

IIMS News Bulletin



JUNE 2026

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.

BROADCAST FROM THE BOW

- celebrating 35 years of excellence in marine surveying -

Dear Member and fellow maritime professionals

When I first took up my role as CEO all those years ago, it never dawned on me that I would make so many good and lasting business friendships with many IIMS members. But at last month's Western Mediterranean Large Yacht & Small Craft working group, held at Palma, Mallorca, it was like being back amongst 'old' friends and it was great to catch up with familiar faces!

This working group meets annually and has been doing so for many years, and although the attendees are usually recognisable individuals, with a few newbies turning up, there is always so much to talk about and share, as was the case this time. This networking and its importance, bringing surveyors together, can't be overstressed. In my opening comments I said that it felt like coming home at the end of a long day and easing into my favourite pair of old slippers! It was an excellent event, and I am grateful to all who contributed over the two days.



Announcing awards and recognising exceptional contributions to the marine surveying profession are always pleasing. So, in my introduction to this month's News Bulletin, I have pleasure in announcing three honours. In no order of preference, IIMS has recognised the contribution of three exceptional maritime professionals. They are Nigel Cox, who has been awarded a Fellowship, Joel Lloyd Pinheiro, who also becomes a Fellow, and Joe McWilliam who has been given an Honorary Fellowship. You can read the citations for the aforementioned men elsewhere in this News Bulletin and they will be formally recognised at the IIMS Annual General Meeting scheduled for Tuesday 2 June. There's still time (just) to make arrangements for that event and I hope you will consider joining us from 1400 to 1600 (UK time) as we broadcast live from Murrills House. There's no need to register and it is a great opportunity to better understand the inner workings of the Institute. All are welcome to attend.

The details of the
AGM are as follows:

Join Zoom Meeting

<https://us02web.zoom.us/j/84452526121?pwd=7xwbWznkPxNbfPrwZh3NjhmeSyTlly.1>

Meeting ID: **844 5252 6121**

Passcode: **384703**

AGM 2026

One of the items and initiatives I plan to announce at the AGM relates to the specialisations that are published on each individual's listing on the IIMS surveyor search app and website search. Primarily, I have two concerns. The first is that when someone searches for a surveyor, the information displayed should be accurate. And in some cases, it is not.

The Management Board has determined that the term 'specialisations' is to be withdrawn. It will be replaced by the term 'surveying experience'. By that, we mean the types of surveying activities that are regularly undertaken by a member on a daily or regular basis and not those that they may occasionally undertake from time to time. It is important for the Institute to do all it can to make the search results are accurate.

The second point is about the surveyor's own reputation. By effectively advertising a surveying activity through the IIMS search facilities that is no longer within their scope, it could lead to personal reputational damage.

So, if you are an IIMS member with specifications on your listing that you have not reviewed and updated for a considerable time, you are urged to do the responsible thing and check as soon as possible. It may be that there are some activities you are no longer engaged in and others that you have now acquired the skills to do.

And my final thoughts on this year's upcoming AGM. We are changing Presidents. After two years as President, it is time for Capt Ruchin Dayal to pull up his anchor and sail forth. Mike Proudlove will assume the mantle of President and David Pestridge moves up to Vice President. I would like to put on record my personal thanks to Ruchin, but also on behalf of IIMS members too. He has been great to work with and has greatly contributed to the IIMS over the past two years.

The month of June remains one of the busiest in the IIMS calendar and this year is no different. Tomorrow's AGM is preceded by the quarterly Management Board meeting that morning.

The following week we have a stand at the Seawork show in Southampton. I hope to meet many members at our space on the Workboat Association stand - Hall 3 stand number WB6 will find us. Please do come and say hello, and our friends at the Workboat Association may even be able to rustle up a complimentary cup of coffee! From there we head straight into our DNV ISO 9001:2015 annual audit. Usually a one-day affair, this year we have chosen to enhance our certification to bring our Certifying Authority into scope. That adds another level of auditing and complexity, so we have two and a half days to get through this year!

And finally, many congratulations to IIMS Membership Secretary, Rachel Moores, who got married last month to Brad. From now on going forward she is known as Rachel Lock.

Survey well,



Mike Schwarz
Chief Executive Officer



Announcement of IIMS honours

Joel Lloyd Pinheiro awarded a Fellowship

Joel Lloyd Pinheiro has made a significant and demonstrable contribution to the marine industry over a career spanning nearly two decades, combining seagoing engineering experience with extensive professional practice as a marine surveyor and consultant.

Joel's reports are recognised for their technical depth, clarity and impartiality. In addition, he has contributed to the industry through knowledge sharing, mentoring and speaking at IIMS and industry events, thereby enhancing professional standards and standards of marine surveying.

Citation by Uday Moorthi, HonFIIMS



Nigel Cox awarded a Fellowship

Nigel Cox has been recognised as a Fellow of the International Institute of Marine Surveying, an acknowledgement of his many years of experience in the UK shipping industry.

This award is most notable for his work in his role as a Principal Naval Architect involved in the design, construction and through life support of UK naval assets as well as his work with other friendly nations naval forces. His work has been involved with steel hull design as well in the use of advanced composites. He has been instrumental in developing industry best practices for design as well as surveying protocols for naval vessels.

Nigel has been a mentor to many younger engineers and naval architects through his career and demonstrates his sustained commitment to fostering a culture of excellence in his role as an inspirational leader. Nigel has earned the highest respect of his peers and made a lasting impact on ship design and marine assets through life maintenance.

Citation by Peter Broad HonFIIMS



Joe McWilliam awarded an Honorary Fellowship

For the past decade, Joe's efforts have underpinned the success of the eCMID Accredited Vessel Inspector scheme managed by IIMS on behalf of IMCA with skill and diligence. His detailed in-depth knowledge of the offshore inspection and marine health and safety sectors have made him invaluable as a lead tutor and scheme assessor. Joe's contribution has been immense.

Scores of Accredited Vessel Inspectors have been tutored by Joe in the mandatory introductory course as well as the 5-year revalidation programme. Many will have endured Joe's realistic roleplays as part of the training with relish and trepidation!

IIMS is delighted to formally recognise Joe's significant impact with the award of an Honorary Fellowship.

Citation by Mike Schwarz, IIMS CEO



Western Med working group meets in Palma



Magnificent Palma Cathedral provided an inspirational backdrop

Some of the attendees enjoying dinner at the celebrated Can Pedro restaurant

The IIMS Western Mediterranean Large Yacht & Small Craft working group met for its annual two-day event at Palma, Mallorca at the time of the Palma International Boat Show.

The event brought a selection of familiar faces as well as some new ones. Many thanks to John Walker and Tim Rowe, both of whom are resident on the island, for helping to source speakers and bringing the event together.

Held at Escuelar del Mar away from the crowded city centre, delegates benefited from a varied collection of presentations. Mike Schwarz opened with an overview of IIMS activities over the past year. He was followed by local yacht captain, Andrew, who spoke about his experiences when struck by lightning. Being struck once is unlucky but Andrew has been struck twice. Geoff Waddington joined the event remotely and spoke at length about some of the crazy and devastating things he has seen on survey over the years sharing many photos.



Following a pleasant lunch on site, the group heard a presentation from Craig Norton with his current take on AI and its effect on the surveying profession. Fraser Noble, Chair of the IIMS Certifying Authority, brought the day to an end with an excellent overview of the new MCA Sport or Pleasure Vessel Code and its challenges for code examiners.

Day two dawned as Roland Perry opened proceedings. He spoke eloquently and knowledgeably with reference to the new Sport or Pleasure Vessel code, but with particular reference to dealing with safety management system aspects of the new code. Marine Engineer, Andreas Pfahler, was next to present. Andreas has an encyclopaedic knowledge of engines, transmission systems, and their controls and maintains rigorous ongoing training with leading manufacturers and this proved to be an excellent session. Mike Schwarz wrapped up the event by giving a non-technical presentation entitled '*Lithium-ion battery fires: What we know so far*'.

The outcome was an excellent event, and judging by the feedback, one that was enjoyed by all.

Sisters run virtual TCS London Marathon in support of Sailors' Society



Finishing in under six hours, IIMS member Catherine Linley ran the virtual TCS London Marathon MyWay in support of Sailors' Society – IIMS' chosen charity.

Catherine first contacted the maritime charity to take part in the event on their behalf after hearing about it via IIMS. She went on to complete the event with her sister, Hilary, by running along the Linear Trail and the beaches of Adelaide in "glorious weather".

Despite managing injuries in the lead up to the day, the sisters supported each other to the finish line where they were swept up by family members.

Catherine, who works for the Australian Maritime Safety Authority, said she was proud of their effort but was acutely aware of the privilege wrapped around it.

She said, "I am a professional mariner who no longer works at sea. I know what it means to work long hours, far from home, keeping a global system moving that most people rarely notice.

"Every day, nearly two million merchant seafarers operate the vessels that keep global supply chains alive. Many seafarers don't work one six hour shift — they often work two in a day. Six hours on, six hours off - twelve hours a day, day after day. Unlike

us, they don't have family waiting at the finish line. They may go months without seeing their loved ones. "World trade depends on maintaining a skilled, resilient pipeline of seafarers. And seafarers depend on having the right support to do their jobs safely, sustainably and with dignity.

"That is why we chose to run this marathon in support of Sailors' Society. Thank you for all you do for the seafarers."

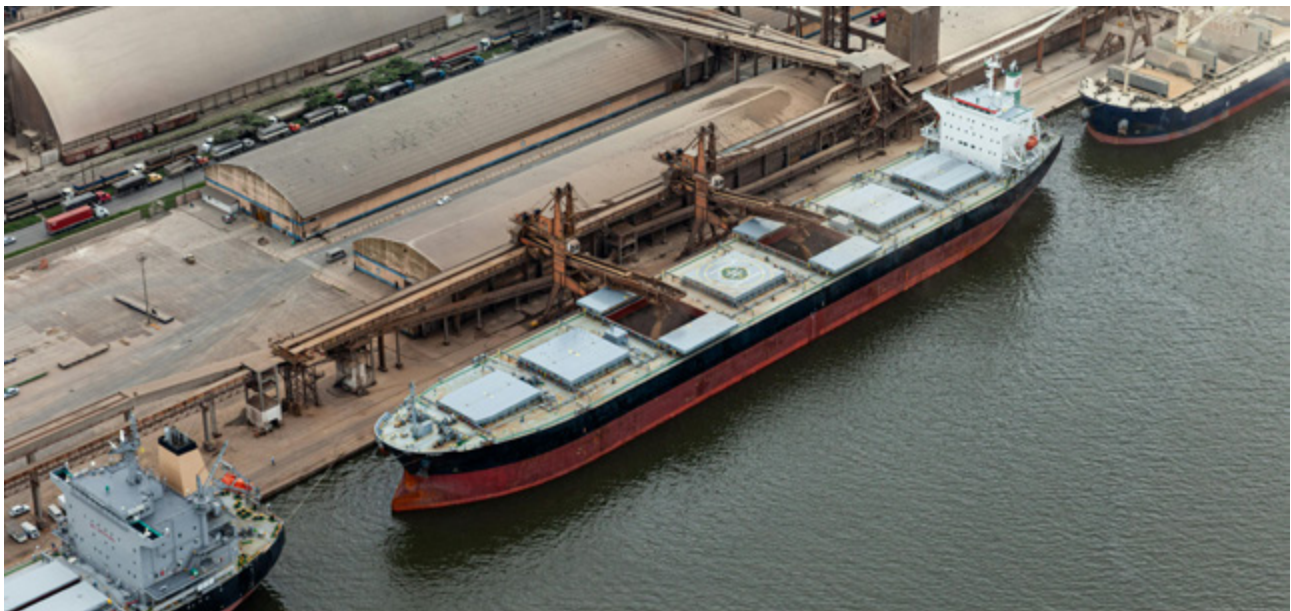
Beth Courtier, Head of Development for Sailors' Society, said: "We were delighted that Catherine and Hilary chose to support Sailors' Society by taking part in the virtual London marathon event in Adelaide. A HUGE thank you to the pair for not only raising funds for the charity but also raising visibility of the vital work we do to support seafarers and their families across the globe."

Sailors' Society is now gearing up for its Fansipan Challenge later this year. The aim of this challenging trek is the summit of Fansipan- at 3,147m, the highest mountain in Vietnam, and the famed 'Roof of Indochina'. This two-day trek is open to maritime professionals and takes place 27-29 November.

You can help Catherine hit her fundraising target here:
<https://bit.ly/4nsdVyo>

Find out more about the Fansipan Challenge:
<https://sailors-society.org/>

ITIC warning to marine surveyors following US\$30,000 off-spec grain cargo dispute



A US\$30,000 off-spec grain cargo claim directed at the wrong surveyor has prompted International Transport Intermediaries Club (ITIC) to warn marine surveyors of the liability exposure they face when the scope of their instructions is not precisely recorded.

A marine surveyor was appointed by the seller of a grain cargo to conduct a joint survey at the load port. The buyer accepted the cargo and subsequently sold it on. At the discharge port, the ultimate buyer and consignee alleged the grain was off-spec due to the presence of ambrosia seed and other impurities.

After the cargo was resold at a discount, the original buyer pursued a loss of US\$30,000, first from the seller and then from the seller's surveyor, alleging the joint survey had been negligently conducted due to a failure to test for specific parameters.

During its review, ITIC found that the surveyor had acted strictly within the scope of the instructions provided by the seller. Critically, the buyer had appointed its own surveyor to attend the joint survey, operating under a separate and different set of instructions. The seller's surveyor owed no duty of care to the buyer. The claim was misdirected and there were no grounds for legal action.

Mark Brattman, Claims Director at ITIC, said: "This case shows how vulnerable marine surveyors can become when parties later assume that certain checks or tests should have been carried out, even where those tasks were never part of the agreed instructions. Once a cargo quality issue emerges further down the chain, there can be a temptation to look back at the original survey and try to attribute responsibility to it."

The case carries a particular warning for marine surveyors working in grain and agricultural commodity trades, where disputes over quality parameters are common and industry expectations around testing can vary. Where a test falls outside the scope of a surveyor's instructions but might reasonably be expected as standard practice in that trade, the absence of that test can become a point of contention, even where no formal obligation existed.

"In cargo and commodities trades, disputes often arise after the commercial position has deteriorated and losses need to be allocated. Good documentation is one of the strongest protections available to surveyors. If a principal instructs you not to carry out a check that would ordinarily be expected in that trade, record that instruction and reflect it clearly in the report. It closes the door on assumptions before they become allegations," Brattman said.

ITIC has urged surveyors to ensure their scope of engagement is agreed and confirmed in writing before work begins, and that survey reports state explicitly not only what was tested but what fell outside the agreed parameters.

IACS finds common failure modes in emergency generator systems

USN file image



After the loss of power leading up to the MV Dali Francis Scott Key Bridge strike, marine casualty investigators noted an extended delay in the automatic start-up of the ship's emergency generator. While the small generator was not sufficient in itself to run most major systems, it could provide low-speed hydraulic power to turn the rudder slowly - and could have provided that vital capability much sooner if it had started within standard time parameters, illustrating the importance of automated emergency power start-up.

After the casualty, the National Transportation Safety Board asked the International Association of Class Societies to review emergency generator start-up with members. Separately, the Tokyo MoU also raised concerns about the reliability of standard generator start-up testing procedures involving "simulated blackouts." In response to the PSC inspection MoU's request, IACS completed a fleet-wide review via a concentrated inspection campaign, the organization announced Tuesday, and it uncovered a small but meaningful number of deficiencies.

Out of about 37,000 ships inspected across the global fleet, no issues were found with emergency power supply systems in about 98 percent of all cases. The remaining two percent - about 850 ships - showed a pattern of issues that IACS plans to incorporate into its compliance guidance.

Critical and recurring points of failure included:

- Closing quick-closing valves (22 percent of deficiencies)
- PCB control circuits (16 percent)
- Emergency diesel generator starting arrangements (14 percent)

"These failures indicate industry-wide issues with equipment maintenance, installation quality, or component durability," IACS warned - raising the risk of noncompliance.

Inspectors also found deficiencies in administrative controls and human factors - like a lack of blackout testing procedures in the company SMS, or crew unfamiliarity with the emergency diesel generator and its controls (12 percent of deficiencies).

IACS plans to review and address the findings. It advises that ISM audits should include a realistic test of emergency diesel generator functionality and the operation of the emergency power system as a whole. For frequently failing components, IACS plans to review its test-and-inspect cycle times in order to catch broken parts sooner.

Latest regulation changes from the UK Maritime & Coastguard Agency

MSN 1908 (M+F) Amendment 3 The merchant shipping (control and management of ships' ballast water and sediments) regulations 2022

Published 24 March 2026

This MSN provides important information on the UK's implementation of the International Convention for the Control and Management of Ships' Ballast Water and Sediments 2004, which aims to address the spread of invasive non-native species by ballast water and sediments. This notice replaces MSN 1908 (M+F) Amendment 2.

Amendment 3 has been updated with a revised section 5 on ballast water record books. It includes:

- Schedule 1 – Form of Ballast Water Record Book and
- Schedule 2 – Form of International Ballast Water Management Certificate.

Go to <https://bit.ly/4n7hUzW>.

MGN 675 (M+F) Amendment 2 The merchant shipping (control and management of ships' ballast water and sediments) regulations 2022

Published 24 March 2026

As per MSN 1908 above, this notice provides important information on the UK's implementation of the international convention for the control and management of ships' ballast water and sediments 2004, which aims to address the spread of invasive non-native species by ballast water and sediments. This notice replaces MGN 675 (M+F) Amendment 1. The following sections have been updated:

- Application
- Definitions
- Ballast Water Record Book

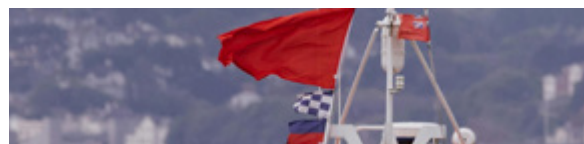
Go to <https://bit.ly/4wbYj5L>.

MGN 297 (M) amendment 2 the carriage of defibrillators on ships

Published 2 April 2026

Go to <https://bit.ly/3QIm5Gy>.

The purpose of this Marine Guidance Note (MGN) is to provide updated guidance on the carriage of defibrillators.



MGN 657 (M+F) Amendment 2 requirements for fixed aerosol fire extinguishing systems for use in small vessel machinery spaces

Published 2 April 2026

Maritime and Coastguard Agency installation and testing requirements for new Fixed Aerosol Fire Extinguishing Systems & UK Approved Bodies permitted to approve such testing. Amendment 2 amends section 4.16 of the Appendix to require that in a single fault scenario at least the test density will be discharged, aligning with the MSC.1/Circ.1270 criteria for single fault scenarios.

Go to <https://bit.ly/4eveq8k>.

MIN 688 (M) Amendment 4 code of safe working practices: 2026 edition

Published 7 April 2026

This notice provides details of the 2026 amendments to the code of safe working practices for merchant seafarers.

Go to <https://bit.ly/4u4VJgo>.

MGN 544 Amendment 1 (M+F) Means of recovery of persons from the water by ships and boats - plans, procedures and acceptance of recovery equipment

Published 13 April 2026

This details guidance on safety management of recovery of persons from the water.

Go to <https://bit.ly/4w6OXbv>.

MGN 645 (M) Amendment 1 load line length – policy clarification: hull form cut-outs, extensions and steps

Published 14 April 2026

This clarifies UK interpretations for determining Load Line Length on vessel hull forms which feature cut-outs, removable end sections and stepped or recessed decks.

Go to <https://bit.ly/4d5bQ6F>.

Groundbreaking boat builders win 'Rising Star' award

*Students with their Rising Star award at The Classic Boat Awards 2026.
(Photo credit: Marcus Holdsworth).*



Students with their Rising Star award at The Classic Boat Awards 2026. (Photo credit: Marcus Holdsworth). An entire class of students from the Boat Building Academy (BBA) in Lyme Regis has been awarded the Rising Star accolade at The Classic Boat Awards 2026. The September 2024 cohort of the BBA's 40-week boat building course made history when it became the first to feature a 50:50 male-female ratio.

Since graduating, many of the students have gone on to work for the UK's leading boatyards, including Spirit Yachts and Woodbridge and Waldringfield Boatyards in Suffolk, Abbey Boatbuilder in Norfolk, and John's Boat Works on the tidal Thames.

The Rising Star award, a new category for 2026, recognises emerging talent in restoration and conservancy, and as with all Classic Boat awards is voted for by the public. In a ceremony at the Thames Yacht Club, the BBA students were presented with their trophy by Matthew Lis, General Manager of Woodbridge and Waldringfield Boatyards.

Will Reed, BBA Director, said, "It was a hugely proud moment for me, everyone at the BBA and our partners Women In Boat Building (WIBB) to see our students recognised and celebrated in this way. The September 2024 cohort was truly remarkable, not just in terms of its gender equality, but because of the students' collective passion for boat building. Many of our Rising Stars are already working for some of the country's leading yards. Whilst others are pursuing exciting careers in carpentry, joinery and furniture making. Their talent shone out across a ceremony packed with their peers and figures and employers from across the marine industry."





Mediterranean Superyacht Forum highlights region's dominance

The first day of the 2026 Mediterranean Superyacht Forum, held on April 28-29 in Palma ahead of the show, highlighted a wide range of subjects including global geopolitics, the global superyacht fleet with specific insights into the Mediterranean market, and management of superyachts as the world fleet continues to grow.

Following the welcoming comments, the Forum's opening session was a heavyweight global geopolitics presentation entitled 'A changing global order from deglobalisation to fragmentation' given by Eduardo Saldana Lisedas. In his comprehensive presentation, he highlighted what has happened, what is happening, and offered some predictions about what might happen. He admitted that until two months ago, he had no knowledge of the superyacht market but had researched it since.

Regarding world events – past, present, and possibly linked to the yachting market – he emphasised that both the Mediterranean and Caribbean are relatively safe areas, but that the Middle East possibly has more troubles ahead. The Arctic was identified as a future area for yachting.

Review your lifejacket risk assessment is the advice from AMSA



Now is a good time to review the safety management system (SMS) and make sure the lifejacket risk assessment and procedures are current, understood and fit for purpose says AMSA.

Under the Australian national law, DCV operators must include a lifejacket risk assessment and clear written procedures for lifejacket wear in the SMS. The risk assessment must identify when, where and who needs to wear a lifejacket, based on the specific risks of each specific operation.

Read the lifejacket risk assessment guidance at <https://bit.ly/42f4Q1Q>.

Record number of inspections carried out by Tokyo MOU in 2025

In 2025, the Tokyo MOU carried out 35,546 inspections - the highest number of inspections conducted in its history. The Tokyo MOU PSC Annual Report 2025 added that "following last year, the detention rate continued the decreasing trend in 2025, however, it has not yet returned to the same level as the pre-pandemic period."

In 2025, 35,546 inspections, involving 19,980 individual ships, were carried out on ships registered under 111 flags.

Out of those inspections, there were 23,230 inspections where ships were found with deficiencies. Since the total number of individual ships operating in the region was estimated at 30,046, the inspection rate in the region was approximately 66% in 2025.

Inspection campaigns

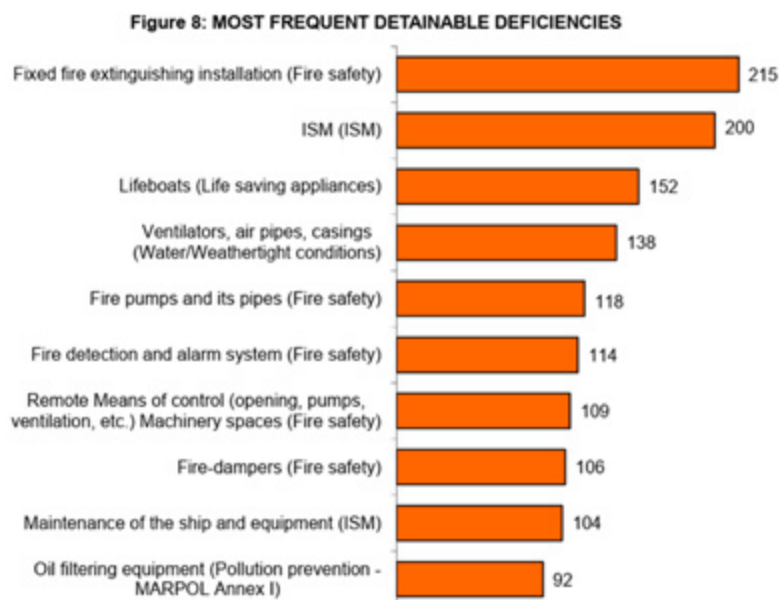
The organisation was informed of the results of the three focused inspection campaigns on fire safety, pilot transfer arrangements and EPIRB carried out last year.

The Committee agreed to conduct an FIC on insurance certificates under the International Convention on Civil Liability for Oil Pollution Damage (CLC), as the Paris MoU has previously done. It also accepted the proposal by the Paris MoU for a joint Concentrated Inspection Campaign on enclosed space entry in 2027.

The Committee further discussed and approved in principle the arrangements and preparations for the joint CICs on cargo securing in 2026.

The concentrated inspection campaign (CIC) on Ballast Water Management (BWM) was conducted from 1 September to 30 November 2025 jointly with the Paris MoU. During the CIC period, 9,244 PSC inspections were conducted by the member Authorities, among which 6,930 (74.96%) were with a CIC inspection.

During the period, 184 ships where a CIC was carried out were detained (2.66% detention rate). Of which, 30 detentions were the result of inspections with CIC questionnaires, which were



detained as a direct result of the CIC concerning deficiencies, reflecting a CIC topic related detention rate of 0.43%.

The most common deficiencies (and deficiencies that resulted in a detention) found during the campaign were associated with proper operation of Ballast Water Management System (BWMS) that is underscoring the fact that the operation and maintenance of BWMS onboard remains a critical area for the effective implementation of the intent of the Convention.

Detentions

In 2025, 1,255 ships registered under 73 flags were detained due to serious deficiencies having been found onboard. The detention rate of ships inspected was 3.53%.

Figure 8 illustrates the most frequent detainable deficiencies found during inspections in 2025.

Deficiencies

A total of 90,168 deficiencies were recorded in 2025. Fire safety measures, lifesaving appliances, working and living conditions and safety of navigation remain as the major categories of deficiencies frequently discovered on ships.

In 2025, 18,020 deficiencies related to fire safety measures, 11,818 deficiencies related to life-saving appliances, 9,108 deficiencies related to working and living conditions and 8,936 deficiencies related to safety of navigation were recorded, representing 53% of the total number of all recorded deficiencies.

As the outcome of the CIC on Ballast Water Management (BWM) in 2025, number of deficiencies relating to BWM were three times higher than that of the previous year.

Furthermore, it is also observed that deficiencies related to structure conditions, water/weathertight conditions, emergency systems and propulsion and auxiliary machinery were found increased continuously during past years.

Download the full report: <https://bit.ly/4fht4jL>.

Machinery damage and fires drive increase in claims costs is Cefor report finding

Machinery damage and fires continue to dominate as the leading causes of elevated claim costs in the Nordic marine insurance market, according to the Nordic Association of Marine Insurers (Cefor). Cefor members underwrite Hull and Machinery for about 31% of the world fleet, including 3,538 vessels of more than 20,000 gross tons.

2025 is the third consecutive year to record an increase in claims above \$10 million, according to the year's report by published this week. Notably, total losses on vessels with values above \$10 million have also been on the increase. This is rather unusual as total losses historically have occurred on low-value vessels.

These substantial losses have seen claim cost per vessel increase by 33 percent in 2024 and 2025 compared to 2021. In 2025, there were 13 claims of above \$10 million, slightly lower than 18 reported in 2024. Fires dominate these high value losses, constituting 7 out of the 13 claims in 2025. In six of the past 10 years, fires accounted for 40- 70% of the costliest losses, increasingly affecting even younger vessels.

The frequency of machinery claims is also 30% higher in the period from 2022-2025 compared to prior years. Cefor said that the rise in machinery damage could be seen in the context of an ageing fleet. It is also coded as human error, which could be linked to crew shortages. 7 out of 18 claims above \$10 million in 2024 were machinery claims, the same number as the total count over the previous six years.

But even as fires and machinery damage drive up claims cost, inflation is another silent factor. Following the pandemic, inflation rates in major economies have been on the rise. As a result, steel prices, the cost of spare parts and labor costs have all surged, influencing repair costs.

Click to access the report at <https://bit.ly/4sDSmvx>.

A call for transparency in hull performance

Better data, technology and collaboration are steadily improving ship performance and biofouling management, but greater transparency between stakeholders are needed to drive sustainable outcomes across the industry, argued experts at HullPIC. The annual conference attracted a significant number of leading stakeholders from the shipping industry.

Shipping faces a period of significant uncertainty. Geopolitical instability, shifting policy timelines and delays to the IMO Net-Zero Framework have prompted many operators to look inward, redirecting attention from regulatory compliance towards operational efficiency. Against this backdrop, over 90 participants recently gathered for the 11th HullPIC conference at Certosa di Pontignano, Italy, representing shipping companies, service providers, coating suppliers and technical experts.

The event, co-founded by Jotun and VB Conferences, covered the latest developments in ship performance and biofouling management.

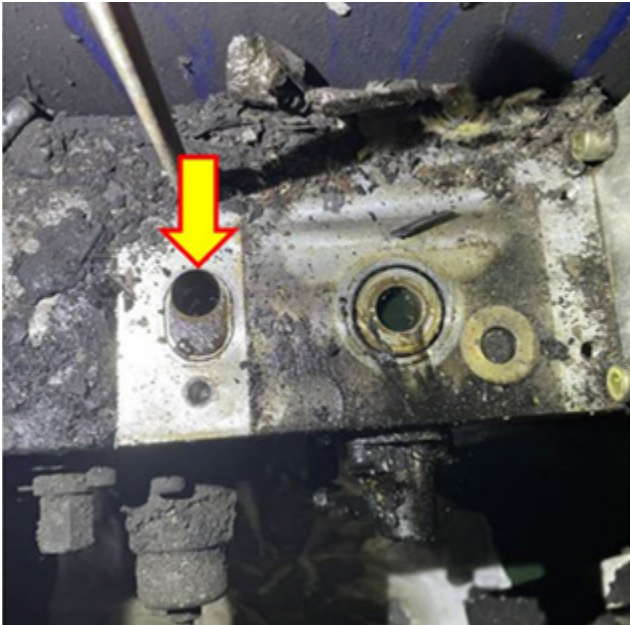
"Discussing developments in ship performance, technologies and practical solutions are of great interest and value to the industry, and even more so in light of the regulatory and commercial pressures that are impacting shipping trades, fuel prices and the environment," said Jotun's Morten Sten Johansen. "There is a sense that the industry, while moving in small steps, is steadily converging on better answers to longstanding questions, and that's thanks in the main to the commitment of the HullPIC community to openly share knowledge, challenge conventional thinking and accelerate progress together."

Johansen also called for evidence-based performance claims in the marine coatings sector. "Speed loss credibility matters because there is a growing disconnect between reported, claimed figures that introduce operational and regulatory risk. This not only affects individual vessels but may also distort fleet-level decarbonisation strategies", he warned, stressing the need to use a common assessment methodology such as ISO 19030 applied through independent review.

A consistent message from participants was that operational performance improvements represent some of the most accessible efficiency gains available to the industry – all dependent on reliable data foundation.

O-ring failure caused \$5.5M engine room fire on bulk carrier, says NTSB

Source: Lemissoler Shipmanagement



A failed O-ring seal on a bulk carrier's composite boiler unit led caused a fire costing more than \$5 million dollars in damage, said an investigation report by the National Transportation Safety Board (NTSB).

On January 4, 2025, at about 2323, bulk cargo vessel Lem Verbena was docked at the Alabama State Docks on the Mobile River in Mobile, Alabama, with 19 crewmembers on board when a fire started in the engine room. The crew activated the vessel's carbon dioxide fixed fire extinguishing system. Shoreside firefighters later determined the fire had been extinguished. There were no injuries, and no pollution was reported. Damage to the vessel was estimated at \$5.5 million.

Investigation

All daily, weekly, and monthly maintenance tasks had been completed with no issues noted. Safety rounds, or visual checks, of the boiler space were also performed 5–6 times per day by the crewmember on watch and involved checking boiler pressure, checking for water leaks, and recording water level. Additionally, in accordance with guidance from the boiler manufacturer, quarterly maintenance and inspection tasks for the burner unit were completed by the ship's crew about 2 months before the fire with no issues noted.

After the fire, the Lem Verbena operating company and Coast Guard investigators found that an O-ring on the oil fittings block upper module of the boiler's burner unit had become pinched on the fuel port for the lower module. This O-ring was intended to provide a seal between the corresponding fuel ports on the lower and upper modules (when bolted together) to contain pressurized fuel as it moved through the system to the burner unit igniter.

Additionally, because of a software settings error discovered on the boiler unit's SD card, the fuel pump did not shut down between cycles as intended and the pinched O-ring was exposed to constant pressure. The operating company found that the O-ring's exposure to hot, pressurized fuel caused accelerated degradation of the O-ring, ultimately causing the seal to fail. Over time, the pinched portion of the O-ring was weakened until its seal failed under the fuel pressure in the ports. Because the fuel pump remained running even if the boiler burner was not firing and, therefore, the fuel system was always pressurized, pressurized fuel about 43 pounds per square inch would have atomized around the boiler and ignited on a nearby hot surface, causing the fire.

Findings

NTSB determined that the probable cause of the fire on the bulk carrier Lem Verbena was the failure of an O-ring seal on the composite boiler burner unit oil fittings block due to the radial misalignment of the two fuel ports on the block modules, causing pressurized diesel fuel to atomize and ignite on a nearby hot surface.

Read the full report: <https://bit.ly/48lBzGo>.

CHIRP Annual Digest 2025-2026 published

The CHIRP Annual Digest 2025-2026 has been published. It highlights the continued need for vigilance as both traditional and emerging risks shape safety at sea. CHIRP Annual Digest 2025-2026 reveals that the organisation received 330 reports concerning safety, welfare, and compliance issues across all sectors, including commercial shipping, superyachts, fishing, pilotage, offshore installations, ports, search and rescue units, recreational vessels, and the "shadow fleet".

Whilst praising those who had contributed, Adam Parnell, CHIRP's Director Maritime said, "Speaking up is not always easy, but your reports have prevented harm, corrected unsafe practices and improved working conditions for many others."

While emerging risks such as unmanned surface vessels and "dark fleet" operations are increasingly reported, traditional hazards remain persistent, including enclosed space incidents, unsafe pilot boarding arrangements, and slips, trips, and falls.

Long-standing safety issues remain a feature, including inadequate training, unsafe pilot ladders, poor mooring arrangements, and machinery-related incidents. The CHIRP Annual Digest 2025-2026 also emphasised the importance of balancing commercial pressure with safety, noting that "safety should never be compromised for convenience".

Key safety themes

Across the 2025 reports, the key issues identified can be broadly grouped into several recurring safety themes:

- Welfare concerns remained significant, including crew abandonment, poor living conditions, pest infestations, and cases of bullying linked to shore-based management culture. These issues continued to raise concerns about compliance with MLC standards and overall crew wellbeing.
- Design-related problems were also prominent, particularly unsafe pilot boarding arrangements, poorly maintained or corroded access ways, blocked escape routes, and unsafe configurations of critical safety systems. Several reports highlighted how design choices directly contributed to operational risk.

ANNUAL DIGEST



- Search and rescue reports showed continuing exposure to high-risk operational environments, including lifeboat incidents, injuries during drills and rescues, equipment failures, and near misses involving vessels and personnel. Training exercises and real emergencies both revealed vulnerabilities in equipment and procedures.
- Engineering and technical reports highlighted hazards such as chemical exposure, engine room incidents, fires, fuel contamination, and unsafe confined space work, along with environmental non-compliance issues such as illegal waste disposal.
- Deck and cargo operations continued to present serious risks, including fatalities in heavy weather, container fires, lifting operation accidents, falls from height, and enclosed space injuries. Fatigue, unfamiliarity, and under-reporting were also identified as contributing factors.
- Bridge, pilotage, and navigation issues remained a consistent safety concern, including non-compliant pilot transfer arrangements, pilot ladder failures, VDR issues, close-quarters situations, and emerging risks from uncrewed surface vessels interacting with conventional shipping.

Download the document: <https://bit.ly/4mVVMIP>.

Short circuit caused jet boat to hit canyon wall in New Zealand



The Transport Accident Investigation Commission (TAIC) has released a report into an incident where several passengers were injured after a jet boat crashed into a canyon wall last year.

What happened

On 25 February 2025, commercial jet boat Discovery 2 was operating in Skippers Canyon, on the Shotover River, with 11 passengers on board.

Shortly after commencing the return leg of the journey, and as the boat completed a right-hand turn, its engine suddenly cut out. The driver immediately reset the ignition, but the engine would not start, so the boat had no propulsion and no thrust to provide steering control.

As a result, the boat continued across the river, where it made heavy contact with the canyon wall. The boat's speed upon impact was estimated to have been between 30 and 35 kilometres per hour.

The sudden stop caused the passengers to be thrown forward and resulted in one passenger fracturing their wrist and several passengers suffering deep cuts and bruising. Two adults and two children from the same family were evacuated by helicopter.

Some of the passengers reported significant psychological trauma following the accident.

Why it happened

The driver lost control because the engine suddenly shut down, leaving the boat with no thrust and therefore no steering capability.

Tests ruled out contamination of the fuel and the lubricating oil as contributing to the accident. Relevant properties were consistent with their grade specifications.

It is virtually certain that the engine shut down because part of the engine's wiring harness had chafed against a casting of the engine. The chafing exposed a wire and eventually caused a short circuit when it contacted part of the engine. This resulted in the loss of the 5-volt reference voltage shared by the critical engine sensors, and the engine shut down.

The padding requirements, prescribed in the Maritime Rules for commercial jet boats, did not include enough detail to form a measurable standard for passenger protection. Padding of the seats and surrounds of Discovery 2 did not adequately protect the passengers from injury during a sudden stop.

Discovery 2 before the fitting of roll bar. Credit: Skippers Canyon Jet Limited, anonymised by the Transport Accident Investigation Commission.

Passengers were not informed of, and therefore were uncertain about, what was an appropriate brace position for an emergency on board a jet boat. It is likely that some passengers suffered worse injuries due to this uncertainty.

Lessons learned

Operators conducting thrill-type trips should inform passengers of the risks involved so that the passengers know when things are going wrong, and how best to aid themselves.

Single-engine jet boats are vulnerable to loss of control, because once the engine fails, a jet boat has no steering.

Safety solutions are unique to each operator. Preventive maintenance and survivability measures are critical when redundancy is not a viable option.

Read the full report: <https://bit.ly/4u6sTwn>.

Britannia P&I Club guidance on transporting cement

The volume of seaborne cement traded continues to grow, with the most recent annual figure estimated to be over 145 million tonnes.



Source: Britannia P&I Club

Cement is carried on board ships either in bulk or in bags. And Britannia P&I Club's loss prevention team has provided guidance on the carriage of cement.

Bulk cement

Risk factors of loading cement in bulk include solidification of the cargo due to water ingress, mainly through hatch covers or the bilge/ballast system. Weather tightness of hatch covers, and the correct functioning of non-return valves and other valves should be ensured to prevent water ingress. Hatch cover ultrasonic sealing tests should be carried out to detect potential leakage.

When cement is loaded directly from the production plant, it may have a temperature of around 110°C when leaving production. It is recommended that the loading temperature of the cement does not exceed 80°C, to reduce the chance of hold coating damage. The temperature of the cement should be measured prior to loading using an infrared thermometer. Cement should not be handled during precipitation. Weather conditions should be monitored during cargo operations, and the opening and closing times of hatch covers should be recorded.

Dust generated during cargo handling is another major issue with cement cargo, especially when handling is carried out with open hatches. Precautionary measures are required to protect machinery, equipment, and accommodation spaces from dust. Scuppers should be blocked to prevent clogging caused by cement settling and hardening. Ship staff must wear appropriate personal protective equipment (PPE) to protect themselves from dust during cargo handling.

Cement in bags

Polypropylene woven bags are used to carry cement. The quantity of cement per bag can range from 25/50 kg bags to 2 MT Flexible Intermediate Bulk Container (FIBC) bags. The 25/50 kg bags are usually packed in cement sling bags for shipment. Tally survey in load port and discharge port should be done to prevent cargo shortage.

Stevedore mishandling, such as improper hooking of the sling bag handles to the spreader or banging of the bags against the coaming during discharge, is the main reason for damage to cement bags. Any damaged bags should be rejected for loading.

Adequate photographs should be taken, and a Letter of Protest (LOP) should be issued in cases of stevedore mishandling.

Incorrect hooking of FIBC or sling bags can cause damage to the bags and result in cargo spillage. When handling these bags, all lifting handles must be used. Bags should not be lifted using a single hook. Proper slings or lifting arrangements should be employed to ensure that the bag handles remain vertical during lifting. Dragging bags during handling can also cause damage and lead to spillage. Photographic evidence should be taken, and a LOP should be issued in such cases.

Another issue observed is bagged cement becoming compacted and hardened at the discharge port when mixed stowage is employed, particularly where heavy cargo such as vehicles is stowed on top of the cement bags. No other cargo should be stowed on top of cement carried in bags, and any such stowage proposal should be rejected.

Stowage of cement bags should be tight and compact. Bags at the top of the stow should be properly lashed together. A protective cover should be placed on top of the stow to prevent condensation or sweat from falling onto the bags. The suitability and load-bearing capacity of the bags should be considered when stacking.

Download the full PDF: <https://bit.ly/4dimpTJ>.

Fisherman dies saving fellow deckhand in man overboard emergency

Credit: MAIB



Two deckhands went overboard from potting vessel Weston Bay (GY123) off Spurn Head resulting one fatality, an investigation by the UK Marine Accident Investigation Branch (MAIB) found.

The MAIB also released a safety flyer with the investigation report following the incident.

What happened

At about 0820 on 22 May 2024, two deckhands went overboard during deployment of the fishing gear from the UK registered potting vessel Weston Bay while the vessel was shooting its pots approximately 12 nautical miles south-east of Spurn Head, England. The three remaining crew were able to recover one deckhand on board, but their efforts to recover the other deckhand, James (Jimmy) Haughey, were unsuccessful. He was recovered by another vessel about 40 minutes after entering the water; he was

not breathing and, despite emergency first aid efforts, could not be resuscitated. The deceased deckhand's personal flotation device became separated from him during the recovery efforts.

The investigation found that the two deckhands entered the water following an incident while manually downstacking a string of shooting pots. The first deckhand was struck, knocked onto the deck and taken overboard by the next pot in the sequence; a second deckhand entered the water as he went to assist.

The investigation established that the method of shooting pots on Weston Bay did not ensure the physical separation of the gear from the crew, and the vessel's risk assessments did not identify or mitigate critical hazards. The man overboard recovery system was in poor condition and was unsuitable for the recovery of an unconscious person. It was also found that regular drills were not conducted on board, and safety equipment had not been inspected and maintained.

Since the accident, Weston Bay's owner, Fastline Shellfish Limited, has revised and adapted the man overboard recovery system for its vessels and implemented measures to ensure crew wear their working personal flotation devices and conduct regular manoverboard drills with a focus on the recovery of an unconscious person.

Safety issues

- there was no separation from the pots for the crew working the stack when deploying the gear, which put them at risk of entanglement, harm and injury.
- the risks of going overboard after interaction with the gear had not been fully assessed or mitigated.
- the crew were unprepared for the emergency as they had not practised emergency manoverboard drills.
- the emergency man overboard recovery equipment on board was not effective for the recovery of an unconscious person from the water.

Recommendations

Seafish has been recommended to:

Review its Basic Health and Safety and Safety Awareness and Risk Assessment course content and develop a safety management module for its Under 16.5m Skipper's Certificate (Restricted) and Under 16.5m Skipper's Certificate (Unrestricted) courses.

Fastline Shellfish Limited has been recommended to:

Develop a safety management system that aligns with the principles outlined in Maritime and Coastguard Agency guidance. The company has also been recommended to develop a system of shooting pots that provides physical separation from the gear for the crew.

Download the full report: <https://bit.ly/42yoHcD>.

How to document PFOS free fire extinguishing foam on board

DNV has provided a short summary of how to document compliance at the first safety equipment survey after 1 January 2026, given that all fire extinguishing foams on board must be PFOS free, and this must be verified by the attending surveyor.

From January 1st, 2026, the use or storage of fire-extinguishing media – including firefighting foams – containing perfluorooctane sulfonic acid (PFOS) is prohibited. This applies to both fixed and portable systems and equipment. The requirement to document PFOS free fire extinguishing foams applies to all types of foam on board, i.e. both fixed systems and portable equipment.

Compliance will prevent part-held surveys and/or Conditions of Authority.

Briefly summarized, there are three ways to document PFOS free foam:

1. A PFOS-free declaration is provided by the manufacturer of the foam.
2. The foam can be sampled and tested according to a recognized standard by an accredited laboratory and concluded to be PFOS-free through a laboratory test report confirming that the PFOS concentration in the foam is below 10 mg/kg (0.001% by weight).
3. Although not required, the type approval (TA) or Marine Equipment Directive (MED) certificate for the foam may state that it is PFOS-free. If this is the case, it is considered equivalent to a PFOS-free declaration.

If none of the above can be provided successfully, the foam will need to be replaced with PFOS free foam, with documentation according to 1), 2) or 3) above.

For the surveyor to verify that the PFOS documentation corresponds to the actual foam on board, the documentation must contain sufficient information to trace it to the foam in use. Such information may include the manufacturer, foam type, production date / batch number and relevant TA/MED certificate references.

Furthermore, the marking of and documentation for the foam(s) carried on board must include adequate information to demonstrate traceability back to the PFOS documentation.

To avoid follow-up actions, Conditions of Authority or part-held surveys, preparation should start early to ensure the necessary documentation for all foams on board is in place before the survey.



Pipe failure cause of sailing school ship flooding



A corroded cooling supply pipe caused US\$1 million worth of damage to a sailing school ship after the vessel's engine room flooded, according to the U.S. National Transportation Safety Board (NTSB).

What happened

About 2200 on May 10, 2025, the sailing school vessel Oliver Hazard Perry started taking on water while moored at Fort Adams State Park dock in Newport, Rhode Island. At about 0730 the following morning, a crewmember was awoken by an alarm and discovered the flooding. An estimated 21,000 gallons of seawater entered the engine room and the forward auxiliary machine space.

There were no injuries, and no pollution was reported. Damage to the vessel was estimated at \$1 million.

The investigation

The NTSB determined that the probable cause of the engine room flooding aboard the sailing school vessel Oliver Hazard Perry was a failed seawater cooling supply pipe for a diesel engine-driven generator due to corrosion.

Contributing to the extent of the damage was the lack of a bilge alarm annunciator in the accommodation spaces to alert onboard crewmembers to the flooding and a watertight bulkhead and watertight door that did not prevent progressive flooding.

Lessons Learned

Emergencies, such as flooding or fire, pose a substantial threat to personnel and property, especially if they go unnoticed and are not addressed quickly. Minor incidents that remain unaddressed can have catastrophic results.

When a vessel is in layup or moored with reduced crew and its normal operating stations, such as the bridge or engine room, unattended, it is imperative that any crewmembers on board be notified of emergencies without delay to allow for a timely response.

Alarm or other notification systems should be configured such that crewmembers, even in accommodation spaces, are notified immediately in case of flooding or other emergency.

Download the full report: <https://bit.ly/3RA1t1FP>.

DNV interview on cruise ship battery technology

As cruise operators explore pathways to reduce emissions and improve energy efficiency, batteries are emerging as a pragmatic part of the solution.

DNV has shared a fact-based interview featuring Hilde Bølstad, DNV's Principal Consultant of Alternative Fuels & GHG Compliance on how batteries fit into cruise vessel design and operation.

Hilde Bølstad is an MSc and BSc qualified maritime advisor with 23 years' experience in ship operations, classification, and surveyor work. Since 2020, she has worked in decarbonization at DNV, supporting shipowners on new regulations and reporting of emissions. In DNV's Maritime Advisory unit, Hilde works on green technology projects for shipping, including alternative fuels, batteries, and shore power.

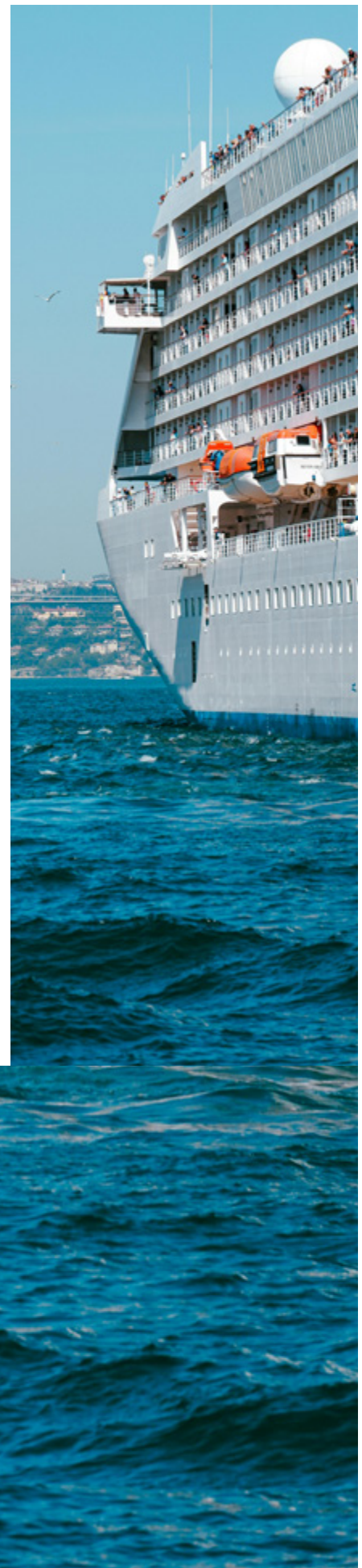
Regarding where battery technology stands for cruise vessels, she said, "Battery technology is well established across shipping, with more than 1,300 vessels in operation worldwide. In the cruise segment, adoption has naturally progressed at a different pace, largely because cruise ships have a significantly higher energy demand than ferries, offshore vessels, or short-sea shipping.

"According to DNV's Alternative Fuels Insights platform (AFI), 45 cruise vessels are currently in operation and 11 more on order with battery installations. Most of these projects focus on hybrid operation rather than full electric propulsion – a pragmatic approach that reflects how cruise vessels actually operate."

This interview answers questions on:

- the current application levels of different battery sizes
- the developments to watch
- the considerations that matter when planning larger installations.

Read the full interview: <https://bit.ly/4dpbKqD>.



Vessel fire caused by substitute engine components, says MAIB

*Image courtesy of
fabianv (ShipSpotting.com)*



Sea trials in the Firth of Forth, Scotland that ended in catastrophic engine failure and a fire on board a vessel last year was caused by substitute components said a report by the Marine Accident Investigation Branch (MAIB).

What happened

At 1305 on 25 January 2025, the site investigation vessel Kommandor Susan suffered a catastrophic failure of a diesel generator engine while conducting sea trials in the Firth of Forth, Scotland. The failure resulted in an engine room fire and a complete power blackout. The crew responded promptly, extinguishing the fire and mustering safely. The vessel lost propulsion and began drifting eastwards. Attempts to deploy anchors were unsuccessful because the anchor winches required electrical power to operate. Kommandor Susan was eventually returned to Leith harbour with limited propulsion restored.

Safety issues

- use of non-genuine engine components during a major overhaul in 2019
- approval of extended service intervals, which assumed use of genuine components
- a shortfall in oversight and contractor assurance by the vessel owner during overhaul, which allowed the non-genuine components to be installed.

Recommendations

In view of the actions already taken (see below), no recommendations have been made.

MAIB actions

The Chief Inspector of Marine Accidents has written to Hays Ships Limited, outlining the importance of robust oversight during critical maintenance activities and the need to adopt a system of structured supervision, ensuring clear accountability and real-time progress monitoring.

Gardline Shipping Limited has:

- Rebuilt DG1 with genuine spares, including a new engine block;
- Completed major overhauls of DG2, DG3 and DG4 using genuine Caterpillar parts;
- Changed the onboard anchoring procedure, highlighting that clutches must remain disengaged when the winches are not in use to ensure they remain ready for use in the event of power failure.

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



Brookes Bell on engineering analysis when the answer isn't clear



Engineering claims rarely begin with a complete picture, says Brookes Bell. More often, they start with partial evidence, damaged components, and an initial explanation of what may have gone wrong. In practice, those early assumptions are not always reliable.

For Andrew Kingshott, recognising and managing this uncertainty is a fundamental part of the investigation process.

"Certainty is a very dangerous path to go down," he explains. *"When you are first presented with a case, there is usually a degree of uncertainty."* That perspective reflects experience both at sea and ashore, where machinery failures are rarely straightforward and decisions are often made with incomplete information. In claims work, there is a risk that early assumptions become embedded before the evidence has been properly examined, particularly where the circumstances appear to point clearly in one direction at first glance.

One of the most important factors in establishing cause is the preservation of evidence. Ensuring that potentially relevant parts are retained and handled correctly can have a direct impact on the outcome of an investigation. Proper retention of components and the maintenance of a clear chain of custody is essential if the evidence is later relied upon in dispute or recovery.

As investigations progress, multiple explanations for the same damage often emerge. Rather than focusing on a single theory, engineering analysis requires all reasonable possibilities to be considered and tested against the available evidence. *"You have to review every proposed cause,"* Andrew says, adding that alternative explanations may be based on information not immediately available to all parties. In this context, transparency becomes critical, particularly where testing is involved and where findings may later be scrutinised in legal proceedings.

Engineering analysis in claims is not about defending a position, but about assessing which explanation carries the greatest weight when measured against the available evidence. This often involves working through competing opinions and presenting findings in a structured way that allows others to draw informed conclusions. It is not a question of "winning" a case, but of establishing which suggestion holds the most merit based on fact.

A key part of that process is collaboration. With specialists across marine engineering, naval architecture, metallurgy, and laboratory testing, investigations are rarely carried out in isolation. Drawing on different areas of expertise allows technical findings to be tested and refined, particularly where cases are complex or the available evidence is limited.

You can read the full article: <https://bit.ly/4vLuPLP>.



Safety helmets: When standards fail stevedores and crews

By Capt. Glenn Mathias



On 2 May 2019, a twistlock fitted to one of the bottom corner fittings of a container fell out of the fitting while the container was being restowed aboard the container vessel MOL Bravo, in the port of Manzanillo, Mexico. The twistlock landed on the second officer who was on deck, struck his safety helmet and caused fatal injuries. The investigation report by the Marine Department of Hong Kong noted the following:

- The second officer failed to follow the company safety procedures to stay away from the hazardous zone underneath the container while it was being restowed by a gantry crane.
- Although the second officer should not have been standing under a container being loaded onto the vessel, the safety helmet was required to protect him from the falling twistlock. The helmet did not provide adequate protection for this hazard. For those unfamiliar, a twistlock is a steel device inserted into the bottom corner fittings of containers, designed to lock containers in a vertical stack.

This article is not concerned with the competence of vessel officers examining twistlocks or of pin men who attach twistlocks to the bottom corner fittings of containers. Their work involves recognising defective twistlocks and corner fittings. Once detected, pin men are expected to reject defective twistlocks and ensure containers with defective corner fittings are not loaded onto the vessel.

The urgent need for safety helmets

Instead, this article deals with the urgent need for safety helmets used by crew and stevedores involved in container vessel operations to be fit for purpose. This requires safety helmets to be redesigned so they can protect the wearer from the energy and force of a falling twistlock — hereinafter referred to as a redesigned safety helmet. Such a safety helmet would provide protection even in cases where human error occurs.

The second officer's safety helmet could not protect him against the falling twistlock because it was not designed to withstand the impact energy and force involved.

Safety standard of the safety helmet

The safety helmet was manufactured to European Standard EN 397, which is designed to protect the wearer from falling objects. In accordance with the standard, the chinstrap releases at 150 to 250 newtons of impact force, and the helmet absorbs 50–80 joules of energy.

In the accident, the twistlock weighed approximately 5.2 kg and fell from a height of 9.5 metres. The estimated impact energy and force on the second officer could have reached 500 joules and 5,000 newtons respectively. This demonstrates that the falling twistlock produced forces far beyond the helmet's protection range.

Because the helmet was designed to EN 397, it was not fit for this particular hazard. The report did not make recommendations regarding awareness of the limitations of EN 397 helmets or the development of helmets specifically designed for container vessel operations.

While the report did not make these recommendations, safety measures are generally expected to include informing personnel about the limitations of standard helmets and encouraging the adoption of purpose-designed helmets. This involves multiple stakeholders, including container vessel owners and crew; stevedoring companies and their employees; safety regulators; maritime unions; insurers; and other entities involved in container vessel operations.

The continued use of helmets that do not match the risks on container decks exposes personnel to potential injuries. Employers have ongoing obligations under work health and safety legislation to assess hazards and implement risk control measures. For example, Section 27 of the Work Health and Safety Act 2011 (NSW) places duties on officers of a business or undertaking to ensure safety obligations are met. Similar federal provisions apply.

It is well recognised that stevedoring companies and shipowners often have differing objectives. However, the absence of any industry-wide move toward purpose-designed head protection for twistlock hazards highlights a shared gap in addressing safety risks.

Continue reading the full article: <https://bit.ly/4wmQ4nw>.



NMA highlights increase in fall-related incidents on passenger ships

An increasing number of people are being injured in fall-related incidents on board passenger ships operating along the Norwegian coast, according to the Norwegian Maritime Authority (NMA).

Following a decline in 2023, when fall prevention was a key focus area for the NMA, the trend has now reversed, and incidents are rising again.

Falls are among the most common causes of sickness absence on passenger ships along the Norwegian coastline.

When injuries result in absence from work, the need for medical treatment and higher costs, this affects not only the individual employee, but also companies and society as a whole.

In January, February and March this year, 20 fall incidents were recorded. If this trend continues, 2026 could see a further increase.

After a marked rise in fall accidents from 2020 onwards, prevention of such incidents became a dedicated focus area in the NMA's safety work in 2023.

Increased attention and targeted measures led to fewer incidents that year, but the number has since increased again.

The importance of systematic prevention

The NMA's review and follow-up of incidents show that several common factors are involved.

The most frequent causes of fall incidents include:

- breaches of procedures
- inadequate anti-slip measures
- unsuitable footwear
- work carried out under time pressure

The NMA therefore emphasises the importance of systematic prevention, a strong safety culture and compliance with procedures and routines to reverse this trend.

Warning sent out on counterfeit GMDSS batteries

The Norwegian Maritime Authority has sent out a warning following a significant increase in the marketing, sale and installation of counterfeit batteries for Jotron GMDSS products in recent years.

Affected products include Emergency Position Indicating Radio Beacons (EPIRB), radar and AIS-SART devices, as well as handheld GMDSS emergency VHF radios.

Jotron added a guide on how to distinguish an original Jotron spare battery from a counterfeit Jotron battery.

In its guide, the company said: "It is important to underline that the examples on counterfeit batteries in this document are not representing all variants of counterfeit Jotron batteries, since some also are fitted with labels using Jotron logo. In addition, some of the labels used on counterfeit batteries are with other languages than English, languages Jotron never use on original spare batteries. Jotron hope this guide can be of assistance for the crew onboard vessels, Radio Surveyors, ship owners and flag-state authorities. Jotron never compromises in safety and has made this guide so that Jotron safety (GMDSS) products will perform in accordance with the products specifications, in a distress situation."

The guide itself included a list Jotron products that are in production or obsolete, as well as details on: the original Tron TR30 GMDSS(Emergency) battery; Jotron original Tron SART20 and Tron AIS SART battery; and Jotron original Tron 60S and GPS SBM battery kit and a typical counterfeit TR30 GMDSS (Emergency) battery, plus each product's typical counterfeits.

Download the guide: <https://bit.ly/4ubb3lj>.



Sailors' Society highlights 'first digital seafarer generation' in latest Cadet Report

Sailors' Society has published its latest Cadet Report – 'the first digital seafarer generation.'

Sponsored by Inmarsat Maritime (a Viasat company), the report captures the voices of cadets, ratings and trainees from 30 countries.

Drawing on insights gathered from more than 9,000 Gen Z seafarers who attended the maritime charity's global 2025 Wellness at Sea Conferences, this unique data offers the maritime industry an unparalleled look into the experiences, pressures and aspirations of its future workforce.

The report provides comprehensive insight into three key themes shaping maritime's newest recruits – digital life and social pressure, mental health and trauma at sea, and confidence in safety and reporting systems.

Sailors' Society CEO, Sara Baade, said the findings show that the maritime workforce is entering a new era.

"This report clearly shows that the next generation of seafarers is not simply joining the industry – they are reshaping it.

"Today's cadets are digitally connected, emotionally aware and deeply committed to meaningful careers at sea. But they are also navigating pressures that previous generations never faced, from online comparison and social media expectations to new mental health challenges."

The report reveals that around 70 per cent of the next generation of seafarers spend more than three hours online every day, and this brings with it increased concerns.

Some 83 per cent of the cadets, ratings and trainees polled from China and 78 per cent of those from Southeast Asia reported feeling pressure to appear happy or successful online. While more than half of UK, European and Southeast Asian respondents said they had experienced or witnessed cyberbullying or negative behaviour online.

The report emphasises the importance of human connection in supporting wellbeing at sea. While technology allows seafarers to stay in close contact with family and friends, this generation increasingly relies on peers for wellbeing support, with peer groups emerging as one of the most trusted sources of help.

The data also points to a growing awareness of mental health among young seafarers but reveals uneven confidence in coping with challenges such as isolation, stress and trauma at sea.

The report aims to help shipping companies, training institutions and maritime leaders better understand the realities faced by young seafarers and take meaningful action to support them.

"Onboard internet is integrated into almost every aspect of modern seafaring – from navigation, monitoring and reporting to training, collaboration and crew welfare to day-to-day social engagements and communications," said Gert-Jan Panken, General Manager and Vice President, Inmarsat Maritime.

"Cadets joining this increasingly automated and data-driven industry expect and require high-quality internet access to perform their duties effectively, whilst being a key contributor to crew happiness and supporting mental health. By providing them with home-like connectivity, we lay the foundation for safer operations, stronger human connections and, ultimately, a happier and more successful life at sea."

Sara added: "The opportunity for the maritime industry is clear. We must go beyond simply providing connectivity and policies. We must build cultures of care, equip young seafarers with practical skills for resilience, and ensure they feel safe, supported and empowered throughout their careers."

Download the PDF: <https://bit.ly/4wkU8F7>.



DNV shares insights into post-fire ship hull structure and material assessment

Fire incidents on ships rank among the most frequent accidents, and in recent years, fire incidents have specially increased among container and ro-ro cargo/passenger ships.

And DNV has supported many cases of post-fire structural and material assessments.

The incidents have ranged from isolated small-scale fires in cargo holds to major fires damaging the complete ship.

The fire incidents have identified the need for prompt decision-making in situations where time pressure is high and the crew, cargo and environment are at stake. The situations have involved discussions on whether the ship can continue trading, on the extent of steel renewal and repair methods, on a critical reserve strength assessment while the vessel has been on route, and on fire developing rapidly, fuelled by the cargo.

Damage risks from prolonged exposure

Prolonged exposure to high temperatures may result in soft annealing, leading to a reduction in mechanical properties, in particular tensile strength where the steel becomes softer.

Another effect is the material hardening, a risk that may occur under uncontrolled quenching during firefighting with seawater or CO₂. This could primarily affect the material's ductility by reducing its fracture toughness and therefore increasing the risk of brittle behaviour.

In addition to adverse effects in material mechanical properties, prolonged exposure to thermal loads could result in steel distortions/deformations. The longer the period of heat exposure and heat intensity, the higher the risk that the material properties affecting strength and toughness have been affected.

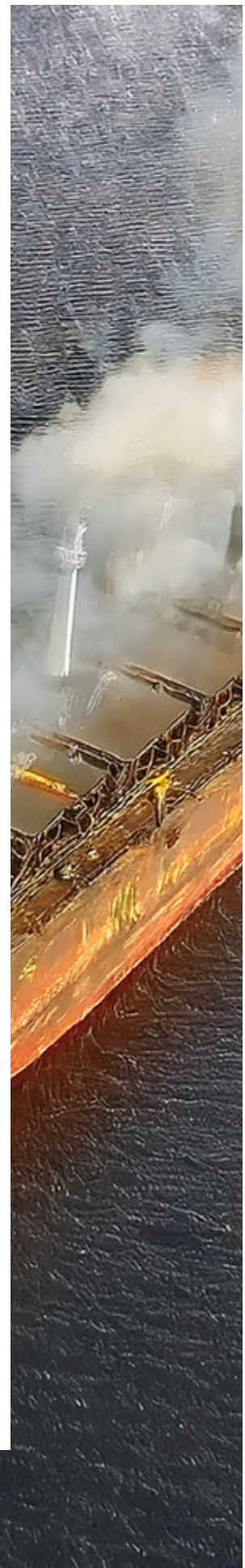
Typically, fire exposure over four to five hours would increase the risk of material and strength deterioration. When post-fire examination reveals permanent waving deformations, this is an indication of long exposure to heat, and material degradation is very probable.

If temperatures have not risen over 250–300°C, there is low risk that material would be affected. The extent and magnitude of these deformations would dictate largely the need for repairs.

Need to know

- Fire exposure can degrade steel strength and toughness, increasing the risk of brittle behaviour or loss of strength.
- An accurate post fire assessment requires hardness testing (ASTM A370) and, when needed, destructive testing, to determine whether steel grade downgrading or structural repairs are necessary.
- DNV provides rapid emergency and post fire support, including strength assessments and drone-based surveys for quick, safe evaluations.

Find out more: <https://bit.ly/48FMMBV>.





IACS publishes recommendation for onboard lifting appliances

IACS has published a recommendation to improve safety standards for lifting appliances, in line with SOLAS regulations covering both new and existing lifting appliances.

Lifting appliances play a vital role in cargo handling and ship operations, yet their limited structural redundancy has long posed safety risks for crews and vessels. To address these hazards, the International Maritime Organization (IMO) has introduced new mandatory requirements for the design, construction, installation, testing, examination, marking, maintenance, inspection and operation of lifting appliances under the SOLAS Convention.

The new SOLAS regulations apply to all new lifting appliances installed on or after 1 January 2026, and to existing lifting appliances and associated loose gear no later than the first renewal survey on or after that date. Regulation II-1/3-13 introduces requirements for classification of standard design and construction, periodic load testing and thorough examinations for both new and existing lifting appliances.

IACS strongly supports the inclusion of lifting appliances within the SOLAS Convention, recognising the substantial improvement this brings to maritime safety. In support of this new framework and to facilitate consistent global implementation of the SOLAS regulations, IACS has developed a comprehensive Recommendation on Onboard Lifting Appliances, providing guidance on, for example:

- Distinguishing between new and existing lifting appliances;
- Application of SOLAS regulation II-1/3-13 to lifting appliances with a safe working load below 1000 kg;
- What information is the prerequisite to account for existing lifting appliances and loose gear that enters into the SOLAS regime (certificates, load test and thorough examination);
- Examples of loose gear to which the application of SOLAS regulation II-1/3-13 should be considered and for where it should not and the documentation required for the consideration of existing loose gear in the SOLAS regulation II-1/3-13 regime;
- Appliances serving as launching appliances for survival craft or rescue boats and as lifting appliances for cargo handling (dual use);
- Necessary documentation and certification procedure for equipment with modification or alteration of major character;
- Survey and testing regimes and timeframes, including alignment with the Harmonized System of Survey and Certification (HSSC);
- Date of the initial verification of compliance with SOLAS regulation II-1/3-13 regime.

The new IACS recommendation builds on the SOLAS regulations by providing detailed reference to relevant aspects of SOLAS and the scenarios relating to the various modes of application of lifting appliances. It also clarifies the classification of lifting appliances to which SOLAS II-1/3-13 applies, as well as clear examples of lifting appliances to which SOLAS II-1 Reg 3-13 May or may not apply.

The recommendation follows on from prior work by IACS to enhance lifting appliance safety. IACS had already issued a new Unified Interpretation (UI SC310, July 2025) – also published by IMO as MSC.1/Circ.1696 – which introduces a ‘factual statement’ template confirming testing and examination of non-certified existing lifting appliances in accordance with MSC.1/Circ.1663.

The new IACS recommendations builds on this by suggesting the use of ‘Factual Statements’ and highlights the critical importance of the nomination of a Safe Working Load (to the satisfaction of the Administration), in line with UI SC 310 (MSC.1/Circ.1696), for existing lifting appliances without valid certificates of test and thorough examination.



Engine retrofit market continues to prepare but not fully commit

The future of engine retrofits will depend heavily on regulatory developments says Lloyd's Register in its latest Engine Retrofit Report.

LR added the longer conventionally fuelled vessels remain in service, the greater the pressure will be to retrofit them later to meet emissions targets, potentially compressing demand into a narrower and more costly timeframe.

The 2026 update shows that 2025 delivered limited growth in announced retrofit projects, but significant progress in capability.

A small number of high-profile conversions, including a successful methanol retrofit of a large two-stroke engine on the container vessel COSCO Shipping Libra, demonstrate that methanol conversions are technically viable at the deep-sea end of the market and moving towards repeatable solutions.

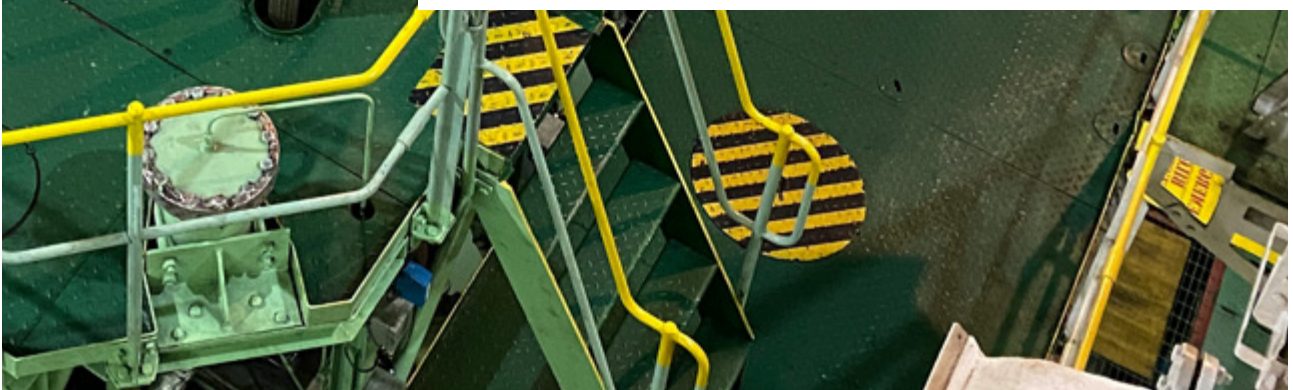
Maersk's operator trials showed that Brazilian ethanol can be blended with methanol and marine diesel without affecting engine performance, allowing for higher ethanol mixes. OEM announcements throughout the year further strengthened the case for ethanol. Everlence reported success on all load points with both two-stroke and four-stroke engines, and WinGD announced an ethanol-fuelled two-stroke engine roadmap with retrofit applicability.

The similarity between methanol and ethanol means that future methanol engines should be capable of using ethanol, while existing methanol engines could be converted relatively easily.

Looking ahead, LR said the trajectory of the retrofit market will depend heavily on regulatory developments, particularly any progress on a global framework to incentivise zero- and near-zero emission fuels. Mark Penfold, Global Head of Technology – Engineering, Lloyd's Register, said: "A clear and consistent regulatory signal is the single biggest factor that will unlock investment at scale. Without that, the industry will continue to prepare—but not fully commit.

"Regardless of the timing of regulation, a substantial retrofit market is inevitable. As the existing fleet remains central to global trade, the ability to convert vessels efficiently will be critical to meeting decarbonisation targets."

Download the full report: <https://bit.ly/4doT4Hr>.





Crane wire failure caused \$3.8M in damage to offshore vessels, says NTSB

Internal corrosion of a crane wire caused US\$3.8 million in damage to offshore construction vessel Island Venture and offshore supply vessel C Enforcer at Port Fourchon, according to the National Transportation Safety Board (NTSB).

What happened

On April 3, 2025, about 2145 local time, the offshore construction vessel Island Venture's crane was being used to lift a wire reel from the back deck of the offshore supply vessel C Enforcer in Bayou Lafourche, Port Fourchon, Louisiana, when the crane's hoisting wire parted, causing the reel to drop onto the C Enforcer's main deck.

There were no injuries, and no pollution was reported.

Damage

At the request of Edison Chouest Offshore, on April 4, a damage surveyor boarded the C-Enforcer to assess the damage to the vessel. The surveyor's preliminary report noted damage to the main deck plating, deck boards, upper framing of engine room (beneath the main deck), various upper engine room piping, and the upper portion of a liquid mud tank.

After the casualty, Coast Guard and NTSB investigators visually examined the parted hoisting wire and the remaining wire on board Island Venture. The hoisting wire showed internal and external oxidation (rust). The outside diameter of the wire had minimum and intermittent aged lubrication grease coverage throughout the length.

Findings

The NTSB determined that the probable cause of the failure of the hoisting wire on the offshore construction vessel Island Venture's crane was internal corrosion of the crane's hoisting wire.

Read the full report: <https://bit.ly/48RPkgm>.

NZ Marine appoints new executive director

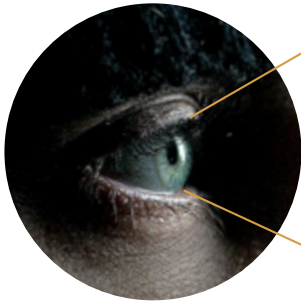
The NZ Marine Industry Association has appointed Callum Gillespie as its new executive director.

Gillespie joins the organisation with a strong marine background alongside extensive leadership experience and a values-driven approach. He brings a proven track record in strategy, stakeholder engagement and organisational leadership, positioning him to lead the industry body into its next chapter.

His appointment marks a significant step for NZ Marine as it continues to support and represent the marine sector across New Zealand.

Gillespie said he was honoured to take on the role and looked forward to working closely with the NZ Marine team, members, Board and industry partners to build on the organisation's strong foundation and deliver meaningful outcomes for the sector.





What
caught
my eye...

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

Woof woof - the four-legged robotic welder has arrived



*Photo credit:
Path Robotics*

The world it seems is changing before our very eyes as AI continues to take hold. I read about the launch of a new robotic welder called Rove, or more precisely a robotic welding system. On first glance, this invention looks strangely like my dog! But take a closer look and you will understand why this innovative little fellow is making waves in shipyards.

Shipbuilding, heavy construction, and large-scale

fabrication face a shared constraint: massive assemblies, inconsistent fit-up, and workpieces that cannot be moved, let alone fixtured inside of a welding cell, says Path Robotics, the company behind Rove. These conditions have limited welding automation in the environments that need it most – just as skilled welder shortages are reaching critical levels. Rove brings welding automation to these exact environments.

"Obsidian has proven that physical AI can solve some of the hardest welding challenges inside the cell," said Andy Lonsberry, CEO and co-founder of Path Robotics. "Rove is a significant next step and one our customers have been seeking. Manufacturers can now deploy Obsidian wherever welding is needed – across large assemblies, production sites, and in environments where moving the part isn't an option."

Saronic Technologies, a leader in autonomous maritime vessels, is one of the first early adopters to evaluate the system, integrating Rove's intelligent mobile welding into its physical AI-powered shipbuilding operations in Franklin, Louisiana.

"Building the next generation of autonomous vessels means rethinking not just how ships operate, but also how they're made," said John Morgan, head of manufacturing, Saronic. "Rove represents the kind of intelligent, adaptable tooling we need to bring shipyard operations into the modern era—we look forward to seeing what Rove can do and are excited to partner with Path Robotics as we scale production of the next generation of autonomous vessels."

The humble shipping container turns 70

There cannot be many more instantly recognisable sights in our daily lives than the ubiquitous shipping container. They are everywhere and come in all colours. So, in praise of this humdrum but essential product, which transformed our world, join me in celebrating the 70th birthday of the shipping container.

For those who are too young to remember, here is the short backstory. Malcom Mclean an American trucking company owner and trucker turned inventor and mechanical engineer, Keith Tantlinger, got together to create the first shipping container. The first consignment of just 58 containers was loaded on board the SS Ideal X, a converted World War II oil tanker, on 26th April 1956.

Over time ISO standards were developed for containers and this enabled mass production and usage of standardised containers which also enabled the ports, container terminals and handling equipment to be standardised across the globe, the evolution of which has resulted in the current mega-ships capable of carrying more than 24,000 twenty-foot equivalent units (TEU) on a single ship.

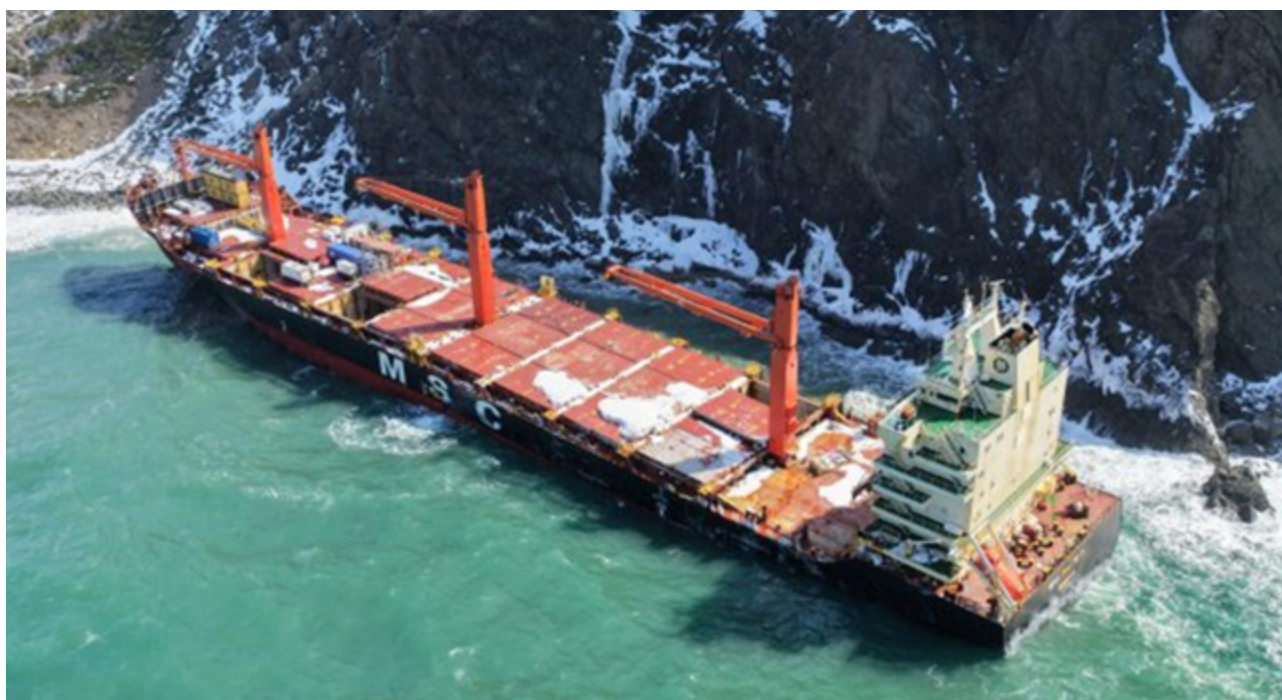
One estimate suggests there could be as many as 40 million containers in circulation. Let's raise a glass to the humble shipping container and Malcolm and Keith who invented them.



Malcom McLean



Keith Tantlinger



Removal of the grounded MSC Baltic III set to start in 2027

I wanted to share this story, which has not been especially high-profile in many parts of the world, to highlight for those with limited understanding of just what is involved following an incident of this severity, and what presents unique operational challenges. Clearly a long and dangerous process lies ahead! Wreck removal is high risk and under reported, hence my desire to bring this story to you. I wish those who will be involved a successful and safe outcome.

The vessel grounded in a remote location at Cedar Cove, near Lark Harbour, Newfoundland on 15 February 2025. So already 18 months have passed by and the partly laden vessel lies marooned. Most pollutants have already

been extracted with only minimal signs of remaining contamination. But some residual fuel, contaminated water, and 63 cargo containers remain onboard.

The vessel's owner has appointed Resolve Marine, working alongside subcontractors JCL Investments and Newco Metals, to complete the remaining salvage operations and final removal. Resolve's director of projects and team leader, Todd Schauer, noted that while the company regularly undertakes salvage work, the Baltic presents unique operational challenges.

Salvage teams plan to dismantle the vessel in sections using chain pullers, removing parts ashore where possible. Fuel tanks will be extracted separately, and the remaining structure will eventually be transported for recycling.

Todd added that all materials will ultimately be removed once the project is complete. Around 50 workers are expected to be based in Lark Harbour during the operation, and he explained that a purely marine-based removal would likely take several years due to limited weather windows in the region.



*Photo credit:
Oceanco*

Reports suggest that Jeff Bezos is selling the world's largest sailing yacht

How deep are your pockets? They will need to be very deep if you fancy buying Bezos' megayacht!

Shhhh, let it be known that Jeff Bezos is rumoured to be selling his yacht. Yes, gossip column Page Six has obtained confirmation it says that Amazon founder Jeff Bezos is selling his megayacht, the \$500 million sailing vessel Koru. The reason offered, according to the outlet's sources, is that the vessel has become "too recognizable" for the multibillionaire tech executive. So, it seems that owning a megayacht has its drawbacks!

Koru is among the world's most distinctive yachts - and not just because of her imposing three-masted silhouette, her 417-foot length or her elegant counter stern. Famously, the yacht's prow features a life-size bust of Bezos' second wife, Lauren Sanchez Bezos, carved from wood and adorned in gold trim.

The yacht is among the largest vessels operating under sail and has a massive sail plan. Koru is normally attended by a support vessel, the Damen-designed Abeona, itself valued at \$75 million. As sailing yachts are incompatible with helicopters, Abeona provides a helipad and a way for Sanchez - a helicopter pilot - to exercise her skills. It is unclear whether Abeona is also for sale, either separately or as a package with Koru.

So, don't miss this opportunity of a lifetime and get your bid in early!



Something overwhelmingly positive has come from abject adversity

of the fishing vessel Nicola Faith to Cranfield University for use when training students in accident investigation on its Fundamentals of Accident Investigation Course.

This is a heart-warming story and one that struck a chord with me. The UK's Marine Accident Investigation Branch (MAIB) has donated the wreck

Nicola Faith was a fishing vessel that capsized off the coast of Colwyn Bay, Wales in 2021 leading to the tragic loss of the three crew members – Ross Ballantine, Alan Minard and Carl McGrath. To thoroughly investigate the accident and learn safety lessons, the MAIB conducted an extensive search for the vessel and salvaged the wreckage when it was discovered. Having completed the investigation, the MAIB has now donated the wreck to create a beneficial educational opportunity.

It seems that the MAIB has long established links to Cranfield and has donated the vessel along with factual evidence gathered as part of the investigation to enable Cranfield to create a realistic scenario of a fishing vessel capsize. The scenario will enable trainee accident investigators to apply and test their knowledge by conducting a simulated accident investigation. Nicola Faith will be renamed Pisces II and will replace the vessel Pisces, which has been used at Cranfield for many years.

Let this positive initiative act as a fitting memorial to the three men who lost their lives in this awful accident.

Survey well, **Mike Schwarz**



CONSULT MARITIME

**Specialist marine surveys, ISM/ISPS/MLC audits
and pre-USCG inspections covering all US Ports**

<https://www.consultmaritime.com/>



Visual Measurement Verification with Live A-Scan and B-Scan

View Cygnus 1 Ex Ultrasonic Thickness Gauge

Save £200* DISCOUNT CODE: **IIMS26**

Order at cygnus-instruments.com

*Only valid when ordering directly from Cygnus Instruments Ltd



WHAT A
MARINE
SURVEYOR
NEEDS TO
KNOW
ABOUT

The series of nearly 30
IIMS self help handy guides



BUY ONLINE AT:

<https://bit.ly/36zG3XJ>

The IIMS CPD App...



For **iOS** users go to the "App Store".
Android, go to the "Google Play Store".
Search 'IIMS CPD' and install the app.

Login using your IIMS credentials.

Or the "My CPD Program" link on
the IIMS membership details page,
re-directs the user to the new CPD
Program Website.

Web version, the login
panel can be found at:

<https://bit.ly/37sr311>

IIMS

is on
YouTube



<https://bit.ly/2ilnWun>

Tritex NDT Multiple Echo Ultrasonic Thickness Gauges



All IIMS
members
receive a 10%
discount and
free shipping



Tritex NDT specialize only in the manufacture and supply of Multiple Echo Ultrasonic Metal Thickness Gauges, used for verifying corrosion levels and measuring metal thickness from one side only, without removing any protective coatings.

Tritex NDT gives you the excellent performance that you would expect, with free annual calibration for the life of the gauge.

simple . accurate . robust

sales@tritexndt.com
www.tritexndt.com
+44 (0) 1305 257160





Contact the IIMS Head Office team



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



contact details - address, email and telephone number - should change, please be sure to inform us immediately by email: **info@iims.org.uk** or call +44 23 9238 5223 (answerphone out of office hours).

info@iims.org.uk

for general information and enquiries

ca@iims.org.uk

contact for all Certifying
Authority work (Dave Parsons)

accounts@iims.org.uk

for accounting matters (Jen Argent)

membershipsupport@iims.org.uk

for all membership enquiries
(Rachel Lock)

education@iims.org.uk

for education course content and
training information (Vicki Loizides)

tonnage@iims.org.uk

specific email address for tonnage
paperwork and enquiries (Erin Kelsey)

msacourses@iims.org.uk

information about Marine Surveying
Academy courses (Sharon Holland)

msainfo@iims.org.uk

for MSA eCMID AVI matters (Elly Bryant)

marketing@iims.org.uk

for marketing and publishing
(Frances Birkett)

web@iims.org.uk

for web and social media content
(Alex Ockenden)

It is important that we keep our database and records up to date. Perhaps you have a web site address to add? If your