

IIMS News Bulletin



MARCH 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.

Chief Executive Officer's *Welcome*

Dear Colleague

Last year I wrote a couple of exploratory articles and gave a few presentations on the subject of AI technology and how it is inevitably already impacting on the marine surveying profession as well as in all our private lives too. I was genuinely surprised at the reaction from some - a sense of incredulity and disbelief from many, a feeling of vulnerability from others caused by the fear of the unknown - and from others a grudging acceptance that it is here to stay, and we need to grow and learn with it, as it continues its inexorable rise.

I researched for the latest thinking about how AI technology is impacting the shipping and boating sectors. Here is just a little of what I found to focus the mind.



- By reviewing routes and navigational patterns, AI can navigate vessels without human intervention, opening the possibility for autonomous ships or those with minimal crew members.
- AI can help identify the containers before loading to enhance safety further.
- AI driven robotics can now take over these high-risk tasks, from underwater hull inspection to tank entry.
- Modern AI systems can allow real-time calculation of stability as they can monitor the movement of the ship to save time and improve safety.
- AI can enable a vessel to navigate using sensors, cameras, and radars to detect and avoid obstacles, as well as to communicate with other vessels and authorities.

- AI-powered tools can be used to detect and diagnose issues with the hull, engine, and other critical components of a wooden boat, making it easier for restorers to identify areas of concern and prioritize repairs.

Yes, the technology is quite remarkable. This is a rather roundabout way of informing you that IIMS has already embraced AI technology in various ways at a simpler level, and we plan more; but last month we took another step into the unknown with the launch of AI generated news bulletin podcasts, one for yacht and small craft surveyors, the other for those involved with commercial ships. If you have not yet listened to them, I'd welcome your feedback once you have. The March Yacht & Small Craft News Bulletin podcast is available to listen to at <https://bit.ly/3T2B78x> (run time 27 minutes) and the commercial ship podcast is at <https://bit.ly/3T13eFh> (run time 33 minutes).

The rise of the podcast in recent years has been phenomenal. I remember many years ago the fierce debate raging suggesting that television and video would kill radio once and for all. It never did, any more than electronic reading devices killed the book publishing business.

Through studying the statistics which demonstrated the popularity and sheer volume of podcasts downloaded through the regular IIMS Mid-Month Communiqué, I decided IIMS should make their own. And so, each month that's what we plan to do. I should point out that the podcasts are 'lite' versions of the main published news bulletin; so, for the full effect it should be read and listened to in conjunction with each other for the full effect.

The next couple of months are busy with a number of training opportunities on offer. This month we plan a two-day face-to-face workshop in Dublin on 13/14 March. On Saturday 16 March, IIMS Canada Branch hold their one-day hybrid AGM and training seminar from Vancouver Island. The following week, we are in Southampton for the hybrid Yacht & Small Craft Spring Training Day on 19 March. On April 12/13 we are back to Baltimore for the annual IIMS US Conference. And looking slightly further ahead, the IIMS hybrid AGM and Dinner take place near Southampton on 4 June with a full day's conferencing the following day. I hope to see you at one or other of these events. Full details can be found on the IIMS website at <https://bit.ly/35an0n8>.

I am delighted to inform you that the Report Magazine March 2024 edition 107 is published today. It is another eclectic mix of articles, stories, special features and reports with, I hope, much to whet your appetite. More details follow in the News Bulletin about how you can acquire your free copy.



Capt. Purnendu Shorey

I'd like to close this month's welcome with information about the passing of an IIMS member, which is always a sad occasion. So, it is with sadness that I inform you of the death of Capt Purnendu Shorey MIIMS, who has been taken far too young following a long illness. An active member of the IIMS India Branch Committee, I met Purnendu in India a couple of times. He was a charismatic man and struck me as something of a 'mover and shaker' locally. As well as being an experienced Master Mariner with over 30 years of maritime industry experience, Purnendu was the co-founder of the Offing Group. He was also a noted motivational speaker. On behalf of IIMS I would like to send my condolences to his widow, children, family and friends.

Survey well,
Mike Schwarz
Chief Executive Officer



Upcoming IIMS training events

Over the years, IIMS has put together some first-class training events, seminars and workshops around the world and this year is no different. The Head Office team has worked tirelessly to put together education programmes that review old technology as well as giving a glimpse into some of the new emerging technologies that are impacting a surveyor's life in the coming years.

You do not have to be an IIMS member to join any of these workshops and seminars – all are welcome. In addition, many of the events are hybrid, meaning the option to join online is possible. More often than not, videos are made of the presentations, and these are included in the cost of the event to be watched on catch up at a later date.

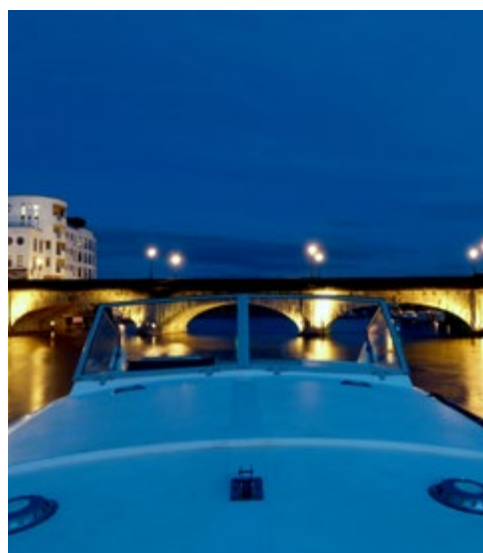


Ireland Small Craft Working Group 13/14 March 2024

IIMS looks forward to hosting this practical and theory training event face-to-face at Howth Yacht Club near Dublin.

The first day is very much about surveyors' tools with some hands-on engagement as we go into the marina armed with Tramex moisture meters and Tritex ultrasonic thickness gauges. On the second day there are presentations on sailboat rigging on yachts and a look at some of the common fibres in use for cruising and racing ropes. Karen Brain will put the topic of marine insurance under the microscope and Geoff Waddington and Mike Schwarz will talk about report writing techniques.

For more information and to book your place go to <https://bit.ly/41NUNjn>.

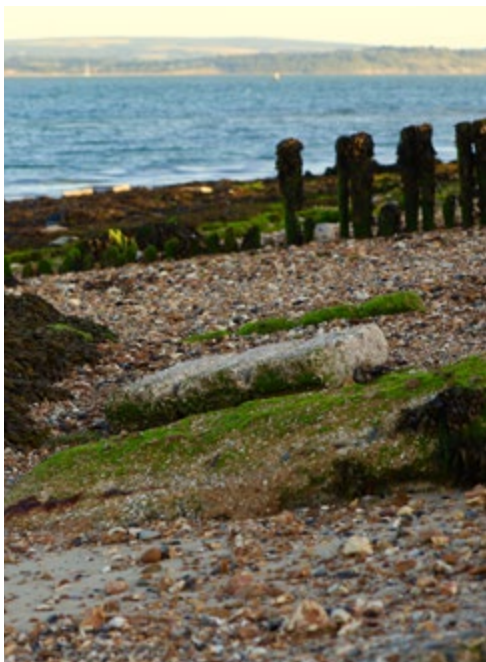


IIMS Canada Branch AGM & Seminar 16 March 2024

You are invited to attend the one-day IIMS Canada Branch AGM 2024 and workshop training seminar on 16 March 2024. The event is hybrid, so if you cannot join in person, you can join via Zoom. The venue is the Holiday Inn at Elk Lake, 4670 Elk Lake Drive, Victoria, BC, V8Z 5M1.

After the AGM, there is an update on regulation changes from Transport Canada, followed by presentations on keel repairs and green technology trends in the marine industry.

For more details about the event go to <https://bit.ly/3T2ylA9>.



Yacht & Small Craft Spring Training Day 19 March 2024

An essential one-day training event for yacht and small craft marine surveyors, the venue is the Axis Conference Centre in Southampton UK, but the event is being broadcast live for the benefit of surveyors not just in the UK, but in Europe and further afield too.

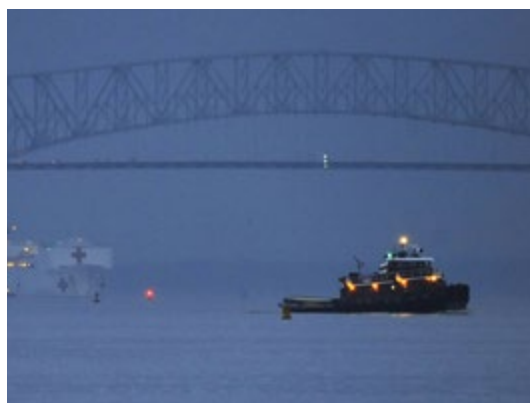
The event covers a wide range of topics including fixed fire suppression and fire detection systems, an overview of stainless steel wire standing rigging and its lifetime expectancy, rigging issues linked with overloading boats for blue water cruising and an introduction to and live demonstration of thermal imaging cameras (thermography) and how this technology can assist and support the work of a marine surveyor.

Full details about this essential one day seminar and how to book your place are at <https://bit.ly/48kAJqA>.

IIMS Baltimore Conference 12-13 April 2024

Once again, the Institute is heading back to the MITAGS facility for what has become a popular two-day event being held in-person and broadcast online to make attendance for those in more distant parts of the United States possible. Thanks to James Renn and Ray Bracken who are finalising the programme details at the time of writing.

More information about the programme can be viewed at <https://bit.ly/3wnrUPq>.



Western Mediterranean Small Craft Working Group Palma 25-26 April 2024

You are invited to join the team at the popular annual two-day Western Mediterranean yacht and small craft working group training event being held in Palma Port, Mallorca.

As well as two days of networking and quality training from some real industry experts and heavyweights, delegates will receive a free VIP pass to the Palma International Boat Show which is taking place that weekend.

Subjects to be tackled include Post Construction Assessment, developments and implications of the Directive and the implications of Brexit, stray currents in marinas and galvanic corrosion, Load Line Length clarification and an important update on lithium-ion battery technology and what we have learned.

Full programme details and how to book your place are at <https://bit.ly/4bIWV0j>.

Thought for the month. How to challenge someone with a business name similar to yours

By Karen Brain, Matrix Insurance Services Ltd.

Many people worry about having their company name used by others and the implications to their business.

Objections to Companies House in the UK are considered solely on the basis of the company names themselves. Factors such as disputes between directors, trademark infringements and/or trading/business names will not be taken into account in deciding whether to issue a direction. Companies House guidance explains that, in practice, a company name will be considered to be "too like" another company name where:

- the names differ by only one or two characters, (and the longer the company name, the more likely a single character difference will make); and/or
- the names only differ because of punctuation; or the spacing or order of letters and words; and/or
- the names look and sound the same.

Names that differ by the inclusion of additional words (as opposed to a few characters) will not be treated as "too like" regardless of whether the additional word does or does not describe an activity in detail.

So how do you raise a "too like" objection? A "too like" objection should be delivered to the Secretary of State at Companies House in the UK within twelve (12) months of the date of registration of the name. There is no set form for such an objection.

The Company Names Tribunal is another means of objecting. Section 69 of the Companies Act 2006 allows a company name to be challenged on the basis that:

- the name is the same as a name associated with the objector and the objector has goodwill in that name and/or;
- the name is sufficiently similar to such a name that it would be likely to mislead.

An application under this provision is submitted to The Company Names Tribunal on a CNA 1 Form. Unlike a "too like" objection, a complaint of this sort will include an element of opportunism. If the only reason for the challenge is that the names are too similar, The Company Names Tribunal will simply refer the complaint to Companies House.



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Published today: Report Magazine March 2024 edition 107



The Report Magazine has been published today.

Highlights of edition 107 include:

- Transporting lithium-ion batteries: identifying and addressing the risks
- Coal cargoes: Avoiding explosion and self-heating
- Things a survey can't find
- The birth and history of motorboating
- Marine insurance in an increasingly volatile world
- Tips for effective cargo hold cleaning
- Do you know when fire protection systems onboard should be inspected?
- Guidelines for safe vessel operations in extreme cold conditions
- Saving the Panama Canal will take years and cost billions
- STCW under review by the IMO Maritime Safety Committee
- Surveying a future beyond Lloyds Register with Iain Wilson

You can download The Report Magazine in pdf format at <https://bit.ly/4bM4NxZ> or if you prefer, in eReader magazine format at <https://bit.ly/3wqUvDo>.

World's largest modern cargo sailboat christened in France

French company Grain de Sail has celebrated the christening ceremony for Grain de Sail II, the world's largest modern cargo sailboat built by local shipbuilder Piriou. After more than a year of manufacturing and more than two months of transit, the Grain de Sail II was delivered.

On 11 January 2024, the christening ceremony was organized to celebrate the entry of this new vessel into Grain de Sail's fleet of cargo sailboats. This vessel, entirely powered by wind, excluding port manoeuvres, is more than twice as long as its predecessor, reaching 52 meters and is capable of transporting approximately ten times more pallets of goods, 290 European pallets. 350 tons will now be able to cross the Atlantic with this cargo sailboat, the largest currently, with a very low carbon impact.

Grain de Sail II, built entirely in aluminum, is a pure sailboat which features 1,500 m² of sails and will be able to connect Saint-Malo to New York in around fifteen days. Thanks to its very favorable sail/weight ratio, it will reach commercial speeds of up to 12 knots while making it possible to reduce carbon emissions by more than 90% compared to a conventional ship on an equivalent journey.

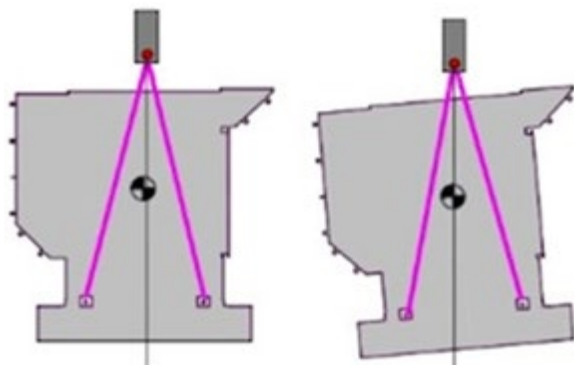


Lifting errors cause high costs

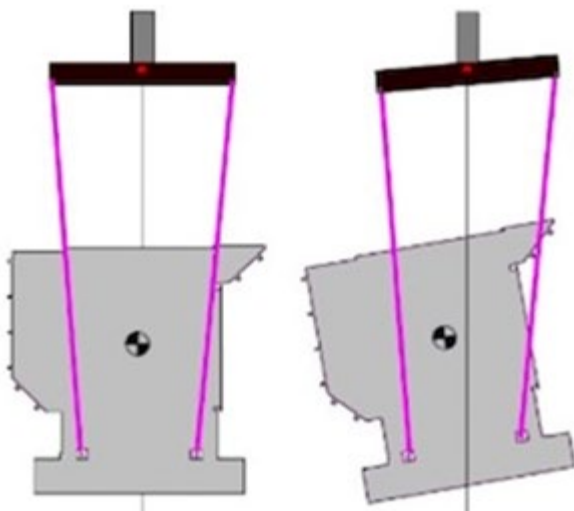
A yacht falls off the hook during discharge from a ship, a mobile home comes loose from its rigging while being slewed above trees, a machine is damaged during lifting at a port terminal. All of these damage claims have been handled recently by our surveyors. It is understood that expensive goods falling from a height of several metres result in complex claims and excessive costs. It is not uncommon for only a total loss to be attested in such cases.

One example of a lifting error was the rigging of an unsuitable lifting arrangement to a heat exchanger for loading at the port. An "unstable square" was created under a non-stabilised H-crossbeam. This turned the whole lifting operation into a case of balancing an egg on the back of a spoon. Damage to the heat exchanger was inevitable. The damage could have been avoided if a "stable triangle" had been created between hook and cargo by rigging a suitable lifting arrangement.

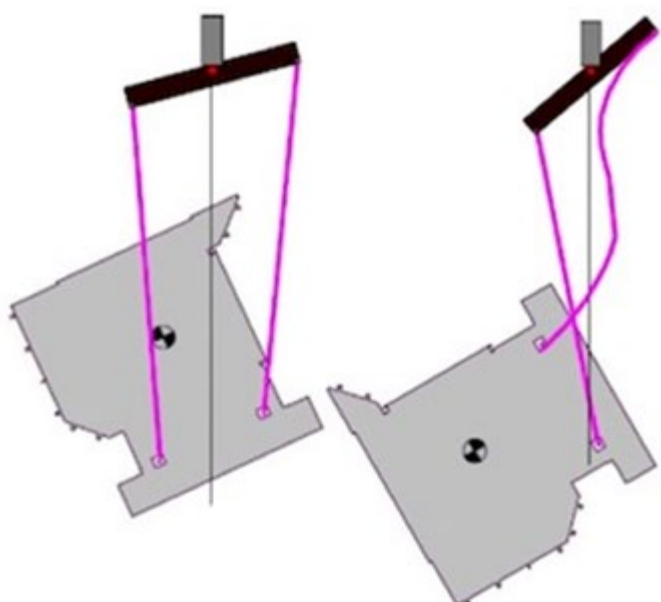
The following two sketches illustrate the case of the "unstable square" versus the "stable triangle":



CORRECT



INCORRECT



Manufacturers can help to minimise the likelihood of damage, for example by considering the placement of suitable lifting eyes during the design phase or by issuing a lifting plan for a proper arrangement of the gear. However, such measures will not always be effective as conditions and the lifting gear available at different locations will vary.

The biggest problem from our point of view and based on what we have learnt from experience is that the personnel on site are often unaware of even the minimum technical standards to ensure safe loading and/or lifting. Time and again this results in damage to the cargo and risks for the personnel involved.

There are several international regulations for lifting operations, such as the rules laid down by the German Association of Occupational Accident Insurance Funds (DGUV) or the British Lifting Operations and Lifting Equipment Regulations (LOLER). They stipulate minimum standards for lifting operations and are enforced to ensure compliance. Suggesting to the insurance industry to take steps to enforce these existing regulations more emphatically and to have the personnel of crane companies, terminals, and other logistics service providers trained in order to be able to implement these minimum standards may prove to be a promising idea. For example, there are online training courses on the regulations that can be provided quickly and at a manageable cost to sensitise staff to the risks and dangers.

Source: International Union of Marine Insurance

Liquid cargo contamination best practices

Gard personnel Satoru Yamashita, Senior Claims Executive, Tokyo, and Cheryl Acker, Senior Claims Executive, New York, present the following best practices in order to avoid liquid cargo contamination claims.

P&I Club, Gard, has handled a number of liquid cargo contamination claims arising from previous cargo residues. As a result of these cases and their experience Gard has issued some helpful advice and guidance to assist the industry to try and avoid future claims.

Liquid cargo contamination claims can be costly and Gard has seen cases arising when the last cargo onboard was coconut oil, palm oil, or other edible oils.

After cleaning the cargo system between cargoes in the above cases, surveyors for charterers/shippers attended the vessels at the load ports and passed the tanks fit to load. First foot samples were taken at the start of loading and did not reveal any visual indications of liquid cargo contamination at that time. The crew should be aware that inspections by third parties are not a reliable indication that the vessel's complete cargo system is free of contaminants, even after cleaning to required standards.

When cleaning tanks and lines after carrying high melting point cargoes, such as vegetable/edible oils, hot water washing will often be required and the crew should ensure that the water is sufficiently warm. The time between discharge and cleaning as well as the ambient air temperatures experienced may be relevant factors.

Whatever the charterers instructions are with regard to cleaning, owners should make sure that it will be effective in removing previous cargo residues. Holding charterers responsible for a subsequent problem is far from straight-forward and owners will usually have a non-delegable duty to cargo interests to provide a cargo-worthy vessel. There should be a vessel-specific line cleaning procedure for each stage of washing (e.g. cold-water wash, hot-water wash and chemical recirculation) as well as inspection procedures to ensure all relevant parts of the cargo system are properly inspected and cleaned. Vessel-specific procedures were found to be lacking in one of the above cases.

The crew should also be fully familiar with what is required for proper cleaning and inspection of the cargo system. In one of the above cases the crew

had newly joined and were unfamiliar with the system. A written record of the cleaning performed should be kept.

Even after thorough cleaning, it remains important to perform a close-up inspection of tanks and lines to ensure no residues remain (always after following safe tank entry procedures).

It is possible that solidified/frozen residues will remain near the bends/elbows in lines, as well as in manifolds and crossovers. When cargo filtering was performed in the first case above, previous cargo residues were found in the manifold crossovers. Lines in these areas should be closely examined and opened up where possible to aid inspection. Other parts of the system, such as the heat exchangers in the second case, should also be sufficiently inspected. Checklists may help for conducting inspections, but whatever is used, a written record should be kept of inspections performed.

Cargo residues can exist as a film along the inner walls of pipelines, which may be difficult to spot in wet conditions. In dry conditions after ventilating for a couple of hours, the solid film should be more visible to the naked eye. Ideally, the inspection should be carried out during daylight for better visibility.

Photographic evidence of tanks/lines after cleaning can assist in defending a claim and protecting the member's interests in the event of dispute. Lines that will not be used for cargo operations should be properly isolated.

It is extremely important that the crew collect and retain samples during loading, including from the vessel's manifolds after flushing through the sampling point, and from the cargo tanks at first-foot stages, as well as after completion of loading. This will provide evidence of the cargo's condition throughout the loading operation. See this Gard Insight for further details on the importance of sampling liquid cargoes.

If any visible contamination of samples is noted during loading, operations should be suspended for investigation. If the cargo system does contain a contaminant, the quantity of cargo already loaded will be much less than for a full tank. The first indication of a problem from the shore side will usually be the vessel manifold samples and these should be taken at regular intervals during loading if there are any concerns with the quality of cargo. High melting point cargo residues can remain in sampling points which may contaminate the samples of cargoes next loaded. The crew should ensure that sampling points are thoroughly flushed through before collecting samples of the next loaded cargo.

ITIC warns offshore sector of financial risks related to incorrect equipment

International Transport Intermediaries Club (ITIC) – a mutual insurer that provides professional indemnity (PI) cover for transport intermediaries operating in the marine, offshore, renewable and aviation industries – has warned of the need for extra vigilance when it comes to the dangers of ordering equipment and the resulting financial implications for the offshore sector when getting it wrong.

ITIC highlighted the issue as part of its latest Claims Review, which detailed a case involving an offshore surveying company specialising in geophysical surveys that was contracted to conduct comprehensive geophysical and geotechnical surveys across offshore gas fields for a major oil player.

In this incident, many issues led to delays of approximately 300 days, including alleged faulty work, faulty equipment and vessels and other unfulfilled obligations. One specific issue the oil company raised was the surveyor's negligent failure to ensure there was correct equipment onboard the surveying vessels which significantly contributed to the total delay. The oil company sought liquidated damages as a result.

During the claims process, the oil company sought damages of US\$ 3 million under three contracts, with a limitation of liability of US\$ 1 million per contract. However, ITIC ultimately reached a settlement of US\$ 1.5 million for all three claims.

"Cases like these highlight the importance of thorough risk assessment, and it is important to have a nuanced understanding of contractual terms, particularly when it comes to ensuring that the equipment used during an offshore survey is correct for the job at hand. The legal and contractual intricacies can play a significant role in shaping the outcomes of such situations. Having a limitation of liability in a contract is always recommended. Insurance with ITIC also plays a major part in helping to mitigate these risks and offer a safety net for stakeholders that are actively involved in the offshore sector," said Mark Brattman, Claims Director at ITIC.

Modern offshore oil and gas and renewable projects rely heavily on detailed and planned survey work to ensure the project runs smoothly and is ultimately successful. Equipment errors during this aspect of an offshore project can lead to cost overruns, schedule delays and poor quality of collected data that can impact the effectiveness of the offshore project.



Two firefighters who died aboard burning ship were lost in smoke

In a U.S. Coast Guard investigative hearing, a Newark firefighter testified that the two men who died aboard the con/ro Grande Costa D'Avorio last year got lost in the smoke as they attempted to exit the ship. Oswald Robetto, a Newark Fire Department captain, was on Deck 10 with colleagues Augusto Acabou, Wayne Brooks, Jr. and a fourth firefighter during the response effort. Brooks was using a hose to apply boundary cooling on the overhead, he said. At this point, Battalion Chief Al Maresca radioed in and ordered the men to wrap up and come out of the compartment.

They retreated through the smoke-filled interior, using the firehose to guide them to safety. As they moved along the deck, the smoke thickened, and Brooks' mask gave an alert that he was running low on air. He moved to the front of the line. As they moved along, Robetto encountered a kink in the hose, and he became confused: a kink should have been "impossible."

"I got stuck and I hesitated," he said. He got disoriented and lost contact with the hose. In the thick smoke, he could not find it again, so he began hunting for a wall to follow to safety. His air was also running low, and he radioed for help. At this point, the firefighters had been working aboard the con/ro for about half an hour. Robetto made it out before his air ran out, but Acabou and Brooks remained behind. Their absence was only detected when the fire crew mustered. Both men died in the fire and their bodies were recovered later.

In testimony, fire department officials told the Coast Guard that they had considerable difficulties with communications during the response. Their radio systems did not work well, and they had a hard time speaking with the crew because of language barriers.

Lack of insulation caused fatal fire in the engine room

In its monthly safety scenario, The Swedish Club describes a fatal outbreak of fire caused by a lack of insulation.

Two weeks prior to the incident, engineers had removed a section of the fuel pump pipe, which was in poor condition. They only carried out a quick visual inspection, assuming that the rest of the pipe was in good condition. Unfortunately, cracks on the pipe, concealed by dirt and oil, went unnoticed. Below the cracked fuel pipe was another fuel pipe, which had damaged insulation, exposing the pipe, and providing no protection. It was morning and an oiler was carrying out his rounds. When he approached the main engine he could see smoke and flames close to the fuel pumps by the main engine. There was an explosion with fire spreading fast and it was soon out of control. The fire alarms sounded but the automatic hi-fog system did not start. This was because the hi-fog system was set to manual instead of automatic, deviating from the vessel's SMS.

The Second Engineer and the motorman, who were in the engine workshop at the time of the explosion, could not escape without entering the engine room, as there was no separate emergency escape route from the workshop. Running past the spreading fire, they made their way to the exit. Black smoke was spreading throughout the engine room and they could see the Chief Engineer running in the opposite direction to help the oiler who had passed out near the fire. The Chief Engineer shouted that he was right behind them and that they should escape and start the hifog system.

The Second Engineer and motorman reached the emergency escape in the aft part of the engine room. Suffering from heat injuries and smoke inhalation they climbed the ladder, at which point the vessel blacked out. The main and auxiliary engines had stopped. The emergency generator kicked in, but shortly afterwards it too stopped, as the fire dampers to the emergency generator room had failed and closed, delivering insufficient air. This resulted in loss of power to the emergency switchboard with fire water pumps and other electrical equipment becoming inoperative.

At this time the air supply and fuel supply had not been stopped. It was the Chief Engineer's duty to shut them off but he was still in the engine room. All crew mustered but the Chief Engineer and oiler were still missing. The Master ordered the fire teams to suit up and enter the engine room to locate the missing engineers. He also ordered the fire dampers to be opened for the emergency generator room. The Master would not release the CO2 until the engineers had been accounted for. He ordered the engine room fire dampers to be closed and the ventilation to be stopped from the remote control station outside the machinery spaces. Shortly after the fire team had entered the engine room the Second Engineer managed to start the emergency generator and the hi-fog system. They located the missing engineers who had been seriously burned and were lifeless, they were removed from the engine room and the CO2 system was started. The Chief Engineer and oiler had suffocated. The fire was eventually extinguished.





FAQs on the EU-ETS for Shipping
(2nd Edition)
[English]

FAQs on the EU-ETS for Shipping (2nd Edition)

The Paris Agreement adopted in 2015 sets a common goal for global GHG emissions reduction, which is to keep the increase in global average temperature to at least well below 2°C above pre-industrial levels while aiming to limit it to 1.5°C.

International shipping is no exception; the Initial IMO Strategy on Reduction of GHG Emissions from Ships adopted by the International Maritime Organization (IMO) in 2018 sets levels of ambition to reduce the total annual GHG emissions by at least 50% by 2050 compared to 2008.

Meanwhile, the European Union (EU) has set a goal of reducing GHG emissions by at least 55% by 2030 compared to the 1990 levels, with the aim of achieving net zero emissions by 2050. In July 2021, a comprehensive climate policy package, "Fit for 55," was announced to achieve the 2030 target, including a proposal to extend the EU Emissions Trading System (EU-ETS) to the shipping sector.

The "FAQs on the EU-ETS for Shipping (2nd Edition)" has been produced by ClassNK and provides an updated overview of the EU-ETS for the shipping sector in a Q&A format to assist maritime stakeholders. Following the enforcement of the amendment to the EU-ETS Directive and the issuance of supporting regulations, including those related to EU-MRV, this revision provides guidance on the regulatory compliance and specific procedures necessary for shipping companies.

Download the FAQs at <https://bit.ly/48BPbLJ>.



Everything you wanted to know about the world merchant fleet

This 110 page report by Equasis provides a picture of the world's merchant fleet in 2022, derived from data contained in the database. It examines the structure and characteristics of the fleet and its performance. The statistics are grouped into themes which could be of interest to the industry and regulators, as follows:

1. The Merchant Fleet Population
2. Classification Societies
3. P&I Clubs and Insurance Companies
4. Port State Control, and
5. Trade Associations and Industry Vetting Programmes.

Equasis is populated with data from the world's merchant ships of 100 GT and above. Basic ship particulars are derived from the commercial database of IHS Markit – S&P Global Market Intelligence. From a commercial and regulatory point of view, size and type of ship are two key criteria on which the statistical analysis is based. For the PSC statistics in Chapter 5, ships are divided into ship type categories derived from PSC databases.

This report also contains information on fishing vessels of 100 GT and above with an IMO number. There were a total of 25,935 fishing vessels reported to Equasis in 2022. Those vessels now represent 20.4% of the ships in the Equasis information system. More than one fifth of those vessels are over 500 GT and therefore are included in the statistics, where appropriate.

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



Carbon carriage: Risks and opportunities

Carbon capture and storage (CCS) is a long-established technology, but its profile has grown as a potentially significant solution to achieve rapid decarbonisation. What are the associated risks and opportunities for the shipping industry?

Traditionally, CCS has most often been used for the enhanced recovery of oil from depleted reservoirs. More recently, its profile has grown as a necessary solution to decarbonise hard-to-abate industries such as energy, cement and steel production. Shipping can be added to this, as onboard carbon capture is likely to be required as alternative zero emission fuels are unlikely to be available in the necessary quantities and prices to achieve the IMO's 2050 and interim targets. That captured CO₂ will need transporting from the capture site (whether that be an industrial installation or onboard a vessel) to the injection site, where it will be permanently stored in a subterranean or subsea geological formation.

The scale of the opportunity

It is estimated that global CCS capacity must increase 120 times from current levels by 2050, rising to at least 4.2 gigatonnes per annum, for countries to achieve their net-zero commitments. Whilst pipelines will generally offer a more cost-efficient option where there is sufficient scale and regularity of supply of CO₂, carriage by sea is more appropriate for longer distance transport (over approximately 350km), flexibility of quantity, source and injection locations. Estimates of global offshore storage capacity range from 2,000 to 13,000 gigatonnes of CO₂. Regions such as Korea, Japan and the North Sea, which have subsea storage locations and coastal-based emissions, are likely to be suitable for seaborne carriage of CO₂. If onboard carbon capture is widely adopted, this will require carriage by sea from temporary port-based to permanent storage locations.

Read the story in full at <https://bit.ly/3SfPhBQ>.

Black Sea MoU preliminary results from CIC on Fire Safety

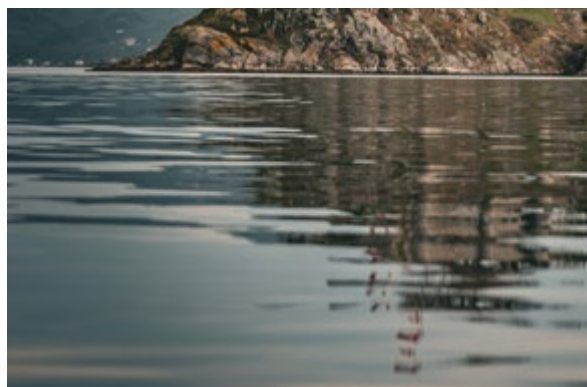
The Black Sea Region (BS MoU) has presented their preliminary results from the Concentrated Inspection Campaign (CIC) on Fire Safety which took place from 1 September 2023 to 30 November 2023. The campaign involved all member Authorities of the BS MoU and was conducted under the campaign coordination of the Maritime Administration of Türkiye. This campaign was conducted in conjunction with the Paris and Tokyo Memoranda, as well as other regional PSC Regimes, utilizing the Guidelines and Questionnaires of the Paris and Tokyo Memorandums.

The campaign shows the following preliminary results. Over the course of the CIC period, involving all types of ships, a total of 1,237 inspections were carried out. Of these inspections, 922 inspections were performed using the CIC questionnaire and a ship was subjected to CIC inspection only once during the campaign period.

Most notable deficiencies

According to data from the Black Sea Information System (BSIS), 15 ships were detained as a direct result of the CIC concerning deficiencies related to fire safety, reflecting a CIC topic related detention rate of 1.63%. The most notable deficiencies found during the campaign were associated with:

- the maintenance of fire doors in good working condition (36.0%);
- periodic testing of fixed fire detection and alarm systems (21.6%);
- the capability of ventilation closing appliances to be closed (16.8%); and
- the satisfactory conduct of witnessed fire drills (9.6%). The greatest number of inspections were carried out on ships - flying the flags of Panama with 180 inspections (19.52%), Liberia with 153 inspections (16.59%) and the Marshall Islands with 89 inspections (9.65%).





Chile becomes the world's first country to ratify the Global Ocean Treaty

Chile became the world's first country to ratify the Global Ocean Treaty that aims to conserve marine biodiversity in international waters and preserve 30% of the high seas by 2030.

Environmental groups have long pushed for this Treaty, which is essential for saving the oceans threatened by all kinds of pollution, global warming, climate crisis, and new technologies that have led to deep mining and more intensive fishing techniques.

The Treaty must be ratified by 60 nations to enter into force. This is expected to happen before the UN Ocean Conference, to be held in France in June 2025.

The Poseidon Principles for Marine Insurance: Annual Disclosure Report 2023



**POSEIDON
PRINCIPLES**
FOR MARINE INSURANCE

2023 Annual Disclosure Report



The Poseidon Principles for Marine Insurance, an initiative backed by the Global Maritime Forum to drive decarbonisation of international shipping through transparency, has issued its second annual disclosure report.

This report is delivered amidst what will be a transformative year for the maritime sector marked by key events: the IMO's adoption of the revised greenhouse gas (GHG) strategy at MEPC 80 in July, and ongoing challenges like congestion, personnel shortages, inflation, and sanctions linked to Russia's war on Ukraine.

For the second year, signatories submitted two climate alignment scores based on the 50% and 100% CO₂ reduction trajectories established against the 2018 IMO and Paris Agreement goals. The 50% CO₂ reduction trajectory, as outlined in the 2018 IMO Initial GHG strategy, sets a target for a minimum 50% reduction in absolute CO₂ emissions by 2050 compared to 2008. On the other hand, the 100% CO₂ reduction trajectory takes steps towards alignment¹ with the Paris Agreement on climate and aims to achieve 100% CO₂ reduction by 2050 to limit global warming to well below 2, preferably to 1.5°C, compared to pre-industrial levels.

Delving into the scores of ten marine insurer signatories and the continued support from nine affiliate members spanning nine countries, the second annual report serves as a comprehensive account of the initiative's journey, shedding light on the ongoing progress toward alignment with the climate ambitions of both the IMO and the Paris Agreement. While more progress is needed, there are positive signals, with two signatories showcasing scores within +5% of the IMO's ambition, detailing both progress and challenges.

"We are dedicated to fostering continuous learning and progress, with a primary focus on advancing the decarbonisation of the global shipping sector and enhancing transparency," said Patrizia Kern-Ferretti, Chair of the Poseidon Principles for Marine Insurance.

Download the report in full at <https://bit.ly/47TV7i1>.

Key highlights of IMO Ship Design and Construction Sub-Committee (SDC 10)

The tenth session of the IMO Ship Design and Construction Sub-Committee (SDC 10) met in London 22 – 26 January 2024, where many technical and operational requirements related to ship design and construction (including tonnage, load line and stability) were discussed.

Lloyd's Register (LR) has provided a brief to inform of the matters discussed and overview of the more significant issues progressed at this session, which include draft guidelines for emergency towing arrangements for ships other than tankers, review of the Guidelines for the reduction of Underwater Radiated Noise, finalised draft guidelines on alternative design and arrangements for SOLAS chapter II-1, and draft guidelines for use of fibre-reinforced plastics within ship structures.

There was progress made on the following matters:

- Draft guidelines for emergency towing arrangements (ETA) for ships other than tankers
- Review of the Guidelines for the reduction of Underwater Radiated Noise from shipping to address adverse impacts on marine life and identification of next steps
- Finalised draft guidelines on alternative design and arrangements for SOLAS chapter II-1 – Safety objectives and functional requirements
- Draft guidelines for use of fibre-reinforced plastics (FRP) within ship structures The revision of MSC.1/Circ.1574 – Interim guidelines for use of Fibre Reinforced Plastic (FRP) is ongoing

A more detailed pdf with information of the proceedings is available at <https://bit.ly/3UiP0Ar>.

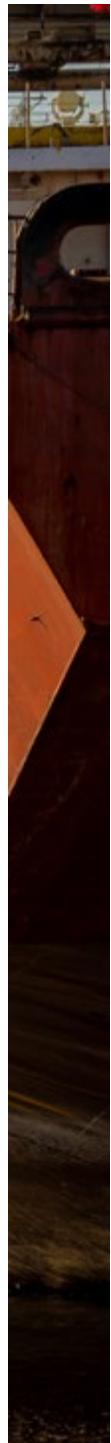


Estonia's first biomethane-powered workboat signals green maritime progress

Baltic Workboats AS has signed a contract for the design and construction of a new multipurpose vessel with the Estonian State Fleet. The vessel will be powered by biomethane and electricity to guarantee ecological sustainability and will be completed in 2026. The new workboat will enhance the capacity for regular buoy tender works, maintenance of waterways, scientific research, pollution monitoring and response and search and rescue missions in Estonian waters.

The multipurpose vessel will be Estonia's first 100% alternatively fuelled workboat that will use sustainable biomethane as the main fuel, thanks to which it will be possible to minimize the ship's CO2 emissions. In addition, the ship will be equipped with a battery bank that allows the operation of the ship also in 100% electric mode with zero emissions.

According to Margus Vanaselja, Chairman of the Management Board of Baltic Workboats, state orders are a prime example of how the public sector and companies can work together to develop the Estonian economy.



New Zealand regulator prosecutes RoRo operator for maintenance issues

New Zealand regulators have taken the highly unusual step of filing charges against the operator of a large inter-island ferry after the vessel suffered a power failure. The charges now in a New Zealand court came after an extensive investigation by the regulator Maritime New Zealand as well as a critical report from the country's Transport Accident Investigation Commission (TAIC) which called on Maritime New Zealand to address critical safety issues.



In a preliminary report into the incident aboard the RoRo ferry Kaitaki, TAIC found the operator KiwiRail was not following the manufacturer's advice or even its own protocols for maintenance. They reported that the operator had installed a 13-year-old rubber expansion joint aboard the ferry in 2018, and by the time it failed in 2023, it was 18 years old. It was both beyond the manufacturer's recommended age and overdue for replacement under the operator's procedures.

"The investigation took 12 months; it involved reviewing the operator's organizational information relevant to processes and procedures connected to safety and maintenance management, undertaking interviews, and examining the Kaitaki after the incident occurred," said Maritime NZ Director, Kirstie Hewlett. "Material was then comprehensively reviewed before the decision was made to prosecute."

The incident began late on the afternoon of January 28, 2023, with 800 passengers and 80 crew aboard the ferry as it was approaching Wellington, New Zealand. Near Sinclair Head as she was approaching Wellington, the vessel blacked out. The crew immediately declared a mayday handing out lifejackets to the passengers. The vessel was drifting toward the rocks, but the crew was able to anchor the vessel. It took about an hour to restore power and the ship limped into Wellington escorted by a tug.

KiwiRail confirmed in the days after the incident that there had been a leak in the vessel's engine cooling system that caused a loss of pressure and automatic sensors shut down all four engines to prevent overheating. The company said repairs were being main and all the components checked. Lloyds Register as the class society also inspected the vessel before it returned to service.

TAIC in its preliminary report found that a rubber expansion joint had ruptured and most of the cooling water drained out before the crew could stop the leak. A review of the ship's propulsion systems showed there were 12 rubber expansion joints. The one that failed they found had been manufactured in 2005 and sat on a shelf till it was installed in 2018. Two others in use aboard the ship were found to be 13 years old and had also been in use since 2018.

TAIC said the company had failed to track the parts and follow recommendations. They said closer attention was required because it is common for manufactured rubber components to become more susceptible to cracking, delamination, or to become softer or "gummy" as they age.

The company faces a fine of up to approximately US\$900,000 if found guilty. News of the charges however has also restarted a debate over the need to replace the ferries. Union leaders and politicians are saying the ferry is too old and like an old car, in time they just do not run anymore.

The original report can be downloaded at <https://bit.ly/3vPqhd4>.

IACS Blue Book edition 2024 released

The International Association of Classification Societies (IACS) has released the 2024 edition of its IACS Blue Book.

The IACS Blue Book is an electronic library of all technical resolutions adopted by IACS as a result of its technical work and remains the core reference work for the Association containing, as it does, all previous revisions of IACS publications and historical data. It is updated and published once a year. The publication contains:

- IACS Unified Requirements which IACS members incorporate into their Rules.
- Unified Interpretations of IMO convention requirements which IACS Members apply uniformly when acting on behalf of authorizing flag Administrations, unless instructed otherwise.
- Procedural Requirements governing practices among IACS Members.
- Recommendations relating to adopted resolutions that are not necessarily matters of Class but which IACS considers would be helpful to offer some advice to the marine industry.
- Quality Documents containing QSCS (IACS' Quality System Certification Scheme) description, Quality Management System - Requirements, Audit Requirements, ACB (Accredited Certification Bodies) requirements and other quality procedures.
- IACS Charter and IACS Procedures which define the purpose, aim and working procedures of the Association.

For details of how to download your free copy of the latest IACS Blue Book go to <https://bit.ly/3OhxxVx>.

Best practices for carbon dioxide removal: new white paper

The World Economic Forum (WEF) has published a white paper that examines the new technologies urgently needed to deliver additional, permanent and quantifiable impacts to slash emissions. WEF'S Carbon Dioxide Removal: Best-Practice Guidelines white paper examines the potential of engineered carbon dioxide removal (CDR) through biochar, bioenergy with carbon capture and storage (BECCS), direct air capture with carbon storage (DACCS) and enhanced rock weathering.

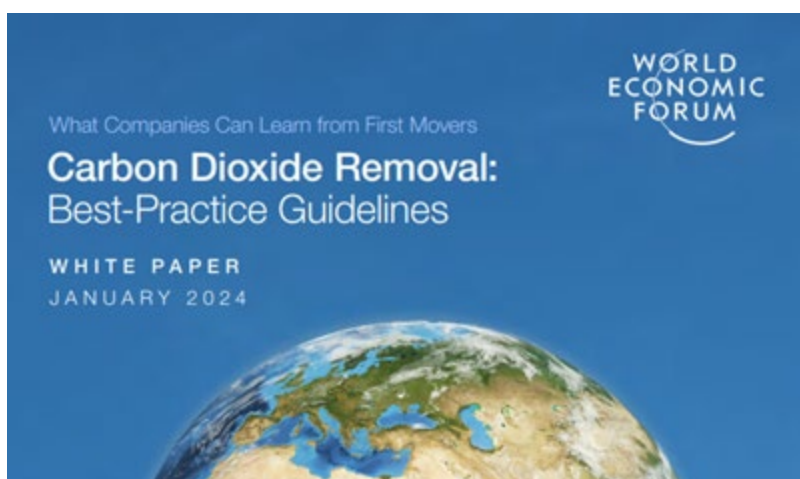
According to the WEF, the world must accelerate the removal of CO₂ from the atmosphere, from 2 billion to 10 billion tonnes a year by 2050 for three reasons:

- to reverse the accumulation of historic emissions;
- to balance the hardest-to-abate emissions;
- to safeguard against Earth's feedback loops from a warmer world.

In the white paper WEF notes that despite needing to halve emissions by 2030 to stand a chance of limiting warming to 1.5C, they continue to rise. Decarbonizing industries is essential, but net zero is not enough, and natural climate solutions do not go far enough.

According to the white paper, to remove 10 Gt of CO₂ a year by 2050 requires ramping up all solutions, whether engineered or nature-based. Success depends on integrity (delivering an additional, permanent and quantifiable impact) and scalability (fast enough to make a difference).

Download the white paper in full at <https://bit.ly/4980IHN>.



Singapore Registry of Ships surpasses 100 million gross tonnage

The Singapore Registry of Ships (SRS) surpassed the 100 million gross tonnage (GT) milestone, with the registration of AET's Very Large Crude Carrier (VLCC), Eagle Veracruz, on 23 January 2024.

Administered by the Maritime and Port Authority of Singapore (MPA), the SRS is one of the world's top-quality ship registries.

Established in 1966, the SRS oversees Singapore-flagged ships and ensuring that they comply with the relevant International Maritime Organization (IMO) conventions to enhance the safety, efficiency and environmental protection of international shipping. Administering about 4,000 vessels aggregating over 100 million gross tonnage, the SRS is among the world's largest ship registries with one of the youngest quality fleets.

With SRS building a reputation over the years as a quality registry, the Singapore flag has grown to become a flag of choice for many shipowners and operators. The SRS is integral in enhancing Singapore's value-add to the world as an international maritime centre, by bringing together top shipping groups from across the world, and ensuring the needs and interests of the global maritime community are well represented.



ITF reports alarming increase in vessel abandonments in 2023

The International Transport Workers Federation (abbreviated the ITF) has released figures for the number of vessels abandoned in 2023 today, reflecting a worrying rise in the statistics from the earlier year. Almost 132 abandonments had been reported, 13 more than recorded in 2022 – an increase of 10.92%. The ITF did the majority of those reports (about 129).

Following the Maritime Labour Convention 2006, you're deemed to have been abandoned if the ship-owner fails to cover the cost of a seafarer's repatriation, has left them without necessary support and maintenance, or has otherwise severed ties unilaterally with them, including the failure to pay seafarers' wages for at least two months.

FEPORF urges immediate study on the impact of EU ETS for shipping on ports

As the risk of cargo diversion to the detriment of EU ports are becoming more and more real following the entry into force of EU ETS for shipping, The Federation of European Private Port Companies and Terminals (FEPORF) members gathered in Antwerp for the General Assembly meeting. They reiterated their concern regarding the measures proposed by the EU Commission and the monitoring and the possible review of the Regulation.

FEPORF president Gunther Bonz, said, "We need a real study regarding the impact of ETS for shipping on EU ports to be conducted now and not in two years' time when cargo will have left some EU ports for good."

He added that ports have not been in the radar of the EU Commission when EU ETS for shipping was discussed, and the real risks of cargo diversion have not been really assessed. So, they are now in a situation where terminals can become less competitive and attractive for shipping lines which do not intend to pass on the additional ETS costs to their customers and call at non-EU ports.

"This was not EU policy makers' aim, but it is the result and the clock is ticking for EU ports. This is why we are calling on the EU Commission to start immediately a study and to also perform a continuous assessment in real-time of the impact of EU ETS for Shipping now," concluded Mr Bonz.

Paris MoU launches pilot for harmonized PSC on global fishing vessels

According to Paris MoU, there has been increased attention on fishing vessel safety, prevention of pollution and working and living conditions onboard these boats. Consequently, the implementation of Port State Control on fishing vessels has become a matter of attention as well.

The conventions applicable to fishing vessels already make it possible for Port State Control Authorities to inspect fishing vessels operating internationally. And quite a lot of the members of the Paris MoU do. Given the accident statistics regarding fishing vessels, but also the increasing regulation of such craft, the Paris MoU is conducting a pilot to evaluate whether it could be of added value to implement a harmonised approach to Port State Control on internationally operating fishing vessels.

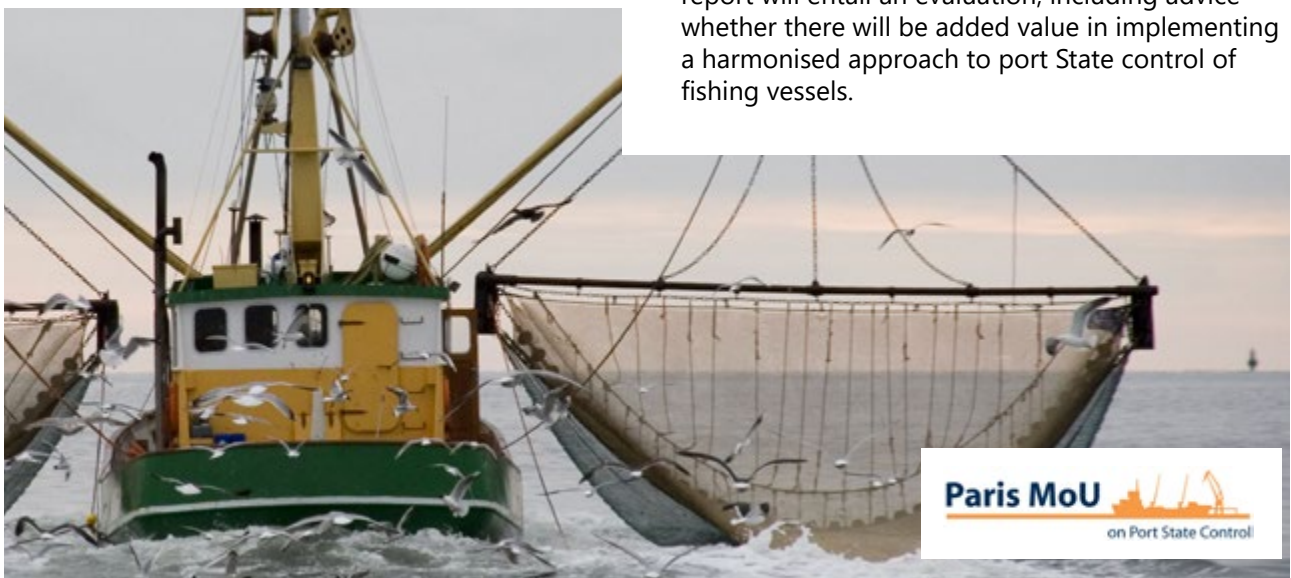
The pilot will be conducted in 2024 and 2025 and will be aimed at internationally operating fishing vessels of 24 meters and above. Although the Paris MoU as an organisation initiated this pilot, a limited number of Paris MoU members are participating in the pilot: Canada, Croatia, Denmark, France, Germany, Ireland, Netherlands, Norway, Spain and United Kingdom.

However, it should be noted that, as mentioned, any member Authority of the Paris MoU currently already has the possibility and right to inspect fishing vessels visiting their ports. It only means that if any member other than those participating in the pilot inspects a fishing vessel, the results will not be part of the pilot.

Criteria and context:

- Any internationally operating fishing vessel will be visited only once a year, unless specific signals that a ship is substandard would give reason to do otherwise.
- A port State control visit is based on the rights of the port State as set out in international conventions which state port State control can be enforced.
- The visit is also for information purposes and may be used to raise awareness and inform the fishing industry of the convention requirements, where appropriate.
- Parties participating in the pilot are flexible in visiting fishing vessels. No specific targeting methodology is used.
- The collection of information will cover general information, ship particulars and compliance at a general level relating to safety, environmental requirements and living and working conditions in force in current conventions.
- Current conventions in effect which will be at least taken into account are: SOLAS, MARPOL (Annex I, IV, V, VI), STCW-F and ILO 188.
- In this pilot project of gathering information, general remarks, not specifically based on a convention requirement can be recorded as well, if deemed appropriate for information and evaluation purposes.
- Should a Port State Control Officer (PSCO) consider it necessary to detain the fishing vessel, due to non-compliance related to currently applicable conventions, the PSCO will detain the vessel based on national legislation.
- The principles applied within the Paris MoU related to undue delay of the vessel and the code of good practice (attached) are also applicable during the pilot project.

After the pilot period a report will be submitted to the Paris MoU Port State Control Committee. The report will entail an evaluation, including advice whether there will be added value in implementing a harmonised approach to port State control of fishing vessels.



The EU updates the list of harmonised standards to the RCD

The European Committee has proceeded with the publication of the following ISO standards in the Official Journal of the European Union (OJEU):

EN ISO 8848:2022 Small craft - Remote mechanical steering systems.

EN ISO 10088:2023 Small craft - Permanently installed fuel systems.

EN ISO 10592:2022 Small craft - Remote hydraulic steering systems.

The publication of the standard in the journal means that this version of the standard is now harmonised (if followed gives automatic presumption of conformity to the relevant essential safety requirement of the recreational craft directive).

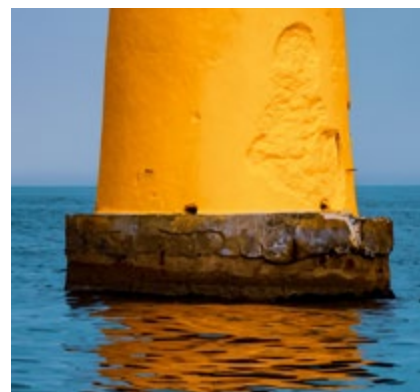
Although the new standards are harmonised from the point of publication in the journal the old standards harmonisation does not end immediately, in order to give the industry the time it needs to transition. Below is the list of when the old standards presumption of conformity ends:

EN ISO 8848:2017 small craft – Remote mechanical steering systems. Presumption of conformity ends 12 July 2025.

EN ISO 10088:2017 Small Craft – Permanently installed fuel systems. Presumption of conformity ends 12 July 2025.

EN ISO 10592:2017 Small Craft – Remote hydraulic steering system. Presumption of conformity ends 12 July 2025.

A full list of all the harmonised standards can be downloaded in pdf format at <https://bit.ly/3Hvbt63>.



Pearl Yachts triumphs at the Motorboat Awards 2024

UK based Pearl Yachts is thrilled to announce its latest triumph at the prestigious Motorboat Awards 2024. Held in Düsseldorf, Germany, this highly anticipated event, organized by the magazine Motorboat and Yachting, recognized excellence in the world of boating and yachting.

The Pearl 72, a true embodiment of elegance and innovation, has secured a coveted victory in the “Flybridges over 60ft” category. This remarkable achievement solidifies Pearl Yachts’ position as a leading force in the luxury yacht industry.



The announcement was made during the live gala dinner at Hotel Kö59, Düsseldorf, in January, in the presence of key figures from Pearl Yachts, including Iain Smallridge, the Managing Director of the company.

North Sails launches sustainable sailcloth

North Sails has launched RENEW, a North Paneled Laminate (NPL) sailcloth for cruising boats 25 to 45 ft. RENEW sailcloth is constructed from more than 90% sustainable sources, with no sacrifice in performance or longevity.

North Sails is a pioneering force in sail making, boasting an impressive legacy marked by groundbreaking innovations and technological advances that have revolutionized sailing. As the global industry leader, North Sails is equally committed to finding solutions for sustainable sails, low-impact manufacturing, the use of alternative fibers, and opportunities for material circularity. The launch of RENEW sailcloth therefore marks an important shift towards building more sustainable sails with the best materials.

RENEW Product Director Tom Davis commented, "There's been a lot of rigorous work behind the scenes over a number of years to ensure RENEW is a sailcloth with legitimate sustainability credentials. This product has been tested to the absolute limit, and we are confident that a sail constructed with RENEW will offer unbeatable durability and sail shape for our cruising customers without compromising on performance."

North Sails' close relationships with the big companies supplying films, fibers, and fabrics, as well as their shared commitment to creating more sustainable products, have been the foundation of the journey to RENEW. For RENEW, North Sails was able to source recycled polyester film and yarn, and bio-based Dyneema, with no compromise on performance, to create a highly durable cruising laminate cloth that features more than 90% alternative bio-based and recycled raw materials. The supplier products for RENEW are all Bluesign Certified and ISCC compliant to guarantee the validity of the sources and processes used in their manufacture.



Three members appointed to EBI

The European Boating Industry (EBI) has concluded its general assembly recently at boot Düsseldorf.

The association, representing the recreational boating industry in Europe, unanimously approved two new full members: the Irish Marine Federation and the Latvian Cruising Association, and one new sustaining member, Brunswick Corporation.

The Latvian Cruising Association is dedicated to the boating sector in Latvia, and the Irish Marine Federation represents both the commercial and leisure sectors of the marine industry in Ireland.

Askolds Hermanis, president of the Latvian Cruising Association, said, "This cooperation marks a new chapter in our commitment to advancing recreational boating standards, fostering cross-cultural collaboration, and contributing to the global maritime community."

"Our objectives align seamlessly with the mission and values of the European Boating Industry, and we aim to strengthen our efforts in advocating for effective regulations, particularly in the areas of skipper certification and boat registration."



Transport Canada gears up to remove derelict vessels



Image credit: Jason Drury

Hundreds of abandoned vessels in Canadian waters are becoming a threat to the environment, health, safety and coastal economies, according to Transport Canada. The government is now taking action to deal with the problem. The agency has committed US\$1.1 million to remove 34 abandoned vessels in British Columbia waters.

Transport Canada announced that the funds will be channelled to private firms, which will assess, remove and dispose of the abandoned and wrecked vessels as part of measures aimed at protecting its coasts and waterways. The abandoned boats targeted for removal include recreational and small commercial fishing vessels. B.C. is the epicenter of the problem and has by far the largest number of abandoned vessels.

The government says that apart from being an eyesore, the vessels have negative economic and environmental impacts. They can pollute the marine ecosystem, damage infrastructure, interfere with navigation and pose a safety risk.

"This investment into the Abandoned Boats Program will help further reduce the number of legacy problem vessels in Canadian waters. Every vessel removed is another step towards protecting and nurturing the delicate marine environment, which is one of our main priorities under the Oceans Protection Plan," said Diane Lebovillier, Minister of Fisheries, Oceans and the Canadian Coast Guard.

Canada's Oceans Protection Plan makes vessel abandonment illegal, but the country is recording a significant increase in the problem. Since 2017, funding has been approved for the removal of 223 boats, but this will only make a dent in the problem. The Canadian Coast Guard's inventory of wrecked, abandoned or hazardous vessels show the country's waters are littered with about 1,500 abandoned vessels.

Transport Canada issues two safety bulletins for fishing vessels:

- 1) removable decks and**
- 2) hinged fin anti-roll devices**

In January, Transport Canada issued ship safety bulletins for fishing vessels: safety and legal information for vessels with removable decks and installation of hinged fin anti-roll devices on fishing vessels.

Removable decks

This bulletin covers important safety information and regulatory requirements when adding a removable deck to a small fishing vessel.

A removable deck is a temporary deck structure added to a vessel that creates a cargo area below it and the vessel's principal afterdeck.

The removable deck and the extra gear (like pots, nets, and equipment) stored on it raise the vessel's vertical center of gravity and increase its lightweight displacement. Both factors can negatively affect a vessel's stability. The enclosed space below the removable deck will also increase the vessel's gross tonnage. The higher the weight and the location of the added deck, the greater the negative impact to the vessel's stability. As such, a removable deck's weight and height should be as low as possible.

Read the removable decks safety bulletin online at <https://bit.ly/3SBSU6w>.

Hinged fin anti-roll devices

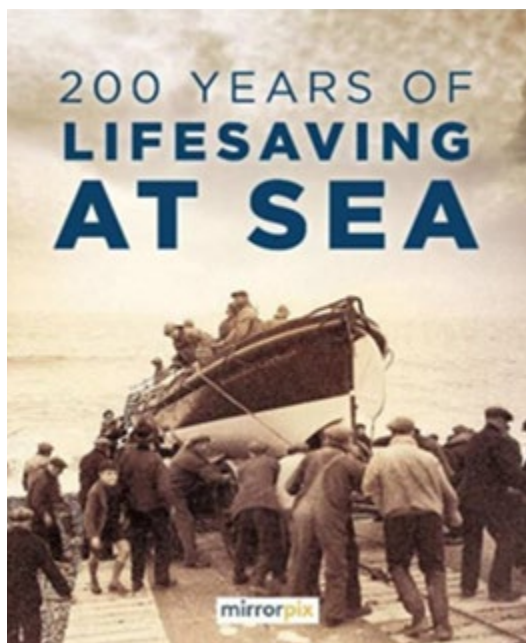
This bulletin applies to all small Canadian fishing vessels with hinged fin anti-roll devices. It also applies to owners and operators of small Canadian fishing vessels that are thinking of installing these devices.

Hinged fin anti-roll devices (hereafter referred to as 'fins') help reduce a vessel's rolling motion. Some vessels install these devices on only the port or starboard side. Fins are fastened to a vessel's hull bilges with hinges and are lowered from the raised stowed position to the working position by a vertical sliding arm.

While anti-roll devices can make a platform more comfortable to work on, they do not improve a vessel's stability. In some cases, they can make a vessel less stable or delay the crew from noticing a dangerous change in stability. A malfunction may also create an immediate stability risk. Although these devices are common, they are still considered experimental and are not regulated by Transport Canada.

Read the hinged fin anti-roll devices safety bulletin online at <https://bit.ly/48S2QOX>.

A 200-year photo history of the Royal National Lifeboat Institution



The RNLI (Royal National Lifeboat Institution) is celebrating 200 years of lifesaving at sea on 4th March 2024.

On 4 March 1824, thirty philanthropic gentlemen – including the abolitionist William Wilberforce and Archbishop of Canterbury Charles Manners-Sutton – met in a London pub. Here, the Royal National Lifeboat Institution was born.

In the following 200 years, the RNLI has been woven into the fabric of the UK island nation, saving over 144,000 lives, despite some rescuers losing their own in the process. With over 100 Fascinating images from Mirrorpix, one of the world's biggest photo libraries, 200 Years of Lifesaving at Sea is a testament to the brave folk who sailed and continued to sail towards danger, rather than away from it.

200 Years of Lifesaving at Sea
£14.99 paperback
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97 St George's Place, Cheltenham,
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Telephone: +44 (0)1242 895310

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BIA and AIE join forces to support apprentices

The Boating Industry Association Ltd (BIA) has announced a partnership with the Australian Institute of Engineering (AIE) aimed at enhancing support for boating industry businesses in regional areas, improving access to apprentice training.

"In our collaborative efforts to date with AIE, we've seen success in supporting training of apprentices in South Australia, addressing a historical scarcity of opportunities," said BIA CEO Andrew Scott. "By establishing a formal partnership with AIE, our goal is to extend this success to other member States as part of our commitment to promote education, skills and jobs."

AIE employs a well-proven hybrid approach, incorporating online and in-person training and assessment. The tailor-made program is ideal for regional settings where traditional apprentice training might face hurdles due lack of local training providers or distances to travel to training centres.

"AIE is excited to be working with the BIA and to support its members with flexible training options in their workplaces", said AIE Executive Director of Education, Brett Ambrosio. "AIE has a strong focus on increasing the numbers of School Based Apprentices and offering customised training solutions to businesses across Australia to try and help with the current skills shortage."

This collaboration forms a crucial part of BIA's broad approach to addressing the issue of ongoing workforce development in the boating industry where there is high demand for trades such as marine craft construction and marine mechanical technology.

The partnership with AIE is founded on BIA's commitment to education, skills, and jobs to support workforce development and address critical skills shortages, ensuring a robust future for the boating industry.



25TH sea WORK MARINE CIVILS

COMMERCIAL MARINE EXHIBITION

Seawork careers and training day addresses the marine skills shortage

The commercial marine industry needs the next generation of innovators and problem solvers to help shape the future of the world we live in. The European Commission has identified the need for investment in skills and career development in the Blue Economy, stating, 'Our coasts and seas have the potential to deliver sustainable growth and jobs in the coming years and contribute towards the Green Deal objectives. This will only be possible if we invest in new blue skills and career development.' Maritime businesses and organizations offer a wide range of different job opportunities and are always seeking to expand the skills base of existing and future employees.

Seawork is delighted to be working with Maritime UK and the Solent Local Enterprise Partnership (LEP) to deliver another exciting careers event on the final day of Seawork, Thursday 13th June 2024.

The dedicated Careers Fair at Seawork 2023 brought students and young people aged between 15 and 19 from schools, colleges, training centers and universities across the UK to see first-hand what a job in the commercial marine industry could look like and to gain valuable insight on the opportunities available. Over 160 students attended two dedicated Careers events, which took place in Seawork's Conference Rooms. The students were then encouraged to tour Seawork, speaking to exhibitors, visiting the pontoons, going onboard vessels and following the dedicated Careers Trail.

The 25th anniversary edition of Seawork takes place from 11-13 June 2024 with at Southampton, UK.

Website: <https://seawork.com>



Efforts to save a century old historic lifeboat which served on the Mersey

Efforts are being made on the Wirral, UK, to save the historic Barnett class lifeboat William and Kate Johnston, which was one of just four of its type built and operated by the RNLI.

Serving New Brighton RNLI from 1923 until 1950, William and Kate Johnston saved 248 lives during her time on the Mersey. She was the first Barnett class lifeboat in service, and at the time of her launch was the largest lifeboat in the world, capable of carrying 130 casualties. Now, sadly, the William and Kate

Johnston has fallen into disrepair and is barely seaworthy. She had been abandoned in Gosport marina for a year and was under threat of being demolished before the National Historic Ship Society stepped in to try and find new owners for her.

The William and Kate Johnston Preservation Society has been set up to see this heritage asset, a crucial part of maritime history on the River Mersey, restored to her former glory and returned to the north west, to serve as a museum piece and working vessel on the river for day trips and community groups to take advantage of, while learning about her splendid history.

The William and Kate Johnston Preservation Society is actively seeking funding from various sources. In talks with the National Lottery Heritage Fund, as well as other charitable funding organisations, they are also actively seeking corporate sponsorship and community funding to realise phase one of the project, to bring the vessel back home so that work can commence.



Alternative fuels: What makes sense today?

Facts are important. Even if the facts are uncomfortable or inconvenient. The industry is starting to understand that methanol is no silver bullet solution for shipping's decarbonisation challenge contrary to the claims of certain operators.

When you burn methanol (CH_3OH) in a marine engine, you emit CO_2 . The chemical composition of methanol is a fact. And this alleged 'silver bullet' is, in fact, a fossil fuel. Methanol adopters talk about green methanol, but grey methanol is all that is available on the market today. Its lifecycle or Well-to-Wake emissions are estimated at around 14% higher than VLSFO due to the energy needed to produce methanol.

The small amount of "green" methanol recently bunkered by an early mover was made from biomethane – not renewable hydrogen – using a valuable green fuel, biomethane, as a feedstock. This green methanol production process is wasteful, consuming a scarce green resource to make a more expensive marine fuel.

It takes six to seven times more renewable energy to turn biomethane into biomethanol compared with simply liquefying the same bio-methane to make bio-LNG (or liquefied biomethane). This green energy could be put to better use. In the next 10 – 20 years before green hydrogen production really scales, green fuels and their associated feedstocks will be scarce. Taking biomethane, an existing green fuel, and using it as a feedstock in an inefficient process which loses 35 percent of the green energy to create bio-methanol makes no sense.

Further, if we look at the properties of fuels themselves, to carry the energy equivalent of one tonne of bio-LNG onboard, ship operators will need to bunker almost three tonnes of bio-methanol. In short, more space required for fuel means less capacity for cargo. The rationale of these demonstration projects escapes logic.

The industry needs to act now with solutions that make a difference today. The declaration by the CEOs of Maersk, CMA CGM, Hapag-Lloyd, MSC, and Wallenius Wilhelmsen at COP28 emphasises the urgency of accelerating the transition to greener fuels and creating the regulatory conditions to achieve this. While regulation is vital, LNG coupled with other proven technologies can start shipping's decarbonization journey now and continue to its zero emissions destination as greener forms of LNG such as bio-LNG and e-LNG become available at scale.

We cannot hope that there will be better answers decades down the road. University College London (UCL) estimates that every year of inaction this decade will add an extra \$100 billion to the cost of shipping's decarbonisation. This sum is dwarfed by the potential cost of climate-related damages to the wider society if shipping fails to cut emissions. GHG emissions are cumulative, and the longer we wait to reduce them the tougher, and more expensive, the decarbonization challenge will be.

When we discuss fuel choice today we must consider the full gamut of investments in vessels, engine technology, fuel production and availability, distribution, storage and supply. Other factors – such as safety for crew and port communities; energy density and onboard space requirements; and pilot fuel demands – are daunting and wide-ranging questions that need to be considered in an absence of reliable information. Clearly when there is so much uncertainty, the industry needs to create options but it should be wary of placing bets. LNG is a known quantity with a clear and proven pathway forward.

In terms of what we can and should be doing right now, improving energy utilization coupled with realistic and practical solutions must be considered first. The LNG Pathway, when used together with other proven technologies which exist today, adds to the benefits gained and results in real carbon savings, not theoretical future benefits that are dependent upon unproven technologies and significant future investments.

Article by Peter Keller, chairman of Sea-LNG.

CLIA name Jason Liberty as new chair

Photo credit: Royal Caribbean Group

The Cruise Lines International Association (CLIA), whose cruise line members represent 95% of the world's ocean-going cruise lines, has reported that Royal Caribbean Group president and CEO, Jason Liberty, has been appointed chairman by the CLIA board of directors. He succeeds Pierfrancesco Vago, executive chairman of MSC Cruises S.A. who served in the role since January 2021.



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What
caught
my eye...

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

A fishing boat with a second world war secret

Some reading this will know why this story struck a chord with me. A 34-foot wooden fishing boat named Thor, which was used to help Jews out of Denmark during World War II, will soon be on display at the Holocaust Museum in St. Petersburg, Florida.

After Denmark was invaded by Germany in 1940, the Danish government resisted any anti-Jewish laws. But in the fall of 1943, the Germans announced that all Danish Jews would be deported. Over the next couple of days, the Danish resistance movement, with the help of Danish citizens, managed to evacuate 7,220 Jewish people, plus 686 non-Jewish spouses, to nearby neutral Sweden by boat.



Margot Benstock (left) and Irene Weiss (right) in front of Thor

Thor was one of the boats used in that effort. Instrumental in finding and recovering Thor were two Tampa Bay residents, Margot Benstock and Irene Weiss. Both women's parents escaped Denmark by boat and believe bringing the vessel to Florida will provide a chance for younger generations to feel empowerment and optimism.

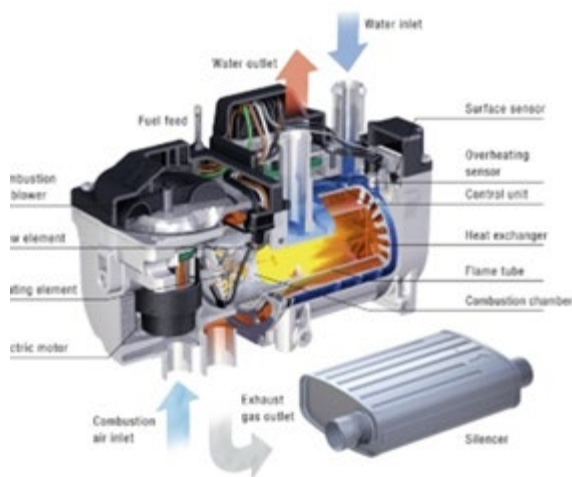
Those being snuck out of Denmark during WWII would hide below deck to escape the Nazis. Weiss recalls her father telling her they put fish over him, "to disguise what they were doing," she said to Bay News 9.

It is great to see this vessel will be restored and kept for future generations. What a remarkable story and one I am very happy to share.

Diesel heaters impounded at the Port of Felixstowe

I am most grateful to my good friend, Geoff Waddington, for whom cheap imported diesel heaters became something of an obsession a couple of years back, for spotting and sharing this news story. You can read his article on this subject at <https://bit.ly/3CT3WsH>.

Geoff and I were both delighted to read that the Suffolk Trading Standards Imports Surveillance Team has detained 973 diesel heaters at the Port of Felixstowe. All seized products were found to be unsafe, with listings for all sellers removed from a well-known website.



Consignments arrived at the Port in October and November 2023 and were stopped by the team, with samples sent to a test house for assessment. Each of the products did not meet the requirements of the Supply of Machinery (Safety) Regulations 2008 because they could present the hazards of fire and death due to poor supporting installation information.

Manuals supplied with the products failed to give measurements for installation, and did not give the minimum distance the exhaust pipe can be installed from flammable material, or material that could give off poisonous fumes when heated, such as insulation material. No warning was provided about heat and dangers to the user if installed incorrectly. Large parts of the manuals were written in poor English and had incorrect words used. The intended meaning was, in some cases, difficult to understand.

Additionally, the products and instructions did not have the name and address of the importer or manufacturer and did not include the required Declaration of Conformity (DoC). A DoC is a formal declaration by a manufacturer, or the manufacturer's representative, that the product to which it applies meets all relevant requirements of all product safety directives applicable to that product.

It seems the word is finally getting out and this makes Geoff and I very happy!

'Simple wiring error' led to collision between two Royal Navy warships in Bahrain

Forgive me, but this story is just 'nuts', hugely embarrassing for those concerned, and raises several questions. I understand the Royal Navy has launched an investigation after one of its minesweepers collided with another of the fleet in Bahrain. The excuse is that a wiring error inadvertently sent the vessel into reverse.



Yes, it seems that military sources have confirmed faulty rewiring was the cause of this avoidable accident. I have seen the video. It shows the minehunter HMS Chiddingfold moving in reverse and crashing into HMS Bangor. Fortunately, no injuries have been reported, although there is a sizeable hole above the waterline requiring attention. So, to reiterate, naval sources said they believed the cause of the accident was a simple rewiring error in a recently inspected vessel. Well, that's good then. My questions are. Who did the inspection and were they competent to do so? Why was the rewiring not done correctly? What are the repercussions for the personnel responsible? I am sure we will never know the answers, but it smacks of incompetence in my opinion.

Until the next time. **Mike Schwarz**

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