

IIMS News Bulletin



SEPTEMBER 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

Well, it has been a momentous few weeks in the life of IIMS and I am keen to bring you up to speed and share our latest news, about which the team and I are very proud.

Over the past 2 years, IIMS has been working steadily behind the scenes towards achieving ISO 9001 certification. It has been a lengthy and at times exhausting process; but finally, following our recent external audit carried out by DNV, I am delighted to inform you we have done it!



Mike Schwarz and Camella Robertson being presented with IIMS' certificate for conforming to the Quality Management System standard, by Andy Wilson, Area Manager - DNV UK Certification Division.

Special thanks are due to several key individuals who have been instrumental in making this possible. Firstly, my close colleague, Camella Robertson, who as well as managing her day-to-day work as Membership Secretary, took up the role of Quality Manager which meant creating the framework and documentation to prepare us for audit. Peter Broad, now Immediate Past President, made ISO 9001 one of his key objectives and championed it during his term in office. I know from speaking with him how pleased he is that IIMS has gained this internationally recognised standard.

Over the years, IIMS has vetted, assessed and accredited various people for many reasons, so it seemed highly appropriate that as an organisation we too should put ourselves up for external scrutiny. Our ISO 9001 certification scope is defined as: Training in Marine Surveying. The various activities audited under this umbrella include the provision of membership services, our award-winning education and Professional Qualification distance learning programmes, our training seminars and conferences, and, finally, our publishing output including handy guides and The Report magazine.

If you are not familiar with ISO 9001, over 1 million organisations worldwide have met the standard. Essentially, there are 7 guiding principles (or ingredients) of ISO 9001, which are: Customer Focus, Leadership, Engagement of People, Process Approach, Improvement, Evidence-Based Decision Making, and Relationship Management.

ISO 9001 is defined as the international standard that specifies requirements for a quality management system. Organisations use the standard to demonstrate the ability to consistently provide products and services that meet customer and regulatory requirements. In essence it means we will demonstrate our consistent commitment to quality, customer satisfaction, and continual improvement.

Last year I had the pleasure of meeting the Bangladeshi Director General of the Department of Shipping, Commodore Mohammad Maksud Alam, at a breakfast meeting on my trip to Chattogram. We spoke about delivering the IIMS Professional Qualification in Commercial Ship Marine Surveying locally via in-person classroom and online training and he was hugely supportive of this initiative. Imagine my delight to hear from Capt Zillur Bhuiyan FIIMS, who with colleagues has managed to develop the course material so that it can be delivered in Bangladesh. He confirmed we have our first 9 students enrolled on the programme. It was good to meet Zillur at IIMS HQ recently to talk through the mechanics and to hear first-hand about this initiative in more detail. That feels like a remarkable and worthwhile achievement being instrumental in training the next generation of Bangladeshi marine surveyors. IIMS will provide resources to this programme by assessing assignments as we do with the regular education modules to maintain the integrity of the course and to ensure consistency.

I am pleased to announce that the various regional websites that IIMS hosts have been revamped, rebranded and recently relaunched. Additionally, we have developed two new ones to cover America and Asia. The sites feature a large splash image visually synonymous with each area and are underpinned by the sheer volume of content that is hosted on the main IIMS website – see www.iims.org.uk. More information can be found elsewhere in the bulletin about this project.

The Report magazine, edition 109, is published today. It is yet another excellent publication crammed with the widest variety of marine surveying and maritime sector topics imaginable. Extending to 148 pages, I'd encourage you to obtain your free copy, either as a pdf, or in digital eReader format.

Survey well,
Mike Schwarz
Chief Executive Officer



The Report magazine edition 109 is published today

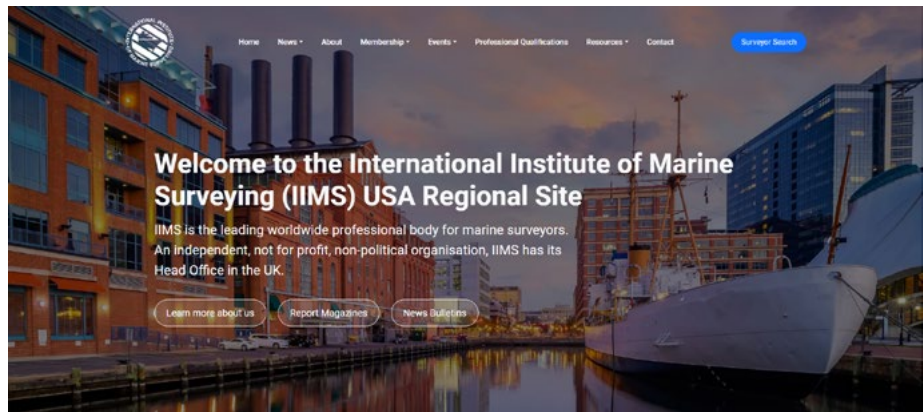
Here are some of the main highlights of the articles to be found in the 148-page September edition:

- Preventative and predictive methods for torsional vibration
- Spotlight on the Italian boating industry
- All new ships to be built without a sterntube?
- How well do you know your lifeboat?
- Tassie: The Wooden Boat Capital of Australia
- The role of the Captain in the construction, purchase and sale and refit of a yacht
- Fire safety is crucial and must be treated as such
- Wind turbine recycling: Could this provide a glimmer of hope for millions of end-of-life boats?
- Insurance considerations in the MV DALI and Francis Scott Key Bridge Incident
- HSE issues risk of serious injury from motion compensated gangways

Download The Report in PDF format at <https://bit.ly/4cwHmYN> or access the eReader version at <https://bit.ly/3STsyML>.

IIMS branch and regional websites given a boost

IIMS' new regional websites for Asia and the USA are now live! We've also spruced up our existing Australia, Canada, India, New Zealand, Nigeria and the UAE branch and regional websites too.



The new design features large splash homepage images that are synonymous with the countries they represent. Our aim is to populate the individual sites with local news stories of relevance as well as international ones too. In addition, the team is working on an enhanced local surveyor search as well as the existing international search facility.

Check our new and improved IIMS regional websites here:

- IIMS Asia – www.iimsasia.asia
- IIMS Australia – www.iimsaustralia.com.au
- IIMS Canada – www.iimscanada.ca
- IIMS India – www.iimsindia.in
- IIMS New Zealand – www.iimsnewzealand.co.nz
- IIMS Nigeria – www.iimsnigeria.com
- IIMS UAE – www.iimsuae.org
- IIMS USA – www.iimsusa.com

Port State Control CIC on Ships Lifting Appliances

The Member Authorities of the Memorandum of Understanding on Port State Control in the Riyadh MOU Region (RMOU) will initiate a Concentrated Inspection Campaign (CIC) focusing on Ships' Lifting Appliances.

This CIC will be conducted over a three-month period, commencing on 1 September 2024 and concluding on 30 November 2024.

The primary objective of the CIC is to ensure that ship crew members are adequately trained and familiar with various types of crane equipment,

capable of identifying potential hazards promptly, and knowledgeable about the appropriate actions to take in emergency situations. Furthermore, it aims to confirm that all crew members possess the necessary qualifications for their respective roles and have access to current safety manuals that outline best practices for each task. The campaign also seeks to ensure that periodic maintenance of the ship's lifting equipment and devices is performed by the crew.

Throughout the campaign, the Member Authorities of the Riyadh MOU will, within available resources, inspect as many ships as possible in conjunction with routine Port State Control inspections. Each ship will undergo only one inspection under this CIC during the campaign period. The campaign will focus on compliance across all vessel types and will include an examination of specific items related to the campaign, alongside the regular Port State Control inspection.

Port State Control Officers (PSCOs) will utilize a list of 10 questions to assess the adequacy and compliance of Ships' Lifting Appliances and equipment with relevant requirements, ensure that the master and crew members are familiar with operations concerning these appliances, and verify that the equipment is properly maintained and functional.

Any deficiencies identified will be documented by the PSCOs. The campaign's results will be analyzed, and the findings will be presented to the Committee for submission to the International Maritime Organization.



مذكرة تفاهم الرياض
للرقابة والتفتيش على السفن
RIYADH MEMORANDUM OF UNDERSTANDING
ON PORT STATE CONTROL

Leading shipping organisations express concern over certain CII flaws

Six major shipping organisations (BIMCO, CLIA, INTERCARGO, INTERMANAGER, ICS, and INTERTANKO) have issued a joint statement expressing their concern over some flaws of the Carbon Intensity Indicator (CII) regulation.

With the IMO's initial Carbon Intensity Indicator (CII) ratings delivered from Flag States to shipowners, organisations have noted the CII scheme's inadequacies. Thus, they will continue to work to ensure a CII methodology that is accurate, reliable, and implemented in a manner that fully reflects the intent of the IMO Strategy for the world's fleet of commercial ships.

To achieve the IMO's intent, the CII scheme must reflect the true efficiency rating for each ship. A one-size-fits-all instrument, as the CII is currently designed, has inherent flaws that work against its intended purpose of supporting our collective objective of reducing GHG emissions across the maritime industry, the organisations explain.

In simple terms, the Carbon Intensity Indicator (CII) is a measure of how efficiently a ship transports its cargo. Based on this, the ship is then given an annual rating ranging from A to E:

- A – major superior performance level
- B – minor superior performance level
- C – moderate performance level
- D – minor inferior performance level
- E – inferior performance level

The rating thresholds will become increasingly stringent towards 2030, with the carbon reduction factor starting from 5% in 2023. After this, 2% will be added yearly. A ship rated D or E for three consecutive years will need to submit a corrective action plan explaining how the performance level can be increased.

The IMO's Marine Environment Protection Committee (MEPC) at its 81st session in March 2024, publicly acknowledged significant concerns raised by IMO Member States and industry, recognizing "shortcomings and unintended consequences of the CII mechanism and the general agreement that these concerns should be fully considered and addressed during the CII review process."

The organisations are calling on the IMO to amend the current CII system to avoid unintended consequences that are contradictory to reducing overall GHG emissions. Indeed, the IMO has already received 78 proposals submitted by every sector of shipping, also calling for amendment to the CII.

"In addition, we are calling for those who are considering the CII rating as a potential for decision making in the future to work closely with shipowners and flag administrators to determine whether the CII rating accurately reflects a ship's environmental performance before making decisions," said the joint statement.

"We are also calling for public administrations, flag states, ports, and destinations to acknowledge that the current CII system has inherent shortcomings recognized by the IMO and may not accurately reflect the true environmental performance of ships," the organizations conclude.

Download the policy document at <https://bit.ly/4czjrZy>.



IACS adopts two new unified requirements on preventing the loss of seaborne containers

In response to the increasing concerns over the number of containers lost at sea in recent years, IACS has adopted two new Unified Requirements, UR C6 and UR C7, to enhance the cargo securing arrangements of container ships.

Container ships play a vital role in global trade, facilitating the transportation of goods across vast distances. However, the safe transport of this cargo type poses unique challenges, particularly with regards to stowage and securing of containers on onboard vessels. By mandating lashing software for all seagoing dedicated container ships as an additional means to supplement the container stowage and securing plan, UR C6, 'Requirements for Lashing Software', provides harmonised performance standards and requirements.

Lashing software serves as a critical tool in optimising cargo securing arrangements, mitigating the risk of shifting and potential loss of containers during transit. UR C6 therefore details the functional requirements the lashing software is to comply with, together with the requirements of the test loading conditions used to approve and survey the software as well as the approval and survey procedures for the software. By adopting uniform standards, IACS aims to enhance consistency and reliability in the implementation of lashing software, thereby promoting safer shipping practices by providing vessels with advanced tools to optimize cargo securing arrangements.

Ensuring the proper securing of cargo is paramount not only for the safety of the vessel, but also for the protection of the cargo and the personnel onboard. This requires properly accounting for the strength of the container securing systems used onboard the vessel. Therefore, in conjunction with UR C6, IACS has also developed and adopted UR C7, 'Approval and Certification of Container Securing Systems', which mandates minimum requirements for the approval and certification of container securing systems for container ships. UR C7 defines a comprehensive scope of approval and/or certification for container securing system, encompassing fixed and portable container securing fittings, arrangement plans, drawings of container supporting structures, and cargo safe access plans.

Both UR C6 and C7 will be uniformly implemented by IACS Member Societies on ships contracted for construction on or after 1 July 2025.



Marlborough Sounds Marinas: The First New Zealand Clean Marinas

Marlborough Sounds Marinas, comprising Picton, Waikawa, and Havelock marinas, are the first New Zealand marinas to be awarded the International Clean Marina accreditation. Following a rigorous independent environmental audit, all three sites achieved a perfect score of 100%.

"With over 60 marinas participating in Australia and the Pacific region, we are thrilled to see Marlborough Sounds Marinas recognized as Clean Marinas. Perfect scores of 100% across all sites are unprecedented and an incredible achievement. The team has every right to be proud of this accomplishment, resulting from excellent marina management and teamwork. We encourage all marinas to join the program and promote environmental responsibility across our waterways," said Suzanne Davies, CEO of the Marina Industries Association.



Professional Yachting Association issues important statement

Following the tragic sinking of the Bayesian superyacht and the deaths of 7 people and with theories abounding, the subsequent media hype and so on, the Professional Yachting Association (PYA) has issued an important statement as follows:

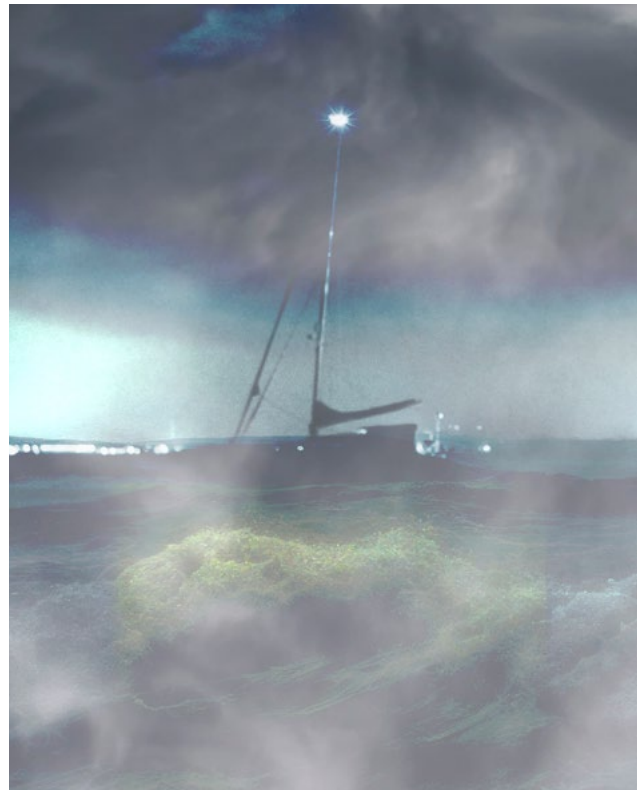
"In light of the recent tragic sinking of the yacht Bayesian and loss of lives, we understand that many are deeply concerned and eager to know the details surrounding this unfortunate event. However, we urge everyone — media, the public, and all interested parties — to refrain from speculating on the causes, responsibilities, or circumstances until the official inquiry is concluded.

'At this time, all that we know is that we do not know,' said Christophe Bourillon, the CEO of the Professional Yachting Association. 'We do not yet have all the facts and any theories or assumptions circulating at this stage are purely speculative and risk misleading the public. We emphasize that accurate reporting should be grounded in verified information, not driven by emotion or passion,' he added.

Vessels such as sailing yacht Bayesian are crewed by professional seafarers, who are not only well-trained but are also equipped with the skills and knowledge necessary to perform their duties with excellence and care. The yachting industry only accept training standards which have been mandated and verified by the world's major Maritime authorities, including the EU member states.

The PYA's mission has always been to foster a culture of excellence, responsibility, and safety in yachting. As we reflect on the past 33 years, we reaffirm our commitment to these principles and to the well-being of all those who serve on the water.

We ask for patience as the relevant authorities conduct a thorough and meticulous investigation. The truth will be revealed in due course, and it is essential that we allow this process to unfold without the cloud of conjecture."



Safety alert following Staten Island ferry fire released

In light of the recent investigation report into the Staten Island Sandy Ground ferry fire, which cited a design flaw as the probable cause, the National Transportation Safety Board has published a safety alert.

The NTSB safety alert to vessel operators informs them about the importance of understanding diesel engine fuel oil system return design and operation to prevent overpressurization of fuel oil systems. This is the second fire in two years the NTSB investigated in which overpressurization of the main engine fuel return system, caused by closed valves, led to diesel fuel spraying and igniting a fire. The other was a 2021 engine room fire on a towing vessel transiting the Mississippi River in Missouri.

Download the Safety Alert at <https://bit.ly/3M1MKIN>.

BV GREEN PASSPORT: Regulatory framework for hazardous materials management

Classification Society Bureau Veritas (BV) has released a new edition of its rule note on the GREEN PASSPORT. The GREEN PASSPORT (NR528) outlines the principles and procedures for assigning, maintaining, and renewing the GREEN PASSPORT and GREEN PASSPORT EU notations for ships, ensuring proper inventory and management of hazardous materials.

Section 1: General Principles

Defines the scope and notations (GREEN PASSPORT and GREEN PASSPORT EU).

Specifies documentation requirements and reference materials. Provides definitions and lists materials exempt from Inventory Part I.

Section 2: New Ships

Details the process for assigning notations to new ships.

Outlines responsibilities of shipyards and suppliers.

Describes the development and preparation of Inventory Part I, including collection and use of hazardous materials information.

Explains the acknowledgment process by the Society.



Section 3: Existing Ships

Describes the process for assigning notations to existing ships. Specifies hazardous materials to be listed in Inventory Part I.

Details the initial development of Inventory Part I and the on-board survey process by the Society.

Explains the acknowledgment and maintenance of Inventory Part I.

Section 4: Maintenance and Renewal

Lists prohibited or restricted materials.

Details the maintenance and update of Inventory Part I during ship operation.

Covers the renewal process for the notations.

For more information go to <https://bit.ly/4ffb4nQ>.

IMO issues call for the Marine Plastic Litter Global Industry Alliance

IMO has issued a call towards businesses operating in the shipping and fisheries sectors are invited to express their interest in joining the Marine Plastic Litter Global Industry Alliance (GIA).

The alliance will bring together maritime and fisheries industry leaders, with the aim of developing innovative solutions to prevent and reduce ocean plastics, while addressing common barriers to the uptake of technologies and alternative approaches. This new alliance aims to address marine plastic litter originating from shipping and fisheries sectors.

The Marine Plastic Litter GIA will be managed by IMO as part of its OceanLitter Programme – a portfolio of projects that includes the GloLitter Partnerships project (GloLitter) and Regional Litter Project (RegLitter). It will build on and replace the project-specific GIA established previously under the GloLitter project.

IMO's GloLitter Partnerships Project, aimed at aiding maritime transport and fishing sectors in developing countries transition to a low-plastics future, has received an extension from its main donor, Norad. The project, led by IMO in collaboration with FAO, now has a new end date of December 2025. This extension will enable completion of key activities such as developing port waste management plans, conducting port state control trainings, and facilitating legal and policy reforms to tackle marine plastic litter from sea-based sources.

IMRF celebrates 100 years as the leading global community of maritime SAR

The International Maritime Rescue Federation (IMRF), the world's leading non-governmental organisation for the development and improvement of maritime search and rescue (SAR) capacity and operational effectiveness, has celebrated its 100th anniversary since its founding in July 1924.

Founded as the International Lifeboat Federation at the first-ever International Lifeboat Conference in London in 1924, the IMRF has evolved to become the world's leading charity that focuses on the development and improvement of global maritime SAR capacity in order to further reduce loss of life at sea. For the past 100 years, the IMRF has brought together the world's leading maritime SAR organisations from around the world to provide a critical forum for the development of some of the biggest issues impacting maritime SAR operations, including vessel design and operation, lifesaving equipment and training, and personnel safety.

In 2003 it was registered as an independent charity and in 2007 the organisation was renamed the IMRF, reflecting the broader scope of modern maritime SAR activity. Today, the IMRF continues to have a leading voice in some of the biggest issues impacting maritime SAR organisations in 2024, including inclusivity, mental health and climate change through its various initiatives and subject matter expert courses, as well as in-person and online training sessions, that focus on mass rescue operations training and awareness amongst other leading issues.



UK MCA issues MIN 709 (M) with 2024 amendments to the ESP Code for bulk carriers and oil tankers

The UK Maritime and Coastguard Agency has published MIN 709 (M) with the 2024 Amendments to the ESP Code. The document details significant updates to the Enhanced Survey Programme (ESP) Code for bulk carriers and oil tankers. These amendments, effective from 1 July 2024, were established through the International Maritime Organization's (IMO) resolution MSC.525(106) in November 2022.

The updates focus on improving safety and inspection standards to ensure the structural integrity and operational safety of these vessels.

Key Points of the Amendments

Revised Inspection Standards:

- The minimum acceptable standard for tank and void space conditions has been raised. Previously, a condition was considered acceptable if there was no more than a general breakdown of coating over 20% of the area (rated as "poor"). This threshold has been tightened to "less than good," meaning minor spot rusting is now the maximum acceptable level of degradation.

Inspection Frequency:

- For bulk carriers with single-side skin construction, ballast tanks and their protective coatings must be inspected more rigorously. If the coating condition is "less than good," annual inspections are required.
- For double-skin construction bulk carriers, intermediate and renewal surveys will include examinations of the tank, hold, and double-side skin void space corrosion prevention systems. Tanks and void spaces with coatings in "poor" or "less than good" condition will also require annual inspections.

Specific Requirements for Older Vessels:

- Bulk carriers over 20 years old and at least 150 meters in length must have their double-side skin void spaces inspected based on the outcomes of renewal and intermediate surveys.

Read MIN 709 (M) online at
<https://bit.ly/3ygFNjy>.

Canada Revenue Agency numbers show luxury tax a failed policy

The Canada Revenue Agency (CRA) has released detailed results of revenue collected since the implementation of the luxury tax and they are proving that marine industry projections of a collapse in the market have come to fruition. After months of advocacy by the marine industry on pending impacts, the tax came into force 1 September 2022. On 3 June 2024, during the Standing Committee on Finance Meeting, MP Adam Chambers rose once again to ask for the collection results to be shared.

On 26 May 2022 the Office of the Parliamentary Budget Officer published their analysis of estimations of tax collections which indicated the vessels category would net \$18 M in the 2022 – 2023 period and an additional \$34m in the 2023 – 2024 period – a total of \$52m in 24 months.

The CRA has shared the following data which covers the period of implementation of the tax – Sept 1/22 through June 7/24 – representing 21 months of collections. A total of 450 vessels have been assessed with the tax and most importantly, total tax collections have reached a mere \$12,040,000. This is \$40m short of PBO projections and with market inventory of vessels over \$250,000 near record lows, there is no chance that the shortfall can be recovered within three months.

“NMMA Canada manufacturers have repeatedly expressed their concerns of lost production demands for Canadian market inventory as dealers are unwilling to take the risk of holding luxury tax affected boats in their inventory,” said Marie-France McKinnon, Executive Director of NMMA Canada. “The 1991 US Luxury tax failed and was repealed and we are watching history repeat itself in Canada.”

“With consumers openly refusing to pay the tax and dealers refusing to speculate on the inventory, the government projections were sure to be missed,” added Rick Layzell, President of CMRA. “We have already witnessed the disappearance of good paying jobs as the lost opportunities of selling, hauling, detailing and servicing these boats have disappeared.”

With a number of middle class rural Canadian jobs already lost and now evidence that the tax has failed to yield even their own PBO projected results, it is time for the Federal Government to repeal the tax and allow the recreational boating industry to return to its positive position of benefitting Canada’s economy.

IMO issues revised guidance on anti-fouling coating removal

The International Maritime Organization has issued revised guidelines for the safe removal of anti-fouling coatings from ships, emphasizing the environmental risks associated with biocide release. Following the approval of the 2023 Guidelines for the control and management of ships’ biofouling to minimize the transfer of invasive aquatic species (2023 Biofouling Guidelines, resolution MEPC.378(80)), the Secretariat identified a number of subsequential and editorial revisions. The revised version of the 2023 Guidance on best management practices for removal of anti-fouling coatings from ships is therefore set out in the annex to the circular.

Anti-fouling systems on ships prevent issues like increased drag, fuel consumption, and emissions caused by fouling. These systems, whether containing pesticides or not, historically used biocides, some of which posed threats to aquatic life and faced international restrictions or bans. Self-polishing polymer coatings are the most effective, gradually releasing biocides as ships move through water, though this can harm unintended organisms. Removing these coatings also releases biocides, highlighting the need for careful system selection and management to minimize environmental impact.

Methods for coating removal include scraping and blasting. Scraping involves manual or mechanical removal, while blasting uses abrasive materials like grit, typically in enclosed areas or dry docks to prevent biocide dispersion.

The document stresses good housekeeping and clear management in facilities handling coatings, emphasizing record-keeping, equipment security, and worker training. Designated staff manage waste and wastewater, ensuring proper handling of cleanings, paint chips, dissolved biocides, and contaminated grit, all stored separately and promptly removed for treatment at specialized facilities. Waste must not be washed into the environment, buried, incinerated, or stored onsite.

Wastewater containing hull coating waste is collected in closed tanks or containers, with suspended particles settling before treating the water to meet standards and avoid marine sensitive areas. Treatment methods address dissolved anti-fouling components, with contaminated sediment managed at licensed facilities.

Recommendations for grit blasting waste include reuse after cleaning or transport for safe disposal. Wastewater from wet blasting is contained, and remaining grit collected for reuse, recycling, or disposal.

MAIB report: Contact of chemical tanker Ali Ka with Oikos Jetty

At 0436 on 25 October 2022, the Malta registered oil and chemical tanker Ali Ka made contact with the westernmost section of Oikos Jetty 2 at Canvey Island on the River Thames, England. The vessel was departing the berth under compulsory Port of London Authority (PLA) pilotage and without a tug in attendance. The impact caused minor damage to the ship but severe damage to the jetty. Ali Ka grounded close to the pier. Two tugs were deployed and Ali Ka was successfully recovered to Oikos Jetty 1. No one was injured and there was no pollution. It took eleven months for the Oikos facility to return to pre-accident capacities.

The Oikos fuel storage facility was part of the national infrastructure for the import and distribution of distillate fuel in the UK. It was regulated by the Health and Safety Executive under the Control of Major Accident Hazards Regulations 2015 (COMAH).

Safety Issues

- Control of Ali Ka was lost because the pilot's plan missed key information, was compromised by incoherencies in documentation, there was no tug used, and the pilot was highly likely to have been severely fatigued
- The master/pilot exchange was ineffective and did not result in the bridge team fully participating in an appropriately modified and agreed plan
- Several interventions were made to change the plan, but none were effective, and no one dealt well with the challenges presented
- Previous accidents were not recognised as warnings and risk controls were not reappraised in time to inform the approaches employed for Ali Ka, for example in tug provision
- The PLA and Oikos Storage Limited risk management processes did not combine to mitigate the risk of vessel collision with shore infrastructure at a COMAH site



Recommendations

MAIB has made eight safety recommendations, including:

The PLA was recommended to

- Conduct collaborative risk assessments of all COMAH and high-risk berths in the statutory harbour authority area, in particular by reconsidering tug use over a range of environmental conditions
- Provide guidance to their pilots and operational staff on dealing with the recognition, escalation, and safe resolution of challenges
- Review the risks to safe pilotage from pilot fatigue, informed by an independent, specialist review of current working practices and, as necessary, implement focused mitigations in a comprehensive fatigue risk management system

Transka Tankers was recommended to

- Review and revise its Bridge Resource Management training to include agreeing and assigning roles and responsibilities, support to embarked pilots, diligent exercise of the master/pilot exchange, and challenge and response procedures specific to working with an embarked pilot
- Review and revise the policy for the accurate setting of safety contours in its Electronic Chart Display and Information System (ECDIS) to best support pilotage and the appreciation of risk during manoeuvring to and from the berth

Oikos Storage Limited was recommended to

- Conduct collaborative risk assessments of its berths and give specific consideration to assurance mechanisms where the safety of Oikos infrastructure is dependent on mitigations delivered by external organisations. Particular regard was to be given to pilotage and tug use over a range of environmental conditions

The International Chamber of Shipping was recommended to

- Include bridge team roles and responsibilities to be agreed during the master/pilot exchange in the next iteration of the Bridge

Procedures Guide

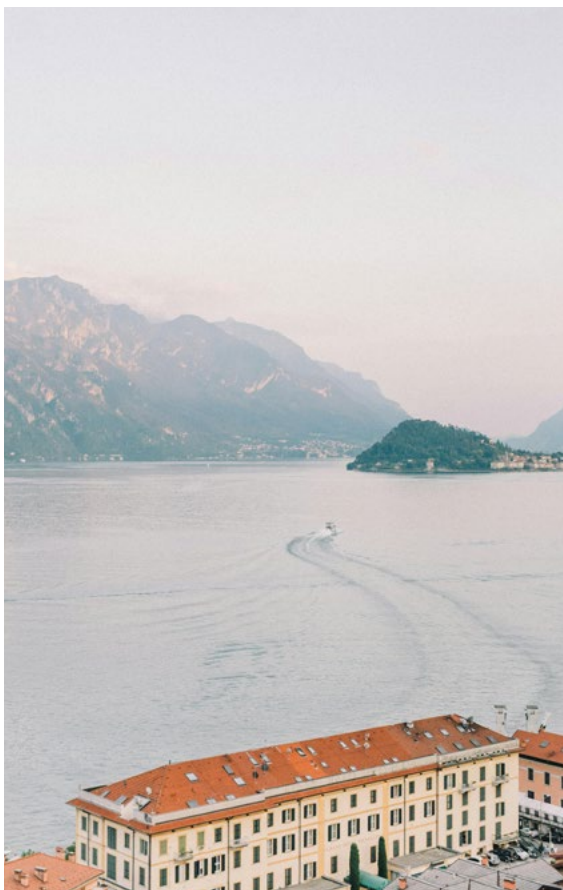
Download the report and annex at <https://bit.ly/3LBX9uq>.

British tourist drowns in Lake Como after diving off boat

A British tourist, named as Sam Rigby, has drowned in Lake Como, Italy. Rigby and his 19-year-old partner are said to have rented a boat in Varenna for a lake tour. Amid Italy's ongoing heatwave, the couple decided to cool off with a swim, diving into the water near Menaggio. However, strong winds caused the boat to drift away while they were in the water, leaving them stranded in the lake. Unable to reach the boat or the shore, his partner lost sight of her boyfriend as they struggled against the currents.

A local named Angelo Vanzini, writing on the website of the Como newspaper, La Provincia, says that more information should be provided to tourists about the risks and the regulations affecting Lake Como. He says: "From my 25 years' experience boating on the lake, I see that these motorboats are rented to people who have no experience of the lake, let alone the rules of boating."

Lake Como is among Italy's most popular tourist destinations, attracting about 1.5 million visitors a year. However, its conditions can change quickly, and its currents can make it a treacherous spot for swimmers.



Paris MoU focused inspection campaign on fire doors underway

The Panama Maritime Authority's General Directorate of Merchant Marine (DCCM) has issued a Marine Notice to inform operators about the new Paris MoU Focused Inspection Campaign (FIC) on fire doors, which is now underway.

According to the Notice, the focused inspection campaign period runs from 1st July to 30th September 2024, and targets Panamanian-flagged vessels operating within the Paris MoU area. Flag State Inspectors and Recognized Organizations are instructed to focus on these elements during their surveys. The Panama Maritime Authority encourages all relevant parties to review this notice and ensure compliance with the outlined inspection criteria.

The following points are part of the scope of this FIC:

- Verifying that fire door control panel indicators, if provided, are functional
- Testing a sample of fire doors for local and remotely controlled operation
- Checking if self-closing fire doors are improperly lashed in the open position
- Checking that doors close and latch properly
- Checking that doors fitted in boundary bulkheads of machinery spaces of Category A are reasonably gastight and self-closing
- Checking that fire doors have the appropriate fire resistance for the bulkhead in which they are fitted – Class A or B.

FICs are short, targeted inspection efforts. This approach mirrors that of AMSA, which conducts similar campaigns on specific topics and ship types. The Focused Inspection Campaigns serve as an alternative to the traditional Concentrated Inspection Campaigns.

Morco water heaters issues urgent safety alert

The UK based BSS (Boat Safety Scheme) is supporting Morco in its ongoing campaign to find and fix potentially dangerous models of its LPG water heaters that may leak gas with the risk of causing fires or explosions. Following concerns that appliance test-point screws may not have been correctly tightened at the time of commissioning or servicing, Morco has issued a safety alert and is offering free upgrades for the affected models.

Morco's concern is that un-rectified water heaters can potentially leak unburnt gas that could cause fires or explosions, that may result in burns and serious injuries.

What is the hazard?

Morco has identified a potential fire risk on their Primo 6 (MP6), Primo 11 (MP11), EUP6 and EUP11 LPG open flued water heaters. Gas leaking from an installation test-point could ignite and causing the plastic bezel and control knobs at the front of the water heater to catch fire and melt. The models affected were sold between 2018 and 2023.

What to do if you think one of the water heaters may be installed on your boat.

Go to the Morco website at

<https://morcoproducts.co.uk> to check if the appliance is one of the affected ones. It includes a guide on how to find the model number and serial number, Morco's guide - see <https://bit.ly/3WqfGjE>. If confirmed as one needing an upgrade, then fill in a Safety Upgrade Form that will help Morco ratify the need to act and for them to organise an approved Gas Safe registered engineer to make the required safety upgrade to the water heater which will be free of charge.

Water heaters that have already had the safety upgrade should have a Morco branded yellow service notice sticker applied to the front face of the appliance including these words 'Notice to commissioning engineer' and a reference in the bottom left: Cod. 80000353 – ed.1

Morco stresses that if the LPG water heater is suspected to be leaking gas, the supply should be disconnected and Morco or a suitably qualified Gas Safe registered engineer contacted straightaway.

The Boat Safety Scheme urges anyone with a Morco water heater to check their model and year against the very clear information on the Morco website and get in touch with the company if they are at all unsure and need help. BSS Examiners have been asked to have a conversation with their customers and to ask whether it has had the free safety upgrade. If not, they will be encouraged to get in contact with Morco.

ISU publishes salvage industry statistics for 2023

The 2023 ISU statistics show a historic low level of Lloyds Open Form (LOF) cases – 16 for ISU members – generating income of US\$29 million. This by some degree is the smallest number of both LOF cases and income in the past 30 years. Revenue from LOF cases amounted to 15 per cent of all emergency response revenue and LOF cases accounted for 10 per cent of emergency response cases in 2023. SCOPIC revenue at US\$9 million in 2023 was down from US\$21 million previously.

ISU President, John Witte, said: "The 2023 ISU statistics show a modest recovery compared with the historically low level in 2022.

Emergency response services generated US\$196 million split between LOF, US\$29 million, and other contracts, \$167 million.

"Wreck removal income has rallied rising to US\$193 from the very low level of US\$55 million in the previous year. Wreck removal income is important for our members and this is a welcome increase. It brings the split of the industry's income back to the typical levels of approximately 50:50 between emergency response and wreck removal income."

Mr Witte added: "The very small number of LOFs for our members in 2023 is extremely disappointing but sadly reflects a long-term downward trend that most observers are well aware of. ISU has worked closely with Lloyd's and other stakeholders in the past three years to find ways to revive LOF. We promote its use and we believe that income based on awards under Article 13 of the Salvage Convention must remain the cornerstone of funding for our industry but this is increasingly difficult as these statistics so dramatically demonstrate."

Wreck removal is an important source of income for members of the ISU and in 2023 there was US\$193 million from 30 operations.

Mr Witte added: "Professional salvors protect the environment, reduce risk and mitigate loss. They also keep trade moving – which is demonstrated so clearly when there are large containership cases like the Baltimore bridge incident earlier this year. We continue to work closely with key stakeholders to ensure that there is global provision of professional salvage services."

BIMCO makes the case for electronic bills of lading

BIMCO has presented a scenario which involves the loss of paper bills of lading to underscore the critical benefits of adopting electronic bills of lading (eBLs) in the shipping industry.

According to BIMCO in a recent incident, the loss of paper bills of lading led to significant complications, costs and delays that could easily have been avoided if eBLs had been used.

Typically, when paper bills are lost, parties accept a Letter of Indemnity (LOI) to reissue new bills. However, in this case, the shipowners insisted on a more stringent process. They required the bill of lading title holder to file an application in court at the port of destination to officially declare the original bills void and remove the title from the lost set.

The cargo interests found themselves in a prolonged debate over who held the title and who was responsible for filing the court application. Furthermore, the legal process to void the original bills and issue new ones was expected to take up to two months. Given the high value of the cargo, they were understandably hesitant to land it without proper title documents.

Although deemed “unreasonably cautious” by some, the owners’ stance was guided by their P&I club and was legally defensible to avoid a mis-delivery claim. However, their action resulted in the vessel being anchored off the port of destination for over two months, accruing a staggering \$2 million in demurrage costs. There is currently no resolution in sight.

According to BIMCO, this complex and costly scenario highlights the critical importance of safeguarding shipping documents and points to a more efficient solution: eBLs. Unlike paper bills, eBLs cannot be lost, damaged, or stolen, offering a secure and efficient alternative. By adopting eBLs, the shipping industry can reduce the risk of lengthy legal disputes, decrease the risk of fraud, and ensure the seamless transfer of cargo ownership.

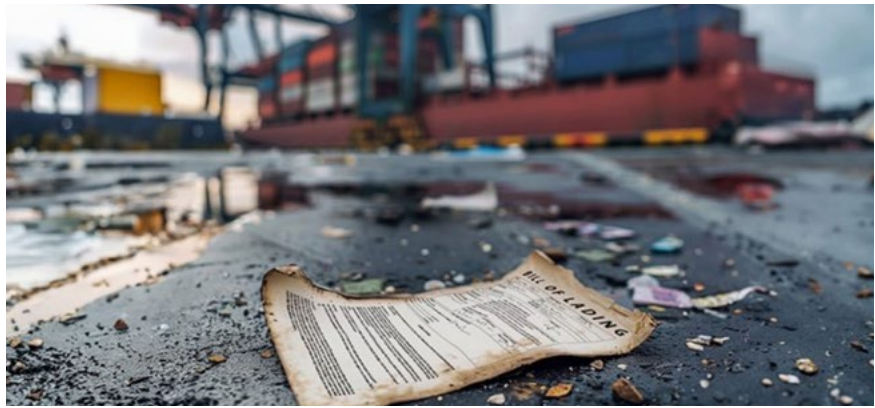


Photo credit: BIMCO

IMO Council steps up action on transparency and access to information

The IMO Council has decided to live-stream its plenary meetings and make its documents accessible to the public, in a bid to boost transparency in the Organization.

Meeting in London from 8 to 12 July for its 132nd session, the Council took a series of decisions to modernise its approach and operations.

These include:

- Live-streaming plenary sessions of Council
- Releasing Council documents and summaries of decisions to the public
- Permanently establishing hybrid capabilities to enable for virtual and in-person participation in meetings
- Enhancing multilingualism through a Strategic Framework for Multilingualism

The Council noted the ongoing progress on upgrading and improving the IMO’s Global Integrated Shipping Information System (GISIS). GISIS is a comprehensive online hub for the collection, processing and sharing of shipping-related data.

“My efforts continue on the modernisation and transparency of IMO,” said Secretary-General Mr. Arsenio Dominguez.

“I will continue to seek efficiencies, from restructuring, to the best use of our financial assets, recruitment and the building facilities, to name a few, while I invest in those who make all these possible - the professional staff of the Secretariat.”

The Council is the executive organ of IMO and is responsible, under the Assembly, for supervising the work of the Organization. The Council is made up of 40 member states, elected by the Assembly for two-year terms. The session was chaired by Victor Jimenez Fernandez of Spain, supported by Amane Fethallah of Morocco as Vice-Chair.

Marine Department of the Hong Kong SAR report: collision of vessel and tugboat in Suez Canal

The Marine Department of the Hong Kong SAR has urged those within the shipping industry to take heed of lessons learnt following a collision of a vessel with a tugboat in the Suez Canal.

A Hong Kong registered liquefied gas carrier collided with a local tugboat during their northbound transit in the Suez Canal. The incident resulted in the sinking of the tugboat and the death of a crew member on board. This note draws the attention of shipowners, ship managers, ship operators, masters, officers and crew to the lessons learnt from this accident.

The Incident

On the day of the accident, the sea was calm, and the visibility was good with southwesterly wind of Beaufort wind scale Force 3. A Hong Kong registered liquefied gas carrier (the vessel) was transiting northbound through the Suez Canal (SC) under the guidance of the pilot while a local tugboat (the tug), which was ahead of the vessel, was also sailing northbound in the SC.

As the tug was proceeding at a slower speed than the vessel, the distance between them was gradually shortened. Afterwards, a sudden vibration with an unusual noise was detected on board the vessel while the tug was heavily listed to one side and in half-sunken condition in the water. The tug finally sank. Six crew members of the tug were rescued by the local maritime rescue team and one crew member was missing. The body of the missing crew member was later found inside the tug.

The investigation identified that the contributory factors leading to the accident were that the vessel failed to comply with the requirements under the "Rules of Navigation" (RON) and Rule 5 of the COLREGS, i.e. to maintain a proper look-out at all times so as to make a full appraisal of the situation and of the risk of collision; the vessel failed to comply with the requirements stated in the RON, i.e. to overtake the tug only with the authorisation of the SC Authority, and to stop moving when the passage ahead was not clear; the master and the officers of the vessel in charge of the navigational watch failed to discharge their full duties in relation to safe navigation in the SC during pilotage according to the shipboard Bridge Procedure Manual (BPM); the vessel's passage plan for navigating in the SC was not properly planned or fully implemented according to the shipboard BPM; and the tug failed to comply with the requirements stated in the RON, i.e. to take appropriate action to attract the vessel's attention to avoid a collision when slowing down in the SC, and to avoid obstructing the vessel's passage.

Lessons Learnt

In order to avoid recurrence of similar accidents in the future, the ship management company, all masters, officers and crew members should note items (a) to (d) to:

- (a) strictly comply with the requirements under Rule 5 of the COLREGS to maintain a proper look-out at all times during transiting in the SC so as to make a full appraisal of the situation and of the risk of collision
- (b) strictly comply with the requirements stated in the RON to take appropriate action to ensure safe navigation in the SC, including overtaking another vessel only with authorisation, and stop moving when the passage ahead is not clear
- (c) strictly comply with the requirements of the shipboard BPM and STCW Code in relation to safe navigation during pilotage, including taking appropriate action in the event of any doubt concerning the pilot's action or intention
- (d) ensure the passage is properly planned with sufficient awareness of the requirements under the RON and is fully implemented as planned, especially on monitoring of traffic conditions and maintaining of proper look-out.

The Marine Department of the Hong Kong SAR has drawn the attention of shipowners, ship managers, ship operators, masters, officers and crew to the lessons learnt above.



Global yachting market set to hit €33bn - an 11% increase

The global yachting market continues to grow, according to a new report and is set to hit €33bn over the most recent available year. More than €25bn of it comes from the superyacht sector.

The Italian boatbuilding industry has also recorded an expanding trend, having increased by 20 per cent on the previous year with a turnover of €4.4bn. As is the case on a global scale, yards active in the production of superyachts make up a significant share of Italy's production. Italy is the undisputed world leader in this segment, with a share of 54 per cent in terms of volume and 31 per cent in terms of order book value. This is a snapshot of the global yachting market, taken from a new joint study by the Italian Marine Industry Association and Deloitte, The state of the art of the global yachting market.

Stefano Pagani Isnardi, head of the Italian Marine Industry Association's Market Intelligence and Research Department, says: "The yachting sector has remained solid throughout 2023, maintaining the same reactive growth trend that has defined the post-pandemic years: turnover in the industrial segments (boatbuilding and the production of marine equipment and engines) is expected to even exceed the record value of €8bn."

The global new build market reached €33bn in 2022, up 11% year-on-year, consolidating a steady rate of expansion that has recorded a compound annual growth rate (CAGR) of +10 per cent since 2014.

This significant increase is due in part to a growth in prices but depends primarily on the increased demand of new buyers.

Geographically, North America and Europe dominate the market, accounting for approximately 70 per cent of the global market. In terms of propulsion, motorboats represent approximately 90 per cent of the market. In North America outboard engines take the lead at approximately 70 per cent, while in Europe inboard engines represent about 50 per cent.

Overall, large yachts will act as the most significant driving force behind market growth, while the small craft boats sector is expected to slow down. The sailing segment will, instead, continue its positive trend with a growth rate of approximately 3 to 5 per cent.



Leading maritime cities driving decarbonization of shipping

The Leading Maritime Cities report shines a light on the key cities driving the maritime industry forward. With decarbonization and digitalization key factors in today's maritime world, the report's co-author explains how these are being advanced by activities in the leading maritime cities.

The collaboration between DNV and Menon Economics delivers fresh insights into the maritime cities which offer the best policy measures, infrastructure and supporting institutions, and how these are driving advancements in the maritime industry.

Leading maritime cities in a world of transition
The LMC report recognizes the central importance that decarbonization and digitalization occupy within shipping. The impact of these two dimensions cuts across the traditional pillars that cities are benchmarked on. To address their transformative effect, this year's report introduces new indicators – such as capabilities in the adoption of digital technologies and automated processes for port operations, and proactivity in implementing green and sustainable financing practices.

"The maritime industry is in the midst of a major transformation," says Dr Shahrin Osman, Business Development Director, DNV Maritime Advisory and co-author of the report. "Decarbonization targets mean that the entire industry is looking at how it can undergo a transformation of technologies and fuels to reduce emissions, all of this being supported by advances in digitalization."

Read the report online at
<https://bit.ly/4ffgpeQ>.

Canadian firm offers hybrid power for Lobster boats

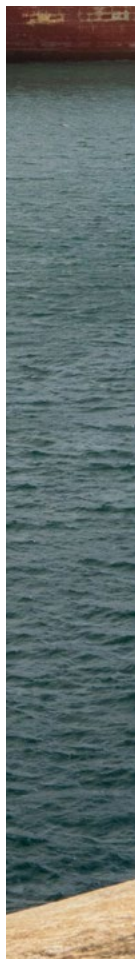
Glas Ocean Electric (GOE), based in Halifax, Canada, has installed a hybrid gas/electric-powered drive system into a lobster boat to show that the concept can work for lobstermen. Sea Cucumber was the first vessel converted to hybrid power by GOE. The boat is trailerable so it can be towed to various east coast destinations to demonstrate the technology's capabilities.



GOE developed an analytic software called, PerforMarine, which monitors vessel performance to assess if hybrid power is compatible with the vessel. The hybrid powertrain on Sea Cucumber is mostly visible above deck in see-through housing. These main components control "the power, the cooling, and monitor the temperature of the battery among other functions," said Molloy.

Sea Cucumber is equipped with a single 44-horsepower Sole mini diesel engine, which runs in tandem with the 98kWh Akasol battery-powered electric motor. The engine can be shut down, allowing the boat to run on electric power for six hours.

According to GOE engineer Brad Purdy, the entire system is water-cooled. While Sea Cucumber does not have hydraulics, Purdy confirms that the system is designed to run hydraulics. "For a boat that wants to run steering and a hauler, or what have you, in the power electronics there is a power output that can run a 30kW AC motor for your hydraulic pump. That's more than enough to run a typical hauler," said Purdy.



AMSA announces 2024-25 National Compliance Plan

The Australian Maritime Safety Authority (AMSA) has released its National Compliance Plan (NCP) for the 2024-25 financial year, with inspection efforts a key focus area due to an increase in deficiency and detention rates.

AMSA Acting Executive Director of Operations Chris Barber said NCP priorities were informed by data and trends to ensure resources were targeted where they were needed the most.

"Port State control ship inspection data has shown an increase in both deficiency and detention rates from 2022 to 2023, so we will focus our inspection efforts on those vessels considered higher risk," Mr Barber said.

"There is room for improvement, and we will not tolerate sub-standard shipping. Poor planned maintenance and inadequate emergency preparedness have also been identified as issues."

Mr Barber said the NCP further detailed the key focus areas for compliance activities relevant to domestic commercial vessels (DCVs) and the marine environment.

"On the domestic front, we'll be focusing on changes to safety management system provisions, including simpler requirements for smaller vessels, which better reflect the risk profile of these operations. This will cover issues including fatigue management, dangerous goods, and emergency plans, to minimise the risk of injury to crew and passengers. It follows the consultation currently underway related to proposed changes to safety management systems. Our data suggests that there is also a need for continued compliance focus on lifejacket wear and risk assessment requirements. We'll be addressing both emerging and ongoing issues to improve maritime safety and environmental outcomes."

Find out more about the NCP:2024-25 here:

<https://www.amsa.gov.au/national-compliance-plan-2024-25>



Lloyd's Register issues new survey requirements for Bulk Carriers and Oil Tankers

Periodical survey requirements for Special, Intermediate and Annual Surveys of bulk carriers and oil tankers are being updated by Lloyd's Register. This is to align with the latest revision of the IMO ESP Code (as amended by IMO Res. MSC.525(106)) and IACS Unified Requirements (UR Z10.1, UR Z10.2, UR Z10.4 and UR Z10.5). The new survey requirements will become applicable at the Special or Intermediate Surveys, commenced on or after 1 July 2024 (based on the first day of attendance). This update is applicable to shipowners, ship operators, ship managers and ship masters.

Surveys commenced before 1 July 2024 will continue to be carried out in accordance with survey requirements applicable before this date, regardless of the survey completion date.

Summary of changes

The updated survey requirements include the following

- For all bulk carriers, the examination criteria for ballast tank coating conditions will now be similar to the stricter criteria already applicable for oil tankers. This means coating conditions rated "less than GOOD" (i.e. "FAIR" or "POOR") will require examination during Annual Surveys.
- For bulk carriers of 150m in length and upwards, fitted with double-side skin void spaces, a new requirement will apply for the examination (and reporting) of the coating condition of these spaces on ships aged 20 years and older (i.e. normally at Special Survey IV and onwards). If the coating is graded as "POOR", the double-side skin void spaces will be required to be re-examined at each subsequent annual survey.
- The definitions of "oil tanker" and "double hull oil tanker" will be changed to include only ships that carry oil cargoes in integral tanks and exclude ships that carry oil cargoes in independent tanks (e.g. asphalt carriers).
- Changes to cargo tank testing requirements for oil tankers when the testing is done by the crew. To clarify, the test is to be carried out prior to overall and close-up surveys (within the Special Survey window and not more than three months prior to the completion date of overall or close-up surveys).

Impact of new requirements

For bulk carriers, they will specifically impact the following cases:

- Water ballast tanks with "FAIR" coating condition annual examination will be required after the first Special or Intermediate surveys (after 1 July 2024), whenever the coating condition is not restored to "GOOD".
- Ships of 150m in length and upwards, built before 1 July 2008 (based on new building contract date) and fitted with uncoated double-side skin void spaces.
- Ships of 150m in length and upwards, fitted with coated double-side skin void spaces, but where the coating condition "POOR".

What we advise shipowners and ship operators to do now

It is strongly advised that the coating condition of water ballast tanks and double-side skin void spaces is considered early to plan surveys and maintenance works.

For oil tankers, Lloyd's Register recommends being aware of the changes to the applicable range window for the completion of cargo tank testing when carried out by the crew.



Isle of Man Ship Registry celebrates 40th anniversary vowing to drive decarbonisation and seafarer welfare

The Isle of Man Ship Registry (IOMSR) is celebrating the 40th anniversary of its founding this year with a series of events as it seeks to cement its position as one of the world's most progressive flag states. The IOMSR is planning a signature event at Trinity House in London in September to thank its clients and partners and present its vision for the future.

IOMSR director Cameron Mitchell said it is vital the registry continues to lead by example as a Category 1 member of the Red Ensign Group, representing

more than a third of tonnage under the Red Ensign. He said safety, seafarer welfare and decarbonization are the pillars of future growth.

"We are further the first flag state to launch a seafarer welfare app with partners like Stella Maris, Nautilus International and the International Seafarers Welfare and Assistance Network (ISWAN). Seafarer wellbeing is very important to me and my predecessor Dick Welsh, as former seafarers ourselves. We have more than 7,000 seafarers on IOMSR vessels. It is our duty to ensure that seafarer and vessel safety, whilst embracing the latest technological advances."

U.S. Coast Guard Flag State Control Domestic Report 2023

The U.S. Coast Guard's Office of Commercial Vessel Compliance has published its 2023 Flag State Control Domestic Annual Report. This report highlights U.S. domestic fleet inspection, deficiency, and marine casualty statistics and serves as a powerful tool that highlights trends, identifies key performance indicators, and draws attention to findings over the past calendar year.

The report presents information reflecting the U.S. Flag fleet including barges, cargo vessels, passenger vessels, vessels operating on the Outer Continental Shelf, research and school ships, fishing vessels, and towing vessels.

A few key findings in the report are below:

- In 2023, the U.S. Flag fleet contained 17,577 vessels subject to inspection, with Coast Guard Marine Inspectors (MI) conducting 20,647 inspections. The number of inspections has continued to increase since 2020.
- There were 1,821 reportable marine casualties reported in 2023 involving 2,146 inspected vessels. The number of reportable marine casualties was a slight decrease from 2022.
- In 2023 there were 38 Flag State detentions, a decrease of one from 2022.

"In the past year we have promulgated policy facilitating the use of alternate design standards; acknowledging that our regulations do not account for all acceptable design and construction methods as industry continues to modernize and adapt to a changing marine environment," said Rear Admiral Wayne R. Arguin, Assistant Commandant for Prevention Policy, United States Coast Guard

There were 1,821 reportable marine casualties reported in 2023 involving 2,146 inspected vessels. In 2023, there were 38 Flag State Detentions. Action code "30 – Ship Detained" may be imposed on any inspected vessel type, including Small Passenger Vessels and Barges, when technical or operational deficiencies indicate a serious failure or lack of effectiveness in implementing the Safety Management System (SMS). For vessels without an SMS, "30 – Ship Detained" is assigned when objective evidence shows that a serious substandard condition is not being proactively managed by the company, vessel owner, or operator.

The top five detention deficiencies, in order, were fire safety, propulsion & auxiliary machinery, safety management systems, certificates & documentation and working & living conditions. Read the report at

<https://bit.ly/3WwzCRW>.

Fourth MB92 report highlights urgency for yachting industry to tackle social sustainability

Superyacht refit management specialists MB92 Group published today its fourth report designed to drive sustainable development in the superyacht industry: "People and the ocean – How the yachting industry is addressing the sustainability challenge with top talent". The report, which focuses on the social pillar of ESG, reveals a relatively high level of inertia in this area, yet underscores it as an indispensable engine for the industry's transition.

The report methodology combines insights from a panel of experts on social issues and sustainability in the yachting industry, alongside extensive research, including a quantitative survey of companies within the shipyard's supplier network and a qualitative survey of yacht management representatives and captains. The panel analysed the sector's social challenges, outlined recent progress, and identified key focus areas, driving factors, and obstacles to adopting sustainable social practices.

"Unfortunately, social issues tend to be overlooked by industry members and the general public. That is partly due to the niche nature of the industry. But it needs to change if we want the transition to happen," said Jean-Marc Bolinger, CEO of MB92 Group. "Change should take place at all levels: individuals, companies, and the industry as a whole. At the heart of the matter is how we promote awareness, understanding and sensitivity across the yachting community. We will not resolve the environmental issues confronting the sector without formal mechanisms to develop the skills of all our people."

Key findings from the MB92 report highlight the need for sustainable people management strategies, increased investment in talent engagement, and the development of essential skills. While progress has been made on environmental fronts, the industry's approach to social issues remains fragmented. Key findings of the report:

- Despite positive impacts on local economies, current approaches to social issues are insufficient and disjointed.
- While there's a growing willingness to invest in sustainable initiatives, strong incentives and broader adoption are still lacking.
- Addressing ESG issues is crucial for attracting and retaining talent, especially among younger generations. Formalising ESG roles and recruiting from outside the sector can enhance expertise and commitment.
- The industry must increase focus on developing essential skills to include knowledge of sustainable materials and practices, environmental impact assessment, and regulatory compliance.
- Close ties between the yachting industry and academia are necessary to ensure students acquire relevant skills.
- Industry employees need training on sustainability issues, including gender equality and mental health.
- Efforts to address gender imbalances on shore have had some success, but more is needed on board, particularly in ensuring contracts include maternity leave.
- Greater industry-wide collaboration is needed to address sustainability challenges in talent management. Currently, only 10% of companies collaborate regularly with other stakeholders.



Register to receive a full copy of the report at <https://bit.ly/3xWdS8x>.

MCA releases MGN 548 (M+F) Amendment 1 - Servicing Requirements for SOLAS Inflatable Life-Saving Appliances

The UK Maritime and Coastguard Agency (MCA) has published an amended MGN 548 that details how SOLAS-certificated life-saving appliance servicing stations can gain the necessary approval from the UK Secretary of State to act as a UK Approved Service Station. It also provides some essential considerations for vessel owners.

Before submitting a SOLAS-certificated inflatable life-saving appliance (LSA) to a service station, owners, masters, or skippers of UK-registered ships, fishing vessels, and small commercial vessels, should check that the station is a UK-Approved Service Station and, therefore, is capable of servicing the particular make and model of equipment.

Where a UK ship, fishing vessel, small commercial vessel, or pleasure vessel is carrying SOLAS-certificated inflatable LSA which needs servicing in a country other than the UK, the MCA will also accept service stations which are accredited by the relevant OEM and have been approved by the relevant maritime Administration of that country in accordance with IMO Resolution A.761(18), as amended. In such cases it remains the responsibility of the owner, master, or skipper to ensure that any service station used to service a SOLAS-certificated inflatable LSA meets these criteria.

If a product was manufactured by a company for which there is no UK-based Approved Service Station, it is the responsibility of the owner, master, skipper or agent to contact the OEM and request details on the location of manufacturer Approved Service Stations for the specific equipment. In all cases, only a service station accredited by the relevant OEM and approved by a Maritime Administration in accordance with IMO resolution A.761(18) may be used.

Read the amended MGN 548 at <https://bit.ly/3LBAgYb>.

Update on emergency power supply testing non-compliance issued by Tokyo MoU

The Tokyo MoU has released a Safety Bulletin advising that there have been numerous observations by Port State Control Officers (PCSOs) where the "simulated blackout" testing of the Emergency Generator is demonstrated as fully functional, but during an actual power blackout, the system does not meet the requirements of SOLAS Ch. II-1, Reg. 42 / 43.



PCSOs have observed an alarming number of ships that were able to demonstrate a satisfactory test of the emergency generator utilizing a Sequence Test or RTS, but when tested by opening the Main Switch Board (MSB) Bus Tie (controlled blackout), the emergency generator was unable to:

- 1)** automatically start; or **2)** provide transitional power; or
- 3)** automatically connect to the emergency switchboard.

These simulated blackout tests of the emergency generator may not meet the requirements of SOLAS Ch. II-1, Reg. 43.7, and more importantly, give ships' engineers a false sense of readiness of the ship's emergency systems in the case an emergency. This may endanger life, ship, and the environment, stresses the Tokyo MoU.

Download the Safety Bulletin at <https://bit.ly/4cHpb3o>.

Landmark exhibition celebrating the contribution of women to the maritime industry comes to Portsmouth, UK



based women – Betzy Shell, Boatbuilder, and Emily Ball, Boatkeeper Assistant.

Louise Sanger, Head of Research, Interpretation & Engagement – Heritage & Education Centre at Lloyd's Register Foundation, said: "We're thrilled to be bringing SHE_SEES to Portsmouth, one of Britain's most significant cities when it comes to naval history.

"When we started working on this project, we had one mission in mind: to set the record straight on women's contributions to

Launched last month and running until August 2025, members of the public can experience the free thought provoking SHE_SEES exhibition, which is being hosted in Boathouse 4 at Portsmouth Historic Dockyard, spearheaded by UK-based global safety and education charity Lloyd's Register Foundation.

The exhibition taps into archive materials from across the UK and Ireland to uncover the extensive history of trailblazing female voices in the maritime industry and aims to change the tide on diversity. More than just looking into the past, the exhibition highlights a persistent gender imbalance. Recent research from the International Maritime Organization, found that women currently only account for just 29% of the overall industry workforce – a figure that drops to 2% when it comes to female seafarers within the crewing workforce.

Blending striking visuals, art and storytelling, the SHE_SEES exhibition features portraits of inspiring women working in the maritime industry. It also includes two new portraits from Portsmouth-

maritime, now and throughout history. There is so much the industry has to offer, but we need more representation first to inspire young girls to explore potential careers there – so we hope our exhibition will be a catalyst for change."

Hannah Prowse, CEO of Portsmouth Historic Quarter Trust, said: "We are absolutely delighted to be welcoming the SHE_SEES exhibition here into the Dockyard and into Boathouse 4 from the International Maritime Organization.

"The boathouse can seem intimidating, with its boats, tools and people working there – but with this exhibition, we hope to reinforce the idea that this space is for everyone."

Entry for the exhibition is free. Visitors should ask for a 'historic quarter pass' at the Portsmouth Historic Dockyard's Visitor Centre, which gives them free access to the site, excluding ticketed attractions.

Watch a short promotional video about the exhibition at <https://youtu.be/9Vr02qRMSjU>.

Nice Boating Tomorrow: a sustainable boating trade show in 2025

The Nice Côte d'Azur Metropolis and Grand Pavois Organisation have officially announced the organisation of the first edition of Nice Boating Tomorrow, a trade show dedicated to sustainable boating, scheduled to take place in Nice in 2025. The collaboration agreement, signed by Christian Estrosi, Mayor of Nice, and Alain Pochon, President of Grand Pavois Organisation, marks the beginning of this ambitious project that will be held at Quai Infernet, in the Port of Nice, from Thursday 30 October to Sunday 2 November 2025.

Even door hinges are intelligent on modern cruise ships

The majestic Icon of the Seas entered service on January 2024, and she is the largest cruise ship ever built. There are a lot of features that make her iconic and innovative, including the door hinges. Antti Marine delivered over 3,200 e-hinges to certain types of stateroom doors onboard the Icon. The e-hinge and an online RFID lock connect the door to the ship's Ethernet network. The lock is also supplied with electricity via the e-hinge (PoE). The cabin key can then be used as an identifier, for example when the passenger buys services onboard or in a partnered resort.

Conventional systems leave the online cabling exposed when the door is open, making it vulnerable to accidental damage, and even vandalism. In the Antti Marine intelligent system, the cabling between the door leaf and the door frame is implemented with an e-hinge. In other words, the cable is invisible and protected all the way. Passengers will never even know it's there.

Antti Marine has thoroughly tested the functionality of the e-hinge. It is totally maintenance-free and corrosion-resistant. It has been tested according to the EN1935 standard for durability up to class 11, which is over 200,000 test cycles for an 80-kilogram door. The electronic operation of the e-hinge is tested in as many as three stages: first mechanically and for the electronic features at the hinge manufacturer, then the wiring is tested in a pre-cabled hinge with RJ45 connectors, and finally, the e-hinge is tested when installed in the finished door.



Dry Bulk Centre of Excellence launches DryBMS platform

The Dry Bulk Centre of Excellence (DBCE) has launched the Dry Bulk Management Standard (DryBMS) platform to improve safety management.

Developed over four years in collaboration with shipowners, managers, risk management experts, and supply chain stakeholders, DryBMS is an online self-assessment tool for shipowners and stakeholders to evaluate safety management processes and practices across 30 subject areas within four sections:

- Performance - People - Plant - Process -

DryBMS is a voluntary standard that prioritizes improvement in standards in the dry bulk marine sector. This voluntary program is designed to allow ship managers to measure their Safety Management System (SMS) against agreed industry standards, with the aim of improving fleet performance and risk management. This aims ensure an operator's policies align with industry best practice to both advance their performance and attain high standards of health, safety, security and pollution prevention.

Furthermore, the DBCE supports that the platform ensures data confidentiality, with only subscribers able to share their information. It provides a score reflecting a subscriber's standing against industry expectations at four levels: basic, intermediate, advanced, and excellence, offering a pathway for maintaining or improving management practices.

By adopting the DryBMS framework a subscriber can show their dedication to safety improvement and can demonstrate their operations exceed fundamental requirements.

KR provides guidelines for BWM in challenging water quality

The Korean Register (KR) has said that when managing ballast water in ports with Challenging Water Quality (CWQ) under the BWM Convention, it should be done according to pre-planned procedures. This plan should be established within the ship's Ballast Water Management Plan (BWMP), considering the OMSM (Operation, Maintenance and Safety Manual) of the ship-specific BWMS, in consultation with the BWMS manufacturer, and by referring to this guidance.

CWQ refers to ambient uptake water having quality parameters (including but not limited to high total suspended solids or turbidity) that cause a BWMS to be temporarily inoperable due to an operational limitation or an inability to meet operational demand. However, temperature and salinity are not parameters that define CWQ.

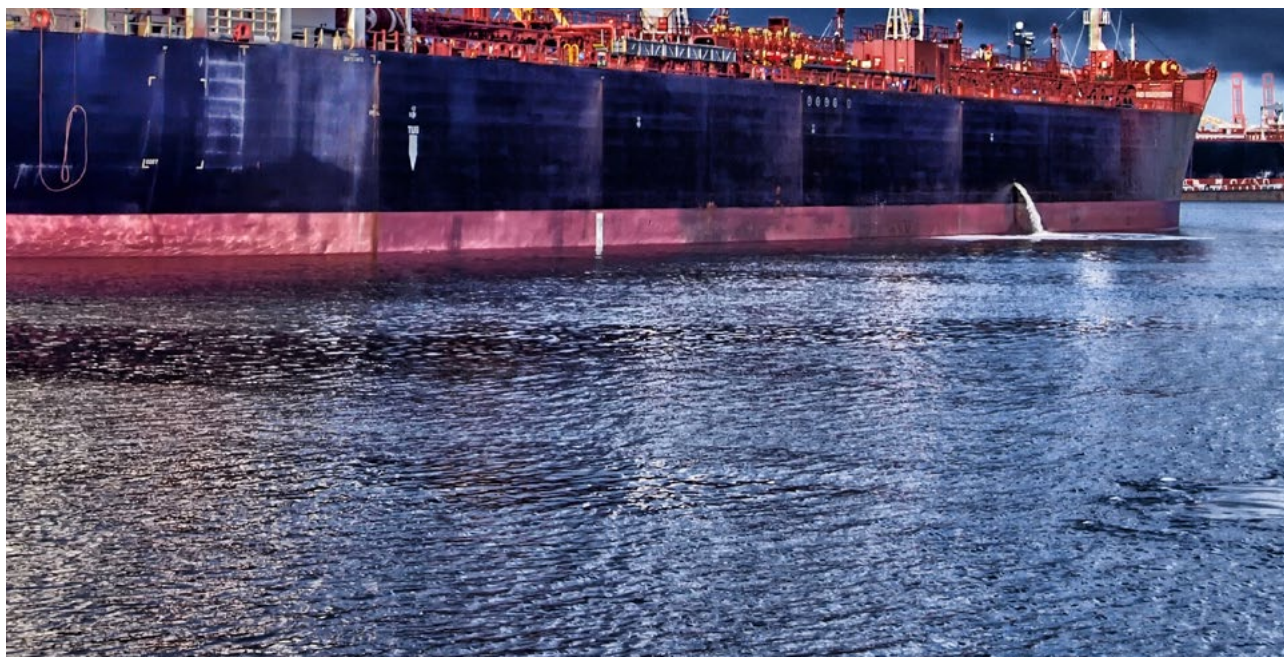
Therefore, the procedures for ballast water management in CWQ ports should be incorporated into the ship's BWMP. In principle, reflecting CWQ procedures in the BWMP does not require re-approval. However, if there are any instructions from the Administration, it should be followed.

In principle, bypass operations are not recommended. As a last resort, only the minimum safe amount required for the vessel's safety should be bypassed since uptake of ballast water bypassing BWMS is likely to contaminate ballast tanks and piping systems with harmful aquatic organisms and pathogens that pose a risk to the environment, human health, property, and resources.

For "reactive bypass" operations, prior consultation with the flag Administration or the port Authority of the current and next port of call is not required. However, any discharge of ballast water from tanks where untreated water was taken in by bypass operation and exchanged with treated water should be reported to the receiving port State before arrival. Additionally, any deviation from the procedures in this Guidance or the BWMP should be noted in the communication. Reactive bypass means a bypass undertaken during a ballasting operation upon reaching an operational limitation or encountering an inability to meet operational demand.

"Pre-emptive bypass" operations should be discouraged. However, if appropriate, it can be done in specified ports or locations only after prior agreement with the flag Administration and the receiving port State. Detailed procedures should be documented in the BWMP. Pre-emptive bypass means a BWMS bypass undertaken, prior to or during a ballasting operation, in anticipation of reaching an operational limitation or encountering an inability to meet operational demand.

If a bypass operation is undertaken, affected ballast water tanks and/or piping should be decontaminated (BWE+BWT) to comply with D-2 standard at subsequent discharge locations. In principle, ballast water should be exchanged in waters compliant with B-4.1 regulations.



InterManager issues call for industry-wide accident reporting

Accidents onboard ships are not decreasing, according to the latest accident statistics submitted to the International Maritime Organization by InterManager.

The Association says the number of seafarers injured in falls has remained fairly consistent year on year, as has the number of injuries resulting from rescue and survival craft accidents. However, the Association warns that the casualty rate for enclosed space accidents has almost doubled. InterManager has submitted its figures, which span several decades, to the 10th session of the IMO's Sub-Committee on Implementation of IMO Instruments taking place from 22nd to 26th July in London.

The Association's submission provides information and analysis in support of InterManager's information documents on enclosed space accidents (ranging from 1996 to 1 May 2024), fall accidents (from 2012 to 1 May 2024), and accidents involving rescue and survival craft (from 1980 to 1 May 2024).

InterManager notes there remains a significant lag between accident occurrence, its investigation, and the report being uploaded into the Marine Casualties and Incidents (MCI) module of the Global Integrated Shipping Information System (GISIS).

"It would be markedly beneficial to all analyses if this unwelcome lag could be decreased, or indeed eliminated," said InterManager. Industry statistics are undermined due to lack of transparency and hesitation in sharing accidents. This is causing problems with accident reporting.

InterManager's submission notes a number of accidents involving falls onboard ships are not being recorded within GISIS nor made available elsewhere, although these accidents are being openly reported and recorded on ship type-specific websites and within regional media. It also notes there have been a number of enclosed space accidents in ship repair yards which are not currently required to report to GISIS.

Read the story in full at <https://bit.ly/465JZz7>.

WISTA UK celebrates 50 years of championing diversity and inclusion in the maritime industry

The Women's International Shipping & Trading Association UK (WISTA UK) recently marked its 50th anniversary with a celebratory event highlighting five decades of progress and ongoing efforts

to promote diversity and inclusion within the maritime industry. The event, which included an insightful conference and a grand evening reception, brought together industry leaders, members, and supporters to honour achievements and set the stage for future advancements. The conference started with a welcome by Monica Kohli, President of WISTA UK, followed by a welcome address by His Excellency Arsenio Dominguez, Secretary General of the International Maritime Organization (IMO).



Members of the WISTA UK Executive Board pictured with the Secretary General of the IMO, Arsenio Dominguez

Maldives to get new superyacht marina

A new luxury lifestyle destination called Zamani Islands is currently under development in the Maldives, comprising eight islands, three individual resorts, and a collection of lavish private residences covering 500 hectares of a natural lagoon in the South Malé Atoll. Developed by UAE-based Atoll Estates, it will also be home to a superyacht marina and the first medical spa in the country. The marina will cover an area of 60,000m², nearly 15 acres. Atoll says it will also be the first resort in the region to run on 100% renewable energy and could eventually produce up to 50% of its own food.

"It was our intention from the outset to conceive a resort with sustainability truly at its heart that will do good for both people and place," Aoit Majumder and Dmitry Bourtov, founders of Atoll Estates, said in a statement.



Captain Ian Finley to receive IMO International Maritime Prize

Captain Ian Finley, Permanent Representative of the Cook Islands to IMO, has been selected as the recipient of the prestigious International Maritime Prize for 2023. The decision was made by the IMO Council at its 132nd session (8 to 12 July 2024).

Captain Finley was nominated for the award by the Government of the Cook Islands. As a delegate to IMO, representing Panama and latterly the Cook Islands, he has been an active participant in the development of virtually all safety, environmental and legal legislation adopted by the Organization since 1995.

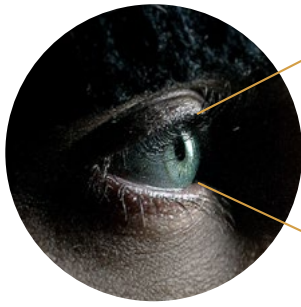
In its statement supporting his nomination for the prize, the Government of the Cook Islands cited Captain Finley's longstanding work as a delegate to IMO for more than three decades. He is "a stalwart of Diplomatic Conferences, always striving for consensus and, when necessary, helping to facilitate the compromises required". He is an ex-mariner with "an understanding of and empathy for the challenges that continue to be faced by seafarers and the obligations of all to ensure their training, safety and wellbeing".

New Zealand Marine Industry Association elects new president

Tracey Stevenson has been elected president of the New Zealand Marine Industry Association at its recent AGM. Stevenson is director of Lloyd Stevenson Boatbuilders and the first female president in NZ Marine's 59-year history. She has served the past two years as vice president and has also served two years as chair of the Marine & Specialised Technologies Academy (MAST).

Following a career in the corporate accounting world, Stevenson married into the Lloyd Stevenson Boatbuilders' team in 1987, and more formally joined the company in the early 2000s. She manages to balance several governance roles in the not-for-profit world with her role in the leadership team.





What
caught
my eye...

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

Iconic Greek island shipwreck at risk of disappearing

Like most other people, I hanker after a bit of nostalgia and this story took me back in time to a memorable holiday in the Greek islands. I was fortunate enough to visit the island of Zakynthos about 30 years ago. We took a boat trip out to



Navagio Beach to view the iconic, badly rusted wreck of MV Panagiotis. My overwhelming memory was jumping from the side of the boat into the clear blue Ionian waters to swim the 50 metres to the shore fighting against a strong tide - and all to see a rusted, decaying hulk! The MV Panagiotis, which ran aground in October 1980, is now partially buried in the sand and severely damaged.

Anyway, I now hear that the remains of the ship are at risk of disappearing due to extensive damage caused by waves and weather, according to local authorities. Zakynthos Mayor Giorgos Stasinopoulos emphasised the municipality's responsibility to manage and protect this important site and experts in Greece are urging immediate action to protect both the shipwreck and the beach. The beach, which was recently awarded the best in the world, has been closed to tourists for two summers in a row due to landslide concerns.

Professor Efthymios Lekkas warned that if the ship disappears, the beach might return to its pre-shipwreck state, losing its unique appeal. He emphasised the need to preserve the ship, citing its role in the Normandy invasions.

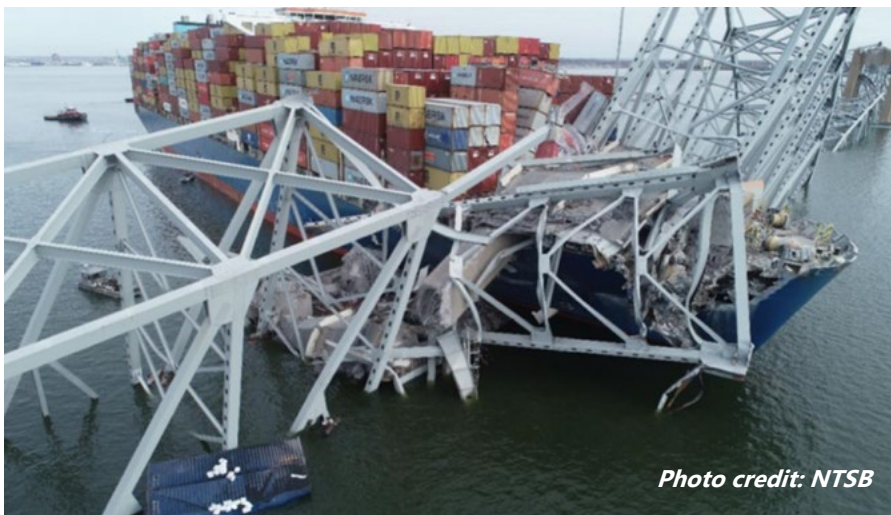


Photo credit: NTSB

Baltimore officials made a bad bet – you bet they did!

I was rather struck by a recent article I read written by Joel Milton, an American who works on tow boats.

As he explained, on 9 May 1980, the freighter Summit Venture, with a harbour pilot onboard guiding it, was entering Tampa Bay approaching the Sunshine

Skyway Bridge when the total reliance on luck proved, once again, to be a bad bet.

He writes that the original Sunshine Skyway Bridge and the Francis Scott Key Bridge were in similarly vulnerable locations, spanning shipping channels at the mouths of busy harbours with only a single entrance, and of similar construction: steel truss bridges supported by piers. The support piers of both bridges immediately adjacent to the ship channels were not protected in any meaningful way given the size of the vessels using the channel, nor were any other significant measures taken to help offset that known vulnerability. But this was not a design flaw per se. It was a choice.

Unlike the containership Dali in Baltimore, the Summit Venture suffered no loss of steering or propulsion. Heavy thunderstorms with squalls moved through as the ship arrived at the bridge. The resulting loss of visibility and strong winds proved disastrous, and the ship struck a support pier, collapsing the southbound span and killing 35 people.

The primary reason for failing to adequately protect critical infrastructure from even easily foreseeable events like a ship-strike comes down to money and human nature, articulates Joel Milton. The Tampa Bay area made a bad bet and let it ride for 26 years until luck ran out. Baltimore made a bad bet and let it ride for 47 years despite receiving a loud-and-clear warning of what can happen less than three years after the Key Bridge opened. That warning went unheeded.

I have no further comment to make about this story other than it is both thought-provoking and frightening on several levels. I wonder what precautions and considerations will be made for future bridge constructions, to say nothing of beefing up the protection of existing vulnerable structures - and will any of these previous learnings be taken into account, or do the authorities just trust to luck, keep their fingers crossed and make more bad bets?

Delft students cross North Sea in self-built hydrogen boat



Perhaps you are reading this story and are young, or perhaps, like me, you are reading this and wish you were young! The reality is, in my humble opinion, that the technological opportunities being presented to the youth of today are exceptional, unrivalled throughout modern history and almost endless.

Here's a perfect example and I salute the students from Delft in the Netherlands for their success. They arrived in Ramsgate, UK with their self-built hydrogen boat, becoming the first to cross from the Netherlands to England with a fully hydrogen-powered vessel, making the nearly 169-km journey on a single tank. And from what I read it was not all plain sailing. The team's first attempt to make the crossing failed due to technical problems that occurred the day before and the risk of thunderstorms. But the students tried again, and it seemed this attempt may have been unsuccessful as well when, at the outset, a cooling pump broke down. But with a quick pitstop in the harbour of Zeebrugge, the pump was successfully replaced, and the boat was once again seaworthy.

Crossing the North Sea brought many additional challenges for the students, including safety, logistics, and jurisdiction. An internal team was formed to work full-time on the organisation of the crossing alongside the testing phase. To ensure safety, protocols were drawn up, extra training sessions and preparations were taken on, and necessary safety products were purchased. Logistical planning was also a significant challenge this year, especially since the exact date of the crossing depended on the weather.



Photo credit: Juha Flinkman, SubZone OY, CC BY-SA 4.0, via Wikimedia Commons

Efforts underway to clean Baltic Sea of hazardous remnants from shipwrecks

We so often hear negative comments aimed at the shipping and boating world in general, so it is good to be able to redress the balance for once. This story talks about an impressive, if ambitious project, to reduce pollution in old shipwrecks littering the Baltic Sea, of which there are estimated to be 20,000.

The article informed me that institutions and private companies from Poland, Lithuania, Germany and Sweden are collaborating on a project aimed at reducing pollution from dangerous fuels, ammunition and other remnants found in shipwrecks in the Baltic Sea. The initiative, known as "Baltwreck," is spearheaded by the Jagiellonian University in Kraków, southern Poland.

Of the aforementioned 20,000 known wrecks of both military and civilian ships, it is believed that 10 per cent are sources of pollution due to leaking fuels or remains of submerged ammunition. Over 80 years after World War II, hazardous substances such as carcinogenic pyrolytic oil are still seeping from some of these corroded structures.

Michał Silarski from the Jagiellonian University's Department of Experimental Physics of Particles and its Applications is leading efforts to test new methods for detecting hazardous materials in the sea. He has developed a highly-rated project called 'Non-invasive sensor for detecting hazardous materials in the aquatic environment'. The sensor operates on the principle of neutron activation of substances and the measurement of characteristic gamma quanta spectra emitted after irradiation with a neutron beam. This method allows for remote chemical composition analysis of a suspicious object without endangering human life or health.

Baltwreck launched on 1 July and will continue for three years. It has a total budget of EUR 3.83 million, with EUR 3.06 million funded by the European Regional Development Fund through the Interreg South Baltic Programme.

Let's be grateful to Michał and watch with interest to see what he and his team can achieve.

Swedish lifeboat rowed home to Limehouse after 155 years

In times of turbulence and uncertainty in our world, stories like this create something of a feel-good factor.

A 19th-century lifeboat given to the King of Sweden by Queen Victoria's wine merchant has made a homecoming voyage, rowed across the Thames to the yard where she was built - Limehouse Basin, London. Lifbåt 416, a self-righting lifeboat built to the Royal National Lifeboat Institution's specification at Forrestt & Son was a gift to King Karl XV from James Gunston Chillingworth in 1868. The pioneering self-righters built by Forrestt were tested by being dropped into the water on Limehouse Cut, London's oldest canal which opened in 1770.

After an illustrious career saving 80 lives on the treacherous waters around Skanör, southern Sweden, Lifbåt 416 answered her last call-out in 1939. She spent more than 45 years on display outside Falsterbo museum before her restoration to seaworthiness in 1992.

In recognition of the boat's origins, and to mark the bicentenary of the RNLI, the Skanör-Falsterbo Lifbåtsroddarelag club arranged for Lifbåt 416 to return to the UK by freight to participate in an anniversary event at the RNLI headquarters in Poole, Dorset.

She then returned home under oar power to Limehouse for the unveiling of a commemorative plaque.



New 'must have' LEGO set featuring the Orca from Jaws is coming

And finally, I just had to share this story with you! I was brought up as a child when LEGO was a relatively new and rather basic toy with simple building blocks, although still great fun to play with and a childhood favourite. Now just look what's happened over the years. It has come a long way.



LEGO has recently announced the launch of a Jaws-themed playset that includes the fishing boat Orca, plus the main cast from the iconic 1975 film – oh, and not forgetting that pesky shark too!

The new set comprises 1,497 pieces and along with the Orca and shark come Chief Brody, Captain Quint, and Matt Hooper with assorted other items such as fishing equipment, the shark cage, and even Chief Brody's revolver.

Christmas is on the horizon, so if you celebrate it, best to get it on your gift list soon I'd say.

I'll have more for you next month.

Mike Schwarz



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