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.

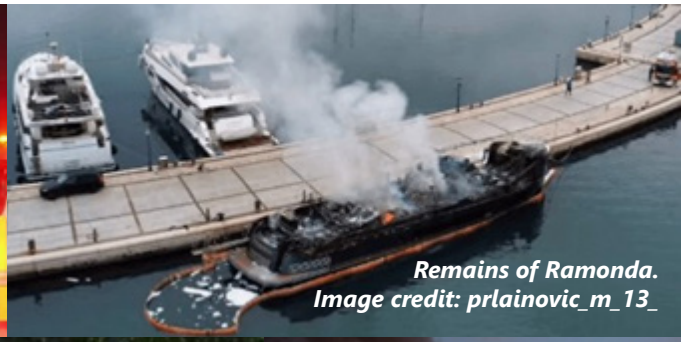
This monthly publication aims to keep members, non-members, and those who touch the surveying profession up to date with relevant industry news, the latest marine innovations and essential information for surveyors. For more information about the Institute, visit: **www.iims.org.uk** to discover a mine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

Chief Executive Officer's *Welcome*

Dear Colleague,



Miami river fire. Image credit: Fire Engineering



*Remains of Ramonda. Image credit: prlainovic_m_13_*



Karagozler Marina, Fethiye, Türkiye fire. Image credit: Patronlar Dunyası



Image credit: CBS Miami



Marseille yacht fire. Image credit: Tom Moreau/Marine Nationale

It may have passed you by, but there seems to have been a string of eye-catching large yacht fires erupting since the start of 2025 with devastating consequences. So, what is behind this surge in large yacht fires and is it acceptable? Of course not, and it is not yet entirely clear, are the simple answers. Whilst the reason of a boat fire is not always known instantly, lithium-ion batteries are said to have been the cause of one devastating fire in Marseille in January, which kick started this unwelcome run of boat fires.

The fire in question destroyed Naisca IV and spread to two nearby yachts. The second yacht was also a total loss, while the third sustained severe damage to her port side. Oil booms were deployed to mitigate the environmental harm. Who knows what the final cost to insurers will be, once the dust settles. But this incident started an alarming trend. Also in January, a 29-metre Princess Yacht was destroyed in a blazing inferno. The vessel was allegedly chartered by the renowned hip-hop producer Metro Boomin, (unknown to me I must confess), who was not on board at the time. The Miami-Dade Fire Department mobilised more than 30 units, including ground crews and rescue boats, to contain the growing fire. However, the yacht eventually took on too much water and capsized into the river.

Two further major fires occurred during March. The 29.63-metre Azimut motor yacht Ramonda was destroyed in the Portonovi resort marina in Montenegro. The images are horrific and very little remains of the vessel - just a charred and burnt-out hulk from what I can see. The local police force managed crowd control and supported the operation, whilst firefighter units worked to extinguish the fire. However, according to reports, the fire could not be contained on site.

That same month, three yachts were destroyed following a marina fire in northwest Miami-Dade County, Florida, on the Miami River. According to local reports, authorities arrived at the scene to discover all three yachts ablaze. Firefighting efforts ensued from both shore and sea, with the fire extinguished three hours later by using "foam techniques". Two of the affected vessels were below 24 metres, with the other confirmed to be the 30.8-metre Rodman yacht Nirvana.

And then in April, a massive fire erupted on a yacht in Fethiye's Karagozler Marina in Türkiye. Firefighting teams from Fethiye and Seydikemer initially responded but were unable to contain the flames. Arriving swiftly at the marina, emergency crews worked intensively to control the fire, but it seems they could not prevent it from spreading to other nearby boats. Actual facts about the incident are sketchy. Eyewitnesses stated that one of the burning yachts had recently been launched and was a relatively new vessel.

There have been other serious yacht fires too in recent months. So, what are we to make of this situation, which seems to be setting a rather worrying trend? The intensity and severity of these fires is also of concern. It is remarkable that to the best of my knowledge there were no deaths or injuries reported. I am keen to hear comment from insurers who, frankly, must be tearing their hair out!



Once again, these cases highlight the continuing spate of fires affecting the yachting industry with seemingly no let up. While it could certainly be argued that these fires are perhaps disproportionately reported due to social media, the rate of total losses caused by such incidents is actually increasing. Until the industry identifies and addresses the root causes of yacht fires, it seems inevitable that such incidents will probably persist and only grow in volume and severity.

Enclosed space deaths remain a concern

You may be aware that the subject of enclosed space deaths is something that I became passionate about when I started my career with IIMS more than a decade ago. My interest in this topic remains undiminished, not least as it is still a major problem more than ten years on and claiming lives. Little has changed it appears. I have said it before and will repeat it again – no one should leave home and not come back alive that evening because they perished in an enclosed space.

So, it was with genuine interest that I read an article recently about the fourth Enclosed Space Entry – Joint Industry Workshop. A working group drawn from maritime organisations gathered earlier this year to identify measures to reduce or eliminate deaths in enclosed spaces onboard vessels. I would encourage you to read the short article and to keep abreast of this important subject which could unwittingly affect any surveyor. Read the article at **https://bit.ly/4cN5HeJ**.



Meeting surveyors

Part of my job, which I really enjoy, is meeting marine surveyors wherever in the world they may operate. Whilst there are different maritime regulations in place across the globe, most surveyors I have met are faced with the same challenges and issues and have a shared and burning desire to keep those at sea, plus the valuable assets and cargoes safe.
Over the past few weeks, I have met surveyors in Baltimore, Ireland, Cornwall UK and most recently in Palma. Being able to network and share knowledge is invaluable. I am pleased to announce dates for my planned trip to New Zealand and Australia in July. For now, please save the dates. More details about the event schedules can be found in this news bulletin. But for now, I can confirm I am hosting an event on Friday afternoon 11 July 2025 in Auckland and a two-day event in Brisbane the following week on 17/18 July 2025. All are welcome to attend and both events will be open to in-person and online delegates. I am keen to showcase the work of IIMS and to introduce you to a range of knowledgeable and experienced speakers. Watch this space.

Just before I close, you may recall that in my April News Bulletin introduction I gave you my forthright opinion on the shocking recent safety record of the Egyptian dive boat liveaboard sector resulting in multiple boats sinkings and deaths. The thoughts and concerns I expressed brought my biggest 'postbag' ever. I am grateful to those who have commented on this unacceptable situation. I have chosen to publish one of those responses, a reply from Mick Uberti (with his permission). He has had some direct involvement in this sector and his message published in this news bulletin is essential reading to get a better understanding of the issues.



Survey well,

Mike Schwarz, ***Chief Executive Officer***

Important Notice - IIMS Annual General Meeting

The 2025 IIMS AGM takes place on 3rd June at 14.00 (London, UK time). It is being broadcast live via Zoom from the IIMS HQ offices, and all are welcome to join.

The agenda is as follows:

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

The AGM is open to all. If you would like to join the meeting, the Zoom room details are: **IIMS AGM 2025, 3 June 2025 14:00 (London, UK time)**

Go to **https://bit.ly/3ZayMer**. Meeting ID: **834 9031 0829**
Passcode: **690085**

Visit IIMS at Seawork 2025



We're exhibiting at sea WORK 10 to 12 JUNE 2025 Southampton United Kingdom

Once again, it is almost time for the three-day, popular annual Seawork show taking place at Southampton from 10-12 June.

IIMS has had a stand at this event for many years, and the team enjoys being present at the event, meeting members as well as others from the workboat industry.

You can find the IIMS booth as part of the much larger Workboat Association's bigger stand. If you are at the show, you are most welcome to come and say hello.



IIMS Brisbane, Australia Seminar 17/18 July 2025



It is some years since IIMS hosted a live event in Australia. IIMS CEO, Mike Schwarz, is hosting the two day event in person on 17/18 July at the Novotel Brisbane Airport Hotel. Members and non-members are invited to attend.

If you are unable to make the seminar in-person, there is an option for distant delegates to join the event online via Zoom. And the third option is to purchase the video content (which will be available to all delegates) to be released after the event.

Day one: Thursday 17 July

0915 – 1000 Update on IIMS activities and initiatives by Mike Schwarz, IIMS CEO

1000 – 1050 Marine Electrical Surveying by Mark Smith of SET QLD

1110 – 1210 How AMSA marine inspectors target vessel inspections, the type of inspections undertaken, and deficiencies observed by Justin Thomas, Manager – Operations North AMSA

1210 – 1300 Completing thickness testing by Graeme Normington

1415 – 1515 Stability and lightship assessment by Steven Mitchell

1515 – 1630 Augmented reality and AI wearables in marine surveying by Nick Parkyn

1630 Close

1700 Evening networking hour

Day two: Friday 18 July

0915 – 1000 Maritime law update by John Kavanagh, Pacific Maritime Lawyers

1000 – 1050 Recruiting and training marine surveyors by Mick Uberti of Maritime Survey Australia

1110 – 1210 Corrosion prevention by Brian Gatt, Logix Group

1210 – 1300 Refining and aligning your survey process – Maturing in the Swiss Cheese by Nick Parkyn

1415 – 1515 Welding inspections – Racel Abbot of Assue QC

1515 – 1630 The impact of AI on marine surveyors and society by Mike Schwarz

1630 Close

For more information and to reserve your place using the secure online form go to **https://bit.ly/3EY6xJ0**.

Alternatively, please contact Vicki Loizides at IIMS HQ by email at **education@iims.org.uk** and we will invoice you.

Essential half-day seminar in Auckland on Friday 11 July 2025



IIMS has announced a special afternoon training seminar to be held in Auckland, which is open to IIMS members, non-members and other interested maritime parties.



This event takes place at: NZ Marine Industry Association, 85 Westhaven Drive, St Mary's Bay, Auckland 1010.

The schedule for the afternoon is as follows:

1245 – 1345 Registration and buffet lunch

1345 – 1400 Peter Busfield, Executive Director, NZ Marine Industry Association:
Keynote address

1400 – 1440: Mike Schwarz, IIMS CEO
Topic: Update on IIMS activities and initiatives

1440 – 1520: Nick Parkyn, Marine Surveyor
Topic: Introduction to synthetic rigging

1520 – 1600: Marg Wind, Executive Director, NZ Marine Transport Association, Publisher/Editor, Professional Skipper Magazine, Director, SafeShip Limited
Topic: Regulatory update, surveyor oversight and Regional Marine Transport Initiative

1600 – 1640: Liam Dowling, NetZero Maritime
Topic: Introduction of new technology; lessons learned, regulatory challenges and upskilling surveyors

1640 – 1720: Michael Eaglen, Co-founder and Chief Executive of EV Maritime
Topic: The Green Shoots of Auckland's Zero Emission Maritime Future

1730: Networking hour

The cost is just £75 GMP, equivalent to approximately 165 NZD to include buffet lunch. More distant delegates are welcome to attend the session as an online only delegate via Zoom.

To reserve your place, please go to **https://bit.ly/4mv5aCK**.

Safety at sea should never be compromised

Writing in response to Mike Schwarz's April News Bulletin introduction about the safety record of the Egyptian dive boat liveaboard sector, Australian based marine surveyor, Mick Uberti, has submitted the following for publication.



Last year, Maritime Survey Australia (International) marine surveyor, Mick Uberti, conducted safety inspections on dive boats in the Red Sea, uncovering alarming deficiencies. He spoke with Joe Inwood of the BBC News about the state of the Egyptian dive liveaboard vessels and how we have developed an innovative star rating system to encourage a positive safety culture. Our findings underscore the urgent need for improved safety standards in the dive boat industry. Let's work together to create safer seas.

You can listen to a podcast that Mick completed with the "Scuba Goat" **https://bit.ly/3EF6FNG** on this subject.

Maritime Survey International was engaged by our client to complete the inspection of liveaboard vessels in Egypt in January 2023 and January 2024. These inspections were to ensure that the vessels were safe and fit for purpose for a charter of up to 3 months.

In total we inspected 14 vessels - a few of them did not warrant more than 5 to 10 minutes of my time and were clearly not fit for purpose. The survey inspection was to gather facts to provide a professional opinion of the vessel's safety, structure, systems, cosmetics, levels of compliance with currently applicable mandatory and voluntary standards, and best or common practice.

These surveys are intended to give potential charter companies and guests (divers) enough information to make an informed decision. The findings on all the vessels were very similar. All of the vessel presented interiors, cabins and sleeping berths that are in good to very good condition, as this is the selling point for the charter operator. Many of the deficiencies are not expensive to repair or replace, and in most cases, compliance with safety and contemporary standards is simply unknown to the crew and operators as they are not educated in this space. Following these inspections, we contacted the Egyptian Authority for Maritime Safety (EAMS) at its main office in Alexandria as the concerned authority regarding the technical standards, compliance and registration. EAMS never responded to our emails.

Excursion vessels with capacity of more than 10 tons that go beyond the regional waters must be registered. EAMS issues their Registration Certificates and revalidates their sea worthiness certificates, and gives the navigational permissions required.

These regulations appear to be poorly enforced. Passengers have a reasonable expectation that a vessel that plies for hire and reward is fit for purpose. It is of no surprise that vessels that are not obligated or enforced to meet minimum safety standards, do not. The Egyptian Maritime Authorities, for whatever reason, do not enforce their own obligations such as the collision regulations and therefore, the domestic commercial vessel industry in Egypt plies its trade largely unregulated.

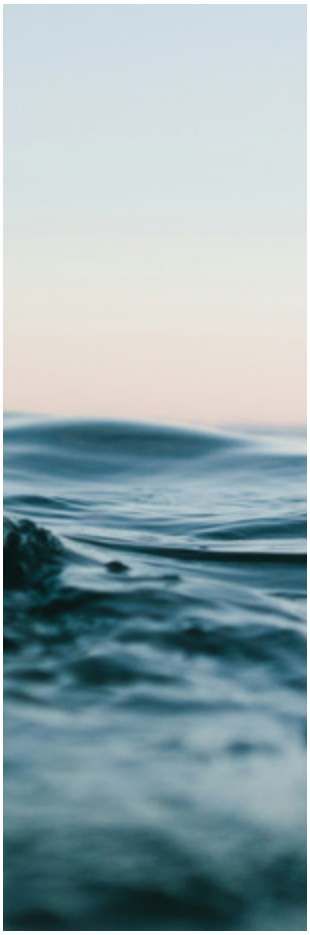
A Bachelor-thesis investigation of a series of accidents involving yachts for diving vacations has been completed by Institut für Schiffbau und Maritime Technik Justus Schiszler. In collaboration with Justus and the team at Taucher, who are passionate about diving, we decided to put together a checklist using the Caribbean SCV Code 2021 and presented this to around 40 dive operators. Our team then developed the MSI safety score that has been applied to the vessels following our inspection and we have listed the vessels that have had a score of 3 or more here.



The BBC also interviewed us and reported on this in an article in relation to the Sea Story. We are happy to promote the safe operators and hopefully have more vessel operators sign up to our safety audits, not just in Egypt but globally.

Mick Uberti

For more info visit **https://maritimesurveyaustralia.com.au**.



UK MAIB releases first safety digest of 2025

The UK Marine Accident Investigation Branch (MAIB) has published its first safety digest of the year.

Safety Digest 1/2025 draws the attention of the marine community to some of the lessons arising from investigations into recent accidents and incidents.

This information is published to inform the merchant and fishing industries, the recreational craft community and the public of the general circumstances of marine accidents and to draw out the lessons to be learned.
The sole purpose of the safety digest is to prevent similar accidents happening again.

In his introduction, Chief Inspector of Marine Accidents, Andrew Moll OBE, highlighted to the recent collision between container vessel Solong and tanker Stena Immaculate pointing out it appeared to be yet another collision that should not have happened.

He added that a good lookout as key to preventing collisions (COLREGs Rule 5), and also that stand-alone vessels should ready to take avoiding action when necessary (Rule 17).

The digest also featured introductions by Gary Doyle, Group Harbour Master of Peel Ports Group; Anne Hornigold, Director of Whitby & District Fishing Industry Training School; and Mark Bleecker, Director of MB Marine who contributed their expert insights to this safety digest.

Read the PDF at **https://bit.ly/4jthUaD**.

Report on the IIMS Yacht & Small Craft gathering in Cornwall

The Institute is grateful to member, Nick Healey, for arranging an evening event for yacht and small craft surveyors based in the UK southwest recently.

Nick writes: There were nine attendees at Falmouth Boat Construction, who kindly hosted the event under the working title 'Marine engineering'. Johnathon (The chief and yard owner) headed up the talk, firstly giving us an insight into their services. He was followed by Steve (Head engineer) who gave and showed some great examples of engine scenarios including, installations, exhausts, corrosion in coolant systems, propellers and fuel management. He also took us through his extensive collection of photographs that he has meticulously collected over an engineering career spanning many decades. In addition, we walked through the yard looking at propellers and shafts where problems had been observed by Steve to understand the issues.

I think I can speak for all present that this was a most useful exercise. I'm sure everyone would have learnt something and probably, most importantly, it gives a little reminder of the detail needed in order to provide a meaningful survey report.



Surveying can be a lonely world sometimes. Time spent networking and building a relationship between other surveyors/brokers and contractors has been invaluable during my career. Sometimes a quick call to a contractor, or a fellow surveyor to discuss a topic on something you are currently looking at, can make your day run a lot smoother. Asking for help when knowledge or experience may be at a deficient should be actively encouraged.

Nick Healey MIIMS

Annual Palma small craft training seminar

The annual Western Mediterranean Yacht & Small Craft seminar is held alongside the ever growing Palma International Boat Show as its backdrop. One of the highlights of this year's show was the appearance of Jeff Bezos' 127 metre three masted superyacht – a remarkable sight.

The range of topics covered across the two days was extensive. Roland Perry gave a fascinating presentation on the process of marine surveying involving a strong AI element to it. Tim Rowe demonstrated his extensive knowledge when he talked about surveying classic wooden boats. On the second morning, 2 May, METALNOX delivered an in-depth Technical Seminar at its facilities on the repair of shaft lines and/or their elements: propellers, shafts, P brackets and rudders at their groundbreaking facility.

The workshop mixed technical aspects with practical examples, and those present saw at first-hand the initial analysis of a propeller using a 3D scanner, through to laser alignment, repair by welding, straightening and dynamic balancing.

All images by METALNOX











IIMS London Conference report

Marine Surveyors, P&I Clubs, and Loss Prevention: Collaboration for Safer Seas

IIMS held a successful one-day event in central London on Tuesday 13 May 2025, the first such conference of its kind for commercial ship surveyors to take place in the UK capital since before Covid.

Many thanks are due to Stuart Edmonston and his team at UK P&I Club for hosting the event in the Thomas Miller offices and for their generous hospitality on the day, including an excellent working buffet lunch.

The event was kindly co-sponsored by AR Brink & Associates and eDOT Solutions.

The event was opened by a short welcome from IIMS President, Capt Ruchin Dayal, who sadly could not be at the event in person. John Stawpert (Principal Director Marine, International Chamber of Shipping) followed as he delivered a keynote address, to which Mike Schwarz replied. John's keynote address is published in full later.

Stuart Edmonston, UK P&I Club, delivered a powerful presentation entitled "Partnering for Safety: The Role of P&I Clubs, Marine Surveyors, and Risk Management in Loss Prevention".

John Lloyd, CEO Nautical Institute, is a name that will be known to many and IIMS was delighted he was able to take time out from his busy schedule to present "Marine Surveyors, Safety, and Sustainability: The Nautical Institute's Vision for Safer Seas". In his presentation, John spoke of the role that the human element plays in incidents and accidents.

Someone else well-known to IIMS members is Capt Nick Sloane. Some years ago, he delivered a masterclass on the work he and his team undertook to raise the ill-fated Costa Concordia. Nick did not disappoint as he delivered a fascinating presentation entitled, "Recovery of the bark EUROPA off the Cape Town synchrolift".

After lunch, it fell to Jeremy Russell KC to fill what he called the graveyard slot. In his talk, he spoke expertly about "LOF today: The art of assessment from the perspective of a Lloyd's arbitrator".

It was surely inevitable that the subject of lithium-ion batteries and fires at sea (and on land) caused by this technology would fully engage the audience, and so it proved. Karley Smith





Stuart Edmonston (above left) with Mike Schwarz (right) and Capt. Allen Brink (bottom left). AR Brink & Associates and eDOT Solutions co-sponsored the event



and Yvonne Tung from Brookes Bell gave a hard hitting presentation called "Navigating the Risks: Lithium-ion Batteries, Electric Vehicles, and Fire Safety in the Maritime Industry".

Geraldine Koon and Amelia Dunn, both from ITIC, brought the day's proceedings to a close. Their topic - "Risk management for marine surveyors" – assessed how a surveyor should set up a survey, including the importance of making terms and conditions clearly available, what to include in their report and other vital aspects of trying to avoid litigation!



John Stawpert (Principal Director Marine, International Chamber of Shipping) with Mike



John Lloyd (CEO Nautical Institute) with Mike



Capt Nick Sloane with Mike



Mike applauds Yvonne Tung and Karley Smith (Brookes Bell)



Mike thanking Jeremy Russell KC



Mike thanks Geraldine Koon and Amelia Dunn (ITIC)

Sydney set to host two premier boat shows in 2025



The multi-billion dollar boating industry in Sydney is gearing up for an exciting 2025 with the announcement of two distinct boat shows, both presented in a new format by the Boating Industry Association (BIA), in partnership with its event delivery partner Mulpha Events.

The first event, the Sydney Boat Show, will take place from August 14 to 17, 2025, at the Sydney Showground, Sydney Olympic Park. This show will make the most of the expansive indoor venue as well as the substantial outdoor areas to showcase a comprehensive range of boat accessories and gear.

Attendees to the multi-day event can look forward to engaging activations, including a giant indoor pool that will serve as a central feature for a variety of demonstrations and activations, from try boating experiences to crucial safety demonstrations.

Following this, the Sydney International On-Water Boat Show will be held at Cockle Bay, Darling Harbour, from November 13 to 16, 2025. This event will provide a dedicated on-water platform to showcase a wide array of vessels ranging from alternative fuel powered sports boats to luxury motor cruisers.

The Sydney International On-Water Boat Show is a premium marine showcase, set against the stunning backdrop of Cockle Bay and the Darling Harbour foreshore. The event will feature an impressive on-water display of luxury vessels and high-performance boats, alongside vibrant foreshore activations and marine lifestyle exhibits.

The move to a November date takes full advantage of Sydney's balmy spring weather, offering more time on the water and creating ideal conditions for twilight viewing experiences. With its prime waterfront location and seasonal timing, the reimagined show is perfectly aligned with the boating lifestyle — attracting serious buyers, marine enthusiasts, and global industry leaders for a standout on-water experience.





Suzuki develops more sustainable corrosion-resistant anodizing tech for outboards

Suzuki Motor Corporation has developed a new technology to apply a corrosion-resistant anodizing treatment to outboard engine components which it says cuts CO2 emissions in half from those of previous treatments.

The new manufacturing process, which protects key components including the cylinder block, cylinder head and crankcase, is being introduced on some specifications of the company's popular DF140B outboard engine and will be progressively adopted to other models. Beyond significantly lowering greenhouse gas emissions during product manufacturing, further key features of Suzuki's new anodizing technology include enhanced heat resistance and improved sealing for improved product durability.

"The technology that we have adopted in Suzuki's outboard motors not only enhances product quality through improved corrosion resistance but also contributes to carbon neutrality by reducing CO2 emissions during manufacturing," said Suzuki Marine executive general manager, Shuichi Mishima. "This is a world-first technology for mass-produced outboard motors. We have taken on the challenge of developing new technologies as Team Suzuki and have successfully developed anodizing treatment for mass-produced engine parts."

Surveyor shortage adds to skills shortage headache

A shortage of surveyors is hampering South African marine manufacturing, a senior government maritime official told delegates at a maritime careers conference in Cape Town, Maritime Review Africa reports. The surveyor shortage is symptomatic of a broader skills shortage affecting the sector despite ongoing efforts to ramp up local skills training programmes.

Captain Vernon Keller, deputy chief operations officer of the South African Maritime Safety Authority (SAMSA), said the surveyor shortage was negatively impacting the maritime sector. SAMSA was short at least 14 surveyors, Keller said.

The surveyors are needed to conduct inspections required to keep abreast of international certification requirements.

South African boatbuilders have also repeatedly raised concerns about a shortage of skilled artisans, with industry growth far exceeding the pool of available talent. The South African Boat Builders Export Council (SABBEX) is actively working to alleviate the problem.





Tokyo MOU Annual Report 2024 published

The Tokyo MOU has released its Annual Report 2024, which conducted 32,054 inspections, which is four times the number of inspections undertaken three decades ago.

The Tokyo MOU noted that the detention rate has decreased 0.6 percentage points in 2024, continuous attention and emphasis needs to be paid as the level of detentions is still higher than that of the pre-pandemic period and almost the same level as that of ten years before. Furthermore, in 2024, the number of under-performing ships are nearly double that of the previous year, which indicates the condition of ships in the region is becoming worse.

An analysis of recorded deficiencies/detentions has not revealed any specific area as the primary cause of this situation of non-compliance.

Serious concerns have been raised by the Tokyo MOU regarding cases of improper conduct of certain flag States and recognized organizations (ROs), such as extending the validity of certificates in violation of limitations imposed by the relevant conventions, accepting and/or approving unjustified equivalent arrangements and the conduct of remote surveys that were not in line with the IMO guidelines and ineffective from a safety and environmental protection point of view.

A total of 77,526 deficiencies were recorded in 2024. Fire safety measures, lifesaving appliances, working and living conditions and safety of navigation continue to be the major categories of deficiencies discovered on ships.

In 2024, 15,406 deficiencies related to fire safety measures, 10,263 deficiencies related to life-saving appliances, 8,193 deficiencies related to working and living conditions and 8,066 deficiencies related to safety of navigation were recorded, representing 54% of the total number of all recorded deficiencies.

As a result of the CIC on Crew Wages and Seafarer Employment Agreements under MLC, 2006, deficiencies related to Conditions of employment and Health protection, medical care, social security increased notably, compared to the previous year. In addition, there were continuous increase of deficiencies on Certificates Water/Weathertight and Documentation, conditions, Alarms, Dangerous goods, Labour Conditions - Accommodation, recreational facilities, food and catering and MARPOL Annex VI.

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



Study finds that half of Scotland's coastal vessels go untracked

Over half of vessels operating in Scotland's coastal waters are effectively "invisible" to standard maritime tracking systems, according to a new Heriot-Watt study.

The researchers have found that only 43% of vessels within 10 km of the Scottish coast broadcast an Automatic Identification System (AIS) signal, the standard global tool to monitor ship movements.

The Heriot-Watt team says this lack of visibility poses significant risks to marine life, safety, and sustainable ocean management. The study, which was published in the academic journal Marine Policy, relied on over 1800 hours of land and sea surveys conducted between 2019 and 2024, covered nine of Scotland's 11 marine regions and showed huge regional and seasonal disparities in AIS visibility.

Furthermore, much of the data was collected by citizen scientists from several organisations; volunteers were trained to follow a standardised method to survey and quantify ships.

Volunteers from the Whale and Dolphin Conservation Shorewatch in Shetland, the Hebridean Whale and Dolphin Trust and the Community of Arran Seabed Trust all participated.

Dr. Emily Hague from Heriot-Watt's School of Energy, Geoscience, Infrastructure and Society said: "This data challenges the assumption that we can rely on AIS to tell us what's really happening in our coastal seas. In some areas, over 75% of vessel activity goes unrecorded."



BIMCO shares IMO interim guidelines for safety of ammonia-fuelled ships

The International Maritime Organization (IMO) has issued the Interim Guidelines for the Safety of Ships Using Ammonia as Fuel (MSC.1/Circ.1687), marking a significant milestone in regulatory support for alternative fuels.

The Maritime Safety Committee (MSC) approved the guidelines at its 109th session in December 2024, following their development and finalisation by the Sub-Committee on Carriage of Cargoes and Containers (CCC) at its 10th session in September 2024. BIMCO has actively participated in all aspects of the work contributing to these guidelines and to the development of future mandatory provisions.

The interim guidelines provide a goal- and function-based safety framework covering:

- ship design
- equipment
- operations
- bunkering
- toxicity mitigation, and
- crew protection.

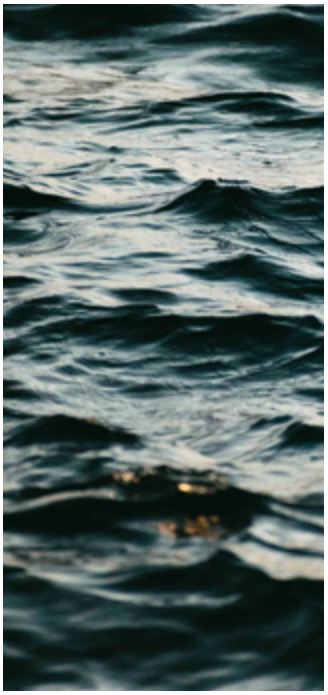
While the guidelines are non-mandatory, they align closely with the IGF Code and SOLAS principles, offering administrations and industry stakeholders a consistent reference point as ammonia-fuelled projects emerge.

The guidelines aim to ensure that ammonia-fuelled systems offer at least the same level of safety and reliability as conventional oil-fuelled machinery, recognising ammonia's specific hazards, including high toxicity, potential for explosive atmospheres, and material compatibility challenges.

They encourage early uptake while noting that further refinements will be necessary as operational experience is gained, particularly in relation to toxicity controls and emergency systems.

Read the full interim guidelines: **https://bit.ly/44tyseo**.

Inquest into sinking of Bayesian yacht will take "many months" court hears



The investigation into the deaths of British tech tycoon Mike Lynch, banker Jonathan Bloomer and members of their families who perished when the luxury yacht Bayesian sank last year will take many months, a British inquest was told.

The ship, owned by the Lynch family, is still on the seabed, but British investigators said they expected it to be raised and brought to shore imminently. The sinking is being investigated by Britain's Maritime and Coastguard Agency (MCA), which examines whether there is criminal culpability, and the Marine Accident Investigation Branch, an inquest hearing at Suffolk Coroner's Court was told.

Senior Coroner Nigel Parsley asked Mark Cam, senior investigator at the MCA, if it would be fair to say that because the MCA was a long way from finalising its criminal inquiries, the inquest process was also unlikely to complete for many months.

"I would believe that would be the case sir, yes," Mr Cam said.



NTSB recommends improving preparedness of land-based response to vessel fires

The US National Transportation Safety Board (NTSB) has recommended that land-based firefighters be better prepared for marine vessel firefighting following a fatal fire on the Con-Ro vessel Grande Costa D'Avorio in Newark, New Jersey, on 5 July 2023. The ship was docked at Port Newark when a vehicle used by shoreside workers to push used vehicles onto the vessel caught fire on an interior garage deck.

The ship's captain ordered use of the vessel's CO2 extinguishing system, but the crew were unable to close a large rampway door because the control panel was located inside the fire protection zone (where the CO2 would be released). The lack of operating controls on the outside of the door prevented the crew from safely closing the door and directly led to the ineffectiveness of the fire extinguishing system, contributing to the fire's duration and severity.

Two land-based firefighters died while attempting to put out the fire. Six additional emergency responders were injured during the firefighting and rescue operations.

The damage to the vessel was estimated to be over US$23 million.

The NTSB found that directing firefighters to enter the area where the CO2 extinguishing system had been activated, contrary to general marine firefighting convention, exposed firefighters to additional and unnecessary risk. The Newark Fire Division was also not adequately prepared to respond to a vessel fire and lacked marine vessel firefighting training.

Investigators found the vessel fire resulted from the overheated transmission fluid of the pusher vehicle, which boiled over and ignited on a hot engine surface. The pusher vehicle was a passenger vehicle, and not suitable for use as a power industrial truck because it did not meet Occupational Safety and Health Administration (OSHA) standards for a power industrial truck.

The NTSB made recommendations to the Newark Fire Division and the Port Authority of New York and New Jersey, the American Association of Port Authorities, the International Association of Firefighters, the International Association of Fire Chiefs, and the National Volunteer Fire Council, to improve land-based firefighting departments' marine vessel firefighting training and familiarity. To ensure that shoreside personnel are aware of what to do in the event of a fire on board a vessel, the NTSB recommended that Ports America and American Maritime Services develop policies for emergencies, including accounting for all employees.

The NTSB also recommended that RINA Services, the vessel classification society, revise its procedures for review and approval of vessel plans to ensure that fire boundary openings to spaces protected by fixed gas fire extinguishing systems can be closed from outside the protected space. The NTSB also recommended that the US Coast Guard submit a proposal to the International Maritime Organisation to clarify the International Convention for the Safety of Life at Sea regulation requiring that all openings capable of admitting air into or allowing gas to escape from a protected space can be closed from outside the protected space applies, regardless of their expected operational condition when in port or at sea.

The final report is expected to be published on the NTSB's website in several weeks.

Construction of world's first sail-powered container ship is underway



Windcoop has officially announced the launch of the construction of the world's first sail-powered container ship, at the RMK Marine shipyard. The ship will measure 91.3 meters in length and will be propelled by three rigid wings, each measuring 350 m^2, designed by CWS (Computed Wing Sail). This design is expected to reduce CO_2 emissions by 60% compared to conventional cargo ships.

The project stands out not only for its technological advancements but also for its unique funding model. Over 1,600 citizen shareholders have contributed, alongside key shippers such as Arcadie SA, VALRHONA, PROVA, and ETHIQUABLE. Impact-driven financial partners, including La Nef, SIDI, Mer Invest, and others, have also supported the initiative. To date, €6.8 million has been raised in equity, with the total project valued at €28.5 million.

The first route will connect France with Madagascar, including ports in Tamatave, Diego Suarez, and Majunga. Windcoop is already studying the construction of a second ship to ensure monthly service and is exploring new routes to further expand its environmental and social impact.



Product tanker makes near-zero emissions Atlantic crossing

A product tanker operated by Odfjell has finished a near-zero-carbon transit of the North Atlantic, demonstrating the cost-effectiveness of sail power and biofuel.

Bow Olympus just completed a voyage from the U.S. Gulf Coast to Terneuzen, powered by four suction sails and a bunker stem of 100 percent biofuel in her tanks. Without even paying the steep cost of electrofuels, the tanker met both FuelEU Maritime Targets for 2050 and IMO "direct compliance" carbon targets for 2044, decades ahead of time.

The unexpectedly high power of Bow Olympus' suction sails helped make it possible, Odfjell said. The 72-foot sails have driven fuel consumption down by as much as 40 percent in the best wind conditions, and 15-20 percent in "good, but not perfect" conditions, according to Odfjell VP of Technology Erik Hjortland. "That translates to five tons of fuel saved per day, equivalent to a reduction of 15 tons of CO2 emissions per day," he said.

MAIB interim report on North Sea collision reveals no dedicated lookouts on ships



CCTV still of the initial collision. Image courtesy of Crowley Government Services.

The UK Marine Accident Investigation Branch (MAIB) has released an interim report on the fatal collision between the container ship Solong and the oil/chemical tanker Stena Immaculate.

One of Solong's crew has never been found and is presumed to have died in the incident which took place 14 nautical miles north-east of Spurn Head at the entrance to the Humber Estuary, England on 10 March 2025.

The report has revealed that neither ship had a dedicated lookout on the bridge.

Factual information

As Stena Immaculate approached the Humber Estuary on 9 March 2025, the officer of the watch contacted Associate British Ports (ABP) Vessel Traffic Services Humber and was advised to proceed to anchor at a position 5 miles to the north of the Humber light float and 2 miles clear of any pipeline. At about 1830, Stena Immaculate's master manoeuvred the vessel as directed to a position north of ABP Humber's area of responsibility where it anchored. There were eight other vessels anchored in the same area.

By 2000 on 9 March 2025, Solong had departed Grangemouth, Scotland, disembarked the pilot and commenced its passage to Rotterdam, the Netherlands. Solong's planned passage followed a route the vessel had used in the past. The master remained on watch until shortly before 2300, then handed the watch over to the second officer (2/O) and retired to bed.

Shortly before midnight, Stena Immaculate's 2/O took over the anchor watch at the start of a 12-hour duty period.

At approximately 0130 on 10 March 2025, Solong passed the Longstone Lighthouse off the north-east coast of England and altered course onto a heading of approximately 150°. Solong maintained this course except for a slight deviation at 0345.

At 0700, Solong's master returned to the bridge and took over the watch as the lone watchkeeper.

The visibility in the area north of the Humber light float was reported to be patchy and varying between 0.25 nautical miles and 2.0nm. Neither Solong nor Stena Immaculate had a dedicated lookout on the bridge.

At 0947, Solong collided with the anchored Stena Immaculate's port side on a heading of 150° and speed over the ground of about 16 knots. Able seaman Mark Pernia, one of Solong's crew, was reported to be in the forecastle area at the time of the collision.

Consequences

The collision breached Stena Immaculate's No.7 port cargo tank, releasing aviation fuel into the sea and onto the bow of Solong. The aviation fuel was ignited by the heat generated by the force of the collision and the resulting fire ignited the contents of containers carried on board Solong.

The crews of both Solong and Stena Immaculate took immediate action to address the evolving situation. Attempts by Stena Immaculate's crew to fight the fire, and for Solong's crew to locate the missing able seaman were hampered by the severity of the fire. Both Stena Immaculate and Solong's crew abandoned to lifeboats and were subsequently recovered by the efforts of local boats and emergency responders, coordinated by His Majesty's Coastguard.

Able seaman Mark Pernia has not been found and is believed to have died in the accident.

Ongoing action

Both Solong and Stena Immaculate are currently undergoing salvage operations and an evaluation of the nature and extent of pollution from both vessels is in progress.

The MAIB's investigation into the accident is ongoing. The investigation will encompass the navigation and watchkeeping practices on board both vessels; manning and fatigue management; the condition and maintenance of the vessels involved; the use of the offshore area as an anchorage for vessels waiting to enter the Humber Estuary; and the environmental conditions at the time.

A report of the investigation will be drafted and will be distributed to key stakeholders for a 30-day consultation period in due course.

Read the report: **https://bit.ly/3SpMQgj**.

Brookes Bell:
Why Are There So Many Soya Bean Claims?



In 2023, the global soya bean market (also known as soybeans and soyabeans) was valued at over USD 200.37 billion, and it is projected to grow to USD $259 billion by 20302, says Brookes Bell.

The shipping industry plays a significant role in supporting this global industry, but behind these impressive figures lies a perilously narrow window for safe ocean transport. Despite being loaded in sound condition and carried by well-maintained vessels on unexceptional voyages, soya beans continue to arrive in a deteriorated condition far too often. Claims related to spoilage frequently run into millions of dollars, exposing shipowners, operators, and marine insurers to significant financial risk.

Why are soya bean claims becoming so frequent??
The answer lies in the unstable nature of soya beans themselves. The oil-rich composition that makes them valuable also makes them highly susceptible to spoilage. Even when fully compliant with moisture specifications at the time of loading, soya beans have a much shorter shelf life than other grains and are prone to self-heating. Risk increases significantly with longer voyages, and when spoilage occurs, it can escalate rapidly, leading to severe damage, caking, mould growth, and discolouration.

Given the vastness of the soya bean trade and the financial consequences of spoilage claims, how can operators ensure the safe transportation of this unstable cargo and mitigate the associated commercial risks?

Why are soya beans more susceptible to self-heating than other grain and oilseed cargoes?
Unlike cereal grains such as wheat, barley, rice, and sorghum, which have stable moisture content and are rarely subject to self-heating, soya beans are inherently more unstable due to their high oil content.

Soya beans consist of one-fifth (20%) oil, and the oil is completely immiscible with water, which means that moisture in soya beans is concentrated in the non-oily parts of the seed. Although soya beans are traded on comparable commercial moisture specifications as cereal grains, typically 13-14%, the risk of spoiling is actually the same as if the moisture content was one-fifth higher, i.e. around 16.5-17.5%.

Mould spores are present in all grain cargoes, but typically remain dormant when moisture content is low.

In soya beans, however, the higher moisture concentrated in the non-oily part of the bean creates excess humidity within the cargo. As a result, mould spores will break dormancy and begin to proliferate. Mould growth is microscopic. It's not usually visible, at least in the early stages, but it generates a lot of heat, and as the heat is generated, the temperature goes up, and higher temperatures generate even faster mould growth, producing a self-accelerated process referred to as "self-heating".

Once this process has started, the only way of preventing further deterioration is to discharge the cargo as soon as possible and to commence processing immediately thereafter.

The article also includes advice for shipowners on how they can effectively manage the risk of spoilage in transit. It also explains at what moisture content soya beans become unstable.

Read the full article: **https://bit.ly/3GJUIXo**.



Streamlining PSC inspections through AI-powered approach

Port State Control (PSC) inspections are a fact of life in the maritime world — and they're getting tougher. With rising detention rates, unpredictable inspection criteria, and mounting pressure on crew performance, preparing for a PSC visit can feel like navigating a minefield, says Kaiko Systems.

In 2024 alone, over 73,000 PSC inspections were conducted globally, with a growing detention rate now over 3%.

For vessel operators, a failed inspection can mean costly detentions, delayed cargo, reputational damage, and a hit to operational performance.

Despite the stakes, PSC preparation is still largely manual. Many ship operators rely on generic checklists, emails, spreadsheets, and time-consuming back-and-forth between ship and shore. This disjointed process places a huge burden on already stretched crews and leaves little room for proactive action. It also increases the likelihood of human error, missed deficiencies, and, ultimately, detentions.

That's why Kaiko Systems and Risk4Sea have joined forces to launch a dynamic, mobile-first digital solution — designed from the ground up to help crews and shore teams take control of PSC preparation.

This joint solution combines Kaiko Systems' advanced data collection and frontline intelligence platform with Risk4Sea's deep database of prioritized PSC risks, offering a fully tailored and predictive approach to port inspection compliance.

How It Works:

- Real-Time Risk Profiling: As soon as a vessel updates its next port call via AIS, the system automatically pulls real-time PSC intelligence from Risk4Sea — identifying trends, top deficiencies, and inspection risks specific to that port.
- Tailored Checklists Based on Real Risk Data: Based on vessel type, MoU region, past deficiencies, and port history, a custom checklist is generated — with high-risk items prioritised to focus crew attention where it matters most.
- Mobile-First Execution: The checklist is sent directly to the ship via Kaiko's mobile app, complete with guided steps, offline capability, and pre-filled best practice answers. No more juggling emails or clunky spreadsheets.
- Fleet-Wide Visibility for Shore Teams: Onshore managers get a real-time dashboard view of the entire fleet's readiness. Any red flags are instantly visible, and corrective actions can be tracked within the same system.
- AI-Powered Analysis and Continuous Learning: The platform uses AI to flag anomalies, predict detention risks, and generate trend-based insights for continuous operational improvement.

Why It Matters

- 52% fewer failed inspections thanks to prioritised preparation.
- Elimination of Excel-based workflows, freeing up time for crews and technical teams.
- Improved morale by reducing crew stress and preventing blame culture.
- Fleet-wide transparency, empowering ship-shore collaboration like never before.

New Zealand TAIC publishes report into five fatalities after boat capsized

The New Zealand Transport Accident Investigation Commission (TAIC) after five people died when a boat capsized off the coast of Goose Bay on 10 September 2022.

What happened
The i-Catcher was an 8-metre (m) aluminium pontoon boat operated by Fish Kaikoura 2011 Limited (Fish Kaikoura) out of South Bay in Kaikōura, New Zealand. The vessel was primarily engaged for charter fishing, with occasional sightseeing tours around the coastal waters of Kaikōura.

At approximately 0800 on Saturday 10 September 2022, the i-Catcher departed South Bay, Kaikōura with 11 people onboard, comprising 10 passengers and the skipper.

The passengers were members of the Nature Photography Society of New Zealand and had chartered the vessel for a three-hour passage to photograph pelagic birds.

At approximately 1005, the i-Catcher was off the coast of Goose Bay heading towards Rileys Lookout on its return to South Bay, when the vessel's occupants felt a sudden impact from underneath the hull and the i-Catcher rapidly capsized to starboard.

Five passengers and the skipper managed to climb on top of the upturned hull, while the other five passengers remained in an air pocket underneath the vessel.

The skipper placed an emergency 111 call using a passenger's mobile device, alerting New Zealand Police (Police) to the accident, and initiating a search and rescue operation.

Six of the eleven people survived the accident. The survivors were retrieved from on top of the upturned hull by responding vessels. The Police National Dive Squad later recovered the bodies of the remaining five passengers from underneath the upturned hull.

The deceased were found wearing inflated lifejackets within an air pocket that was heavily contaminated with petrol.

Why it happened
It is virtually certain the i-Catcher struck a whale that had surfaced underneath the hull, causing the rapid capsize to starboard.

All five deceased passengers were found within the air pocket under the upturned hull wearing inflated lifejackets, hindering their ability to escape. Four of the lifejackets were manually activated, while one was automatically activated.

It is virtually certain that defects in the vessel's fuel system allowed fuel to leak into the air pocket of the upturned vessel reducing the survivability of the accident.

What we can learn
Because of the suddenness of the capsize, the vessel occupants were unable to retrieve the Emergency Position Indicating Radio Beacon (EPIRB) to alert authorities to their emergency. The EPIRB remained secured in its bracket underneath the upturned hull. There is a significant safety benefit for vessels equipped with EPIRBs that are manually released and activated to carry a reliable secondary form of communication suitable for the location and conditions such as a Personal Locator Beacon. This practice greatly improves the likelihood of alerting authorities to an emergency should a sudden event occur.

It is important for vessel owners and operators to be familiar with the state of fuel systems onboard their vessels through regular inspections for deficiencies, ensuring the safety of the vessel and its occupants.

Lifejackets are a critical lifesaving appliance. On the day of the accident, the vessel occupants were well equipped, wearing inflatable lifejackets suitable for the vessel's operation. The circumstances of this accident highlights the importance for people to understand how to safely deflate and remove an inflatable lifejacket while in the water should they need to do so in an emergency.

Pre-departure safety briefings should include doffing procedures as part of lifejacket operational instruction so that vessel occupants are well informed should a sudden emergency occur.

Inflatable lifejackets rely on the successful operation of an inflation mechanism to make them buoyant. It is important that inflatable lifejackets are regularly inspected and maintained to ensure they work as designed when needed.

There were challenges in coordinating the search and rescue operation resulting in delays and elevating risk to those responding. The Commission considers it unlikely that the delays contributed to the overall outcome of this accident, given the toxic environment within the air pocket of the upturned hull. Nevertheless, valuable lessons can be learned from this response to better prepare for a search and rescue response for similar accidents in the future.



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USCG PSC Annual Report 2024



The United States Coast Guard's Office of Commercial Vessel Compliance has released the U.S. Port State Control Annual Report for 2024.

The report said in 2024, a total of 11,273 individual vessels, from 79 different flag administrations, made 84,034 port calls to the U.S. 8,710 PSC exams were conducted. These exam numbers increased over the 2023 total of 8,278. The total number of ships detained in 2024 for environmental protection, safety, and security related deficiencies decreased from 101 to 82.

Detainable deficiencies overview

- ***Fire Safety.*** The prevention of fires on board ships is always an area of particular concern for our PSC program. For the fourth straight year fire safety deficiencies lead all deficiency categories. Oil accumulation in the engine room once again led the deficiency total, 18 deficiencies. However, this was a significant reduction from last year's total of 31 deficiencies.
- ***Safety Management Systems (SMS).*** There was a significant decline in the number of SMS detainable deficiencies for 2024 with the total deficiency count dropping from 85 to 65. Deficiencies related to maintenance of the ship and equipment led all SMS deficiency categories.
- ***Lifesaving Appliances.*** Detainable deficiencies related to lifesaving systems remained consistent with last year's totals of 20 deficiencies being issued. Once again, deficiencies related to rescue boats and inflatable liferafts lead this category of deficiencies. Most deficiencies related to the proper stowage of rescue boats and ability to deploy them. Several liferaft deficiencies were issued for expired servicing, poor condition of, or the lack of any rations.
- ***Propulsion & Auxiliary Machinery.*** 17 deficiencies were cited under this category. PSCO observed significant exhaust leaks from generator exhaust manifolds and significant deterioration of M/E exhaust manifolds near the turbo chargers.
- ***International Ship & Port Facility Security (ISPS).*** With 16 total deficiencies related to ISPS this year, several were related to access control to the ship while others related to the competency of the ship's security officer and the ability of the ship's crew to conduct proper security drills.

Read the full report: **https://bit.ly/435bfg1**.



German boating associations merge

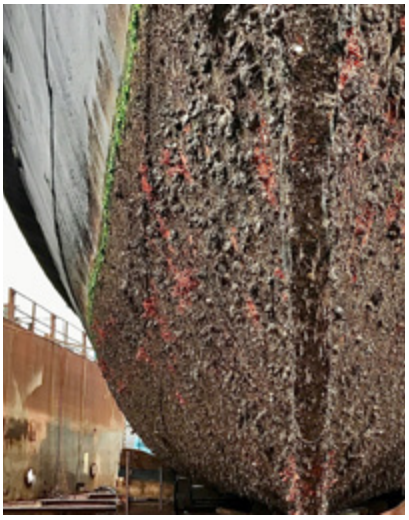
The German Boat and Shipbuilders' Association (DBSV) and the Federal Association of the Water Sports Industry (BVWW) merge to form the German Maritime Industry Association (VMWD).

The two major German organisations representing the interests of the maritime industry, DBSV in Hamburg and BVWW in Cologne, are merging. The negotiations were "harmonious and always constructive", according to internal sources.

The BVWW represents companies from the water sports industry, including dealers, importers and service providers, and promotes the economic interests of its members.

A merger of these two organisations thus pools the strengths of the German water sports industry and is intended to create a stronger, unified voice vis-à-vis politics, business and the public.

A new Executive Board is to be elected on 4 September at the first joint general meeting in Hamburg. However, the long-standing BVWW President Robert Marx has announced that he will not be standing for re-election.



Understanding hull fouling with Britannia P&I Club

Britannia P&I Club has published loss prevention guidance on the consequences that need to be considered regarding hull fouling.

Hull fouling has both direct and indirect impacts on a ship's performance. The most immediate effect is the increase in hull friction reducing the ship's hydrodynamic efficiency, which leads to increased resistance as the ship moves through water, requiring more power and fuel to maintain speed.
Higher fuel consumption reduces fuel efficiency and significantly increases operating costs for shipowners. Additionally, hull fouling can negatively impact speed performance, potentially leading to performance claims due to failure to meet charter party speed and consumption warranties.

This increased fuel use also has an environmental impact, leading to increased greenhouse gas emissions. This directly conflicts with international regulations aimed at reducing emissions in the maritime industry and increases risk of non-compliance with environmental regulations, such as those set by the International Maritime Organization (IMO).

In warmer waters, hull fouling can exacerbate corrosion and localised damage on the hull, propeller or sea chests, particularly in a tropical marine climate where salinity is high. In some cases, ships may need in-water hull cleaning between scheduled drydocks, particularly if stationary in warm waters for extended periods.

Operational considerations
In warm tropical regions, regular underwater hull inspections are critical. Shipowners may employ divers or remotely operated vehicles (ROVs) to inspect the hull fouling every few months and conduct in-water cleaning at appropriate intervals to reduce the extent of hull fouling. However, shipowners should ensure that all cleaning operations follow the company's risk assessment procedures, whilst complying with local port regulations and permitting requirements.

Modern anti-fouling coatings create a smooth, low-friction surface that reduces the ability of marine organisms to attach to the hull. Shipping companies should develop a bio-fouling management plan3 and adopt a predictive maintenance schedule by tracking the ship's fuel consumption and performance. Any unexpected increases in fuel consumption or drop in speed can be an early indication of fouling issues.

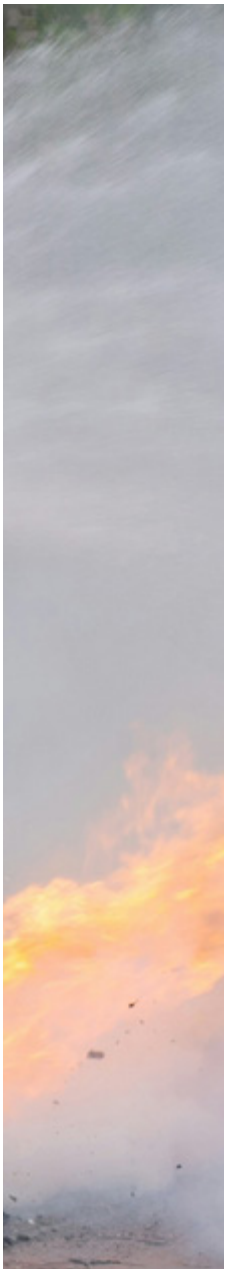
Legal considerations
Hull fouling may occur, despite proactive prevention efforts, leading to disputes between shipowners and charterers, particularly regarding who bears the cost of hull cleaning. Charterparty agreements typically include protective clauses to address such situations, but these must be carefully negotiated to avoid misunderstandings on off-hire issues or underperformance claims.

When a charterer issues a voyage instruction to trade within the permitted waters as outlined in the charterparty terms, shipowners are presumed to have knowledge of the geographical areas, seasonal water limits and environmental conditions their ships may encounter. When entering such a fixture, shipowners implicitly accept that hull fouling may occur as an expected operational limitation. Then, shipowners may be unable to recover hull cleaning costs unless the charterparty explicitly includes specific clauses detailing the responsibilities for time losses and delays associated with hull fouling.

Other considerations
Many port and coastal state authorities treat the release of marine growth and debris during hull cleaning as environmental contamination. These authorities may strictly control where and how in-water cleaning can be conducted, often requiring permits and compliance with environmental standards. We recommend seeking guidance on the regulations governing each port and consult local correspondents to ensure compliance with environmental standards.

Another concern is the risk of divers accidentally releasing chemicals, oil, or other harmful substances into the water during hull cleaning operations. Additionally, the potential for unlawful activities, such as illegal items being attached to the hull or tampering with the ship's structure, makes it crucial to implement strict monitoring and security measures throughout the diving process.

Read the report: **https://bit.ly/4iUCVdG**



PFOs extinguishers to be prohibited onboard vessels from 2026

From 1 January 2026, the use or storage of extinguishing media containing perfluoro-octane sulfonic acid (PFOS) will be prohibited according to NorthStandard P&I Club.

This decision reflects amendments made to SOLAS Chapter II-2, Part C, Regulation 10, as outlined in MSC.532(107). Vessels currently using firefighting media containing PFOS should arrange to replace existing stock in a timely manner. All replacement firefighting media should be ordered and ready for use on board, and old non-compliant foam properly disposed of, no later than the date of the first survey after 1 January 2026.

For vessels using AFFF bulk systems containing PFOS, it will be necessary to clean the tanks and systems to ensure all residues of PFOS are removed.

Vessels unsure if their foam contains PFOS should have a sample tested by a specialised laboratory. Furthermore, replacement firefighting media must be approved and certified in accordance with relevant IMO guidelines. The approval certificate should clearly indicate that the media is free of PFOS.

Any old firefighting media containing PFOS must be delivered to appropriate shore-based reception facilities for safe and environmentally responsible disposal. Vessel crew should coordinate with port officials to ensure proper disposal ahead of the regulation deadline.

PFOS belongs to the group of Per- and Polyfluoroalkyl Substances (PFAS), often referred to as “forever chemicals” due to their slow degradation and harmful impact on the environment. These synthetic chemicals accumulate in humans and are associated with various health issues, including cancer. PFAS chemicals have been widely used for their high stability and low surface tension properties. These chemicals are found in a variety of commonly used products including firefighting foams. PFOS is frequently found in Aqueous Film Forming Foam (AFFF), used on vessels to combat fires caused by flammable solids and liquids.

Since 2009, the Stockholm Convention, has recognised the risks of PFOS and taken measures to eliminate their use. Other PFAS chemicals have also been phased out in subsequent years, meaning that modern AFFF produced within the EU should be PFOS-free.

Global marine surveying firm appoints new managing director

Van Ameyde Marine, has named Chris Boyd as its new managing director. With over 30 years’ experience in the maritime industry, Boyd brings a wealth of knowledge and expertise to the company. He started his career in the Royal Navy, specialising in hydrographic surveying, before becoming a naval architect and systems integrator.

Van Ameyde Marine, part of the Van Ameyde Group, is a global marine surveying and consulting company with offices and surveyors located across the globe including the Netherlands, UK, Finland, Singapore, Denmark, Estonia, Latvia, Lithuania, Ukraine, Sweden and Belgium. Services include P&I, H&M, loss prevention, casualty, damage and newbuild inspections/investigations.



MAIB report after two people died in boat accident in Anguilla

The UK Marine Accident Investigation Branch (MAIB) has published a report into the double fatality and subsequent loss of a small commercial vessel in Anguilla in 2023.

On 11 March 2023, the small commercial vessel Calypso 2 entered a cove near West End, Anguilla. The boat was overwhelmed by the force of the large ground seas that had developed near the coast and the four passengers and two crew were ejected into the water.

Tragically, the mate and a female passenger lost their lives.

Safety issues

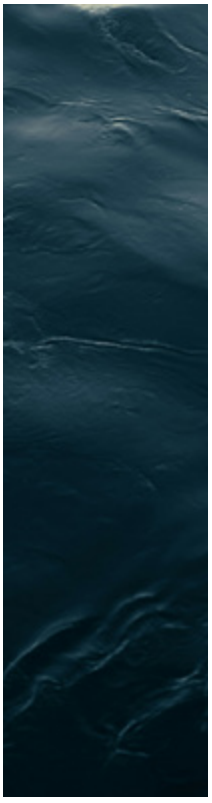
- Calypso 2 was swamped because it entered an area of dangerous seas without being manoeuvred away.
- The boat's operator did not have a safety management system that provided sufficient guidance and instruction to its skippers for the planning and execution of excursions.
- There were significant limitations in the framework for the conduct of small commercial vessel operations in Anguillan waters.
- While the search and rescue operation was effected promptly, there were omissions in the procedures and equipment available to the first responders.

Recommendations

A recommendation has been made to The Anguilla Maritime Administration and Shipping Registry to work with the UK's Maritime and Coastguard Agency to develop and implement a marine safety management system to ensure that operational risks are adequately assessed and managed. Also, to ensure that the installation of automatic identification systems and safety management requirements are verified during small commercial vessel inspections.

Recommendations have also been made to Calypso Charters Ltd to develop and implement a safety management system for its domestically operating commercial vessels and to the Anguilla Fire and Rescue Service and the Royal Anguilla Police Force for the provision of additional equipment and the updating of triage procedures to improve their ability to respond to maritime emergencies.

Read the report: **https://bit.ly/4mp8nnp**.



Norwegian Government introduces zero-emission requirement in World Heritage fjords

The Norwegian Government has decided to introduce zero-emission requirements in the World Heritage fjords.

In a circular the Norwegian Maritime Authority (NMA) confirmed the changes will be effective from 1 January 2026 for passenger ships of less than 10,000 gross tonnage and from 1 January 2032 for passenger ships of 10,000 gross tonnage and upwards.

Additionally, the Government has determined that passenger ships may use biogas as an alternative fuel, and that the use of shore power will be mandatory where such facilities are available.

As a result of the Government's decision, the NMA has been mandated by the Ministry of Climate and Environment to establish zero-emission requirements for the World Heritage fjords.

Accordingly, the NMA, on behalf of the Government, is introducing zero-emission requirements for cruise ships, tourist boats and ferries in the World Heritage fjords, as part of the Regulations of 30 May 2012 No. 488 on environmental safety for ships and mobile offshore units.

Read the circular: **https://bit.ly/3GKFfGx**.



India passes new Bills of Lading bill

The Union Minister of Ports, Shipping & Waterways, Shri Sarbananda Sonowal has introduced the Bills of Lading Bill, 2025, which aims to update and simplify the legal framework for shipping documents.

The proposed legislation will replace the colonial-era Indian Bills of Lading Act, 1856, providing a more modern and user-friendly approach to maritime shipping. The Lok Sabha passed the Bills of Lading Bill, 2025 modernising the 169 years old colonial shipping law.

The current law, a brief three-section act, primarily governs the transfer of rights and confirmation that goods were loaded onto a vessel. With the shipping industry evolving and the global trade landscape changing, there is a pressing need for India to adopt a more comprehensive and understandable law that aligns with international standards.

The Bills of Lading Bill, 2024, will rename the existing law to the Bills of Lading Act, 2025, and include several key reforms. The new legislation aims to simplify the language and reorganize provisions without altering their underlying substance. It also empowers the Central Government to issue directions to facilitate the law's implementation along with an inclusion of a standard repeal and saving clause, while eliminating the colonial legacy of the 1856 Act.

Speaking on the occasion, the Union Minister of Ports, Shipping & Waterways, Shri Sarbananda Sonowal said, "Today marks a historic milestone in India's journey towards a modern, efficient, and globally competitive shipping sector. The passing of the Bills of Lading Bill, 2025, in Parliament is a significant step in fulfilling Prime Minister Shri Narendra Modiji's vision of modernizing India's legal framework, making it more relevant, modern, accessible, and free from colonial legacies that have long hindered our progress. This bill, which replaces the outdated Indian Bills of Lading Act, 1856, eliminates archaic provisions and aligns India's maritime laws with global standards, enabling smoother and more secure shipping practices."

These changes will bring numerous benefits, including streamlined business processes, reduced litigation risks, and improved clarity for carriers, shippers, and lawful holders of goods. The updates are expected to foster a more efficient and reliable shipping environment.

The Bills of Lading Bill, 2024, is part of a broader effort to modernize India's maritime laws and enhance the country's competitiveness in international shipping. Post passing of this bill in the Lok Sabha today, it will now be presented in the Rajya Sabha before the President of India assents it to be promulgated as the law of the land.

NTSB report on fire on board towing vessel Johnny M



Local firefighters fighting the fire aboard Johnny M. (Source: East Marshall Fire Department)



The National Transportation Safety Board (NTSB) has said a catastrophic engine failure led to a fire aboard a towing vessel on the Tennessee River last year.

An engine-room fire broke out on January 30, 2024, aboard the towing vessel Johnny M, which was pushing four barges on the Tennessee River near Grand Rivers, Kentucky.

The six crewmembers aboard were unable to extinguish the fire using the CO2 fixed-fire-extinguishing system and abandoned ship to a Good Samaritan vessel.

Local fire departments extinguished the fire. No injuries or pollution were reported. Damage to the vessel totaled $3 million.

NTSB investigators found that the vessel was not outfitted with covers for the main engine combustion air intake openings. When the port main engine failed catastrophically, exposed ducting in the engine room was consumed by the resulting fire, allowing oxygen in and carbon dioxide from the fixed-fire-extinguishing system to escape.

"The flexible ducting providing combustion air to the main engines on board the Johnny M extended from the engine stacks on the main deck down to the engine room and did not have any insulation or other barriers to prevent the passage of smoke, heat, and fire—known as structural fire protection," the report said. "Identifying potentially unprotected openings and ducting into a fire-protected space and incorporating structural fire protection can ensure the effectiveness of a fixed fire-extinguishing system and prevent the spread of fire."

Read the report: **https://bit.ly/43jDBV7**.

CMA CGM and ABB collaborate on parametric roll algorithm to enhance ship safety

Technology leader ABB, and the CMA CGM Group, a global player in sea, land, air and logistics solutions, are collaborating on a new parametric roll algorithm to improve ship safety.

The solution integrates a theoretical framework developed by CMA CGM into the ABB Ability™ OCTOPUS Marine Advisory system.

Parametric rolling has been a challenge to ship safety for decades. Particularly affecting container ships, Ro-Pax vessels, and car carriers, it means that a vessel experiences large rolling motions as it moves in waves. The phenomenon is hard to predict and poses a threat to vessel, cargo, and crew safety.

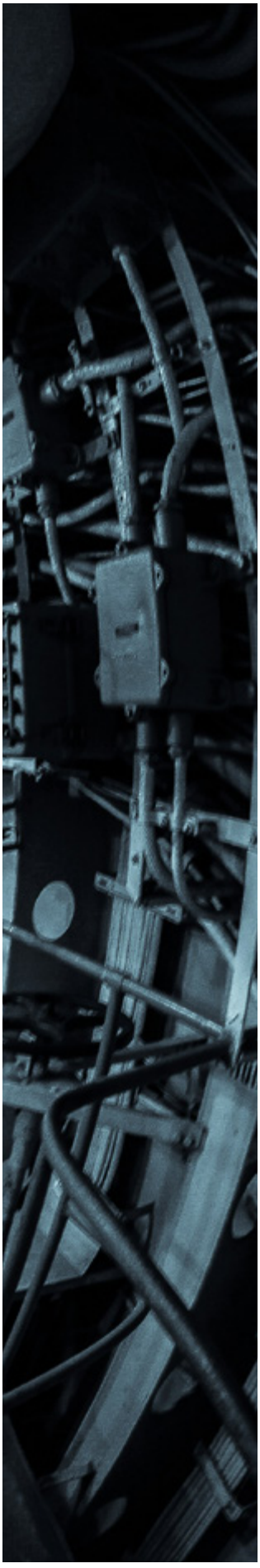
By detecting and helping to prevent extreme parametric rolling, the new algorithm will help enhance operational safety by reducing the risk of accidents, vessel damage, and cargo loss at sea. By reducing the risk of cargo loss incidents at sea that can lead to oceanic pollution, it will help protect the marine environment. Preventing parametric roll incidents can also help avoiding potential costs associated with repairs and cargo damage. Furthermore, through its integration into ABB's OCTOPUS system, the solution will allow real-time monitoring and response, improving voyage efficiency and reducing downtime caused by adverse weather conditions.

As part of its commitment to the safety of its crew members, vessels and customers' cargo, CMA CGM will deploy the solution across its global fleet and offer comprehensive training services for the users. These trainings will also be available for the wider shipping industry. ABB's scope of supply covers the installation of the OCTOPUS onboard system as well as complete engineering, project management, and commissioning services.

"We are excited to collaborate with ABB on this parametric roll algorithm, a groundbreaking integration of the CMA CGM theoretical framework with the ABB Ability™ OCTOPUS Marine Advisory system. This solution not only enhances safety and operational efficiency but also helps to minimize risks for cargo damage and loss at sea. This collaboration represents a major leap forward for the industry, enabling more efficient operations and safer voyages," said Emmanuel Delran, Vice President Group Operations, CMA CGM Group.

"Recent development in the maritime sector has focused increasingly on safety and sustainability," said Tomas Arhippainen, Head of Marine Service and Digital, ABB Marine & Ports. "Our partnership with CMA CGM on the parametric roll algorithm underscores our commitment to improving vessel safety and operational efficiency as well as contributing to environmental protection. By providing a tool that helps to mitigate the risks associated with parametric roll, we are taking a meaningful step forward in the global shipping industry."





NTSB report on Ocean Navigator's engine failure

Debris in an engine's lube oil system led to a diesel engine failure and an engine room fire aboard a passenger vessel docked in Portland, Maine, the National Transportation Safety Board (NTSB) said.

The passenger vessel Ocean Navigator was moored at the Ocean Gateway Terminal on Oct. 18, 2023, when the no. 2 auxiliary diesel generator engine suffered a catastrophic mechanical failure that seriously injured one crewmember and resulted in an engine-room fire. Crewmembers secured ventilation to the engine room, and the fire self-extinguished.

None of the 128 passengers onboard were injured, and no pollution was reported. Damage to the vessel was estimated at $2.4 million.

After the fire, third-party technicians disassembled all components from the no. 2 auxiliary engine and found the crankshaft, several main bearings, connecting rod bearings and the no. 14 fuel injector were damaged.

An additional inspection found abnormal wear on the connecting rod bearings and main bearings, which showed signs of cavitation erosion bearing damage, as well as damage from debris, which had been introduced at some point into the lube oil system.

NTSB investigators found the engine failure was caused by debris in the engine's lube oil system—possibly due to the crew exceeding manufacturer-recommended intervals for changing the lube oil and oil filter elements—which caused catastrophic mechanical damage to the engine and a subsequent fire from the ignition of atomize lube oil released through the engine's ruptured crankcase.

The crew had last changed the entire quantity of lube oil for the no. 2 auxiliary engine in September 2022—about 13 months before the engine failure—but the engine had operated more than 5,000 hours with this lube oil in the engine, five times longer than the manufacturer's recommendation. Additionally, since the last change of the lube oil filter elements in May 2023, the engine had run over 3,000 hours. The engine manufacturer's recommendation is to replace filter elements at every oil change or after the filter elements had been used for 1,000 hours.

"Manufacturers provide maintenance recommendations and intervals (schedules) to ensure equipment operates safely, optimally, and reliably throughout its service life," the report said. "By regularly reviewing equipment manufacturer manuals and guidance, operators can ensure conformance with recommended maintenance plans and mitigate the risk of equipment malfunction or failure."

NTSB also found the crew's quick action to secure engine room ventilation and engine fuel sources prevented the fire from spreading.

"Engine rooms contain multiple fuel sources as well as mechanical ventilation, making the spaces especially vulnerable to rapidly spreading fires," the report said. "After an engine room fire ignites, it is imperative to remove the sources of available fuel and ventilation to the fire to prevent it from spreading. Vessel crews should familiarize themselves and train frequently on machinery, fuel oil, lube oil, and ventilation shutoff systems to quickly act to contain and suppress engine room fires before they can spread to other spaces."

Read the report:
https://bit.ly/3Z9jB57

IMO: New sulphur emission limits now in effect in the Mediterranean

The Mediterranean Sea officially became an Emission Control Area (Med SOx ECA) under MARPOL Annex VI on 1 May 2025. The sulphur content in fuel oil for ships operating in the area is now limited to 0.1%, significantly reducing air pollution and delivering major benefits to both human health and the marine environment.

Ships operating in Emission Control Areas for Sulphur Oxides and Particulate Matter, such as the Mediterranean Sea, are now subject to strict mandatory measures to prevent, reduce, and control air pollution. This new ECA must comply with stricter sulphur content limits than those set by the global standard (0.10% mass by mass (m/m), compared with 0.50% m/m allowed outside SOx ECAs).

Decreasing SOx emissions from shipping improves human health by lowering rates of lung cancer, cardiovascular disease, strokes, and childhood asthma. The environment also benefits significantly, as reduced acidification helps protect crops, forests, and aquatic species. Finally, this measure is expected to reduce haze caused by ships, increasing visibility and decreasing the risk of maritime accidents.

The Mediterranean Sea is home to some of the busiest maritime routes in the world, supporting 20% of seaborne trade. It is estimated that more than 17% of worldwide cruises and 24% of the world fleet navigate the Mediterranean Sea.

The Med SOx ECA is the fifth designated Emission Control Area under MARPOL Annex VI, alongside the Baltic Sea area; the North Sea area; the North American area (covering designated coastal areas off the United States and Canada); and the United States Caribbean Sea ECA (around Puerto Rico and the United States Virgin Islands). In 2024, IMO designated two further ECAs: the Canadian Arctic and the Norwegian Sea. In April 2025, MEPC 83 approved a proposal to designate the North-East Atlantic as an Emission Control Area.

On 1 January 2020, new limits on sulphur content in fuel oil led to a 70% reduction in total sulphur oxide emissions from shipping by setting a maximum sulphur content of 0.5% outside the emission control areas.



Lloyd's Register summary report on MEPC 83

The IMO Marine Environment Protection Committee (MEPC) 83rd session was held from 7-11 April 2025.

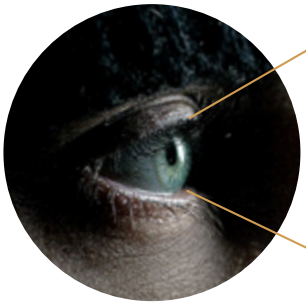
The IMO MEPC is where the reduction of shipping's impact on the marine environment is discussed. MEPC oversees the work of several sub-committees and influences subjects which cut-across the work of several committees, covering many key regulations.

And Lloyd's Register has published a summary of the outcomes from the meeting.

Below is a brief overview of some of the significant outcomes from MEPC 83:

- Approval of Mid-term GHG reduction measures as amendments to MARPOL Annex VI, expected to be adopted at the Extraordinary Session of MEPC in October 2025 for entry into force 1 March 2027.
- Completion of Phase 1 of the Short-term GHG reduction measures by agreeing reduction factors for CII through to 2030.
- Approval of regulations to increase data transparency related to fuel oil reporting.
- Adoption of Amendments to the NOx Technical Code 2008 related to substantial modification of a marine diesel engine and engines using multiple operational profiles.
- Adoption of Amendments to the 2023 Guidelines for the development of the Inventory of Hazardous Materials.
- Agreement to have an Experience Building Phase for the Hong Kong Convention on the safe and environmentally sound recycling of ships.
- Agreement to develop a new legally binding framework for the control and management of ships' biofouling to minimise the transfer of invasive aquatic species.

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



What caught my eye...

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

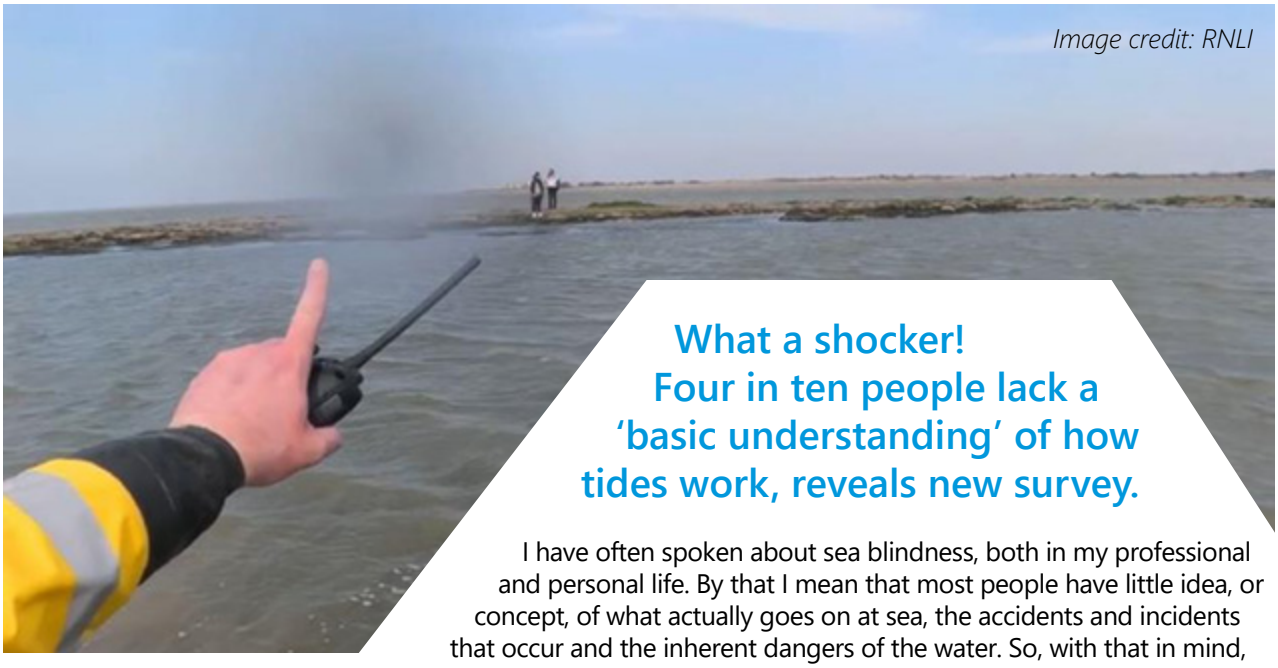


Image credit: RNLI

What a shocker! Four in ten people lack a 'basic understanding' of how tides work, reveals new survey.

I have often spoken about sea blindness, both in my professional and personal life. By that I mean that most people have little idea, or concept, of what actually goes on at sea, the accidents and incidents that occur and the inherent dangers of the water. So, with that in mind, perhaps the findings of this research, which was commissioned through Bangor University's Impact and Innovation Fund, do not surprise me, shocking though they are.

The study surveyed 1,368 participants across the UK and Ireland. It revealed that approximately 15 per cent of respondents report having been cut off, or nearly cut off, by the tide at some point in their lives. The study's authors highlight that a notable proportion of these incidents involved individuals who had not intended to be in, or near the water in the first place.

The survey highlights that 60 per cent of those affected by tidal cut-off were surprised by how quickly the water moved, indicating a general underestimation of tidal speed. Further findings show that 40 per cent of people surveyed lack a basic understanding of tides, and only 50 per cent check tide times before visiting the beach. And only 24 per cent of participants demonstrated the ability to accurately read and interpret a tide timetable.

Perhaps this is something that schools should be encouraged to teach students about from a young age.

Indian Register of Shipping sets Indian record for largest corporate flag made on cloth

For some reason this story just amused me. At a time when the world is in something of a crisis, it just appealed to my sense of humour and is a harmless, light-hearted, non-controversial happening!



I read that on the occasion of its 50th Foundation Day on 4th April 2025, the Indian Register of Shipping (IRS) achieved a remarkable milestone by setting an Indian record for the 'Largest corporate flag made on cloth', as recognised by the India Book of Records. The massive flag, measuring 60 feet by 40 feet, was unfurled within the IRS Head Office premises. Adorned with the organisation's logo, emblem, and corporate colours, the flag stands as a bold and symbolic representation of IRS's legacy, values, and continued commitment to excellence in the maritime industry.

The record was officially witnessed by an adjudicator from the India Book of Records who was on hand. The adjudicator presented a certificate after the flag was unfurled. The event marked a proud moment for the entire IRS fraternity and reinforcing the organisation's spirit of innovation, unity, and national pride on its Golden Jubilee.

South Korean investigators cite stability and steering issues in Sewol ferry tragedy



The raised wreck of the ferry Sewol lying on its side at Mokpo Port, 15 April 2018. Photo credit: MarineTraffic.com/V Tonic

This was such a distressing story, and I clearly remember it happening. The fact that new information is still coming to light so long after the event can be of little comfort to those who lost loved ones in this tragic accident.

I read that more than a decade on, South Korean Government accident investigators have determined that a number of structural issues contributed to the loss of the Ro-Pax ferry Sewol and over 300 of its passengers on 16 April 2014. I find it extraordinary that an investigation can last for so many years. I only hope that finally this brings some closure for the people who lost loved ones. It was a shocking incident that rocked the marine world.

According to the Korea Maritime Safety Tribunal in a statement released on 14 April 2025, poor stability and a steering system malfunction were revealed as causes for the loss during a special investigative panel that was concluded in November 2024.

The panel members ruled out the possibility that the capsizing and sinking of Sewol was caused by a collision or any other external factor, as there had been "no credible evidence" to suggest that such an event occurred on the said date. The ferry had made an abrupt turn, which the panel members said was caused by the steering system malfunction and not by any action on the part of the helm operator. Although not identified as the sole cause, the abrupt turn has been determined to be a significant factor in the incident.

An investigation conducted in 2018 showed that a solenoid valve in one of the steering gear pumps had become stuck, resulting in the malfunction. The panel also determined that Sewol underwent extensive structural modifications to enable it to accommodate additional passengers. This then resulted in the ferry's centre of gravity being raised. With a higher centre of gravity, the vessel suffered from decreased stability, which meant it could not carry as much cargo as it did before the modifications were made. Investigators added that the onboard cargo at the time of the incident had not been properly secured, and the abrupt turn caused the cargo to shift. The ferry then tilted heavily to one side, causing flooding and the eventual capsize.

Let's hope that lessons have been learned from this most devastating of marine accidents.

Floating museum featured on prime-time television



Comrade in 1934 at Stainforth. Photo credit: HKSPS



Comrade as she looks today. Photo credit: HKSPS

Let's end this month on a rather happier note with a heartwarming story. The ingenuity and invention of people who choose to devote their spare time to restoring heritage vessels is something that I find deeply fascinating, and I am always happy to share such endeavours with readers. And here is another fine example about the Humber Keel and Sloop Preservation Society's (HKSPS) ongoing work on Comrade. It was featured in a recent episode of the BBC's flagship Sunday teatime programme Countryfile.

Members of the society told presenter Anita Rani that before the advent of rail and road, waterways like the Humber estuary were the only way to trade and transport goods. At the turn of the 19th century, hundreds of ships, including Comrade, used the estuary to access waterways and canals through Yorkshire and Lincolnshire. The keel's design made Comrade perfect for navigating the canals and locks of the area's industrial towns to bring them imported goods and return with coal, and crews would be away for three or four days at a time. Today, the HKSPS is working to restore it into a floating museum.

Society chairman Dave Parker told the programme: "The history of these ships goes back centuries. When Hull was developed and big ships started coming in, they needed smaller ships to take their cargoes into the places which wanted them and where they couldn't go. Eventually, mills were built inland and away from the water and unfortunately, by 1973 Comrade was obsolete."

Built in 1923 at Warren's Shipyard in New Holland, North Lincolnshire, for Turner Carmichael of Hull, Comrade was originally named Wanda and with a hold capable of carrying up to 100 tons of cargo, it initially traded in barley and coal between Wakefield and Hull. It was acquired by the HKSPS in December 1974. Since then, thousands of man-hours have been spent on restoring, maintaining and crewing it by a comparatively small group of dedicated volunteers.



Sir Walter Scott

National Historic Ships UK announces Flagships of the Year 2025

Continuing with the theme of heritage vessels, here's another story. I have learned that National Historic Ships UK (NHS-UK) has appointed four historic vessels from around the country to act as its Flagships of the Year for 2025 and 'fly the flag' for maritime heritage.

The 2025 Flagships are:

Barnabas – 1881 Cornish fishing vessel, now teaching the unique skills of sailing and preserving traditional boats to the local community

Sir Walter Scott – Victorian passenger steamship celebrating 125 years of steaming on Loch Katrine in the Scottish Highlands

Llanthony – 1930s Gentleman's Motor Yacht which saved 280 lives at Dunkirk and recently completed an award-winning restoration

Dane – 1947 Narrowboat which carried cargo in the Potteries and is now a vital part of the educational offering at the Middleport Pottery heritage site

The 2025 Flagships will receive a special broad pennant to fly at the masthead and a brass plaque for their vessel. Each Flagship will hold a flag-hoisting ceremony to celebrate its new status.

I'll be back next month.

Survey well.
Mike Schwarz



Barnabas

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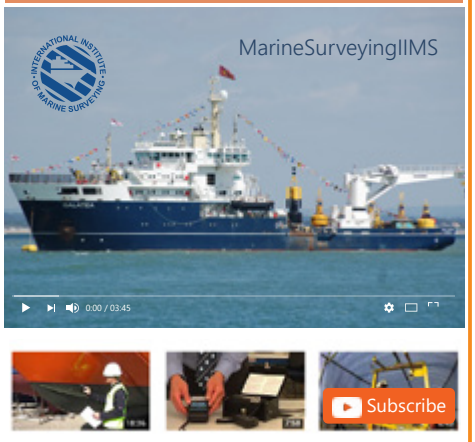
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