of less complex and costly section identifiable fault isolation for individually identifiable fire detector systems on cabin balconies; and clarifying the acceptability of less complex and costly section identifiable fault isolation for individually identifiable fire detector systems.

### **Revised Annexes to the International Convention on Load Lines - January 2024**

Adopted by MSC 104.

A minor amendment to chapter II (Conditions of assignment of freeboard), as well as amendments to chapter III (Freeboards) of annex I (Regulations for determining load lines) of Annex B to the 1988 Load Lines Protocol, concerning watertight doors on cargo ships, and associated amendments concerning watertight doors on cargo ships to chapter 2 (Ship survival capability and location of cargo tanks) of the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code).

### **IMDG Code - January 2024**

Adopted by MSC 105.

Updates to the International Maritime Dangerous Goods (IMDG) Code in line with the updates to the United Nations Recommendations on the Transport of Dangerous Goods, which set the recommendations for all transport modes. Contracting Governments to the SOLAS Convention are invited to apply the amendments from 1 January 2023 on a voluntary basis.



### **Revised FAL Convention - January 2024**

Adopted by FAL 46.

Amendments to the Facilitation (FAL) Convention which will make the single window for data exchange mandatory in ports around the world, marking a significant step in the acceleration of digitalization in shipping. Other amendments adopted include lessons learned from the COVID-19 pandemic and add new and amended Recommended Practices to prevent corruption and illicit activities in the maritime sector.

**Mandatory Single Window** - The amendments update the provisions of the FAL Convention on mandatory electronic data exchange in ports for ship clearance. The amendments to the annex of the Convention will make it mandatory for public authorities to establish, maintain and use single window (SW) systems for the electronic exchange of information required on arrival, stay, and departure of ships in ports.

### **MARPOL Annex I - watertight doors - January 2024**

Adopted by MEPC 78.

Chapter 4 – Requirements for the cargo area of oil tankers.

### **MARPOL Amendments - Annex I, II, IV, V, & VI - May 2024**

Adopted by MEPC 79.

**Mediterranean Sea Emission Control Area for Sulphur Oxides and particulate matter** - designation of Mediterranean Sea, as a whole, as an Emission Control Area for Sulphur Oxides and Particulate Matter, under MARPOL Annex VI. In such an Emission Control Area, the limit for sulfur in fuel oil used on board ships is 0.10% mass by mass (m/m), while outside these areas, the limit is 0.50% m/m. **Mandatory garbage record books for smaller ships** - amendments to MARPOL Annex V to make the Garbage Record Book mandatory also for ships of 100 gross tonnage and above and less than 400 gross tonnage. This extends the requirement for mandatory garbage record books to smaller ships, which will be required to keep records of their garbage handling operations, namely discharges to a reception facility ashore or to other ships, garbage incineration, permitted discharges of garbage into the sea, and accidental or other exceptional discharged or loss of garbage into the sea. The move supports the implementation of IMO's Strategy and Action Plan to address marine plastic litter from ships.

Protecting seas in the Arctic - regional arrangements for port reception facilities - amendments to the MARPOL annexes to allow States with ports in the Arctic region to enter into regional arrangements for port reception facilities. The amendments relate to MARPOL Annexes I (oil), II (noxious liquid substances), IV (sewage), V (garbage) and VI (air pollution).

EEXI, CII, and rating values - amendments to appendix IX of MARPOL Annex VI on the reporting of mandatory values related to the implementation of the IMO short-term GHG reduction measure, including attained EEXI, CII, and rating values to the IMO Ship Fuel Oil Consumption Database (IMO DCS).

Fuel flashpoint in bunker delivery note - amendments to appendix V of MARPOL Annex VI, to include the flashpoint of fuel oil or a statement that the flashpoint has been measured at or above 70°C as mandatory information in the bunker delivery note (BDN). 1 July 2024 MARPOL HFO in Arctic waters prohibition Adopted by MEPC 76 Entry into effect of amendments to MARPOL Annex I (addition of a new regulation 43A) to introduce a prohibition on the use and carriage for use as fuel of heavy fuel oil (HFO) by ships in Arctic waters on and after 1 July 2024. The prohibition will cover the use and carriage for use as fuel of oils having a density at 15°C higher than 900 kg/m<sup>3</sup> or a kinematic viscosity at 50°C higher than 180 mm<sup>2</sup>/s.



## Fire safety of Battery Energy Storage Systems Batteries onboard

Battery Energy Storage Systems (BESS) installations on board ships have been increasing in number and installed power as the battery technology also develops. According to the Alternative Fuels Insight platform, there are more than 800 battery ships in operation, a figure that has more than tripled in the past five years. The main risks associated with this type of battery are fire and explosion due to thermal runaway and off-gas generation.

At the moment, there is no regulatory instrument at international level on the safety aspects of using batteries in ships. Lithium-ion batteries are currently the most popular choice for ship operators. EMSA has drawn-up a nonmandatory Guidance to guide industry about the essential safety requirements for battery energy storage systems on board of ships

### Types of BESS generated fires due to thermal runaway

- 1 Electrical fire – overcharging/discharging or low temperature causing dendritic growth, lithium plating causing short circuits (leading to thermal runaway and fire)
- 2 Thermal fire – over temperature causing the electrolyte decomposition or melting separator (leading to thermal runaway and fire)

- 3 Mechanical fire – events that can lead to penetration of the enclosure of the battery/cell (such as drop of objects, ship's collision, grounding, maintenance errors) causing short circuits, (leading to thermal runaway and fire)
- 4 Internal short circuit – failure of the separator due manufacturing fault or any of the above conditions

### 10 key measures to consider for BSEE fire safety

1. Detectors should be installed in the room or space at least in the air extraction ducts
2. Detectors should be capable of off- gas, heat and smoke detection
3. The components of the detection system installed inside the battery space should be certified for use in explosive atmospheres
4. Ambient temperature monitoring with alarms should be available from a manned location
5. The temperature increase rate beyond which an alarm should be initiated, to be defined
6. Detection system should interface with the Battery Management System for shutdown operation and isolation of the battery pack/module/rack
7. Detection system should be independent from the BESS built-in system
8. Controls should be provided to de-energize electrical equipment upon gas detection
9. Containerized BESS should be provided with a detection system that will communicate with the ship's system
10. High/ Low ambient temperature and other abnormal conditions should initiate an alarm at a manned control station



## Accident prevention advice when clearing shore pipelines

Accidents related to shore pipeline clearing operations are on the rise according to gard P&L Club. Over-pressurization or overfilling of tanks can cause physical damage, pollution and even personal injuries. In recent months, Gard has seen a marked increase in incidents related to the clearing of shore pipelines. The causes can vary: over-pressurization of tanks can cause physical damage, and overfilling of tanks can cause spillage, pollution and personal injuries.

### Risks of pigging and line blowing

The procedures used for clearing shore pipelines will depend on the facilities available at each terminal and the type of cargo loaded. Usually, they involve either line blowing or pigging. Both methods involve transferring large amounts of liquid or gas through the pipelines. Due to the sheer volume being transferred, it is extremely important that this flow is controlled at the manifold with the manifold valve. Moreover, good communication during the entire operation is key to preventing incidents.

Most accidents leading to structural damage to vessel tanks are caused by either too high volume of gas being supplied, too much cargo being pushed into the tank, or that the speed of inflow is too high.

### Planning and responsibilities

All cargo operations must be carefully planned and documented well in advance of execution. The details of the plans must be discussed with all personnel, both on the ship and at the terminal. The Master should ensure that everyone involved is properly trained and fully aware of the challenges associated with the pipeline clearing operations. A pre-cargo operation meeting between personnel responsible for the operation from ship and terminal should confirm all critical interface parameters. At the commencement of loading, and at each change of watch or shift, the Responsible Officer and the Terminal Representative should each confirm that the communications system for the control of loading is understood by the

personnel assigned to duties during the cargo operation. During the operation, there should be continuous and direct communication between the terminal and the ship until the operation has been completed and all valves have been closed.

### Recommendations

In order to minimize risk of over-pressurization:

- Avoid using tanks that are loaded close to 98% as reception tanks for line clearing. Include a safety margin when estimating required ullages for reception tanks to account for potential inaccuracies in the terminal's declared "pigging quantities".
- Consider including provisions for a standby cargo tank to be lined up and ready to be opened should the risk of overfill arise.
- Keep manifold valves closed during idle periods. This will prevent accidental over-pressurization due to shore error.
- Ensure that the vapour return line to shore is open during the operation (when available).
- Monitor the manifold pressure closely and throttle the main manifold valve as required. At the start of the pigging operation, the valve should be opened minimally to control the flow and volume of liquid and propellant gas into the nearly full cargo tank. Gard strongly recommends that only properly trained and experienced personnel are assigned duties related to operation of the ship manifold valves.
- Monitor the available amount of cargo tank ullage space and pressure in the tank. If the volume and/or pressure becomes too high, close the manifold valve, and alert the terminal to stop pigging.
- During freezing weather conditions, inspect tank vents (P/V valves) at regular intervals. Some products will freeze and clog the vents thereby creating pressure.
- Close the manifold valves immediately (in agreement with the terminal) once a pig has reached its receiver/trap to avoid compressed propelling gas entering a loaded cargo tank.
- When loading operations are complete, make sure that the manifold valve is fully closed before starting to clear the shoreline.
- Report immediately to the terminal any abnormalities or deviations from normal procedures.



## Fire hazards and spontaneous combustion risks in wood pellet cargoes

USCG has published a safety alert about an incident in which, over a two-week span, two unmanned and uninspected hopper barges loaded with wood pellets containing binders caught fire while awaiting transport at a Mississippi River fleeting facility.

Each fire caused approximately \$355,000 in damage, including total cargo loss and significant vessel damage. The ignition source for both fires was spontaneous combustion, which is not common, but also not unprecedented. The International Maritime Solid Bulk Cargoes Code notes that “wood pellets containing additives or binders may ferment over time if moisture content is over 15% leading to generation of asphyxiating and flammable gases which may cause spontaneous combustion”.

Assessment of other fleeted wood pellet barges revealed the presence of several hazards that can lead to spontaneous combustion, including visible moisture, cargo decay and discoloration, elevated cargo hold temperatures (168°F), and carbon monoxide and hydrogen sulfide gas generated by cargo decomposition. Some of these conditions likely preceded both fires. Unfortunately, the first identified hazard was visible smoke from already smoldering pellets. Heat from the smoldering cargo melted the hopper covers, introducing oxygen to a volatile situation, and supporting rapid and uncontrollable fire growth.

The Coast Guard strongly recommends that shippers of wood pellet cargoes and owners and operators of hopper barges carrying wood pellet cargo:

- Take steps to isolate cargo from external moisture sources, including ceasing cargo operations during inclement weather and maintaining hopper covers to prevent rain ingress during transport.
- Plan deliveries to minimize long term storage, particularly on board barges.
- Conduct routine temperature readings to detect early-stage cargo decomposition.
- Ensure personnel conduct frequent rounds to identify signs of smoldering.

## ABS Port State Control Quarterly Report Q3 2023 published



This ABS Quarterly Report on Port State Control (PSC) provides information to owners on deficiencies identified on ABS vessels during inspections carried out by the various PSC regimes globally during the third quarter of 2023. This report is being made available to assist owners and surveyors by providing awareness of potential areas of concern that have been identified on ABS-classed vessels.

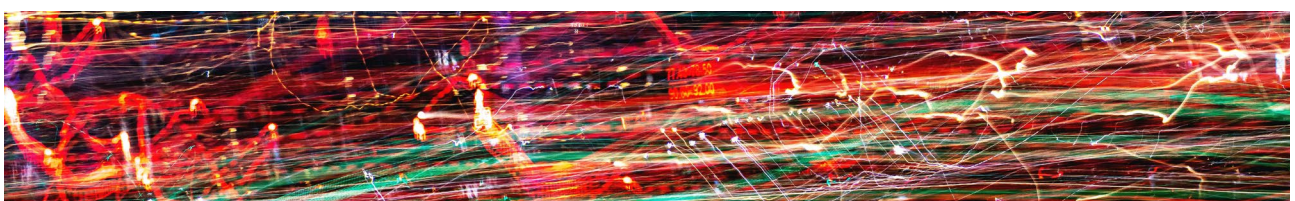
Download the pdf report at <https://bit.ly/3Gxb2HJ>.

## Australian Maritime Safety Authority (AMSA) update

Here's what you will find in the most recent edition (November 2023):

- Guidelines for marine adventure tourism operators
- Focused inspection campaign on vessel adventure rides and experiences
- Tassal Group wins on environmental stewardship at Tasmanian Seafood Awards
- National Search and Rescue Awards
- Monthly domestic commercial vessel incident report
- Passenger vessel flooded after access door was left open
- AMSA recognised as Inclusive Employer for second consecutive year

Click to read the AMSA update online at <https://bit.ly/3ReQ6tU>.





## 100 ships found with one or more deficiencies with Pilot Transfer Arrangements

Between 10 July and 9 August 2023 the Paris Memorandum of Understanding (MoU) on Port State Control conducted a Focused Inspection Campaign (FIC) on Pilot Transfer Arrangements. According to Paris MoU, a total of 1,262 Port State Control inspections were carried out, during which 100 ships were found with one or more deficiencies with their arrangements.

The Paris MoU is trialling an alternative approach to the regular Concentrated Inspection Campaigns (CICs) by conducting several short targeted inspection campaigns referred to as Focused Inspection Campaigns (FICs). In the coming months more such FICs are scheduled.

After completion of the trials, the results, ease of implementation, and effectiveness will be assessed and, on this basis, further decisions will be made on inspection campaigns and their format. Part of the trial also involves assessing with whether or not to pre-announce the inspection campaign.

The first FIC was carried out on Pilot Transfer Arrangements. This subject was chosen as several incidents during pilot transfer, within the Paris MoU region and beyond, occurred which warranted running this campaign. Most of the time pilot transfers are carried out safely, but the potential consequences of a person falling from a ladder can be fatal and the high-risk embarkation and disembarkation of the pilot by ladder requires constant management and supervision.

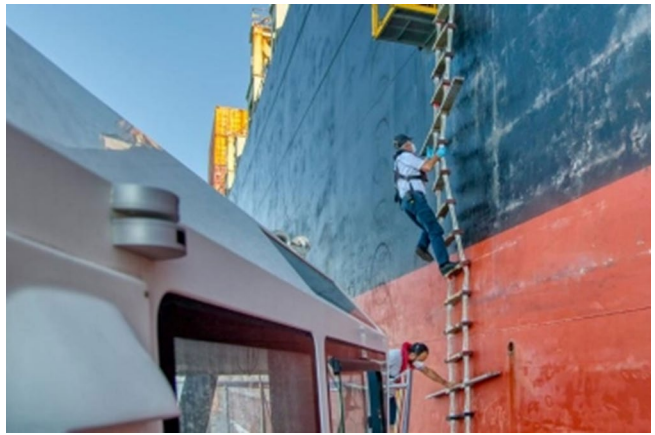
A total of 1262 Port State Control inspections were carried out, during which 100 ships were found with one or more deficiencies.

### Deficiencies found indicated that:

- When requested by Port State Control Officers to demonstrate, pilot ladders were not properly rigged to allow pilots to embark and disembark safely. On several occasions it was found that the weight of the ladder was not taken by its strongest point but, for example, by the steps;
- pilot ladders were damaged and/or not properly maintained;
- identification of ladders and record keeping of surveys and repairs were missing.

As the transfer via an embarkation ladder is a high-risk operation, flag States, ship management companies and ship crews should be aware of the associated risks.

Photo credit: Antonio Alcaraz



## Fire hose nozzle recall issued

Lloyd's Register has issued a safety notice confirming that the EU Commission has disclosed details of defective AWG fire hose nozzles. According to the EU notice this product does not comply with the Marine Equipment Directive requirements or the European standard EN 15182-1.

The affected nozzles are:

Country of origin: Germany

Type HS 10, HS 12, HS 16, HS 20

They are marked with batch no. "EN15182-1/3 2015" on the nozzle cap and "55" marked inside the orange tube.

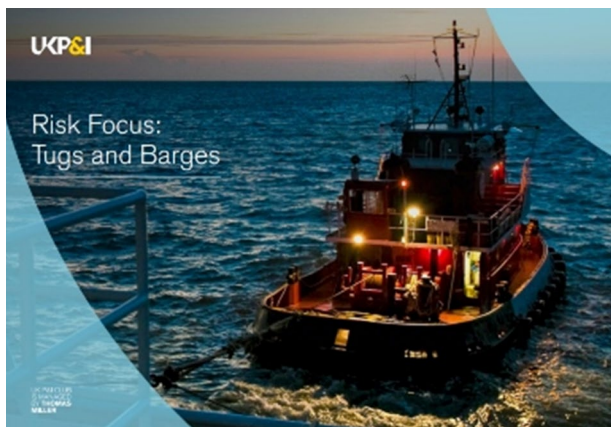
The suspected defective nozzles were most likely supplied during weeks 24 to 37 in 2015.

The EU notice states that the nozzle is not robust enough to withstand working pressure of 16 bar and may burst. As a result, the user may get injured due to bursting or suffer burns due to failed firefighting.

Lloyd's Register advises ship owners of vessels fitted with such nozzles to stop using the recalled nozzles immediately and to contact the manufacturer and replace the recalled nozzles with compliant equipment that meets the relevant SOLAS requirements.







## Risk Focus: Tugs and Barges by the UK P&I Club

The UK P&I Club has published a Risk Focus which is intended to promote best practice covering vessel owners and operators of tugs and barges.

Over 80% of tug claims concern injury or illness of personnel. Other claim types include collision, cargo, pollution, damage to fixed or floating objects, and fines – but the number of those claims is very small compared with personnel injury/illness claims. In terms of the dollar cost of claims, the picture is very similar – personnel claims account for 79% of the value of claims. The total cost of pollution incidents has proven to be more costly than incidents of collision, damage to fixed or floating objects, and all other claim types. Therefore, personnel claims is the clear area to apply focus to reduce the number of incidents and their impact on these vessels.



## Maintenance error resulted in engine room fire on tanker

An engine room fire aboard a Maltese-flagged tanker in 2022 that resulted in \$1.2 million in damages was caused by a maintenance error, according to the National Transportation Safety Board (NTSB).

The fire was ignited when oil spray from a fuel injector pump on the starboard main engine came into contact with nearby hot surfaces. The crew of the Endo Breeze acted swiftly and contained the fire by removing fuel and oxygen sources, as well as activating the vessel's fixed fire extinguishing system.

Upon investigation, the NTSB determined that the cause of the oil spray was a slight offset on the

In terms of frequency and value, most claims and the majority of cost are associated with falls from heights (i.e. falls between two levels). Slip, trip and fall incidents (i.e. on the same level) are close behind, making fall incidents the biggest concern with tugs. Accidents resulting in burn injuries are common, but strain injuries have proven much more costly – typically because of the extent of surgery and medical aftercare required in musculoskeletal cases. Other significant accident types on tugs include getting caught in machinery and being struck by falling/flying/moving objects.

### Lifting Operations

Lifting appliances, loose lifting gear and lifting operations need to be very well managed. Failure of a lifting arrangement can have fatal consequences for personnel involved, even with relatively lightweight loads. Therefore:

- Personnel should be adequately trained and competent in rigging/sliding and crane operating.
- All components of lifting equipment should be certified and routinely inspected.
- Appliances should be checked and safety devices tested at start-up. Loose gear should be inspected before each use. - Defective equipment should be promptly taken out of service.
- When there is any suspicion that any lifting equipment or any part of that equipment may have been subjected to excessive loads, exceeding the safe working load (SWL), or subjected to treatment likely to cause damage, it should be taken out of service until it can be subjected to a thorough examination by a competent person.

Download the Risk Focus at <https://bit.ly/3R3J1ML>.

banjo tube assembly of the engine's no. 1 cylinder fuel injector pump. It was found that the engineer had not correctly followed the manufacturer's procedure for fuel injector pump reassembly during maintenance conducted a day prior to the fire. The NTSB said the incident highlights the importance of adhering to recommended maintenance procedures provided by equipment manufacturers.

The NTSB has investigated multiple cases where mechanical or fuel line fitting failures resulting from improper maintenance have led to engine fires in shipboard diesel engines. The report also emphasized the need for training to prevent and contain engine room fires.

## Requirements for the inspection and testing of automatic sprinkler systems

The Bahamas Maritime Authority (BMA) has issued a Marine Notice which applies to all Bahamian ships fitted with automatic sprinkler systems of an approved type complying with the requirements of the Fire Safety Systems Code, as required by Regulations 10.4, 10.5 & 10.6 of SOLAS II-2, or other IMO Codes.

BMA says that since 2013 testing has been carried out on a number of different makes of automatic sprinkler system. The testing has found failures on both high pressure and low pressure automatic sprinkler systems produced by a number of different manufacturers. Failures have occurred exclusively on ships over 5 years of age.

Due to the severity of these findings and the need to determine the extent of these failures, the BMA has decided to instigate increased testing for Bahamian ships fitted with automatic sprinkler systems. This Notice takes into account the findings related to failures on both high pressure and low pressure systems.

The extent of testing required is dependent on the age of the automatic sprinkler system. Testing consists of:

- Initial testing of two sprinklers;
- Basic testing of 20 sprinklers to assess the general condition of the system; and,
- Extended testing where it is necessary to obtain a more detailed assessment of the condition of the system through testing an increased sample size of sprinklers.

**Maintenance of automatic sprinkler systems**  
Companies operating Bahamian ships shall ensure that the relevant parts of MSC.1/Circ.1432, as amended by MSC.1/Circ.1516, and manufacturer's inspection and maintenance instructions for automatic sprinkler systems are incorporated into their Safety Management System. The BMA recommends that automatic sprinkler system water quality be assessed through periodic sampling and analysis in accordance with the manufacturer's instructions.

Records of automatic sprinkler system water quality should be maintained for monitoring purposes to ensure that any deterioration in water quality is identified and to reduce the possibility of damage to sprinklers resulting in failure to operate.



## Global pool of shipping containers to post two consecutive years of decline

Drewry expects the global pool of shipping containers to contract in both 2023 and 2024. While stubbornly high levels of inflation in many countries is depressing demand, increasing geopolitical instability is affecting investor sentiment, with both factors depressing the growth prospects for world trade. Moreover, shipping lines and lessors, in particular, are ridding themselves of surplus boxes built up in the fleet over the past two years or so, and not replacing equipment being sold into the secondary market.

The most serious oversupply of equipment is in the 40ft high-cube segment, because in late 2020 and throughout 2021, this was the type of box that was in greatest demand. In 2021, this size of container accounted for over 85% of all dry freight containers produced and this in a year of record production when in excess of 6.6 mteu were produced. The scale of oversupply means that any equilibrium for 40ft high-cube containers is unlikely to occur before 2025, unless of course there is a sharp turnaround in trade.

This year has seen both ocean carriers and leasing companies curtail their box purchasing programmes considerably, with these two groups unlikely to take delivery of more than 1.1 mteu of new containers in 2023. In 2024, Drewry expects a modest recovery to take place in their purchasing plans, largely based on more ageing containers being replaced, and for this to increase more strongly in 2025.

The recovery in container production anticipated from 2024 is based on both a modest recovery in trade, as well as the ongoing capture by container shipping of cargo from other sectors of the freight transport industry. Specifically, the containerised mode is expected to make further inroads into specialised reefer shipping and perishables sectors of the airfreight business, and to take some market share from ro-ro and breakbulk vessels when it comes to moving project and out-of-gauge cargo. This will drive the demand for reefer and special dry freight containers, such as open-tops and flatracks.

## DP World Australia back online after cyber incident

DP World Australia, one of the country's largest ports operators, said operations had resumed at all its facilities after a cyber security incident forced it to suspend operations for three days. The breach had crippled operations at the company, which manages about 40% of the goods that flow in and out of Australia, affecting its container terminals in Melbourne, Sydney, Brisbane and Western Australia's Fremantle.

Australia has seen a rise in cyber intrusions since late 2022, prompting the government in February to reform rules and set up an agency to help coordinate responses to hacks.

"(The DP World breach) does show how vulnerable we have been in this country to cyber incidents and how much better we need to work together to make sure we keep our citizens safe," Cyber Security Minister Clare O'Neil told ABC Radio.



## Maritime law firms rebrand as Shearwater Law

Well-known and established maritime legal firms, Thomas Miller Law and Davies Johnson, are pleased to announce that they have rebranded as Shearwater Law. The rebranding exercise marks a significant milestone in their combined evolution. The comprehensive transformation encompasses a new name, brand identity and website and is set to redefine the firm's presence in the market.

The rebrand to Shearwater Law reflects a strategic approach to staying at the forefront of changes currently happening within the shipping and marine transport industries and a commitment to meeting and exceeding the evolving needs of the firm's clients.

Jessica Maitra, Head of Legal Services at Shearwater Law, commented, "By building a new identity that reflects the way the business has developed over the last few years, we aim to reinforce our position as providers of responsive, knowledgeable and dependable legal services whilst continuing to deliver outstanding value for money."



## Bureau Veritas launches classification rules for hydrogen-fuelled ships

Bureau Veritas (BV) has launched its first classification rules for hydrogen-fuelled ships (NR678) to support the safe development of hydrogen propulsion in the maritime sector.

The newly introduced rules outline the technical requirements for the secure bunkering, storage, preparation, distribution, and utilization of hydrogen as a fuel for power generation on board ships. They also address the challenges associated with the transport and use of hydrogen, such as its high flammability and the need for storage under high pressure or low temperature conditions. The rules cover monitoring and control systems, as well as safety measures pertaining to hydrogen leakage, fire, or explosion.

The rules are designed to ensure the safe design and configuration of machinery, engines, fuel tanks, and other systems on board. They also provide guidelines for the ventilation of hazardous areas, venting and pressure relief systems, and the implementation of monitoring and safety systems, including gas and vapor detection.

In addition to hydrogen-fuelled ships, the rules also encompass "hydrogen-prepared" vessels, which are designed to be equipped with a hydrogen fuel system at a later stage.

These classification rules complement BV's existing rule note (NR 547) on fuel cell power systems on board ships, which was launched in 2022 to address the growing interest in fuel cells within the maritime industry. BV says it is currently involved in approximately 10 projects related to hydrogen as a fuel, ranging from its use as the main propulsion source for smaller ships to its function as auxiliary power for larger vessels.



## Canada announces \$165.4 million green shipping corridor program

Minister of Transport, Pablo Rodriguez, has announced the Green Shipping Corridor Program, marking a significant advancement in environmental sustainability for Canada. Supported by an enormous investment of \$165.4, the program promotes environmentally responsible practices in the marine shipping sector in critical areas, which includes the St. Lawrence Seaway, the Great Lakes, and Canada's eastern and western coasts.

The program, comprising two crucial funding streams, aims to solve pollution issues in the maritime industry and clear the path for more dependable and clean shipping. Funding applications under these streams are currently being accepted through Transport Canada's website. Project proposals that meet the goals of the program are welcome.

The acquisition is a critical step toward hastening the national and British Columbian adoption of clean technologies and fuels. Canada continues collaborating with other partners to investigate further environmentally friendly shipping routes.

A vital component of the government's larger plan to assist transportation decarbonisation and hasten the marine industry's switch to fuels and technologies free of greenhouse gas emissions is the Green Shipping Corridor Program.

## Inspection and maintenance requirements for gangway and accommodation ladders

The SteamShip Mutual P&I Club presents essential guidelines about gangway and accommodation ladder inspection and maintenance.

In May 2008, according to SteamShip Mutual, the IMO adopted SOLAS regulation II/3-9 concerning the 'Means of embarkation on and disembarkation from ships', which entered into force on the 1st January 2010. The new regulation referred to the construction, installation, maintenance and testing requirements as detailed in MSC.1/Circ.1331 'Guidelines for Construction, Installation, Maintenance and Inspection / Survey of Means of Embarkation and Disembarkation'.

Whilst the legislation is principally concerned with the provision of a means of embarkation and

disembarkation, such as accommodation ladders and gangways, on ships constructed on or after 1st January 2010, the final paragraph of regulation 3-9 applies to existing as well as new ships. It states that the means of embarkation and disembarkation shall be inspected and maintained (with reference to MSC.1/Circ.1331) at appropriate intervals (Circ.1331 refers to SOLAS regulation III/20.7.2 which states monthly inspection and maintenance), to ensure they are in a suitable condition for their intended purpose, taking into account any restriction related to safe loading. It is therefore recommended that suitable periodic inspection and maintenance routines along with suitable checklists be included in the vessel's planned maintenance system.

### Inspection and maintenance

The monthly inspection requirement as detailed in SOLAS regulation III/20.7.2 refers to the instructions for onboard maintenance in regulation III/36. Regulation 36 states that the instructions for onboard maintenance be easily understood, illustrated wherever possible, and as appropriate shall include the following: checklists, maintenance schedules, lubrication instructions, spare parts information and inspection and maintenance records.

Checklists for the inspection and maintenance of accommodation ladders and gangways should include:

- Checking for distortion and cracks.
- Checking for corrosion, particularly where aluminium accommodation ladders or gangways have mild steel fittings.
- All moving parts such as turntables, sheaves, tracks, bearings and rollers should be free to turn and periodically greased with an appropriate grease product.
- Bent stanchions should be replaced and side ropes inspected along their entire length and replaced as necessary.
- The underside of an accommodation ladder or gangway should also be inspected for condition, distortion, cracks and corrosion.
- The structure of supporting points and winch beds should be inspected for distortion, cracks or corrosion.
- Where in use bulwark ladders should be closely inspected.
- Safety nets should be checked for wear, damage, the effects of actinic degradation, and for the impregnation of chemicals, grease or paint.
- The condition of the winch brake should be inspected and brake pads replaced as necessary.
- The satisfactory operation of the power supply system.
- The satisfactory operation of the control system.
- The satisfactory operation of limit switches.



## **IAPH publishes a white paper on the Environmental Ship Index (ESI)**

The International Association of Ports and Harbors (IAPH) has published a dedicated white paper on the Environmental Ship Index (ESI), citing testimonials from world ports on how to use the index to facilitate vessel emissions reductions.

Subtitled 'Setting the standard for maritime environmental performance', it is aimed at providing a clear introduction to newcomers interested in joining this long-running scheme. ESI is used by 60 global ports and other maritime administrations for providing incentives to owners of over 6,600 ships to perform better in reducing air emissions than required by the current emission standards of the International Maritime Organization (IMO). This includes half of the world's container fleet and a multitude of other vessel types.

ESI, which is a voluntary system, has become the established global standard for ports to incentivise the ongoing improvement of shipping's environmental performance and has also been recognised by the IMO as the standard scheme offering port incentives for low- and zero-carbon ships in a recently-signed MOU with IAPH. The new white paper explores the fundamentals of ESI and underlines its strengths via case studies and testimonials from ports across the globe, a major shipowner and citations from major transportation studies.

Read the white paper online at [https://issuu.com/portsandharbors/docs/esi\\_issuu?ref=marineregulations.news](https://issuu.com/portsandharbors/docs/esi_issuu?ref=marineregulations.news)

## **Record exhibitor applications received ahead of SCIBS 2024**

A record number of exhibitor applications for the 2024 Sanctuary Cove International Boat Show (SCIBS) will see the Australian event sold out early in the New Year, says show organiser Mulpha Events.

While interest was expected to be high following this year's record-breaking show, Mulpha Events general manager Johan Hasser says organisers have been overwhelmed by the response. "More than 80% of the show space for our 2024 event (May 23-26) is already secured," he says. "Industry sentiment confirms SCIBS is a strong sales and marketing platform with many brands expanding and investing significantly more in their boat show display."

The four-day event injects hundreds of millions of dollars into the Queensland economy. In 2023 there were a total of 334 exhibitors, 740 boats on show including 315 boats on water, 2,500 marine products and 109 global, Asia-Pacific or Australian product launches viewed by 47,000 boating and marine lifestyle enthusiasts.

In 2024, Sanctuary Cove Marina will see the return of popular exhibitors and brands including Arvor Boats, Eyachts, Fleming Yachts, Horizon Yachts, Maritimo, Palm Beach Motor Yachts, Princess Yachts, Riviera, Short Marine, Sports Marine, TMG Yachts, The Yacht Sales Co, Whitehaven Motor Yachts, and Yachtdomain (Leopard Catamarans).



## ICOMIA publishes latest Recreational Boating Industry Statistics report

The International Council of Marine Industry Associations (ICOMIA) has released the latest edition of its Recreational Boating Industry Statistics.

The 2022 report provides a wealth of industry intelligence in one reference document. It is the industry's foremost statistical reference report, used extensively within the industry for analysing export markets and externally for investment opportunities in the marine leisure sector. The report indicates that throughout 2022, boat sales were still elevated despite fiscal pressure from inflationary increases, and demand for new boats continued to outweigh supply.

Recruitment and retention of staff in all areas of the recreational boating industry remained sluggish with both large and small companies considering workforce challenges to be a significant concern. The report shows the wider emergence of alternative boat propulsion technologies which ICOMIA has already discussed at length with the recent launch of the Pathways to Propulsion Decarbonisation for the Recreational Marine Industry report.

Also of note is the increased shift towards chartering, boat rental and boat sharing opportunities. This is particularly popular with younger boaters and gives the recreational boating industry the ability to expand markets towards potential boaters that otherwise would not engage in what is traditionally seen as an expensive, time-consuming hobby.

The ICOMIA Recreational Boating Industry Statistics 2022 report is available to buy for €880 at <https://bit.ly/47U4yOQ>.

## Caribbean planning a new boat show

A new boat show is scheduled for 2024 in the Caribbean. The event, the Virgin Islands Boating Exhibition (VIBE), will run from May 10-12 on St Thomas in the US Virgin Islands, reports the Caribbean Journal.

VIBE will take place at the Yacht Haven Grande St Thomas marina and include a showcase of new yachts with the opportunity to take them for a 'test drive.'

The fleet will include brand-new 2024 Lagoons, including the flagship Lagoon 77, the Lagoon SIXTY7 and two new designs in the Lagoon 55 and the Lagoon 51.

Working on VIBE is boat show consultant Kevin Murphy, former Strictly Sail show manager for the National Marine Manufacturers Association (NMMA). Murphy has a proven track record of bringing together exhibitors, sponsors, and attendees at boat shows throughout the US.

"I'm excited to collaborate with VIPCA to launch a show at one of the world's top superyacht marinas in the beautiful US Virgin Islands, an unparalleled cruising destination," he says. "When given the opportunity to showcase the best in boating, it's impossible to refuse, and I'm confident that this show will be a resounding success."





# Sticky diesel is causing multiple fuel problems on the UK inland waterways

By Darrell Broscorb

In my work as a marine engineer at Tooley's boatyard in Banbury, I see many different mechanical issues throughout the year, but during 2023 we have been seeing a massive increase in diesel fuel related breakdowns due to sticky diesel. At present, we have four boats requiring attention because of fuel issues. This is not 'diesel bug' but something else entirely. With this particular sticky diesel scenario, the fuel goes dark, smells different and leaves sticky tar-like deposits in the fuel system.

These issues have been quite challenging to diagnose as the symptoms vary hugely. Some engines have plumes of white smoke, others vibrate terribly, and others stop running entirely for no apparent reason.

After replacing fuel filters and lift pumps, servicing diesel injectors, and even having injection pumps serviced, the problem can return within a few weeks. This is very expensive for customers, and us too, as you can't charge if you've been unable to fix anything.

On one boat that had had all of the above done, I bit the bullet and said, 'Right, let's get rid of the fuel, clean the tank and replace it with fresh diesel.' Well, it only worked! The boat was fixed, and we had a very pleased customer.

So, what exactly is going on then? We're fortunate to live in the age of Google, and online searches brought up many articles with similar problems experienced around the country; farmers have been having issues with sticky diesel for a few years now. Diesel fuel just isn't keeping well it seems. This is partly because it now has a percentage of biofuel; FAME (fatty acid methyl ester), and the problems seem to be caused by this 'going off' in the fuel. Refineries think that the majority of fuel is used within 18 -24 days of leaving the refinery and state that fuel will perform satisfactorily for 4 to 6 months with the preservatives they use.

Unfortunately, this isn't much help to someone who uses their pleasure craft two or three times a year. Their fuel could be well over a year old before it is used.

Useful links about the causes of sticky diesel:

<https://www.marship.eu/keeping-stored-fuel-healthy>  
<https://fastexocet.co.uk/products/marine-fuel-conditioner/>  
<https://www.youtube.com/watch?v=p3ChACWemr0&t=924s>

On top of this, modern diesel engines also circulate the fuel through the diesel system to keep components cool and lubricated; the fuel gets heated and cooled during this process and may pass through the system many times before actually being combusted in the engine. This process changes the structure of the diesel and sees an increase in contaminants in it. These modern engine fuel systems have very fine tolerances, and the fine injector nozzles can block up.

There has been some research done by Fuel Additive Science Technology (FAST) – which produces Exocet additives. This research has shown that the sticky diesel issue has nothing to do with water, rust or poor storage like the causes of diesel bug; the samples they tested have all had a high particle content. Particles of interest found are sterol glucosides and monoglycerides, and it is these which are causing the sticky deposits; they come from biodiesel, and cold weather separates them from the fuel.

Looking forward, what can we do?

## Storage

For a long time, it has been good advice to keep diesel tanks filled to prevent condensation from contaminating the fuel with water. I'm not sure if this is a good idea anymore unless you use a lot of diesel and will use your fuel in under 6 months. So, ideally, only purchase what you plan to use annually and replace unused fuel before the next season. Smaller, stainless steel cylindrical storage tanks with bottom drains would be ideal, please boatbuilders.

## Treatment

Fuel degrades quickly, so an additive is a good idea; it should include a stabiliser, cetane improver, demulsifier, detergent and a biocide to arrest microbial contamination. Fuel polishing is a good idea; it seems that fuels with a higher particular content are causing the problems, so polishing (filtering) down to 2 microns could be a suitable treatment. Fuel polishing is available at many boatyards, or if you are inventive, the parts are readily available to build your own polishing system.

In conclusion, diesel isn't what it used to be, and without preventative measures, it is unreasonable to expect it to maintain its quality. Studies have shown that fuel will start degrading within 28 days.

<https://narrowboatworld.com/12767-curious-cases-of-sticky-fuel>  
<https://www.fwi.co.uk/machinery/farm-maintenance/machinery-maintenance/red-diesel-the-problems-uncovered>



## Ferretti Group opens new operational headquarters

Italy's Ferretti Group has inaugurated its new operational headquarters within the Ferretti Group Superyacht Yard in Ancona. The ribbon-cutting ceremony was attended by representatives of institutions and authorities from the shipbuilding and maritime sector, as Ferretti Group CEO Alberto Galassi officially opened the new area which is set to become an important strategic and operating hub.

The building, located in Via Enrico Mattei, has been extensively refurbished to create a modern, functional environment that will be the new home of the management team, the design and planning office, and the entire department dedicated to aluminium and steel boats. The Ancona shipyard, which covers a total surface area of over 80,000m<sup>2</sup>, is designed for the construction of pleasure vessels up to 90m in length.

"This new area, which completes the Ferretti Group Superyacht Yard, is another step forward for our research into technology and style. It is where our employees will find the ideal environment to fully express their outstanding skills, and where our owners can come to choose the most beautiful boats in the world," said Galassi.

## Windows aboard expedition cruise ship could not withstand fatal wave

Norway's Accident Investigation Board has completed a review of the fatal accident aboard the expedition cruise ship Viking Polaris last November, when a high wave struck the side of the ship and broke multiple windows. The board has recommended improving the design standards for shipboard windows and has called on the operator to reinforce those aboard Viking Polaris and sister ship Viking Octantis.

According to the Accident Investigation Board's reconstruction of the incident, an unfortunate combination of the wave and the vessel's course and speed caused the breakage. The crew could not have foreseen that a wave would break so high up and with so much power, the board concluded - but it also found that the windows could have been designed to withstand more force.

## The small sailing boat market is stagnating says boot Düsseldorf director

According to Petros Michelidakis, director of boot Düsseldorf, the "sailing boat market is more or less stagnating." Although he enthuses about the prospects for the show this month from 20-28 January, Michelidakis is concerned about small boat builders and their future.

Small sailing's "not developing," he says. "We see another development. Entry level is not sub five metre dinghies anymore. They [owners] go for 17 feet and over."

Consequently, he says, "shipyards producing small boats aren't making enough money. They need to build bigger boats. Really small boatbuilders are losing ground."

Michelidakis says the industry needs to pull together. "We support them as it's tradition. But it would be good for all of us to look after the smaller companies and save them as long as we can. "Tomorrow it will be the turn of the small motor boats. In ten years we might lose the point of entry. "The demand for small motor boats has reduced but is still there.

"We need to build up and strengthen the community. We need enough visitors coming and developing from SUP into a boater and then to big charters."

Michelidakis sees charters as a vision of the future. He cites the numbers of visitors to the show in 2023 who said they'd like to charter a boat.





## Ryds Boats files for bankruptcy

Ryds Boats, one of Sweden's most well-known boat brands has filed for bankruptcy. Ryds employed some 25 people and produced around 250 boats on an annual basis with an annual turnover of almost €8m.

One of IKEA founder Ingvar Kamprad's family's foundations was the main owner of Ryds Boats. Production has been in the same place since the late 1960s, in the small town of Ryds in southern Sweden. Over the years Ryds has been owned by companies like Volvo and Nimbus Boats and was once a huge producer of smaller boats with an annual production of more than 2,000 units. The company introduced some new boat models in recent years that were designed by the Mannerfelt Design Team.

## IWA and Towpath Talk Sustainable Boating Awards set for launch

The Inland Waterways Association (IWA) is pleased to announce the launch of an IWA/Towpath Talk Sustainable Boating Awards, which will recognise the individuals, organisations, or businesses making the most valuable contribution to sustainable boating during the previous calendar year. There will be two categories, one for individuals or groups representing charitable or community organisations and one for waterway-related businesses.

Nominations may be made by individuals or organisations wishing to be considered or by third parties and may relate either to sustainable methods of propulsion, the reduction in the carbon footprint of domestic energy use on boats, or both.

The closing date for entries and nominations will be 1st July 2024.



## UK Canal & River Trust confirms increase in boat licence fees for 2024

The inland waterways Canal & River Trust has confirmed an increase of 6% in the boat licence fees from 1 April 2024. This applies to both private boat owners and boating businesses.

The trust says the cost of an average boat licence is £860 inc. VAT (£72 per month). For an average boat licence, the additional 6% fee is approximately £52 annually or (£4 month).

"The recent years have been a challenge for organisations and individuals alike," said Richard Parry, chief executive at Canal & River Trust. "We know that the cost-of-living crisis will have affected many boaters and we have thought long and hard about the licence fee rises we are introducing. There is support available for boaters, and we urge people who are struggling to get in touch with our team.

"The trust has been heavily impacted by the adverse economic environment. Over the past few years, we've faced significant increases in a range of our costs, notably the prices of energy, fuel, materials, and other construction demands. Meanwhile, our government grant is reducing in real terms and is due to be cut sharply after 2027, unless our Keep Canals Alive campaign and the multi-organisation Fund Britain's Waterways campaign persuade government to revisit its decision. We must act now to plug the funding gap, or we risk seeing canals decline and, ultimately, the risk of closures."



## Prize for Maritime Safety Week competition winners

The Safety Drill competition from The Seafarers' Charity encouraged crews from fishing vessels to cargo ships and passenger ferries to show us their muster safety drill. Many of the crews found that through practice they were able to improve their drill time, which in a real emergency at sea, could help save lives.

Deborah Layde, Chief Executive at The Seafarers' Charity, presented a prize to Hovertravel Ltd as winners of The Seafarers' Charity 2023 Safety Drill Competition. First Prize was £500 which the crews at Hovertravel decided to donate to their chosen charity – a new organisation working with Ryde Town Council and raising money to make the beautiful Ryde Beach on the Isle Of Wight more accessible for all, including wheelchair users.

The Hovertravel crew demonstrated a well-rehearsed passenger evacuation drill and showed how they efficiently evacuated passengers with limited mobility to safety. The judging panel highlighted how interesting it was to see a commercial aircraft style of drill with safety briefings and demonstrations adapted to a marine operation.



## Fairline's Christian Gott scoops Designer of the Year at the Boat Builder Awards

Christian Gott, lead concept designer at British luxury motor yacht manufacturer Fairline, was announced as Designer of the Year last year's Boat Builder Awards at METSTRADE in Amsterdam.

Award judges commented: "Our final decision was influenced by our winner's rise through the ranks of Fairline. In 14 years, he progressed from a boatbuilder apprentice who studied for a design degree on his own initiative to being appointed as Lead Concept Designer. He is now responsible for styling the company's latest launches – including the impressive Squadron 58."

James Powell, Sales Director at Fairline said: "Nurturing talent is part of Fairline's DNA and we're delighted to see Christian's hard work get the recognition it deserves. Christian has been such an integral part of our design evolution while remaining true to Fairline's roots and bringing an unprecedented vision of where we go next."

"The development of the all-important connection to the water is Christian's focus. We know our customers want to be on the water in every capacity, the more connection you can have the better, whether that's inside the boat with large glazing or outside, enjoying the entertaining space of a large cockpit or flybridge."

Christian said of the award win: "To be recognised for the work I'm so passionate about is fantastic and I'd like to thank those who were part of the judging process and congratulate the others shortlisted in this category."





## IUA announces new chair

Claire McDonald, Member of the Executive Board for HDI Global SE, has been elected as the new Chair of the International Underwriting Association (IUA). She replaces Phil Hobbs, President and Managing Director of Liberty Specialty Markets. Ms McDonald has been a member of the IUA Board since 2021 and is currently a Deputy Chair of the association. Her election took place at the November meeting of the IUA Board and will formally take effect on 1 January 2024.

Dave Matcham, Chief Executive of the IUA, said, "Claire McDonald is an excellent candidate to lead the IUA. She has considerable experience both as an underwriter and senior leader with further expertise in operations, process management, and change management. I look forward to working with her as we prepare the IUA's business plan for 2024."

## Hong Kong Shipowners Association elects new chairman



Angad Banga of the Caravel Group has been elected as new Chairman of the Hong Kong Shipowners Association (HKSOA). He succeeds Wellington Koo, of Valles Steamship Co., Ltd, who stepped down after completing

his two-year term. Banga has also taken over the Chairmanship of Asian Shipowners' Association (ASA) at the same time.

## Arsenio Dominguez confirmed as next IMO Secretary-General



Arsenio Dominguez Velasco is confirmed as the next Secretary-General of the International Maritime Organization (IMO). The decision was made during the recent IMO Assembly, with attendees endorsing the Panamanian into his role.

Dominguez Velasco will succeed Kitack Lim for an initial four-year term, becoming the IMO's tenth Secretary-General. He expressed his commitment to building on the work of his predecessors and addressing key issues, including safety, decarbonization, digitalization, and the human element.

## Deborah Fish elected RORC commodore

Members of the Royal Ocean Racing Club (RORC) have elected Dr Deborah Fish, OBE as the new commodore of the London and Cowes based club with effect from 1st January 2024. She will take up the role from James Neville.

Fish is the first woman to be elected commodore of the Royal Ocean Racing Club, which will celebrate its centenary in 2025. She has been very active in her role as a rear commodore, chairing the membership committee and championing youth sailing through her leadership of RORC's Griffin initiative.

Fish has a strong offshore racing background having raced with RORC since 1999 and completed the Rolex Fastnet Yacht Race 11 times. Fish and Rob Craigie sailed Bellino double handed to overall victory in the 2023 RORC season's points championship. This was the first time Bellino has won the RORC championship overall after coming third in 2022 and second in 2019.

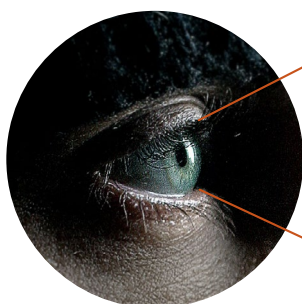




## Gulf Craft explores hydrogen for its superyacht fleet

Yacht manufacturer Gulf Craft has announced the exploration of hydrogen technology for its superyacht fleet. In partnership with H2-Enterprises, Gulf Craft is exploring the development of a zero-emissions Majesty yacht, which could be powered by an innovative LOHC (Liquid Organic, Hydrogen Carrier) energy system. H2-Enterprises has been working on this technology for the last 13 years and has now reached the stage of development to power a superyacht.

"We are excited to embark on a significant new milestone in the evolution of luxury yachting and our path to sustainability," says Gulf Craft chairman, Mohammed Hussein Alshaali. "Gulf Craft has always been driven by a deep commitment to innovation and responsible stewardship of our oceans. Exploring the technology and potential partnership with H2-Enterprises allows us to lead in a new era of emissions-free luxury, where opulence and sustainability intertwine seamlessly."



What  
caught  
my eye...

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

## Former wooden minesweeper in need of help

There is always an argument as to the importance of keeping older vessels afloat or not and the cost of doing so. I think it is important to preserve some heritage vessels for future generations to see and understand. Here's a story about another vessel seemingly endangered. I understand that the former minesweeper ex-Hr.Ms. Sittard (M830) is in need of help. She is one of the last remaining Ton class minesweepers still in operational condition. However, the outer hull, built of wood, is in need of a serious upgrade and her owners are fundraising to help pay for the necessary work.



Sittard was built in 1956 and has been used to clear the Dutch coastal waters of mines. She was in active service in the Royal Dutch Navy until 1996, after which she was donated to the Harlingen Seacadets in 1997. She has been serving as a training ship in Harlingen ever since.

Here's hoping for a successful outcome.





*Edge of A23a in December 2023. Photo credit Theresa Gossman, Matthew Gascoyne and Christopher Grey*

## RRS Sir David Attenborough research vessel encounters the world's largest iceberg

I must admit to being utterly fascinated by this story. How little we know about our natural world at times it seems. RRS Sir David Attenborough has recently succeeded in collecting samples of water next to the world's largest iceberg, A23a, which has drifted off into the Weddell Sea after four decades spent aground.

A23a is gigantic and about 1,500 square miles in size. It was once part of the Antarctic ice shelf until 1986, when it split off and promptly drifted aground in the Weddell Sea. There it stayed until late last year, when it refloated and began to slowly depart the region. High winds, strong currents and a thinning base likely contributed to the resumption of its voyage.

There is some concern that if A23a arrives off South Georgia and runs aground again, its sheer size could disrupt the feeding routes used by the penguins and seals that inhabit the island.

## Group of five tourists takes an early bath in Venice whilst taking selfies

If you thought taking selfies was without risk, this bizarre story proves otherwise. Have you ever wondered about the dangers of taking a selfie? Here is a prime example. Fortunately, on this occasion, nobody was seriously injured, but it could have been far worse.

A group of five tourists, from China apparently, had an unscheduled trip into the cold winter waters of the Venice canal system in early December as reported in the local Italian media. They refused to sit down and would not stop taking selfies and disobeyed the instructions of the gondolier. By doing so, they capsized the gondola in which they were travelling.

The local press reported that because the tourists had refused to listen to the gondolier's orders, they consequently paid the price! One wonders what the gondolier said after this event!



## Excavation turns up an unexpected, amazing find

Well here's one for the budding historians amongst you. Nothing odd about turning up old relics from yesterday, but this archaeological dig revealed an extraordinary secret.

In the summer of 2023, archaeologists and a metal detectorist conducted a small survey of Herlaugshaugen at Leka in the northern part of Trøndelag County in Norway. And they uncovered something amazing.

The goal was to date a burial mound only to find if it contained a large ship! Of course, the archaeologists were over the moon when they found large rivets which confirmed conclusively that this was indeed a ship burial. Their enthusiasm didn't subside when the finds were eventually dated either.

"The mound was constructed in approximately 700 CE. This is called the Merovingian period and precedes the Viking Age. This dating is really exciting because it pushes the whole tradition of ship burials very far back in time," said Geir Grønnesby, an archaeologist at the NTNU University Museum.



*One of the ship nails after it has been cleaned up by University Museum conservation team.  
Photo credit: Freia Beer, NTNU University Museum*

## When money is of secondary importance!

Well, this story well and truly caught my attention. At the end of last year, it seems Elton John was invited to give an exclusive performance for guests of Italy's Ferretti Group at the Gran Teatro La Fenice in Venice. One supposes he was suitably remunerated for this amazing one-off gig. The singer, whose incredible international touring career came to an end last year with his glorious Farewell Tour, captivated the audience of more than 900 Ferretti Group guests with his greatest hits in what was a very emotional experience.



In a rather understated statement, CEO Alberto Galassi said, "We wanted to offer our friends an event of the same beauty as our boats."

Well hats off to Alberto because he most certainly did that alright!

See you next month.  
**Mike Schwarz**





# No need for Hot Work Permit!

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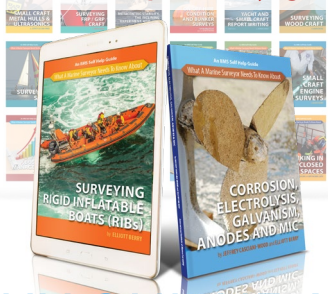
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As always, the IIMS head office team are here to help you on any matters relating to your membership or education needs. Please contact the appropriate person as follows:



It is important that we keep our database and records up to date. Perhaps you have a web site address to add? If your contact details - address, email and telephone number - should change, please be sure to inform us immediately by email: **info@iims.org.uk** or call +44 23 9238 5223 (answer phone out of office hours).