IIMS News Bulletin



Welcome to

this month's news bulletin compiled by IIMS, the leading worldwide professional body for professional marine surveyors. Back editions of the news bulletins are available in PDF and eReader format at https://bit.ly/3LQdDOw.

This monthly publication aims to keep members, non-members, and those who touch the surveying profession up to date with relevant industry news, the latest marine innovations and essential information for surveyors. For more information about the Institute, visit: **www.iims.org.uk** to discover a mine of valuable information - it is the most comprehensive online resource of its kind.

Chief Executive Officer's *Welcome*

Dear Colleague,

Often my monthly introduction column to this News Bulletin is driven by the prevailing news at the time of writing and comments reaching my inbox. This month is no exception – only that in the past few weeks, there have been two far reaching topics of conversation that have produced larger than normal reactions and much debate.

The first is the UK government's exceptional call for evidence to decarbonise the UK's fleet of under 400gt vessels.

I appreciate that IIMS is an international organisation and our local wranglings in the UK may be of little interest to others in the world, but maybe this policy will reach other parts of the globe too. Also, I am conscious that the Institute is a non-political organisation, so I choose my words carefully!

The UK government has launched a consultation which runs until 25 July 2025. More detailed information about the consultation follows my introduction. Already there have been loud voices of concern raised from various parts of the small boat sector, including the canal boat community, the fishing industry and charter sector amongst them, about the impracticalities of such new regulation. The ramifications could be huge, depending on the outcome of the consultation and the subsequent new regulation burden placed on the small boat market.

On 4-5 April I had the pleasure of co-hosting the annual IIMS Baltimore Conference from the MITAGS facility on the outskirts of the city. The event drew a good face-to-face audience with a number of others joining online, including some new faces. Once again, I applaud the efforts of James 'Randy' Renn, IIMS Regional Director US, for organising the event and attracting some great speakers to ensure its success. Over the two-day event, delegates heard (amongst other topics) about the latest developments with

lithium-ion batteries, new thinking on slamming hull shapes, why report writing software is making inroads, a humorous look at photos taken on survey that defy the imagination, plus much more.

The second matter - my visit to America coincided with the announcement by President Trump of the new global tariffs. This news became the hot topic of conversation at the event, unsurprisingly. The instant reaction to the news from delegates was not favourable or encouraging. I have since been asked by many what impact the tariffs might have on the shipping and boating industry and specifically on the marine surveying sector. In truth, I simply do not know at this stage anymore than you do. And by the time you read this column, no doubt things will have changed and moved on again as this is a fluid situation.

But I have scouted around world media for initial reactions of relevance and can share the following with you, although at this stage it is mostly speculation of course:

[Source: The National]
Mr Trump's "imposition of tariffs on trading partners around the world is likely to accelerate re-routings of global trade and longer-term fundamental shifts in shipping demand," Bloomberg Intelligence said.

"From a shipping perspective, the container sector will be affected the most. Many tanker and dry bulk commodities have so far been exempted from the tariff increases but most goods shipped in containers will face import tariff increases," Niels Rasmussen, chief shipping analyst at BIMCO, said.

[Source: European Boating Industry]
As a result of this announcement, the industry association European Boating Industry (EBI) issued a statement, expressing strong opposition to the tariffs, highlighting the potential risks to businesses on both sides of the Atlantic.

"EBI strongly opposes tariffs and underlines the potential risks to businesses on both sides of the Atlantic and the entire value chain. The boating industry is globally integrated and North America and Europe are the largest markets. Tariffs disrupt businesses, hinder economic growth, and jeopardise jobs."

[Source: gCaptain]
The maritime industry is bracing for substantial disruption, particularly in the container sector, which analysts say will bear the brunt of the impact.

[Source: SuperYacht Times]
The imposition of a 20 percent tariff on EU exports could have significant repercussions for the superyacht industry, particularly affecting European yacht builders and American buyers with increased costs for buyers, challenges for European builders and changes to the brokerage market. As well as this, European shipyards, many of which are small and medium-sized enterprises (SMEs), might experience a decline in orders from the US market, impacting production schedules and financial stability. In turn, the brokerage sector may need to adapt to changing market dynamics, possibly focusing more on domestic listings or exploring new markets less affected by the tariffs.

[Source: ICOMIA]
ICOMIA and all of our members strongly oppose the imposition of tariffs on recreational boats and their associated products.

These tariffs create significant risks to the growth potential of our industry, that is by its very nature internationally connected and global in nature. Their impact will be to hinder economic growth and jeopardise jobs, especially within SME's that represent a large proportion of our industry. ICOMIA will support our members globally, especially NMMA in North America and EBI – European Boating Industry – on the removal of these punitive measures.

[Source: Sail Universe]
American boat builders and equipment suppliers are bracing for increased costs on imported materials and components essential to boat manufacturing. The higher tariffs particularly affect specialized hardware and advanced electronics - areas where American producers often rely on imported parts. Beyond the immediate effects on pricing and sales, these tariffs could have longer-term implications for the sailing industry's supply chain. Companies heavily reliant on imported components may need to rethink their sourcing strategies or risk further disruptions.

Following straight on from the Baltimore event, I headed down to Cornwall in the UK south west. IIMS member, Nick Healey, had arranged an informal evening gathering for local surveyors at the Falmouth Boat Co. Under the guidance of lead engineer and technician Steve, we were given a fascinating overview of engine problems and solutions in the workshop by an individual who really knew his stuff. This type of informal gathering is always welcome and so it proved on this occasion. My thanks to Nick for organising.

I'd like to close out by reminding you of two great hybrid events organised by IIMS taking place during May.

If you are at the heavy commercial end of marine surveying, you are invited to join us on 13 May for **"Marine Surveyors, P&I Clubs, and Loss Prevention: Collaboration for Safer Seas"**. Open to all, either in-person or online. The event is being broadcast live from the UK P&I Club's offices in central London. More info at **https://bit.ly/3DSyaCm**. Don't miss this one!

And the following week on 20 May, we are hosting the **"Festival of Knowledge X"** live from Amsterdam for the eCMID AVI community. Join us to celebrate the tenth anniversary since we launched the eCMID accreditation scheme back in May 2015. Full details about the programme can be found at **https://bit.ly/4iGRRwk**.

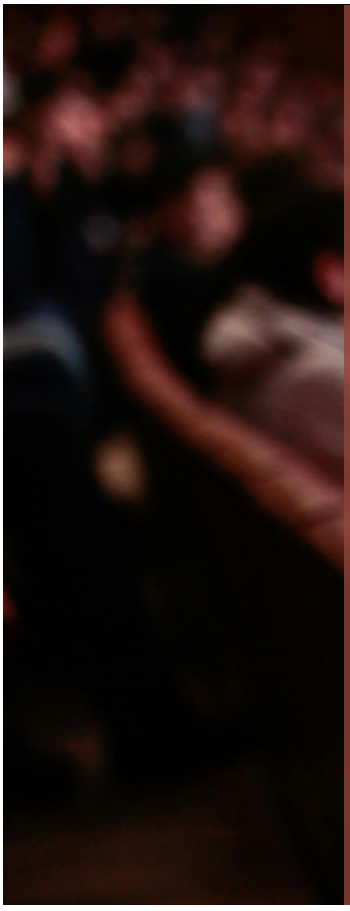
Survey well.



Mike Schwarz
Chief Executive Officer



IIMS Regional Director US, James 'Randy' Renn (right) pictured with IIMS CEO, Mike Schwarz.



Important Notice

Notice is herby given that the IIMS Annual General Meeting will take place on Tuesday 3rd June from 14.00. The meeting will be broadcast from the IIMS office in Portchester by Zoom.

AGENDA

1. Apologies
2. Minutes of previous AGM held in June 2024
3. President's Report (Capt Ruchin Dayal)
4. Chief Executive Officer's Report
5. Directors' Reports
6. Pre AGM election voting results on the following two items:
   a) Management Board re-election en-bloc
   b) Proposed Fee Structure for 2026 Membership
7. Fellowship & Honorary Membership awards
8. Any Other Business

There are two items, which those members who are entitled to vote, are encouraged to do so.

To register your vote, or attendance at the AGM, or to send your apologies for absence go to **https://bit.ly/42qrF2f**.

NMMA confirms 9% decline in US new boat sales

National Marine Manufacturers Association

The National Marine Manufacturers Association (NMMA) — a trade association representing boat, marine engine and accessory manufacturers in North America — has released its Monthly Recreational Boating Industry Data Summary report, highlighting a significant 9.1 per cent decline in new boat sales in North America.

The report analyses recreational boating powerboat unit sales and key economic indicators through December 2024. While these monthly NMMA reports cover a rolling 12-month period, this latest version for December offers a full look at the calendar year 2024, confirming estimates for retail and wholesale sales declines.

Declining retail sales: From January to December 2024, new boat retail sales in North America fell by 9.1 per cent, totalling 231,576 units—a significant year-over-year decline influenced by economic pressures and fluctuating consumer confidence.

The inaugural Superyacht Show Türkiye looks forward to welcoming visitors in May

SUPERYACHT SHOW **TÜRKİYE**

The Superyacht Show Türkiye, scheduled for 8th to 12th May 2025, is poised to position Türkiye as a leading hub for luxury yachting. Taking place in the picturesque setting of Göcek, Fethiye, Muğla, this event aims to bring together key industry players while showcasing the country's growing influence in the international maritime sector.

The mission of Superyacht Show Türkiye is to strengthen the maritime sector globally by introducing innovative and sustainable solutions. The show's vision is to become one of the world's most prestigious yachting events, serving as a hub for industry professionals, investors, and enthusiasts alike.

Renowned as one of the most prestigious yachting destinations in the Mediterranean, Göcek offers a perfect backdrop for this grand event. Its stunning bays, modern marinas, and high-end yachting services make it a prime location for showcasing Türkiye's excellence in the maritime industry.

More information at **https://bit.ly/3Y0VaWZ**.

25% of global steel production is lost to corrosion

Corrosion specialist Steelpaint, based in Germany, is calling for urgent action to address the significant environmental impact of steel corrosion, warning that inadequate corrosion protection is contributing more to global CO2 emissions than the entire aviation industry. With the maritime industries consuming an estimated 100m tonnes of steel annually, premature corrosion and subsequent steel renewal work is increasing carbon emissions dramatically, said Steelpaint's managing director Klaus Müller.

"Addressing this issue through effective steel protection is an economical and environmental imperative. Every premature steel asset failure triggers a replacement cycle that indirectly undermines the industry's decarbonization efforts," Müller said.

Steel production remains one of the most carbon-intensive industrial processes. To produce a single 10m by 10m, 20mm thick steel plate, for instance, emits about three tons of CO2. Factor in transportation costs and the need for additional coatings, and the carbon footprint looms large.

This is underscored by a joint research study carried out by Curtin University and Ohio State University, which estimated that 25% of global steel production is lost to corrosion, with replacement and renewal accounting for 4 to 9% of total emissions globally.



MAIB investigation into fatalities on board bulk carrier Berge Mawson

The UK Marine Accident Investigation Branch (MAIB) has published a report into the deaths of three stevedores in a cargo hold access space on board the bulk carrier Berge Mawson.

The incident took place at Bunyu Island anchorage, Indonesia on 27 June 2022.



Image courtesy of Komite Nasional Keselamatan Transportasi

What happened

On 27 June 2022, three unconscious stevedores were recovered from a cargo hold access space on board the Isle of Man registered bulk carrier Berge Mawson at Bunyu Island Anchorage, Indonesia. Despite prompt medical attention by ship and port staff, the three men died.

Berge Mawson was loading a bulk cargo of coal from barges using a floating crane. The coal in cargo hold No.7 was being levelled by a bulldozer, when loading was paused and all hatches were closed due to heavy rain. Once the rain had stopped, a stevedore made several attempts to gain access to the bulldozer. Unsupervised, the stevedore mistakenly descended into cargo hold No.8 access space where he collapsed. As Berge Mawson's crew were collecting rescue equipment, two stevedores also collapsed in cargo hold No.8 access space as they attempted to rescue their stricken colleague.

The MAIB investigation concluded that:

- The stevedores died because they entered an enclosed space that had a noxious atmosphere that could not sustain life.
- Atmosphere testing of cargo spaces was not routinely carried out before stevedores entered the compartments.
- The stevedores were not adequately supervised on board Berge Mawson.
- Access ways to cargo spaces were not locked closed when not in use.
- The stevedores were unable to understand safety labels and warnings and cargo space identification.
- The agreed Ship-Shore Safety Checklist had limited validity after the commencement of cargo operations.
- The terminal had not trained the stevedores in line with international guidelines on safe cargo work on board bulk carriers.
- An industry-led initiative that requires bulk terminals to implement safety training and management systems could improve stevedore safety on board vessels.

Recommendations

A recommendation has been made to the Maritime and Coastguard Agency to review and revise the Code of Safe Working Practices for Merchant Seafarers to ensure that emergency drill scenarios for enclosed space rescues include the possible presence of shoreside staff or third parties. Recommendations have also been made to Bunyu Port Organizing Unit, PT Bintang Kartika Segara and PT Tanjung Mas to follow the guidelines set out in the IMSBC Code, BLU Code and BLU Manual to provide stevedores with training and PPE to enable them to work safely on board bulk carriers. A recommendation has been made to Berge Bulk Maritime Pte. Ltd maintain clear and precise guidance for masters and ships' crews on cargo operations and ensure that specific duties for shore personnel are considered and the control of access is robustly applied. Recommendations have been made to Intercargo, InterManager and RightShip to develop a minimum operational safety standard for stevedores conducting cargo operations on board their members' vessels to include and encourage their members to introduce the minimum operational safety standard for stevedores.

Read the full PDF report at **https://bit.ly/3FC6lPB**.

Recent developments in hatch cover testing *By Mike Wall*



In the 25 years since I first carried out a comparison of ultrasound hatch cover testing equipment in southern China this method of hatch cover testing has become accepted as the go-to method. More and more shipping companies are using the equipment to check watertightness after loading and before sailing. It has also become the methodology required by P&I Clubs during condition surveys.

There are courses out there for marine surveyors to learn how to use the gear correctly but there are still many who are ignorant of how it should be used to avoid misreadings.

Briefly, the aim of the exercise is to fill the hold with high frequency ultrasound by placing the generator in the middle of the lower hold. This ensures that a uniform signal is received at the hatch cover seals. By taking a reading with the hatch covers open we obtain an 'open-hatch' (OH) value which is used as a datum. Any signal received less than the OH value during testing is taken as a percentage of the OH value. A plan-view of the hatch cover showing the various readings around the side/end and cross channel seals is included in the final report.

I have been monitoring hatch cover testing for many years and have to report some recent worrying developments of which I believe the P&I clubs should be aware.

A technically correct bulk generator usually has a minimum of 13 transmitters giving a multi-directional signal. More recently we have seen the development and marketing of smaller sets which are touted as the real deal. Some companies are offering an ultrasound generator with only 3 transmitters. The sound generated cannot possibly fill the hold of even the smallest bulk carrier. This smaller generator is also uni-directional and is therefore only suitable for confirming localised leaks.

It has recently come to my attention that there is a lack of calibration of HC ultrasound testing equipment. It is understandable that the survey company is reluctant to have their US equipment out of commission for a couple of weeks whilst being calibrated in the UK but the checks are essential to ensure that the equipment is operating correctly.

I therefore believe that more comparison tests should be carried out. This would enable the International Group of P&I Clubs to issue an approved list of ultrasound equipment which is suitable for purpose. It would also provide an opportunity for them to issue rules relating to calibration.

Calibration should always be carried out by the Class approved manufacturer with an appropriate certificate issued. It is unclear as to whether the P&I Clubs are requesting copies of calibration certificates before using a marine survey company and their equipment. As these certificates are easily forged it is suggested that the P&I Club ship vetting executive should be asking the equipment manufacturer for a copy of the relevant calibration certificate.

Mike Wall is the author of 'Hatch Covers - Operation, Testing and Maintenance' published by Witherby Seamanship International. ISBN 13: 978 1 85609344 6

Risk assessments are a critical safety tool



In its latest maritime safety awareness bulletin, the Australian Maritime Safety Authority (AMSA), highlights the importance of effective risk assessment, especially for high-risk tasks.

Risk assessment is a key component of the vessel's Safety Management System, which is part of the International Safety Management Code requirements.

Implementing effective controls after identifying and analysing potential hazards is a well-established approach to managing risk. However, the usefulness of a risk assessment is severely limited unless risks are adequately identified, and outcomes of the process are effectively implemented.

According to AMSA, there were a total of 345 serious crew injuries reported to AMSA from regulated Australian vessels and foreign flagged vessels in Australian waters since 2020, with 74 reported in 2024. Serious crew injuries accounted for 38.7% of all reported injuries in 2024, with a slight increase since 2022.

Risk identification
The aim of risk identification is to generate a comprehensive list of risks. This is important, as a risk that is not identified at this stage will not be included in the risk assessment and management process. It is also important to ensure that crew members with different experience and expertise are involved in identifying risks. In this way, differing perceptions can help in getting a richer understanding of risks.

Communication and consultation
When a risk to safety has been identified, it needs to be controlled. Both the identification and implementation of risk controls are most likely to be successful when different perceptions are recognised and taken into consideration. It is important that crew members are consulted and that their views, together with other knowledge of risk, are considered in the risk assessment and management process.

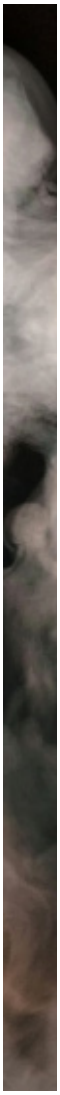
Effective communication and consultation will ensure everyone involved understands the basis on which decisions are made and the reasons why particular actions are requested. This further provides an opportunity for people to raise issues, for example regarding conflicting goals and competing tasks. Communication and consultation can be a useful way of ensuring that risks are identified, and risk controls are effectively implemented.

Monitor and review
Ineffective or failed risk controls can pose a significant risk, particularly if they go undetected. If people believe a risk has been effectively controlled when in fact it has not, they may expose themselves to unnecessary and involuntary risk. It is essential to regularly monitor and review the risk controls.

Monitoring and reviewing can take place both on a periodic basis and as the need arises, such as when the operational conditions change. This helps in ensuring that risk controls are effective, relevant, and are updated in light of new information. New information can, for example, be based on lessons learnt from near-misses.

Key messages

- Safety management systems should capture and address a comprehensive list of risks.
- Ensure hazards and risks are identified early to reduce risks to safety.
- Introduce specific measures and controls to mitigate risks effectively.
- Regularly review the risks and control measures to ensure the controls remain effective and up to date, in light of new information or a change in operational condition.
- A good safety culture supports an effective shipboard safety management system. Such a culture can help seafarers apply safe practices at all times, both during work and recreational activities on board.



Open call for evidence: Decarbonising smaller vessels in the UK

The new maritime decarbonisation strategy sets out the government's aim for UK domestic maritime to achieve net zero fuel lifecycle greenhouse gas (GHG) emissions by 2050. This will also deliver wider environmental benefits including for air quality, which will support the government missions to become a clean energy superpower.

The strategy includes a commitment to introduce emission reduction measures for vessels below 400 gross tonnage (GT) and in targeted subsectors, recognising that some subsectors will be able to decarbonise more quickly than others.

This call for evidence (CfE) is intended to gather further evidence to inform policy making relating to this commitment and to ensure that government interventions are effective, proportionate, well timed and meet emission reduction goals. We are seeking input from a wide range of stakeholders.

Vessels below 400GT are not captured by the other policy measures set out in the maritime decarbonisation strategy, such as carbon pricing or fuel regulations, which will target larger vessels (initially those over 5,000GT). However, it is essential the government takes action across the whole maritime sector to meet our goals, ensuring that action taken is proportionate, workable and effective for this diverse sub sector of maritime.

As set out in the strategy, policies are underpinned by Department for Transport (DfT) maritime emissions model. Data from automated identification systems (AIS) transponders forms the basis of the model. A key challenge for the subsector is the relative lack of emissions data as currently only vessels of 300GT or above are required to have AIS transponders. This CfE will help plug this evidence gap to develop effective and impactful policies.

The government welcomes the input and support of respondents, as the data provided for this CfE will assist the long-term development of the maritime emissions model. By providing much needed evidence on subsectors and vessels that are currently underrepresented, the model will more accurately represent a comprehensive view of the sector, enabling us to continue developing effective and targeted policy measures.

To read the policy document and have your say go to **https://bit.ly/3Y5aHoH**.

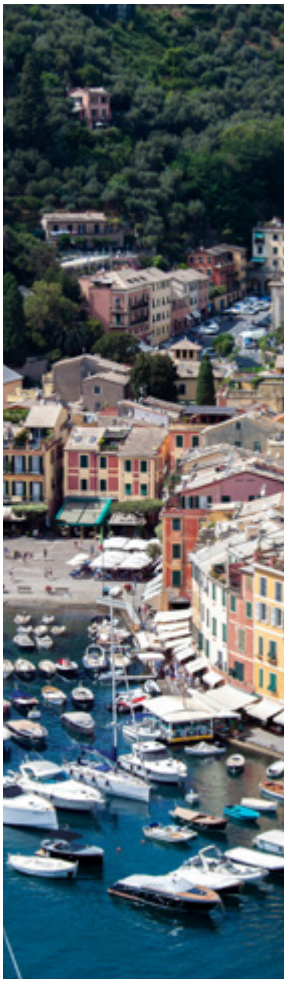
Abandoned shipwrecks pose safety risks in Fiji

A recent fire incident onboard a Chinese fishing vessel while berthed at Suva Harbor, Fiji has rekindled concerns on marine safety in the country. The 24-year-old Fiji flagged longliner is said to had just completed offloading its catch when the fire started in the engine room. Twelve crewmembers, including Chinese and Indonesian nationals were able to escape, although some reported minor injuries. Maritime Safety Authority of Fiji (MSAF) confirmed the incident and said an investigation has been launched to establish the cause of the fire. Fiji Ports Authority also dispatched a tug to tow the burnt vessel out of the port.

However, this incident comes hot on the heels of a growing push to clean up dozens of fishing shipwrecks abandoned near Suva Harbor. As operational costs for the fishing industry rise in the Pacific region, some companies are increasingly abandoning vessels in remote islands. In the case of Fiji, 25 vessels, mostly Chinese-owned, are now abandoned near Suva Harbor. This poses a significant environmental threat as well as a navigation risk to other passing vessels.

"The vessels started stacking up in the harbor during the Covid-19 pandemic. Some of the owners came forward and helped in the clean-up process. That is why the number has dropped from 44 to 25. For the remaining wrecks, owners have refused to comply with removal notices," MSAF CEO Joeli Cawaki told BenarNews.

In addition, some of the abandoned vessels could have been illegally operating without licenses and salvage coverage, leaving the entire disposal and clean-up costs to local authorities. MSAF estimates that it requires $170,000 to dispose of all shipwrecks abandoned off Fiji.



Towards the future success for the luxury yachting industry in the Italian Marche Region

Since its formation four years ago, Italy's Marche Yachting & Cruising Association (MYCA) has consistently worked to promote and strengthen the region's large yachting sector on the Adriatic coast with Ancona and Fano as key centres of activity.

The MYCA recently continued this process with the holding of a gathering entitled 'Towards the Future Success for the Luxury Yachting Industry in the Marche Region'. The event brought together companies from the sector and institutions to discuss the prospects and needs of the industry, with the common goal of strengthening its competitiveness and promoting its growth.

During the meeting, a research study conducted by the Polytechnic University of Marche was presented by Professors Valentina Giannini from the DII Department and Sara Corvaro from the DICEA Department. The study provided an overview of the current state of the shipbuilding and yachting sector in the region. The data highlighted Italy's leadership in luxury yacht construction, showing a significant increase in both the number of employees and revenue.

The entire supply chain employs over 10,000 people and has recorded strong growth in exports, particularly to the US and non-EU countries. Forecasts for the 2024-26 period indicate a further 6% increase in turnover.

A key issue raised was the need for adequate space for yacht construction, to avoid outsourcing, along with increasingly specialised training to ensure a qualified workforce. Solid infrastructure, efficient logistics, and the enhancement of the airport and transport networks are fundamental elements for the structured growth of the sector.



Expired marine flares disposal dates in Canada

Flares manufactured in 2021 or earlier expire this year, as Transport Canada approves them for only four years. They should be replaced every third or fourth boating season.

To dispose of expired flares, do not light them, throw them overboard, or add them to household garbage. Flares are not permitted in regular trash or at household hazardous waste facilities due to their potential explosion and fire hazards. Flares are only for emergencies and lighting them in non-distress situations, like decommissioning, is illegal. Marine flares contain toxic chemicals, which can pollute waterways and drinking water sources.



Sri Lanka looks to implement a regulatory framework for the boat building and boating industry

The Sri Lanka Export Development Board (EDB) has taken a significant step towards fostering the growth of Sri Lanka's boat building and boating industry by taking initiatives to develop a comprehensive regulatory framework. This framework aims to enhance the sector's potential, driving it forward with greater international competitiveness. To ensure effective understanding and collaboration, the EDB organized awareness creation sessions for both public and private sector stakeholders, to aware them on the recent gazette notification issued on the regulatory framework.

Boat and ship building is not only a rapidly emerging export sector but also a multi-million dollar industry with the potential to open new economic opportunities for Sri Lanka. With the nation's capacity to build and operate yachts for chartering and nautical activities, there is a unique opportunity to enhance the opportunities in nautical tourism industry by attracting foreign yachts and visitors to Sri Lankan waters. Activities like whale and dolphin watching, scuba diving, leisure fishing, and water sports provide rich experiences for tourists throughout the year, which will help to boost the tourism sector.

However, for the industry to truly succeed, a well-established regulatory framework covering the entire value chain is necessary. Unfortunately, there has been a gap in regulating leisure craft operations and managing the registration of visiting yachts, posing challenges to the industry's growth.

Therefore, recognizing the sector's potential and the importance of developing this sector, the government has allocated funds to establish a robust regulatory framework. In collaboration with the line Ministry, the EDB worked with M/S Lloyds Register Asia to develop the necessary regulations. This included a series of individual consultations / workshops for the relevant public and private stakeholders in obtaining their views/ inputs throughout the process to ensure development of a comprehensive and effective framework.

After completing the necessary procedural steps, the Merchant Shipping Secretariat, under the Ministry of Ports & Shipping has made arrangements to gazette the regulations under the merchant Shipping Act, No.52 of 1971. The Gazette was officially issued on 31st December, 2024, under Gazette Nos. 2417/14, 2417/15, and 2417/16.

NTSB recommends risk assessments for 68 bridges after Key Bridge collapse

The US National Transportation Safety Board (NTSB) recommended that 30 owners of 68 bridges across 19 states conduct a vulnerability assessment to determine the risk of bridge collapse from a vessel collision.

The NTSB found the Key Bridge, which collapsed after being struck by the containership Dali on March 26, 2024, was almost 30 times above the acceptable risk threshold for critical or essential bridges, according to guidance established by the American Association of State Highway and Transportation Officials, or AASHTO.

Over the last year, the NTSB identified 68 bridges that were designed before the AASHTO guidance was established — like the Key Bridge — that do not have a current vulnerability assessment. The recommendations are issued to bridge owners to calculate the annual frequency of collapse for their bridges using AASHTO's Method II calculation.

This report does not suggest that the 68 bridges are certain to collapse.

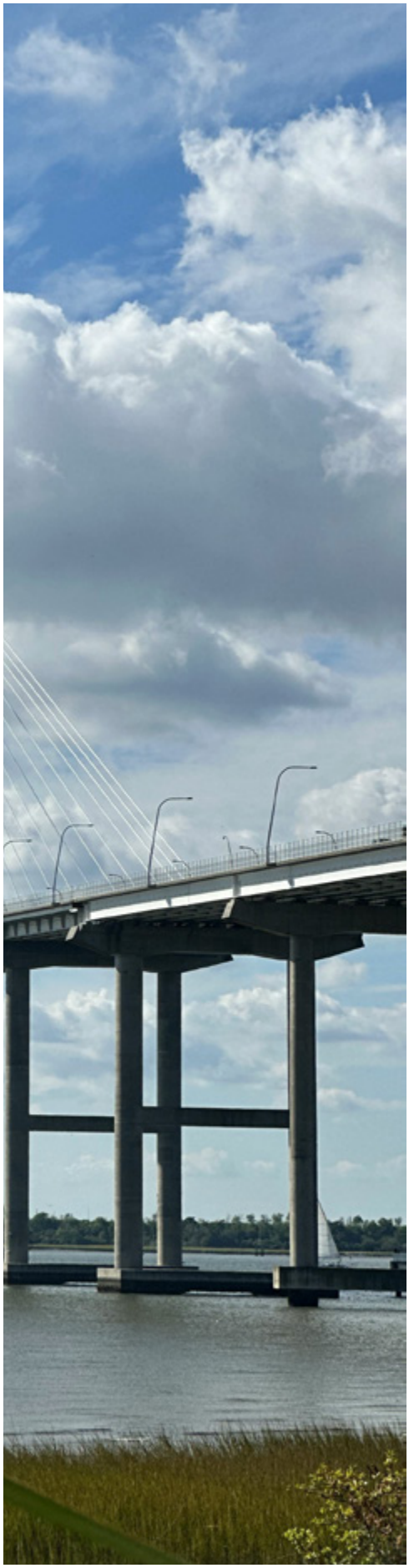
The NTSB is recommending that these 30 bridge owners evaluate whether the bridges are above the AASHTO acceptable level of risk. The NTSB recommended that bridge owners develop and implement a comprehensive risk reduction plan, if the calculations indicate a bridge has a risk level above the AASHTO threshold.

In 1991, AASHTO developed and published the vulnerability assessment calculation for new bridges on the National Highway System, in response to the NTSB's investigation of the Sunshine Skyway Bridge collapse in Florida. At the time, AASHTO also recommended that all bridge owners conduct the vulnerability assessment on existing bridges to evaluate their risk of catastrophic collapse in the event of a vessel collision. AASHTO reiterated that recommendation to States again in 2009.

Since 1994, the Federal Highway Administration, or FHWA, has required new bridges be designed to minimize the risk of a catastrophic bridge collapse from a vessel collision, given the size, speed and other characteristics of vessels navigating the channel under the bridge. The Key Bridge was built before vulnerability assessments were required by FHWA.

The NTSB found that had the Maryland Transportation Authority, or MDTA, conducted a vulnerability assessment on the Key Bridge based on recent vessel traffic, MDTA would have been aware that the Key Bridge was above the acceptable risk and would have had information to proactively reduce the bridge's risk of a collapse and loss of lives associated with a vessel collision with the bridge.

Read the full report at **https://bit.ly/3RkGYV0**.





Marine Equipment Regulations consultation launched by UK MCA

A six-week public consultation on revoking and replacing the UK Marine Equipment Regulations aims to provide and improve clarity for shipowners, operators and equipment manufacturers following UK's exit from the EU.

The Maritime and Coastguard Agency's proposals revoke the 2016 Regulations and the amendments made in 2019 and replace them with a single new regulation.

The UK Mark of Conformity for marine equipment - the 'Red Ensign' - became mandatory on 1 January 2023 and applies to all marine equipment placed on board all UK vessels that was previously subject to the European Union's Mark of Conformity for marine equipment (the 'Wheel Mark').

The proposed Merchant Shipping (Marine Equipment) Regulations 2025 will include the ability to grant exemptions (in areas of technical innovation), through the 'Red Ensign'.

Equipment manufactured before January 2023 remains out of scope of the proposed Regulations. These Regulations will also provide vessels with the opportunity to apply for a 'Letter of acceptance' to install non-UK approved equipment.

The amendments will also include requirements and standards for Ballast Water Management Systems to be installed on UK ships.

...Have your say and take part in the consultation at **https://bit.ly/4lxMXE2**.

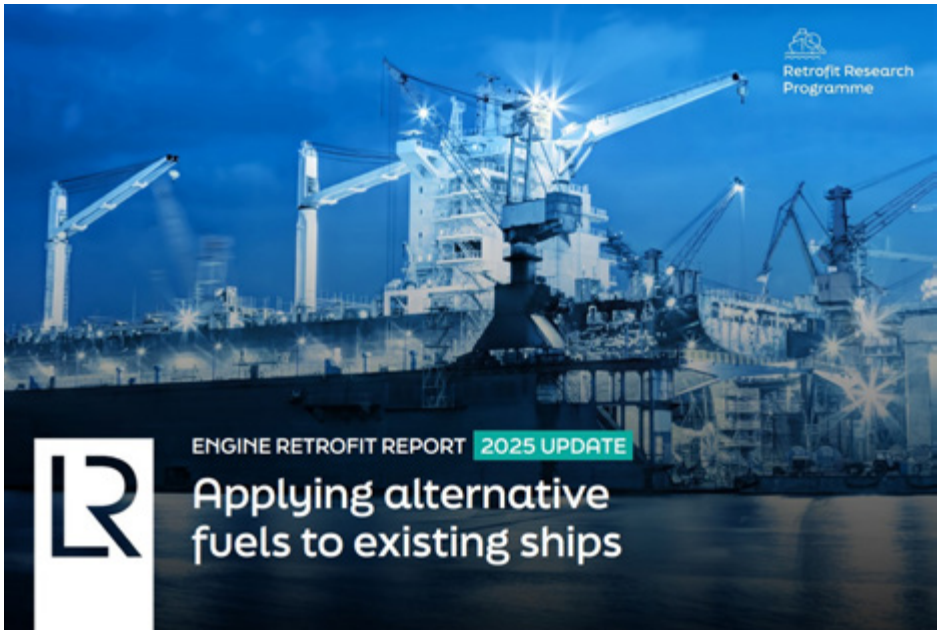
Lack of green fuels questions engine retrofits says new study

Lloyd's Register (LR) has issued an update to its Retrofit Research Programme, with the latest report focusing on the developments in Engine Retrofitting for alternative fuels.

While the maritime industry has seen positive developments, such as increased methanol fuel conversions and shipyard retrofitting capabilities since 2023, the adoption of alternative fuels faces a significant hurdle.

Regulatory pressures, such as the EU's FuelEU Maritime and Emissions Trading System (ETS), are in place, yet the lack of robust incentives for fuel producers is slowing down the demand and overall transition. This disparity is creating a gap between regulatory push and market pull.

The latest report leverages our in-depth data collected over the past year, highlighting the advancements, emerging trends, and current status of this rapidly evolving technology, which the shipping industry is actively exploring to decarbonise the existing fleet.



Request a copy of the report at **https://bit.ly/3FEMTIl**.

AMSA warns of structural and stowage issues of cargo transport units in Australian ports



Collapsed container floor (Source: AMSA)



Visible structural damage to a container carrying 12mm rebar coils (Source: AMSA)

The Australian Maritime Safety Authority (AMSA) has issued a safety alert, which aims to raise awareness of structural and stowage requirements for shipping containers and other CTUs in Australian ports.

This is in response to an increase in improperly stowed CTUs and structural issues identified during inspection.

Two recent incidents involved improperly packed CTUs which led to catastrophic structural failures.

These incidents highlight the critical need for ship and container owners, shippers and packers to understand their regulatory obligations and put effective controls in place.

Australian requirements

Cargo:
Persons that pack, send or stow cargo must reasonably ensure that the cargo does not damage the vessel, risk the safety of a person, or damage the environment. This is a requirement under Section 114 of the Navigation Act 2012.

Shippers are required to provide cargo that is safe and suitable to transport. Cargo carried in containers, road vehicles, shipborne barges, railway wagons and other cargo transport units should be packed and secured within these units. This will help prevent, throughout the voyage, damage or hazard to the ship, to the persons on board and to the marine environment. This is a requirement under the Code of Safe Practice for Cargo Stowage and Securing (CSS Code)

Cargo packing:
Cargo, cargo units and cargo transport units must be packed and secured within the unit to prevent, damage or hazard to the ship and the persons on board, during the voyage. This is a requirement under Marine Order 42 which implements the SOLAS Chapter V regulation 5.2.

Follow the guidance in the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code) when packing and sending cargo to ships. (SOLAS does not mandate specific standards for packing and securing of cargo, cargo units and cargo transport units.)

The CTU Code is intended to assist the industry, employers' and workers' organisations as well as governments, in training their staff on the safe stowage of cargo in containers.

Containers:
Shippers and packers must ensure that containers are not defective when packing and sending cargo to be loaded on a ship.

You are prohibited from loading or unloading containers that are:

- defective
- not fitted with a safety approval plate
- not marked with a current periodic examination scheme date
- not marked with Approved Continuous Examination Program (ACEP) or administration
- exceeding the maximum operating gross mass.

This is a requirement under Marine Order 44 which implements the requirements of the Safe Container Convention. Section 21.

What should you do

Container owners must keep their containers in good condition through:

- regular inspections
- timely repairs
- proper documentation of all maintenance activities.
- Any container found to be damaged or unsafe must be withdrawn from service until appropriately repaired.

Shippers and packers must:

- ensure that containers used in maritime transport meet minimum safety standards to prevent accidents and protect the marine environment
- check CTUs are free from damage prior to packing
- ensure cargo is packed and secured safely inside a CTU
- discontinue use and advise the owner to undertake repairs where CTUs are found damaged
- not accept a CTU for shipment where there is a reason to suspect that it has not been packed safely.

Read the alert at **https://bit.ly/3FJnBCM**.





ABYA and BRBA launch joint industry standard sales purchase agreement

The Association of Brokers and Yacht Agents (ABYA) and the British Marine Boat Retailers and Brokers Association (BRBA) have announced the launch of a new joint industry-standard brokers contract to be known as the BRBA/ABYA Sales Purchase Agreement.

This joint agreement marks a step toward improving clarity, consistency, and professionalism in yacht transactions. It provides a legally robust and practical framework designed to streamline sales processes while safeguarding the interests of brokers and their clients.

Alastair Walton, chair of BRBA, calls the launch a "major step forward for the brokerage industry." The contract will be reviewed annually to ensure it remains aligned with evolving industry practices and regulatory developments.

Chris Ibbotson, chair of ABYA, emphasises the collaborative effort. He said, "This new contract reflects our shared commitment to upholding high professional standards in yacht brokerage. By working collaboratively, ABYA and BRBA have created a contract that supports brokers and their clients, ensuring a consistent and legally sound approach to sales transactions."

ABYA and BRBA plan to continue addressing key industry challenges, including lobbying efforts on pooled client accounts, VAT evidence standardisation, and resource-sharing around Know Your Client (KYC) protocols. The partnership also aims to establish a certified pathway for broker training, ensuring consistently high professional standards across the sector.

The Sales Purchase Agreement is now available for use, and both associations strongly encourage members to integrate it into their brokerage processes.

Women in Green Shipping network hits London with biggest meeting to date

More than 50 attendees joined the largest gathering yet of the Women in Green Shipping (WiGS) grouping for the first meeting of 2025 in London. Krishna Ruparelia, head of operations for SGMF who founded WiGs over five years ago, said many more joined the event online from countries including Singapore, Brazil, Japan and Croatia. Ruparelia said attendees shared stories of support, determination and resilience, highlighting the impact of strong networks and mentorship.

The WiGS guest speaker, Mariana Noceti from the International Maritime Organization, provided insights into its Women in Maritime programme, which promotes gender equality in the maritime industry.

Noceti introduced two new training initiatives launching in 2025 — a leadership and empowerment training course for women, particularly those from developing countries, and a public speaking masterclass aimed at enhancing confidence and visibility in industry discussions. The latter is available to those registered on the Maritime Speakers Bureau.

Scotland yard Ferguson loses Scottish ferry contract to Remontowa



Image credit: CMAL

Scottish government owned ferry agency CMAL has awarded a contract for seven small electric ferries to Polish yard Remontowa, snubbing a bid from the Scottish government's own shipyard, Ferguson Marine. The decision leaves Ferguson without orders for new tonnage, except for a module construction contract for BAE Systems.

Ferguson said that its bid led the tender on measurements of quality, but Remontowa won the contract on price. The two yards have been competitors in the same segment for years, and the loss could have an effect on Ferguson as it seeks to rebuild its orderbook.

In a statement, CMAL said that it had to follow Scottish public procurement law, and Remontowa's bid came out on top under the tender formula. "We are confident in Remontowa's ability, and have worked with them before, most recently with the delivery of the MV Finlaggan in 2011. We will now enter a 10-day standstill period before finalizing the contract," said CMAL CEO Kevin Hobbs in a statement.

Scottish opposition politicians slammed the award and said that it should have been handed to Ferguson directly, without a tender process. "It should be a given that a nationalized shipyard wins a Scottish government contract," said Scottish Conservative spokesperson Sue Webber. "It could yet prove the death knell for the yard."

Ferguson's reputation for quality took a turn for the worse during the construction of CMAL's long-delayed LNG ro/pax ferries, Glen Sannox and Glen Rosa. The project underwent multiple design changes and rounds of rework, and the costs forced Ferguson into administration in 2019. The Scottish government bought the yard out of bankruptcy and managed it through the completion of the two ferries; the project ended up four times over budget and six years behind schedule.

Looking ahead to the first African Boating Conference Cape Town

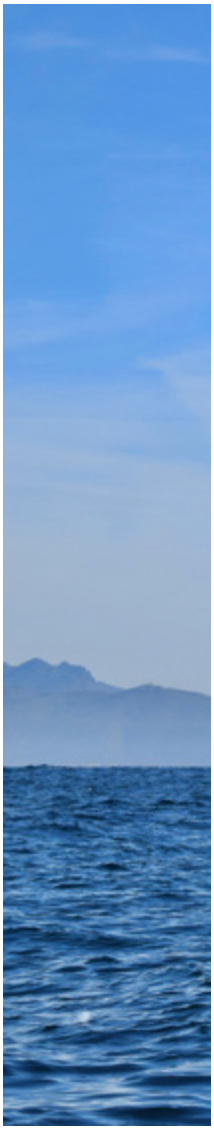
The inaugural African Boating Conference Cape Town, South Africa, will be held on 21 and 22 October 2025, at the iconic V&A Waterfront in Cape Town.

The conference will focus on African region's recreational boating and superyacht industry and will bring together global marine experts, policymakers, marina developers, manufacturers, tourism stakeholders, and investors to explore Africa's growing marine economy and unlock the region's potential for industry expansion.

This inaugural conference will host two influential keynote speakers:

- Martin Baum, managing director of Pantaenius – a leading marine insurance provider, will address the growing challenges of risk management and financial protection in an increasingly volatile market.
- Paul Darrouzet, owner of Coral Sea Marina, Australia's award-winning superyacht marina, will share his expertise on transforming marinas into world-class destinations, the integration of marine tourism and infrastructure, and the economic opportunities of Africa's emerging superyacht sector.

ABS approves maritime autonomy framework



The American Bureau of Shipping and Monohakobi Technology Institute (MTI) have successfully completed a landmark collaboration advancing the development of fully autonomous vessels.

The Action Planning and Execution System (APExS-auto) maritime autonomy framework from MTI received approval in principle from ABS. The project utilized the System-Theoretic Process Analysis (STPA) method, an innovative hazard analysis technique.

"ABS is leading the industry in forward-thinking approaches to support our clients. The STPA technique is useful for autonomous vessel applications and for complex systems such as those installed on board fully electric vessels and other highly sophisticated ship types," said Gareth Burton, ABS Senior Vice President, Global Engineering.

"MTI have established a framework for lifecycle management of autonomous navigation systems. The framework is crafted to be flexible, adapting to any necessary operational and design changes. This approval from ABS provides a solid basis for future installations," said Hideyuki Ando, Director of MTI.

The APExS-auto operational framework for fully autonomous vessels was developed by MTI, Nippon Yusen Kabushiki Kaisha and Japan Marine Science Inc. as part of the pioneering MEGURI 2040 fully autonomous ship program. ABS evaluated the APExS-auto framework in accordance with the ABS Requirements for Autonomous and Remote-Control Functions.

The collaboration between ABS and MTI arrives at a crucial juncture as the International Maritime Organization progresses with the development of regulations for Maritime Autonomous Surface Ships (MASS). As the maritime industry increasingly integrates advanced systems in the design of autonomous functions, the successful application of STPA within the APExS-auto framework marks a significant advancement in realizing the potential of autonomous shipping.

ABS is collaborating with the industry, government regulators and stakeholders in the design and implementation of the world's most advanced remote-control and autonomous technology.

New CCTV systems requirement for Indian-flagged vessels

The Indian Directorate General of Shipping has published a notice installing Closed-Circuit Television (CCTV) systems on Indian-flagged vessels and foreign flag vessels visiting Indian ports.

Merchant Shipping Notice No 02 of 2025 sets out requirements that mandatory for Indian-flagged merchant vessels and foreign-flagged vessels trading in Indian Coasts under Specific Period License (SPL). It is further recommended foreign-flagged vessels visiting Indian ports should be aware of this notice and may consider implementing the same criteria.

Vessel owners/ISM managers in coordination with the Master will need to conduct a comprehensive assessment to identify and create a design plan for CCTV systems. This will need to take into account vessel specific vulnerabilities and optimal camera placement. This would include an assessment of potential areas crucial to safety and security, including the need to be intrinsically for tankers in hazardous zones.

The notice includes recommendations on the locations, number of, and functions of cameras placed on vessels. It also has recommended specifications of CCTV cameras and equipment, control and monitoring stations, as well as training and maintenance procedures.

Read the full notice at **https://bit.ly/43oKKEl**.

Latest document distribution by the MCA (Maritime and Coastguard Agency) covering the period 12th March to 15th April 2025

Published 7 March 2025
Register a vessel on the Small Ships Register (Part 3)

MSF 4701 is an alternative form to submit registrations if you are unable to register using the UK Ship Register online services.

Go to **https://bit.ly/4jCAVri**.

Published 11 March 2025
SI 2025 No. 278
The Merchant Shipping (Light Dues)
Regulations 2025

This instrument revokes and remakes, with amendments, the Merchant Shipping (Light Dues) Regulations 1997 (SI 1997 /562). Changes are detailed in the Explanatory Memorandum.

Go to **https://bit.ly/4ifXVen**.

Published 19 March 2025
MGN 702 (M) Amendment 1 Maritime autonomous surface ships of less than 2.5 metres in LOA

The General Exemption for maritime autonomous surface ships (MASS) of Less than 2.5 metres in length overall ensures that eligible vessels have an available proportional pathway to enable operation.

Go to **https://bit.ly/4lQmhi7**.

Published 21 March 2025
MIN 538 Amendment 7 (M) Codes of Practice - Authorisation of certifying authorities

This MIN provides contact details of MCA authorised certifying authorities.

Go to **https://bit.ly/4lxZJSX**.

Published 24 March 2025
MIN 580 New route to a UK Officer of the Watch (OOW) yachts Certificate of Competency

Update: MIN extended to 31st March 2026

Go to **https://bit.ly/42ibK7z**.

Published 24 March 2025
SI 2025 No.369
The Merchant Shipping (Light Dues) (Amendment)
Regulations 2025

The Regulations are amended: - in the definition of 'light dues' and in Schedule 1 – vessels exempt from light dues.

Go to **https://bit.ly/4jEMJt8**.



Published 26 March 2025
SOLAS container weight MCA approved weighing organisations

MCA approved organisations for container weight requirements.

Go to **https://bit.ly/3RkmWdy**.

Published 28 March 2025
MGN 608 Amendment 1 (M+F) Radio Survey Service: Authorisation

Procedures for persons wishing to obtain authorisation to carry out radio surveys are explained - revised to update regulatory and guidance references etc.

Go to **https://bit.ly/3GdcToa**.

Published 28 March 2025
MGN 539 (M) Amendment 3 carriage of the code of safe working practices

The current edition of the Code of Safe Working Practices at the date of publication of this notice is detailed in MIN 688 (M) Amendment 3 code of safe working practices: 2025 edition.

Go to **https://bit.ly/4czNvoT**.

Published 10 April 2025
MIN 664 (M) Amendment 3: Safety climate tool for the maritime industry

Amendment 3 outlines details on the wellbeing at sea tool. No further content changes have been made.

Go to **https://bit.ly/43R2dp6**.

Published 11 April 2025
MIN 707 (M): UK STCW Merchant Rating Training, Skills, Progression and Funding Availability

In response to the Ratings Review, the MCA has issued an M-Notice to raise awareness of existing specialist training schemes and the funding available to support and promote the employment of UK Ratings.

Go to h**ttps://bit.ly/3EdiytY**.

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India makes ₹2 trillion investment to its maritime sector

The Ministry of Ports, Shipping and Waterways (MoPSW) is focused on strengthening India's maritime sector, with ongoing projects worth ₹2 trillion (almost 23 billion US Dollars) and has set a goal to complete at least 150 projects by September 2025.

One of the major goals is to make India one of the top 5 shipbuilding nations by 2047, with plans to expand shipbuilding capacity by adding 4 million Gross Registered Tonnage (GRT). To support this ambition, policies and skill development initiatives are being formulated, with increased collaboration between the central and state governments.

The ministry has also laid out a roadmap for a greener, more sustainable shipping industry. This includes the establishment of the Bharat Container Shipping Line under the Shipping Corporation of India (SCI) and the development of a Coastal Green Shipping Corridor, beginning with the Kandla-Tuticorin route. Additionally, the Harbour Craft Green Transition Programme aims to encourage clean energy adoption across Indian ports. Within the next three months, all major ports will be required to tender for at least one green tug, further supporting the push for sustainability.

The Inland Waterways Authority of India (IWAI) is investing ₹100 to improve infrastructure on three National Waterways in Jammu & Kashmir, specifically the Rivers Chenab, Jhelum, and Ravi, which will boost inland water transport and connectivity in the region. The government is also focused on modernizing port infrastructure, enhancing port connectivity with hinterlands, and fostering a more efficient maritime ecosystem.

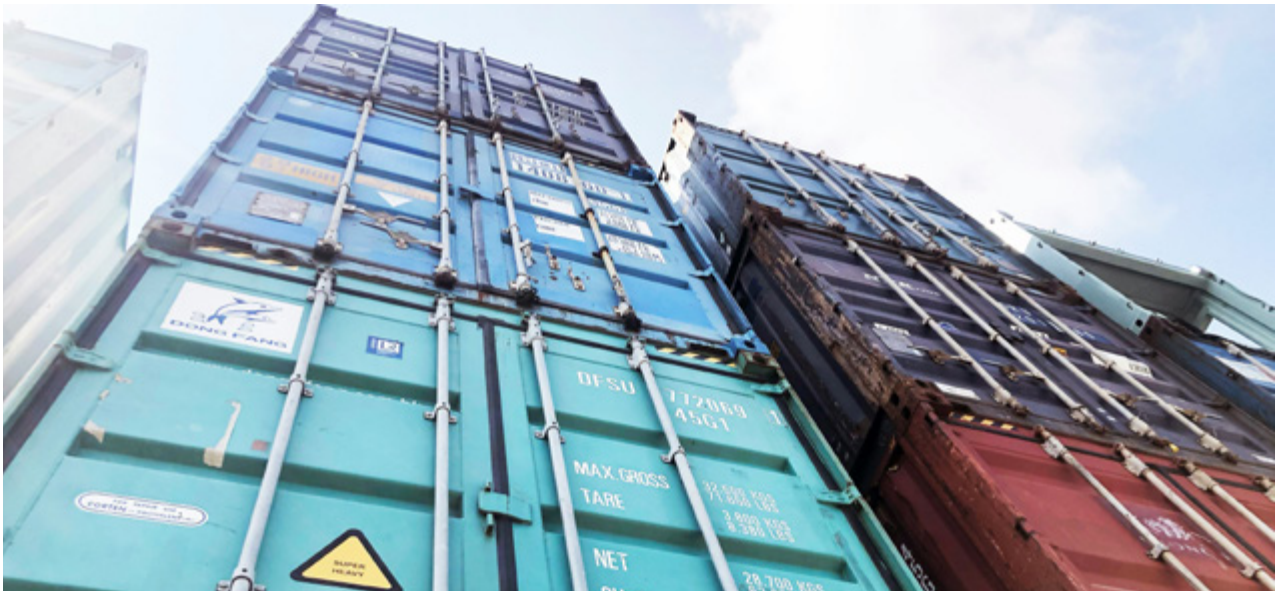
To drive innovation, the government will launch the Sagarmala Startup and Innovation Initiative (S2I2) and establish Maritime Innovation Hubs (MIHs). The Sagarmala Digital Centre of Excellence, in collaboration with the Centre for Development of Advanced Computing (C-DAC), will focus on the digital transformation of the maritime sector, improving efficiency and competitiveness.

The Mumbai International Cruise Terminal is set to commence commercial operations by April 2025, and India Ports Services Limited (IPSL) will be established as a national platform to provide end-to-end services across major ports, further enhancing port efficiency and attracting foreign investment.

Transport Canada allocates funding to support Indigenous communities

Transport Canada's Marine Safety Equipment and Training (MSET) Initiative has allocated $2.3 million in funding to support Indigenous communities along the Trans Mountain Expansion Project marine shipping route. This initiative provides funding for marine safety equipment and training to enhance preparedness and response capabilities. Among the recipients, the Ucluelet First Nation received $306,705 to equip 40 vessels and provide safety training for 96 individuals, while the Uchucklesaht Tribe received $156,125 for equipment and training on three vessels. Other beneficiaries include Snuneymuxw First Nation with $100,699, Ditidaht First Nation with $173,761, Halalt First Nation with $49,500, and Toquaht Nation with $32,299, all aimed at strengthening marine safety for their communities.





Measures against leakage of hazardous containerized cargo

Gard P&I Club has issued a notice for operators about hazardous containerized cargo leakage and presents key measures to prevent these situations from escaping control. The Club continues to see concerning cases of leakage from hazardous containerized cargoes – incidents which can quickly escalate into serious safety and environmental threats. Ensuring that crew and company personnel ashore understand the importance of swift action is essential to prevent these situations from spiralling out of control. Gard recommends the following measures:

1. **Immediate access to IMDG cargo information onboard**
The ship should have onboard immediate access to all IMDG cargo information, including stow location, DG manifest, packing list, Material Safety Data sheets, and emergency contact numbers. The container should also be placarded in accordance with the Code. This information will be needed when the ship seeks expert advice on what immediate measures can be taken by the crew with the protective equipment they have onboard, such as breathing apparatuses and chemical suits.

2. **Spillage response and water usage**
The IMDG Code generally recommends washing spills on deck overboard with plenty of water. If the substance reacts dangerously with water, this should be done from as far away as possible. It may be safer to rig a fire hose from upwind so that the crew do not have to hold it directly. Care should also be taken to avoid washing the substance into the hold through the hatch covers.

3. **Safety assessment and cargo leak investigation**
The crew's safety must be assessed before investigating a cargo leak, especially if entering an enclosed space is required. In some cases, inert absorbent can be used to contain seepage under deck. If the leak spreads to other cargo – especially other dangerous goods – the situation can quickly become more serious and may require expert assistance. In the case of Nitric acid, watch for pale yellow to reddish-brown fumes, which are a sign it is reacting with other materials.

4. **Decision-making during a leak at sea**
If the vessel is at sea when the leak is discovered, the crew may need to quickly decide whether to divert to a place where the situation can be contained and the container removed. Charterers may be able to help coordinate with the terminal, and even if the terminal has no dedicated hazmat facilities, portable containment equipment can usually be brought in.

5. **Communication and coordination with authorities and stakeholders**
Clear communication between owners, charters, and authorities is essential to build trust. Authorities may also require a recognized expert contractor with a clear and comprehensive plan to handle the situation. If a port is reluctant to help, flag state assistance may be needed, along with reference to IMO Place of Refuge guidelines.

ABS REGULATORY NEWS

No. 03/2025

NEW LOADING CONDITION FOR THE CARRIAGE OF GRAINS IN BULK

This Regulatory News provides an update and guidance on the latest amendments to the International Code for the Safe Carriage of Grain in Bulk.

KEY NOTES

Application:
- New and existing ships that intend to transport grain in bulk with the new loading condition of specially suitable compartment partly filled in way

New loading conditions for transporting grains in bulk

The American Bureau of Shipping (ABS) has released guidance on an update to International Code for the Safe Carriage of Grain in Bulk, which is set to take effect on 1 January 2026.

The IMO Maritime Safety Committee (MSC) adopted resolution MSC.552(108) at its 108th session in May 2024, which includes amendments to the Grain Code.

A new class of loading conditions for special compartments, which are defined as "specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed" is introduced.

This definition refers to a compartment that is not filled to the maximum extent possible in way of the hatch opening but is filled to a level equal with or above the bottom edge of the hatch end beams and has not been trimmed outside the periphery of the hatch opening by the provisions of regulation A /10.4 of the Grain Code. In such compartments, the bulk grain shall be filled to a level equal with or above the bottom edge of the hatch end beams but may be at its natural angle of repose outside the periphery of the hatch opening.

After loading, only the free grain surface in way of the hatch opening shall be level. A compartment may qualify for this classification if it is "specially suitable" as defined in regulation A/2.7 of the Grain Code, in which case dispensation may be granted from trimming the ends of that compartment.

Additional amendments in Part B of the Grain Code addressing calculation assumptions have also been made to provide guidance on the assumed slope of the cargo when partly filled in way of the hatch opening with ends untrimmed, for the purpose of determining the assumed volumetric heeling moment.

The amendments will enter into force on January 1, 2026. They will apply to both new and existing ships that transport grain in bulk, under the newly defined set of loading conditions, starting from that date.

Key changes:
Ships that are intended to transport grain under the newly defined class of loading conditions, on or after January 1, 2026, should take into account the following:

- The ship's grain loading stability manual shall be updated to meet the amendments of the Grain Code in accordance with resolution MSC.552(108) and submitted to the ship's Flag Administration or Recognized Organization (RO) for approval.
- Alternatively, an addendum to the approved grain loading stability manual with the new condition, may be prepared and submitted for approval.
- The grain loading computer, which meets the amendments to the Grain Code, needs to be prepared and submitted for approved by ship's Flag Administration or Recognized Organization (RO).

Download the PDF at **https://bit.ly/3Y2wY6A**.

Liberia: Management of Asbestos and PFOS



The Liberia Maritime Authority has released a marine notice on how to deal with asbestos on board all ships that are in service, under repair/modification/conversion and alteration.

Guidance is also provided on the prohibition of the use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS) on new vessels and the requirement to remove PFOS on existing vessels.

Notice SAF-018 Rev. 3/25 applies to all ships, including Mobile Offshore Units and High Speed Craft.

The notice breaks down its guidance of management of asbestos containing materials on board ships certified under SOLAS into separate categories, including:

- Ships built before 1 July 2002
- Ships built on or after 1 July 2002 and before 1 January 2011
- Ships built on or after 1 January 2011

Ships under 500 GT should manage ACMs as far as practicable in accordance with the provisions above.
The guidance also explains on how to deal with asbestos containing materials on board vessels certified under the 1979, 1989 and 2009 MODU codes.

For ships and other vessels, including mobile offshore units constructed on or after 1 January 2026, the use or storage of fire-extinguishing media containing (PFOS) is prohibited.

Ships and other vessels, including offshore mobile units constructed before 1 January 2026 shall comply with regulations prohibiting the use or storage of fire-extinguishing media containing PFOS not later than the date of the first survey on or after 1 January 2026.

The term “first survey” as referenced by a regulation in the 1974 SOLAS Convention, as amended, means the first annual survey, the first periodical survey or the first renewal survey whichever is due first after the date specified in the relevant regulation.

The maker’s declaration or laboratory test reports should be used for verification of the presence of PFOS in fire-extinguishing media.

The declaration issued by the foam maker should contain information about the foam such as, but not limited to: foam type, production period, batch No., ref. to type approval / MED Certificate for the foam.

For extinguishing media installed before 1 January 2026, where the maker’s declaration or laboratory test reports are not available, sampling and testing of the fire-extinguishing media on board should be required to be conducted in accordance with a recognized standard.

The Administration recommends testing for PFOS when carrying out the periodical control of foam concentrates on board; or alternately, when developing the Inventory of Hazardous 4 of 5 3/25 SAF-018 Republic of Liberia Materials (IHM) Part I, due no later than 26 June 2025.

When removed from a ship or other vessel, including offshore mobile units, PFOS shall be delivered to appropriate shore-based reception facilities. The removal and subsequent delivery to an appropriate shore-based reception facility shall be duly recorded in the ship’s official logbook.

Replacement extinguishing media should be approved and certificated in accordance with the applicable IMO guidelines. The extinguishing media approval certificate should clearly indicate the absence of PFOS in the media. High-expansion foam concentrate should be approved in accordance with MSC/Circ.670 and low expansion foam in accordance with MSC.1/Circ.1312_Corr.1.

Download the notice at **https://bit.ly/4iNQOLm**.

Canadian transport investigation report into fire on board fishing vessel Elite Navigator

The Transportation Safety Board of Canada has published the results into an investigation into the fire and sinking of fishing vessel Elite Navigator.

What happened
On 08 July 2024, the Elite Navigator, with the master and 6 crew members on board, departed Valleyfield, Newfoundland and Labrador, to fish turbot. By 17 July, the vessel had caught its quota. At approximately 1830,1 the master used a satellite messenger to notify the owner that they were on the way to port to land their catch and that their estimated arrival time was 1430 on 18 July.

At approximately 1930, an alarm sounded in the wheelhouse. The master checked the alarm panel and determined that it was from a smoke detector in the engine room. The master looked at the video camera that monitored the engine room, but there was no smoke visible. The master then went to one of the engine room access hatches in the deckhouse and proceeded partway down a ladder into the engine room to check for smoke. Light smoke was now visible. Shortly after, a crew member in the deckhouse yelled that there was a fire in the exhaust trunking.

Another crew member grabbed a dry powder fire extinguisher and tried to extinguish the fire through the interior doorway to the exhaust trunking.

Meanwhile, the master returned to the wheelhouse and shut down the main engine. The master and one of the crew members then went outside on the main deck and pried the exhaust trunking vent off the back of the deckhouse to get access to the other side of the exhaust trunking. From here, they continued to try to fight the fire with another extinguisher.

Attempts to fight the fire with the extinguishers were not successful, and the master told the crew to prepare to abandon ship.

All seven crewmembers managed to abandon ship and board one of the ship's life rafts. On 19 July, the Canadian Coast Guard rescued everyone and all seven survived with only minor injuries.

What caused the fire?
The Elite Navigator was not recovered, so it was not possible to determine the exact cause of the fire. The fire was first identified in the exhaust trunking, which contained piping for the main engine and generator exhaust.

Read the investigation report in full at **https://bit.ly/4iJPd9v**.





Guidelines for developing and implementing a Safety Management System for Ammonia-Fuelled Ships

The Nautical Institute is proud to support the Maritime Technologies Forum's (MTF) initiative in developing the Guidelines for Developing and Implementing a Safety Management System for Ammonia-Fuelled Ships.

This document is a critical first step in addressing safety gaps associated with the use of ammonia as a marine fuel, providing industry stakeholders with a structured approach to integrating safety measures within their Safety Management Systems (SMS).

As the maritime industry transitions toward alternative fuels, safety remains a paramount concern. Ammonia, while a promising zero-carbon fuel, presents unique operational challenges that must be managed effectively.

The MTF guidelines serve as an essential resource for shipping companies, enabling them to develop or enhance existing SMS frameworks to ensure the safe application of ammonia as fuel on board vessels.

The methodology used in these guidelines aligns with the ISM Code's Part A, identifying relevant safety considerations and incorporating insights from industry stakeholders to create a robust and practical tool.

The Nautical Institute's said, "[Our] endorsement of this effort reflects our unwavering commitment to operational safety and maritime best practices. As an independent and authoritative voice in the industry, we have consistently championed seafarers' training, professional development, and maritime safety. Our leadership in this field has earned us the respect of major global stakeholders, including Flag and classification bodies, the MTF, and the UNGC MJTTF. By actively engaging in this initiative, we continue to shape policy, provide real-world expertise, and drive safety improvements that directly benefit serving mariners.

"Our support for these guidelines is part of a broader effort to ensure that alternative fuels are adopted safely and responsibly. Even before COP26 in 2021, The Nautical Institute has been advocating for safe maritime decarbonization, emphasising the need for practical and effective safety measures. This initiative is not just about influencing the industry, it is about making tangible, lasting changes that will define the future of maritime fuel safety.

"By endorsing these guidelines, we reaffirm our role as a leading advocate for seafarers and maritime safety, ensuring that the industry transitions toward alternative fuels without compromising the safety and well-being of seafarers."

Download the PDF at **https://bit.ly/3FI4SYc**.

MAIB statement on the collision between Solong and Stena Immaculate



The UK Marine Accident Investigation Branch (MAIB) has launched an investigation after oil tanker Stena Immaculate and cargo vessel Solong went up in flames when the cargo ship crashed into the tanker near the Humber Estuary in the UK on Monday 10 March.

The fire forced all 23 crew of the Stena Immaculate to abandon ship. Of the 14 crewmembers of the Solong, only 13 made it back to shore with the search for the final sailor called off on the assumption he was killed in the incident.

The UK MAIB released a statement on the collision, which says: "The Marine Accident Investigation Branch was notified of the collision of the Portuguese registered container ship Solong and the US registered oil tanker Stena Immaculate in the North Sea 14nm north-east of Spurn Head at the entrance to the River Humber. MAIB immediately deployed a team of inspectors to Grimsby to begin a preliminary assessment.

"MAIB has since been joined by representatives from the US National Transportation Safety Board, the US Coastguard and Marine Safety Investigation Authority Portugal. Having consulted with those flag state authorities, agreement has been made that the Marine Accident Investigation Branch will lead the safety investigation with Portugal and the United States acting as substantially interested states.

"The priority has been to allow the emergency services the time to undertake search and rescue operations, secure the vessels and assess the environmental impact.

"While this work has been ongoing, MAIB's enquiries have focused on gathering witness accounts and obtaining digital data. Once it is safe to do so MAIB will conduct a detailed inspection of both vessels and manage the retrieval of the Voyage Data Recorders (VDR) from both vessels.

"The purpose of the MAIB investigation will be to establish the cause of events that led to this tragic accident, understand why it happened, and make recommendations to prevent similar accidents recurring.

"From the initial enquiries made it is known that Solong frequently travelled between Grangemouth and Rotterdam and regularly used the route it took on the day of the collision. On Monday morning at 0130 UTC, Solong passed to the east of the Longstone lighthouse and altered course onto a heading of approximately 150° at a speed of about 16.4 knots. At 0947 UTC it struck the Stena Immaculate that was at anchor off the entrance to the River Humber. 36 crew from both vessels were recovered but tragically one member of crew from Solong remains unaccounted for.

"As well as continuing to gather witness accounts, further investigation work will look to establish the navigational practices on board both vessels; the manning and fatigue management; the condition and maintenance of the vessels involved; and the environmental conditions at the time."

Hill Dickinson and Alley Maass form global superyacht law alliance

Maritime law firms Hill Dickinson and Alley Maass have established a formal alliance to expand their global reach and provide clients with broader legal expertise in the superyacht sector.

Hill Dickinson, headquartered in the UK, has a maritime law practice with over 120 specialists operating across key shipping hubs. Alley Maass, based in Florida, US, has more than 30 years of experience in maritime law, advising clients on matters related to the purchase, sale and construction of recreational vessels worldwide.

The alliance enables Alley Maass and its clients to access Hill Dickinson's superyacht and maritime expertise in the firm's offices in the UK, Monaco, Piraeus, Hong Kong and Singapore. In turn, Hill Dickinson gains reciprocal access to Alley Maass' expertise in the US, Cayman Islands, British Virgin Islands and Marshall Islands.

The firms say the new alliance offers a comprehensive legal service for the superyacht sector, covering sale and purchase, new construction, finance, insurance, design, management, structuring, crewing, refit and charter.

Panos Pourgourides, head of yachts at Hill Dickinson, says: "Our newly formed alliance comes at an exciting time for the superyacht market, which remains a highly active sector. The yacht team at Hill Dickinson has an impressive track record working on some of the most prestigious superyacht projects of the last three decades. This alliance will serve to elevate our work further by giving us direct access to the best-in-class maritime experts across the Atlantic."

Robb R Maass, head of the maritime department at Alley Maass, comments: "We have long thought that our clients would benefit from the ability to offer a range of services across multiple jurisdictions. With this alliance, and our associated firms in the Cayman Islands, we can now do that seamlessly and at a very high level.

"We've always had the greatest respect for Hill Dickinson's yacht practice and very much look forward to working with them in a close, coordinated way."



Gulf of Mexico renamed

The United States Coast Guard has announced a Federal Register Notice updating the term "Gulf of Mexico" with "Gulf of America", which appears in existing Coast Guard regulations in 33 CFR Chapter I and 46 CFR Chapter I.

The change was made to reflect the current name of the gulf. This change is consistent with Executive Order 14172, *Restoring Names That Honor American Greatness (90 FR 8629, Jan. 20, 2025)*, and the name used by the Geographic Names Information System.



This final rule was effective from March 17, 2025.



Lessons learned after fire sinks shrimp cutter

Germany's Federal Bureau of Maritime Casualty Investigation (BSU) has published the lessons learned following the fire and subsequent foundering of a shrimp cutter vessel.

The exact cause of the fire could not be determined after the shipwreck was salvaged because of the extensive damage done to the vessel in the incident.

What happened
In the early morning, a fire broke out in the engine room of an anchored shrimp cutter during a break in fishing. This was initially not noticed by the sleeping crew.
The main engine was running overnight to cool the fish hold, and the door to the engine room companionway was open for ventilation.

When the captain accidentally discovered the fire, the flames had already spread to the entire engine room and the open companionway, meaning that it was no longer possible for the crew to fight the fire with onboard resources.

The crew of two left the burning cutter using a life raft and were rescued unharmed around an hour later.

After the fire was later extinguished by external forces flown in, the cutter sank due to the progress of the fire and the entry of extinguishing agent. The water was contaminated by diesel fuel and hydraulic oil.

Why did it happen?

- No anchor or fire watch. Both crew members were asleep and therefore did not notice the dangerous situation;
- Lack of fire alarm system. It was not possible to alert the crew, so that the outbreak of the fire initially remained undetected;
- Open door to the engine room companionway. The fire was probably able to spread more quickly due to a greater supply of oxygen;
- Fire extinguishing system did not fulfil its purpose. Automatic activation of the system was not fitted, manual activation was not (or no longer) possible due to the location of the installation and the type and dimensions of the system were unsuitable for the engine room of the cutter;
- Firefighting and emergency shutdown equipment located within the danger zone. The manual release of the extinguishing system, the fuel shut-off valves and other switches could no longer be reached;
- Lack of emergency preparedness: regular safety drills and/or trainings were not customary. The crew was forced to act spontaneously and could not fall back on previously developed and practised emergency plans.

Read the full report, including lessons learned at **https://bit.ly/3Xu5GGg**.

Thousands of dollars in fines to shipping company not complying with AMSA safety direction

(Source: AMSA)



Gladstone Magistrates Court has fined Universal Shipping Alliance Ltd, owner of bulk carrier KMAX Leader, $63,000 for failing to comply with an Australian Maritime Safety Authority (AMSA) written direction and ordered them to pay court costs.

KMAX Leader, a Liberia-flagged bulk carrier, entered the Port of Gladstone in October 2023 due to propulsion issues. The vessel undertook extensive work in November 2023 which failed to repair the ship's propulsion.

Concerned with the lack of an effective repair plan, together with cyclone season approaching and the increased risk of a large ship with no propulsion within the Great Barrier Reef region, a written direction notice was issued by AMSA to provide a towage and fault rectification plan.

The captain of the KMAX Leader and its Australian agent, Universal Shipping Alliance Ltd, failed to respond to and act on the issued direction, despite repeated requests from AMSA.

After unsuccessful attempts to restore the vessel's propulsion system, the KMAX Leader was eventually towed from Australian waters in February 2024 to an overseas port and subsequently banned from Australian waters for a period of 6 months.

Failure to act on a direction issued by AMSA is a serious violation of the Navigation Act 2012 and carries severe consequences.

AMSA Executive Director Operations Michael Drake said ignoring lawful directions from AMSA is not an acceptable option.

"AMSA will consider swift and strong action if issued directions are not acted on promptly and in full. This may, in some cases, result in prosecution.

"In this case, with a cyclone bearing down on the port, the consequences of not engaging a towage vessel to move the vessel out of the port, could have been catastrophic.

"We will not compromise on the safety of vessels and crew, or any potential threat to the community or environment," Mr Drake said.

During the 2023-24 financial year, AMSA issued 57 directions to vessels and operators in relation to safety breaches, mechanical deficiencies and maritime labour issues.

Newly passed Florida law includes stiffer penalties following boat accidents



Image credit: Wooten's Everglades Airboat Tours

A new bill passed by the Florida State Legislature seeks to introduce more severe penalties for individuals whose actions are found to have contributed to boating accidents resulting in death, serious injury or damage to property in the state's waters. Senate Bill 58 (SB 58), also known as the 2025 Florida Boat Accident Penalty Bill, provides increased criminal penalties for the reckless operation of a vessel that will cause serious bodily injury to another.

SB 58 also revises the conditions that compose the offence of, and penalties for, boating under the influence; and revises the definition of the term "vessel homicide" to include the killing of an unborn child by causing injury to the mother by operation of a vessel in a reckless manner under certain circumstances.

The bill was originally filed on November 11, 2024, and was passed into law on Wednesday, March 26.

Florida State Senator Ileana Garcia had introduced the bill in response to boating accidents in Florida wherein the drivers or operators were impaired due to alcohol or drugs.

US Coast Guard updates fishing vessel safety website



The United States Coast Guard Office of Commercial Vessel Compliance, Fishing Vessel Safety Division has updated the Coast Guard's Fishing Vessel Safety website.

A new section has been added to improve communications with the fishing industry.

Under the "Fishing Vessel Safety Resources" tab is:

- information related to fishing vessel safety;
- dockside examinations;
- hazards;
- training;
- regulations;
- outages of the Rescue 21 system in Alaska; and
- resources such as U.S. Coast Guard local notice to mariners and other maritime information such as military exercises in the exclusive economic zone or other activities that may impact recreational or commercial activities.

You can find the updated website at **https://bit.ly/4bJRoao**.

Lloyd's Register unveils new maritime advisory services

New global team of 150 experts will help the sector navigate decarbonisation and digitalisation challenges. During Singapore Maritime Week, Lloyd's Register (LR) unveiled its newly structured LR Advisory service, designed to help address escalating regulatory demands, rising decarbonisation costs, and the increasing influence of digitalisation.

The move sees LR consolidate its Technical Advisory and Business Advisory divisions into a single, integrated LR Advisory team—reflecting its broader transformation from a classification society to a maritime professional services organisation.

The launch of LR Advisory marks a pivotal shift. No longer just a compliance support service, LR Advisory now offers shipowners, charterers, and financiers comprehensive guidance on regulatory adaptation, energy efficiency, and operational performance. The new service extends beyond traditional class clients, providing strategic support to alternative fuel suppliers, port authorities, and governments looking to future-proof their maritime strategies.

James Frew, LR Advisory Director, said: "Shipping is facing an unprecedented transformation. Historically, the industry has been reactive, but the scale and complexity of today's challenges—from fuel transition strategies to digital performance optimisation—demands a proactive, strategic approach.

"It's about fundamentally rethinking how ships are designed, built, and operated. This involves embracing new technologies, exploring alternative fuels, and optimising performance to reduce environmental impact and improve profitability. We are now proactively shaping the future, rather than simply reacting to it."

At the heart of this initiative is the increasing urgency of decarbonisation. With global regulatory pressures intensifying, LR Advisory offers in-depth guidance on alternative fuels, energy efficiency measures, and compliance strategies, ensuring that clients can future-proof their fleets while maintaining profitability.

Digitalisation is also a growing priority. The new advisory structure integrates advanced data analytics and digital tools that help owners optimise fuel consumption and operational efficiency, to deliver tangible financial and environmental benefits.

LR Advisory has broadened its client base to include charterers, oil majors, and future fuel suppliers - many of whom have never owned a vessel - offering strategic maritime guidance on infrastructure investments, regulatory adaptation, and market trends. National governments are also seeking LR Advisory's expertise on infrastructure investment, port decarbonisation, and flag state strategy.

One of the most significant shifts is the new advisory team's focus on the human element. From human-centric design and crew training through to organisational transformation and change management strategies, LR Advisory places a strong emphasis on building the skills and capabilities needed to adapt to a rapidly evolving landscape.



ClassNK appoints new President & CEO and Executive Vice President

Current Senior Vice President Hayato Suga has been appointed as President & CEO as well as Representative Director of ClassNK.

And the current Corporate Officer Fumihiko Higashi has been appointed as Executive Vice President, effective 21 March 2025.

Former President & CEO Hiroaki Sakashita has been appointed as Chairman of the Board of Directors, while former Chairman of the Board of Directors Koichi Fujiwara has assumed the position of Advisor to the Society.

Speaking on the occasion, newly appointed President & CEO Hayato Suga said, "The business environment is changing rapidly, with boundaries between industries becoming increasingly blurred due to environmental challenges and digital transformation.

"In response, our mission is to provide certification and related services in a timely manner to meet these diverse and fast-evolving needs, just like a top sushi chef serves the finest ingredients at the perfect moment.

"By doing so, we aim to connect industries through trust and contribute to the sound development and sustainable operation of the maritime sector."

Hayato Suga earned his bachelor's degree in Ocean Engineering from Hiroshima University in 1986 and joined ClassNK the same year. He gained experience in plan approval and on-site surveys and later managed survey activities in Europe and Africa from the London Office. Returning to Japan, he contributed to tanker standards development and was an active member and chairperson of the Tanker Structure Co-operative Forum. He later held key positions such as Director of Plan Approval Division and Director of Planning Division and was appointed Executive Vice President in 2022 and Senior Executive Vice President in 2024.



DNV white paper guides shipowners on safe and scalable adoption of ammonia and hydrogen fuels

As the shipping industry continues its transition to carbon-neutral fuels, ammonia and hydrogen are emerging as possible fuel options, however mandatory regulations governing their use are not yet in place.

DNV's latest white paper, Safe introduction of alternative fuels – Focus on ammonia and hydrogen as ship fuels, provides shipowners with insights and tools to navigate the evolving regulatory landscape and safely implement these fuels.

Both hydrogen and ammonia have properties that introduce new safety risks, triggering the need for increased focus on safety in ship design, construction, and operation. However, the lack of specific mandatory international regulations for ships running on these fuels is a barrier to their widespread adoption.

With its latest white paper DNV aims to support customers in implementing these fuels by providing increased predictability through classification rules and early dialogue with Flag Administrations. The paper also outlines the relevant safety challenges and considers the industry's efforts to ensure safe adoption and operation of these fuels at sea.

Find out more at **https://bit.ly/428YRfl**.

ABC AFRICAN BOATING CONFERENCE

New speakers for the African Boating Conference 2025 unveiled

The African Boating Conference, scheduled for 21-22 October 2025 at the V&A Waterfront in Cape Town, has confirmed additional speakers in its growing lineup.

The two-day conference will focus on the African region's recreational boating and superyacht industry and will bring together global marine experts, policymakers, marina developers, manufacturers, tourism stakeholders, and investors to explore Africa's growing marine economy and unlock the region's potential for industry expansion.

Two newly confirmed key speakers are Kevin M. Williams, vice president of North American marketing at the National Marine Manufacturers Association (NMMA) and Discover Boating, and Arturo Gutierrez, general manager of Freedom Boat Club – Europe, Middle East, and Africa.

"The marine industry is confronting many of the same challenges faced by other sectors and must adapt its marketing and business strategies to engage today's consumers—especially younger, more diverse audiences—on their own terms," Williams explains. "Bringing new boaters into the fold isn't just about boosting boat sales; it's about nurturing the entire ecosystem—from manufacturers and dealers to marinas, waterfront communities, and all the services that support the boating lifestyle."

Second Blue Design Summit to be held in May in La Spezia

The second edition of the Blue Design Summit (BDS), a conference and expo dedicated to all aspects of life on the water, from superyacht design, boatbuilding, and refitting to cruising and marinas, will be held in La Spezia from 13 to 15 May.

The summit will host three days of meetings, technical visits, conferences, and networking. BDS is aimed at key players in the national and international design industry.

The 2025 edition is titled 'From Water to Design', with the event positioned as a think tank dedicated to analysing new developments for living on the water and increasingly advanced, efficient, and sustainable vessels.

With a focus on blending artisanal tradition and cutting-edge technology, the second edition of BDS aims to provide a comprehensive snapshot of the current state of the nautical sector while outlining future trends, fostering new collaboration opportunities, discussions, and inspiration.



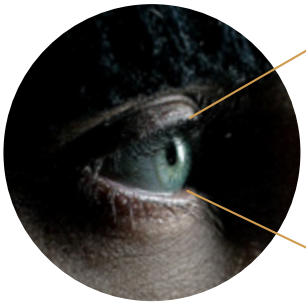
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What caught my eye...

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

Hull crack forces new Scottish ferry out of service

Photo credit: Ferguson Marine



Reading this story, you could be forgiven for asking the question "What's going wrong with British shipbuilding". This story beggars belief as it is the latest in a long line of issues that have engulfed Caledonian MacBrayne's (CalMac) new ferry Glen Sannox. The vessel was originally scheduled to enter service with CalMac in 2018 but was only delivered in late 2024. Her maiden operational voyage in January this year also needed to be postponed due to issues with some of her onboard systems.

I have read that the vessel has been temporarily stood down after a crack was detected in the hull close to the waterline. The company says the ferry was removed because the crack had caused a "very small amount of water" to enter the vessel's stern near the steering gear. The company said divers will be employed to inspect the hull of the vessel, which is presently berthed at Brodick on the Isle of Arran.

I understand the Scottish government and the shipyard still have questions to answer about the calamitous situation that led to a very late delivery and management of the project. But it goes far deeper than this for me. How is it possible for a ferry to be in such a poor state so soon after launch, and frankly the negative press this story has attracted does further reputational damage to the UK shipbuilding industry.

South Korea has reported nearly 75 per cent increase in maritime accident deaths and disappearances

News has reached my desk provided by the Government of South Korea that reveals that more than 160 people died or went missing because of maritime accidents in South Korean waters in 2024. That's a whopping increase of 75%. Whilst there is nothing to suggest this is anything more than merely a one-year blip, it is of serious concern to the authorities and has sharpened their focus on the issue.

Around 3,255 incidents involving vessel of all types occurred in South Korea in 2024. Although the number of incidents increased by only 5.3 per cent from 2023, the total of fatalities and missing persons climbed 74.5 per cent compared to the previous year. Approximately 700 accidents have been classified by the



The overturned fishing vessel Geungwang following its collision with a sand barge off Gyeongju, South Korea. Seven of the vessel's eight-strong crew were confirmed dead. Photo credit: Korea Coast Guard

government as "major" and include collisions, capsizings, and sinkings. Of these cases, collisions accounted for more than 34 per cent.

Kang Do-hyung, Minister of Oceans and Fisheries, has pledged to enforce stricter safety measures to reduce the risk of maritime accidents. Some private sector groups have already taken steps to address the safety issues that have led to many major accidents. Last month, the Korea Federation of Fisheries Cooperatives launched a two-week campaign aimed at increasing public awareness on maritime accidents, especially those involving local fishing vessels.

NTSB calls for urgent safety assessments of iconic US bridges



Photo credit: NTSB

Although this story is featured elsewhere in the news bulletin, I did want to add some further personal commentary.

The National Transportation Safety Board (NTSB) has called for urgent safety assessments of 68 bridges in the US. The long list includes some of the most iconic crossings known to us all, including the Golden Gate Bridge, Chesapeake Bay Bridge, Brooklyn Bridge, George Washington Bridge and the Chicago Skyway Bridge.

NTSB Chair, Jennifer Homendy, said the board wants bridge owners in 19 states to perform vulnerability assessments and determine the risk of catastrophic collapse from a vessel collision, "and if warranted, implement a comprehensive risk reduction plan."

Yes, yes, yes, I say. Surely this safety and risk assessment has routinely happened over the years? It seems perhaps not, and if that is truly the case I simply cannot believe it. The effects of the MV Dali taking out Baltimore's Francis Scott Key Bridge last year are far reaching and that's a good thing for never again should such a situation be allowed to occur.

The review focuses on bridges built before 1991, frequented by ocean-going vessels, which have not undergone vulnerability assessments.

According to my source, other bridges that need urgent reviews include the Bourne and Sagamore Bridges across the Cape Cod Canal in Massachusetts, Richmond-San Rafael Bridge and Mateo-Hayward Bridge in California, Mackinac Bridge in Michigan, the Sunshine Skyway Bridge in Florida, Memorial Bridge in New Hampshire and the Verrazzano-Narrows Bridge, Manhattan Bridge and Williamsburg Bridge in New York. Bridge owners need to calculate whether the probability of collapse is above a risk threshold and if so, "develop and implement a comprehensive risk reduction plan," the NTSB said.

In conclusion, whilst this may seem like a US problem alone, it is not. I am left wondering how many other bridge crossings around the world have, in the wake of the MV Dali incident, undertaken an analysis of risk and how many have simply pushed it under the carpet and ignored the clear warning signs sent out by this disaster? Time to wake up and food for thought me thinks.



Dolphin crash lands into a small boat in New Zealand

Photo credit: Dean Harrison & Stuff News

One boater and his fishing mates recently got the surprise of their lives when a 900 pound dolphin joined them in their boat somewhat unexpectedly!

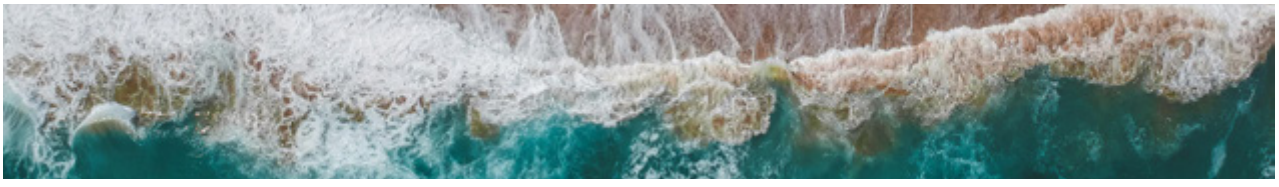
The report informs me that three fishermen had their trip go haywire when an 11-foot (3.35 m), 900 lb (408 kg) bottlenose dolphin crash-landed onto the stern of their boat. According to the boat's owner, Dean Harrison, he and his friends were enjoying a great day on the water when a shadow suddenly appeared overhead. In an instant, a dolphin smashed onto the deck of their tiny 15-foot fishing boat.

"In the blink of an eye, there's this thrashing dolphin in the middle of the boat and gear and people flying everywhere. It was chaos," Harrison told Stuff News.

One of Harrison's friends received minor injuries to his arm when the juvenile male dolphin grazed his back and shoulder.

In a wise move, the men contacted New Zealand's conservation authority who directed them to a boat ramp roughly an hour away. The conservation had a crew waiting to help treat the dolphin and along with Harrison's crew and locals, used a tractor to lift the dolphin off the boat and back into the water.

Quite a story and one to tell the grandkids too. Fortunately, it all ended well. Untill next time, ***Mike Schwarz.***





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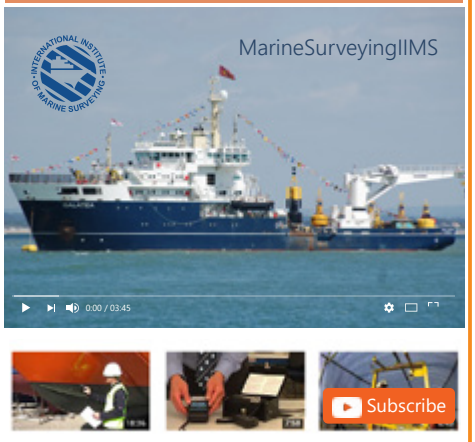
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