

IIMS News Bulletin



OCTOBER 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 Marine Professionals

Audits, audits, audits. Love 'em or hate 'em, they are a necessary requirement in many sectors of the modern maritime world, as we all know. We welcomed the four strong UK Maritime & Coastguard Agency (MCA) External Monitoring team to Murrills House on 2 September for our annual Certifying Authority audit. You may recall that one of the most significant activities we have successfully undertaken this year

was to extend our DNV ISO 9001:2015 scope to bring the IIMS Certifying Authority into certification - yes, yet another audit! The day long audit passed without incident, and I am delighted to say we have been given a clean bill of health by the MCA with no major findings to report and only a handful of minor administration findings that are easily fixed.



Last month, I finally managed to catch up with John Heath *HonFIIMS* to meet him in-person and present him with his richly deserved *Lifetime Achievement Award*. John's experience spans 50 years plus as a marine surveyor and this award is recognition, not only for the remarkable work he has done throughout his career, but also for the staunch and unstinting service he has given to the Institute over many years as a director and technical lead. There are more details about this story and a photograph elsewhere in this bulletin.

In mid-September, the IIMS HQ secretariat headed to the New Forest for our annual overnight team building event. The two days proved to be highly beneficial, enjoyable and educational. Day one was very much about physically challenging the group as we took to the water in Canadian kayaks in small groups at Christchurch Harbour, the highlight of which involved capsizing the vessel I was in not once, but twice! The evening was spent enjoying a convivial, self-cooked BBQ around an open campfire as we shared some personal stories and participated in several quiz-based activities. Some chose to sleep outside in hammocks under the stars while others preferred the comfort of old shepherd huts. The second day dawned bright and sunny with the first 90 minutes being set aside to consider and discuss business aspects of IIMS and our near future plans as the Institute continues to evolve. What followed thereafter was an exposure to the world of foraging for food under the guidance of local expert Jen Williams. The scepticism beforehand was evident, but the culmination was a delicious luncheon prepared and cooked on site using ingredients that most of us would have thought unimaginable! A more detailed review of our activities is included elsewhere in this bulletin.

Murrills House, our historic heritage headquarters building, unexpectedly sprung a leak earlier in the year! One moment I was sitting in my chair at my desk, engrossed in a report I was compiling, the next, there was a mysterious drip drip drip beside me. Looking upwards to the ceiling, I was horrified to see the water coming through the light fitting. The source of the problem turned out to be a degraded flat roof, now repaired. The one thing I have learnt is that whilst owning a valuable old heritage building is desirable and wonderful asset, it certainly comes with some maintenance challenges.

In terms of training, we have a handful of excellent events, open to all, coming up in the run up to the end of the year. Once again, our *Practical Surveying Course* in early October has proven to be much in demand and is now sold out. But we still have spaces available for the *Practical Boat Building* 5-day residential programme we have planned for December at Lyme Regis. For operational reasons, I have decided to cancel this year's Scotland training seminar, scheduled for November. My apologies for that. The final report writing online seminar takes place on 27 October. Check the IIMS website for more details.

And finally, a shout out for the first IIMS Türkiye training seminar to be held in Bodrum on 5 November. If you are unable to make it in person, please consider joining us online via Zoom. More details about the event and how to book your place can be found at <https://bit.ly/4A93i9r>.

Survey well,



MikeSchwarz
Chief Executive Officer



IIMS secretariat annual New Forest team building event report

The IIMS team has enjoyed many adventures over the years when it has headed to the New Forest Outdoor Centre for what has become a much looked forward overnight annual event deep in the forest. And this year proved to be no different.

The group headed out to meet up at the centre on 9th September. Once all present, the team was whisked away by minibus to nearby Christchurch Harbour on a warm and pleasant day. A substantial picnic was eaten on the banks of the river, as Rob and Gerrard (our guides from the centre) prepared our Canadian kayaks and safety kit for the afternoon's paddling fun and games. It all began well enough without incident. But Dave, Meggan and Mike seemed to have something of a buoyancy issue with their kayak – nothing to do with their skills with the oars of course. In a matter of minutes, no doubt to the amusement of the others, all three ended up in the water following a dramatic capsizing incident! Well



Shepherd's huts make for unusual sleeping arrangements in the forest



done to Meggan, who has only been with IIMS for a couple of weeks, for bravely laughing it off. However, not content with one capsizing, the intrepid trio managed to repeat the feat once again before changing to a rather less demanding and more stable kayak!

Only three weeks into her new role as Certifying Authority Support Administrator at the time of the trip, Meggan Bell said, "The experience of getting to know new colleagues starting with a capsizing incident is one I will never forget! Once back on the canoe (the second time), I got the hang of things and found the trip very peaceful and beautiful - we even got to see a white-tailed eagle while paddling, it was amazing."

Once back at the centre, duly showered and dried, the team chose their preferred mode of accommodation for the night. Most elected for the relative luxury of a shepherd's hut, but Vicki and Mike chose the more adventurous hammock under the stars option. The campfire was lit and a filling, self-cooked BBQ was enjoyed by all.



The team regrouped around the campfire for a period of self-reflection, followed by a couple of quiz type games won by Alex and Craig.

Day two dawned with a sunshine start and a hearty breakfast before sitting down to talk about the business and take part in a teambuilding positive affirmation exercise.

Then came an activity that some members of the team were hesitant about – foraging for food in the area surrounding the centre. While everyone was interested in learning more about foraging, there was some uncertainty about learning we would be enjoying the result of our hard work for lunch! However, there was nothing to be worried about under the expert guidance and tuition of Jen and Fiona. The duo started by describing and showing the differences in preparing wild rabbit and hare, as well as venison. All this while a prepared venison stew bubbled in the background, the appealing aroma wafting through the air. Fiona, Corden Bleu trained chef, took charge of this part of the event while Jen Williams shared her knowledge of local foraging. Jen is not only an acclaimed forager but is also a chef and specialist preserve maker. (And on that note, words alone cannot describe just how delicious her jams and chutneys were).

Having dealt with the fauna, it was time for the flora to shine. Fortunately, the weather just about held as Jen took us around the estate, stopping to show us what was edible and how we could identify it. Along the way, she also talked about the ancient history of the New Forest, including its Verderers – who regulate development on the Forest as well as overseeing commoning.

Despite our best foraging efforts, we took very little back with us, which wasn't a problem as Jen had brought along enough plants, herbs, micro-herbs and flowers for us to cook with. Rob and Gerrard then appeared having magically gathered some foraged mushrooms, carefully detaching them from a nearby oak tree in the form of chicken of the woods and beefsteak.

All in all, we had an amazing feast for our lunch (and yes, sauteed chicken of the woods does taste like chicken). It's always a fun time to learn new things about the natural world and also have something good to eat too.

Our Graphic Designer, Craig Williams, added, "Having been to all eight of the New Forest team building events, I find the Outdoor Centre a place of calm where I can reflect and rejuvenate away from the daily grind. This year, the highlight for me was, after setting off from the River Stour and meandering up and around the River Avon, we spotted a Sea Eagle circling above the river for a few minutes. Second, was winning the 'blank' quiz – the first time I've come out on top with one of Mike's quizzes. Over the years, there has been nothing that has phased me at these team building events... until day two. Finally, the Outdoor Centre has found one of my weaknesses - working with (and the sight and smell of) raw meat - I'm not sure if anyone else could tell, but I kept my distance!"



Fiona (pictured left) with Alex

In conclusion, Mike Schwarz, IIMS CEO said, "I have always been a great advocate of using outbound training and adventure methods as a way to enable team dynamics and have seen how this can empower individuals as they test themselves in unfamiliar territory. Once the work and play are done, the relaxation afforded by being surrounded by ancient woods and nature with no sound other than birds and creatures, is inspiring. This year's event proved to be another great success, and we look forward to returning to the New Forest next year for whatever Rob and Gerrard have in store for us."



IIMS extends its ISO 9001:2015 certification

ISO 9001 is the world's leading standard for a Quality Management System (QMS). Created by the International Organization for Standardization (ISO), it gives businesses a framework to consistently meet customer expectations, follow rules, and improve their work over time. Millions of organisations around the world have met the standard and have been certified.

In 2025 following a lengthy period of preparing the business for an ISO 9001 external audit by DNV, IIMS gained ISO 9001:2015 certification with a scope of 'Training services in marine surveying'. There were no major and no minor findings recorded at that initial audit.

Roll on one year to June 2026, and IIMS decided to extend its ISO scope further to bring the Institute's Certifying Authority into certification. The new scope is reflected in the certification that now reads as follows: 'Training services in marine surveying, administration, management, and certification of vessel coding activities for commercially operated vessels under 24 metres, undertaken under delegated authority from the Maritime & Coastguard Agency for applicable Merchant Shipping Regulations and Red Ensign Group Flag State requirements, including the management and oversight of authorised surveyors'.

Once again, the external auditor found no major or minor non-conformities.

Much of the credit for the work undertaken behind the scenes to maintain and develop the ISO standard goes to IIMS General Manager, Camella Robertson.

Commenting on the latest ISO certification following the recent audit, IIMS CEO, Mike Schwarz, said, "Taking IIMS through the ISO 9001 auditing process was a daunting process first time around. By putting our Certifying Authority up for scrutiny by an external third-party auditor, we have demonstrated our commitment to setting and maintaining the highest standards. It is a proud achievement for the Institute."

Murrills House undergoes some urgent repairs

Scaffolding was recently erected to the front of the IIMS headquarters building, Murrills House to give access to a portion of the roof.

A recent leak affecting the boardroom and CEO's office has caused some concerns. After initial investigation, the builder identified the problem as a split in the flat roof which needed some repairs.

The work progressed smoothly and has now been successfully concluded.





John Heath receives his Lifetime Achievement Award

At the Institute's AGM in June, it was announced that John Heath had been awarded a special Lifetime Achievement Award. Unfortunately, for personal reasons, he could not be present to collect his glass award.

Finally, Mike Schwarz managed to make the presentation when John came in-person to the IIMS office to attend the annual MCA audit.

As well as being an executive director of IIMS and our technical lead, John has had a successful career as a professional marine surveyor for over 50 years, much of his time spent on and around the River Thames in London.

John recalls a surprise meeting from a few years ago when he was conducting a purchase survey on an ex-passenger vessel on the River Thames. As he was taking measurements to calculate loss of plate, a famous face approached him from within the boatyard. The face was none other than Sir Tony Robinson, a British 'national treasure' who is a prolific creator of factual and historical documentaries about the UK. He is perhaps best known for playing Baldrick - Blackadder's sidekick - in the comedy series of the same name.

Sir Tony was filming a series for Channel 5 called "The Thames: Britain's Greatest River" and he and his team were in the same boatyard where John and his team were working. Sir Tony approached John on the slipway and, much to everyone's amusement, Sir Tony broke off from filming to be given a lesson on marine surveying and ultrasonic thickness gauging by John.

Congratulations John.

Lifejackets set to become compulsory on small craft in New Zealand

Parliament has passed the Maritime Transport (Lifejackets on Recreational Craft) Amendment Bill. Everyone aboard a recreational vessel of six metres or under will need to wear a properly fitted lifejacket, or another approved personal flotation device, whenever the boat is moving. The rule becomes law 28 days after the Bill receives Royal Assent, the final formality before it takes effect.



Associate Transport Minister James Meager is behind the push, citing 17 deaths in recreational boating incidents last year, 12 of them people who weren't wearing a lifejacket. He's called the deaths preventable and the new rule a common-sense fix that's been a long time coming.

Despite the name, "lifejacket" under the Bill isn't limited to the foam vest most people picture. It covers any approved personal flotation device, so inflatables and other approved PFDs count too.

Maritime NZ's Principal Advisor for Recreational Craft, Matt Wood, is telling boat owners not to leave it until the last minute. Check that lifejackets fit, that they're the right type, and that they're in good condition. Wear them, carry two waterproof ways to call for help, and check the marine forecast before heading out.

The Bill has been through a fair few hands to get here, originally introduced by Hon Cameron Brewer before Dr Shane Reti picked it up as sponsor. It's the result of sustained pressure from across the recreational boating sector to get more lifejackets onto more boaters, and fewer names onto the drowning toll each summer.



Damaged hook: Photo credit: U.S Coast Guard

USCG urges checks of the material condition of ageing fiberglass lifeboats

The U.S. Coast Guard (USCG) has issued a safety alert about the risk of structural deterioration in ageing lifeboats and the need for thorough inspections of hook release systems and load-bearing components.

The safety alert addresses the importance of verifying the material condition of lifeboat fiberglass structures, metal components, and the hook release systems that secure lifeboats to ship davits. The Coast Guard is investigating a marine casualty in which a lifeboat suffered a fiberglass

failure at the base of the hook release during launch, causing it to fall into the water and resulting in a total loss. This failure occurred despite regular, manufacturer-recommended inspections.

Lifeboats launched by falls use a hook release system that allows the boat to be detached from the lowering cables. In this case, while the lifeboat was being lowered, the fiberglass supporting the forward hook assembly failed, allowing the metal backing plate to pull free from the base. This caused the locking mechanism to rotate and the hook to open, which allowed the lifeboat to be unintentionally released. The U.S. Coast Guard determined that the lifeboat was constructed in June 2002, making it 23 years old at the time of the incident.

Neither current U.S. regulations nor the International Convention for the Safety of Life at Sea (SOLAS) requirements specify a maximum service life for lifeboats, and in this case, the manufacturer also did not provide a recommended service life for this model. However, the lifeboat's age and extended exposure to the marine environment contributed to the degradation and eventual failure of its fiberglass structure.

The Coast Guard strongly recommends that lifeboat owners, operators, manufacturers, and service providers:

- Follow the guidance in U.S. Coast Guard Navigation and Vessel Inspection Circular 03-19 and conduct thorough inspections of release mechanisms, focusing on hook assemblies, to identify any compromised or delaminated fiberglass between metal backing plates and hook attachment points.
- Replace components that show signs of excessive wear, corrosion, cracking, deformation, or other damage that may degrade system integrity.
- Implement manufacturer-recommended inspection intervals and focus additional attention on highstress and load-bearing areas. These areas should be inspected while under load (suspended in the cradle) to identify any areas with compromised structural integrity that could result in failure.

Marine inspectors, port state control officers, investigators, surveyors, and servicing technicians should maintain heightened awareness of these issues and initiate corrective actions as needed.

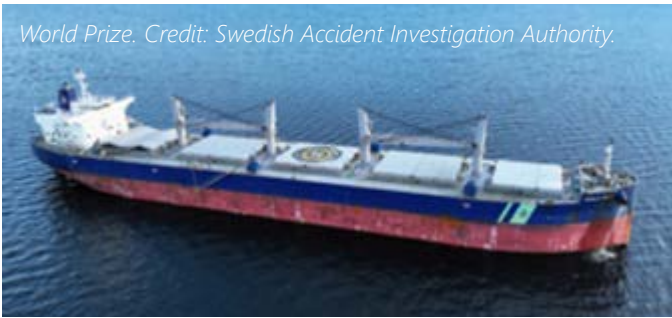
This incident emphasizes the importance of ensuring the proper condition and operation of lifeboats and release mechanisms during reinspection under Title 46 Code of Federal Regulations, Section 199.45(b).

Marine inspectors, surveyors and port state control officers should confirm compliance with the requirements of SOLAS III/20 – "Operational readiness, maintenance and inspections" when examining ships subject to the SOLAS Convention.

Download the Safety Alert: Download the Safety Alert at <https://bit.ly/4xt4qSB>.



World Prize. Credit: Swedish Accident Investigation Authority.



Rising demand for floating offshore wind support vessels says new ABS report

Demand for high-capability offshore support vessels for floating offshore wind is expected to strengthen, with availability constraints emerging in some segments as early as 2029, according to a new report from classification society ABS.

Produced by ABS in collaboration with Intelatus Global Partners, Floating Offshore Wind and the Vessels That Support It examines the role large anchor handling tug supply vessels (AHTSs) and multipurpose support vessels (MPSVs) are expected to play in project execution, as well as the implications for vessel suitability, upgrades and future fleet needs.

"Floating offshore wind presents a distinct set of challenges, particularly around vessel capability, mooring systems and project execution," said Rob Langford, ABS Vice President, Global Offshore Markets. "This report highlights where existing offshore experience can be applied, while also identifying the areas where planning, investment and technical readiness will be increasingly important as projects develop."

The report indicates floating wind projects are expected to increase demand for vessels supporting towing, mooring installation, hook-up and cable operations. As projects advance in Europe and Asia-Pacific, the industry will need enough vessels capable of supporting those activities.

For owners and operators, the report highlights the need to assess whether existing offshore vessels can be adapted for floating wind service or whether upgraded or purpose-built vessels may be needed for certain applications.

Read the full report: <https://bit.ly/3TDgXF2>.

Crewmember died in man overboard incident on bulk carrier

A final report from the UK Marine Accident Investigation Branch (MAIB) revealed the safety failures that led to an incident on board bulk carrier World Prize last year.

What happened

On 14 October 2025, the bosun on the Isle of Man registered bulk carrier World Prize died when he fell from the main deck while the crew were preparing the pilot ladder following the vessel's departure from Rönnskär, Sweden.

The Swedish pilot boat Pilot 753 SE was a short distance away, waiting to collect two pilots from World Prize. The pilot boat's crew saw the bosun fall to the water and tried to recover him, but he sank beneath the surface during their attempt. He was recovered from the seabed the following day.

Safety issues

- The unsafe procedure used when rigging the pilot ladder on board World Prize had become normalised practice.
- Crewmembers working near an area of unguarded deck edge were not equipped with the appropriate personal protective equipment to prevent them falling or arrest any fall should they do so.
- The risk mitigations in the permit to work that was used to manage safety on board World Prize were not strictly adhered to.
- The local supervision of the rigging of the pilot ladder on World Prize was ineffective in ensuring it was conducted in a safe manner, and no-one present intervened to stop the unsafe work as it progressed.
- The evidence indicated that the safety climate on board World Prize resulted in an emphasis on the documentation of compliance rather than the effective management of risk.
- The suitability and lack of familiarity with equipment and training in recovery procedures on board the pilot boat reduced the capability of the crew to recover an unconscious person from the water.

Recommendations

In view of the actions already taken, no recommendations have been made in this report.

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

DNV on IMO III 12

The 12th session of the IMO Sub-Committee on Implementation of IMO Instruments (III 12) took place in July.

The Sub-Committee initiated the comprehensive revision of the guidelines on the implementation of the ISM Code by Administrations and companies, continued updates to the "Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)", advanced work on harmonization of Port State Control (PSC) activities, and reviewed lessons learned from marine casualty investigations.

And DNV has shared a summary of this meeting.

Comprehensive revision of the guidelines on the implementation of the ISM Code by Administrations and companies

III 12 initiated the comprehensive revision of the Guidelines on the implementation of the ISM Code by Administrations and companies, with the objective of improving the effectiveness and consistency of the ISM Code implementation across the industry.

Key outcomes included:

- Identified areas for further consideration during the comprehensive review, which may lead to revisions on the guidelines for implementation of ISM Code for Administrations and Companies
- Agreed a roadmap to develop draft amendments for consideration at III 14
- Established a Correspondence Group, which will deliver a report to III 13
- Agreed that submissions relevant for the comprehensive revision of the guidelines may be sent to III 13

Updated "Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)"

III 12 continued the periodic update of the HSSC survey guidelines, and agreed a range of draft amendments aimed at supporting the uniform implementation of new IMO requirements and emerging survey practices.

Key decisions included:

- Updated the HSSC survey guidelines to reflect IMO amendments entering into force through 2027, including new survey requirements related to fire safety, navigation equipment and lifting appliances
- Agreed more detailed survey requirements for pilot transfer arrangements, introducing clearer compliance checks linked to the revised SOLAS V/23 requirements
- Endorsed a new coding system for determining remote survey eligibility of individual survey items, with further development to continue inter-sessionally, while recognizing the need for establishing a methodology for a harmonized approach to more digital, hybrid survey techniques
- Finalized amendments to the IMO list of certificates and documents required to be carried on board, helping to ensure that statutory documentation requirements remain aligned with recent amendments to IMO instruments
- Initiated development of survey guidelines for the Hong Kong Convention, with a view to future incorporation into the HSSC framework
- Commenced further consideration of how Safe Return to Port requirements should be reflected in future HSSC survey guidance

III 12 Finalized amendments to the IMO guidance on the transfer of ships between states (change of flag), including updated information-sharing arrangements during flag transfers.

DNV also shared details from the meeting on harmonised Port State Control (PSC) procedures and PSC officer training, casualty investigations and lesson learned, plus DNV's own recommendations.

Read in full: <https://bit.ly/4qA1WQN>.

IMO concludes first mandatory audit cycle covering 168 Member States

The International Maritime Organization (IMO) has completed the first audit cycle under the IMO Member State Audit Scheme (IMSAS), with 168 Member States assessed on their implementation and enforcement of IMO regulations since the scheme became mandatory in 2016.

The first cycle covered 94% of IMO Member States and represents one of the most extensive assessments of global maritime governance undertaken to date. The audits aim to help countries strengthen compliance with IMO instruments and support safer, more secure and environmentally sustainable shipping. The findings, corrective action plans and analysis of consolidated audit reports have identified recurring areas requiring improvement and their underlying causes.

IMO said the results will help guide targeted technical assistance, allowing Member States to address gaps and improve the implementation of international maritime regulations. The audit outcomes will also support IMO's Capacity-Development Strategy by helping shape needs-based technical cooperation programs and projects.

The second IMSAS audit cycle is scheduled to begin in July 2027 under a revised framework that introduces the IMSAS Continuous Monitoring Mechanism (ICMM). The new approach will use risk-based and data-driven methods to strengthen monitoring, prioritize audits and better integrate findings into IMO's capacity-building activities.

IMO said the completion of the first cycle reflects the continued commitment of Member States and the contribution of hundreds of government-nominated auditors involved in the process.

The organisation has encouraged further nominations of qualified auditors, including women and young professionals, to support future audit activities.





2026 Boating Data Report Card released

The Boating Industry Association Ltd (BIA) has released the State of the Industry Data Report revealing national turnover at \$10.5 billion for 2025-26, holding steady on the previous record year. BIA CEO Andrew Fielding said the report, launched at the Sydney Boat Show, demonstrated sustained business across the sector over the past 12 months.

"There are now 23,500 people directly employed in the boating industry as well as 11,500 more in contractor roles supporting more than 2000 businesses across the nation, with a further 1350 or more in formal training roles, supporting the future workforce needs," said Fielding.

"Seventy-five per cent are in small, family businesses, employing local workers and supporting local communities. Many are based in regional areas, and help deliver much-needed support for jobs and economies, including enhanced tourism-related spend of boating activities."

The boating industry includes designers, manufacturers, importers, brokers, insurers, retailers, charters, yacht and boat clubs, marinas, tourism, surveyors and trades from boat builders to riggers, representing a wide range of local and global brands and providing services to a growing boating community.

Australia has more than 2.5 million people with a licence to drive a powerboat and close to 1 million registered vessels and a countless number of non-motorised craft (such as small paddle and sail craft) which do not require registration or licensing.

Key statistics from the data report card are as follows:

- 25% of businesses are in new, used and brokerage boat sales
- 15% of businesses work in marine trades
- 1 in 10 Australians have a boat licence
- 950,000+ registered boats
- 20% is the growth rate in personal watercraft registrations over the past 5 years
- 85% of boats are under 6m
- 60% of boating trips are up to 4hrs duration

The boating industry data report card includes data intelligence from BIA Boating Data powered by DECKEE. BIA Boating Data provides insights about where, when, and how people move around the waterways. By analysing over 6 billion real-time and historical data points, businesses and organisations are able to unlock intelligence that assists achieve economic, safety and environmental outcomes.

Chief officer dies after enclosed space entry on board tanker

The Republic of the Marshall Islands Maritime Administrator has released an investigation report into the death of a Chief Officer (C/O) aboard a tanker last year.

What happened

On the morning of 25 August 2025, the C/O on board the Republic of the Marshall Islands-registered oil/chemical tanker No.2 Ocean Pioneer was entering Nos. 1–3 port/starboard cargo tanks to inspect them after they had been washed and gas freed following the carriage of benzene as cargo.



No.2 Ocean Pioneer. Source: RMI Maritime Administrator

Deck ratings then entered the cargo tanks to rinse them with de-ionized water after they had been inspected by the C/O. The C/O had reportedly tested the atmosphere inside these cargo tanks earlier that morning and had determined they were safe for entry. Neither the C/O nor the other crewmembers were wearing a personal gas detector while entering the cargo tanks.

Approximately five minutes after the C/O entered the ship's No. 3 port cargo tank, crewmembers who were on deck heard a noise and, after looking through the tank dome, saw the C/O lying on the tank top inside of the cargo tank. They immediately called for help and then began bringing rescue equipment to the tank dome.

After arriving at the tank dome, the ship's Master put on a BA set and entered the cargo tank to assist the C/O, who was unconscious and breathing weakly. The Master took the mask of his BA set off and held it over the C/O's face. The Master then alternated between holding the mask on the C/O's face and using it himself until he exited the cargo tank when two other crewmembers arrived on scene with a rescue harness. After putting on another BA set, the Master re-entered the cargo tank carrying an EEBD that he put on the C/O. The C/O was then hoisted out of the cargo tank.

Once the C/O was on deck, crewmembers started to administer CPR after determining that he did not have a pulse and was not breathing. There were no visible injuries consistent with a fall from height. Despite all efforts to revive the C/O, it was subsequently determined that he was deceased.

Investigation

The marine safety investigation conducted by the Republic of the Marshall Islands Maritime Administrator determined that the gas freeing operation that had been conducted on 24–25 August 2025 was not effective, the atmosphere inside the cargo tanks had not been properly tested, and the C/O was not wearing a personal gas detector as required by the Company's procedures.

The Administrator's marine safety investigation also identified evidence of an ineffective safety culture both at the Company level and on board the ship. Some examples include ineffective management oversight by the Company and by the ship's Master and the Master having acted contrary to his overall responsibility for ensuring the safety of the ship and all crewmembers by entering No. 3 port cargo tank to assist the C/O. Other examples include that enclosed space rescue drills were likely conducted as pre-scripted exercises rather than conducted to ensure that crewmembers were prepared to respond to an actual emergency and that the crewmembers' records of work and rest hours were not accurately maintained.

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



Australian government launches guidance to help prevent pest contamination in containers

Sea containers are a cornerstone of global trade, with millions of units transported across international supply chains each year. However, their movement also creates pathways for the spread of pests and diseases, posing risks to agriculture, biodiversity, food security and international commerce.

To address these risks, the Australian Government has developed a series of capacity-building videos aimed at helping industry participants and global stakeholders reduce pest contamination associated with sea container movements.

Pest incursions can have significant environmental and economic consequences, threatening ecosystems, agricultural production and food supplies.

Contaminated containers can also disrupt trade by causing shipment delays, increasing compliance costs and requiring additional measures such as cleaning, inspection and outbreak management.

Preventing pest contamination in sea containers: Visual examination of containers and their cargoes

Everyone involved in the sea container supply chain has a responsibility to ensure containers and their cargo are free from visible pest contamination.

Maintaining pest-free international trade is essential to protecting agriculture, the environment and global ecosystems. However, the growing volume of sea containers and cargo moving between countries has increased the risk of pests spreading through international trade networks.

Containers or cargo found to contain live pests must not be loaded or forwarded for transport by sea, road or rail until all visible pest contamination has been completely removed.

Whether involved in packing, unpacking, storage, transport or final delivery, all personnel should remain alert for signs of pest contamination and take appropriate action, including:

- Removing visible contamination where permitted.
- Reporting contamination to the relevant commercial contact or responsible authority.

Sea container seals must not be removed or tampered with to inspect for pests unless authorised by the competent authority.

Read the rest of the story: <https://bit.ly/4gsR8iO>.



New Panama Canal Chief takes office as Administrator

Ilya Espino de Marotta took office Monday as Administrator of the Panama Canal, becoming the first woman to lead the waterway as it confronts renewed water concerns and moves ahead with a multibillion-dollar expansion of its logistics and energy businesses.

Espino de Marotta, who has spent more than four decades at the Canal, will serve a seven-year term through 2033, succeeding Ricaurte Vásquez Morales.

Her arrival comes as the Panama Canal is again managing freshwater carefully as a strengthening El Niño threatens to bring a prolonged period of below-normal rainfall. At the same time, the Panama Canal Authority is pushing forward with a broader 2025–2035 strategic plan intended to expand the Canal beyond its traditional role as a ship transit route.

That plan includes the proposed Río Indio reservoir, new container terminals on both the Atlantic and Pacific coasts, an energy corridor across the isthmus, and additional logistics infrastructure.



Guidance published on installing lithium-ion batteries to assist boaters

The Cruising Association (CA) and the Inland Waterways Association (IWA) have jointly released new guidance to assist boaters in evaluating lithium-ion phosphate (LiFePO₄ or LFP) service batteries.

Drafted by the CA's Regulatory & Technical Services Group (RATS) and the IWA's Sustainable Boat Group, the advice addresses the shift from traditional lead-acid units to LiFePO₄ chemistry. The guidance stresses that switching to LiFePO₄ and safe integration requires precise system design, comprehensive planning, and potential upgrades to onboard electrical infrastructure as well as a detailed understanding of the technology.

Installing lithium-ion marine batteries

The publication outlines key technical requirements involved in converting to LFP batteries and features a practical checklist designed for vessel owners consulting marine electrical engineers or planning self-installations.

By publishing this joint guidance, the CA and IWA aim to support the boating community with clear, impartial information that promotes safe and well-informed adoption of lithium battery technology.

Download the guidance: <https://bit.ly/46duxBX>



MCA updates MGN 381 (M+F) Air pollution: Survey and certification requirements

The UK Maritime & Coastguard Agency (MCA) has published an amendment to MGN 381 (M+F): Survey and Certification Requirements for Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008

Survey and certification requirements

The owner of a ship covered by The Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 as amended (the 2008 Regulations), should ensure that the following surveys are undertaken on that ship:

- An initial survey, before the ship is put into service, or before an appropriate certificate is issued for the first time
- A renewal survey, before the end of the five year period of validity following the issue of an appropriate certificate to the ship
- An additional survey after a repair resulting from an investigation (following an accident to the ship) or when a defect is discovered in a ship, either of which substantially affect the integrity of the ship or the efficiency or completeness of the equipment of the ship. An additional survey is also required after substantial repairs or renewals are carried out.

Please note that the term “appropriate certificate” has the same meaning as defined in the 2008 Regulations. In cases of doubt as to whether a repair or renewal is substantial, ship owners or masters are recommended to seek advice from the Maritime and Coastguard Agency (MCA).

These surveys are undertaken to ensure that Part 3 of the 2008 Regulations has been complied with, i.e. the equipment, systems, fittings, arrangements and materials of the ship are in a satisfactory condition. Additional surveys will ensure that the repair or renewal has been made effectively and the workmanship and materials used in the repair or renewal are satisfactory.

Survey and certification has been delegated to Certifying Authorities for classed vessels and platforms (see in section 5). Non classed ships should approach their local MCA Marine Office for survey, certification and fee requirements.

If the ship in question is deemed to be compliant after survey, it will be granted an appropriate certificate which can last up to 5 years. This must be kept on board for inspection, if necessary, by Port State Control Officers or Flag State Surveyors and it is an offence to proceed to sea without a valid certificate. Requirements for the duration and extension of certificates can be found in Regulations 14 and 15 of the 2008 Regulations.

Special circumstances

In special circumstances a new certificate does not need to be dated from the expiry date of the existing appropriate certificate, but from the date of completion of the survey. It can then be valid for a period not exceeding 5 years, from the date of completion of the survey.

For the purpose of the 2008 Regulations, these special circumstances are where the owner of the ship:

- requests the change of date
- satisfies the MCA that the owner has a very good reason for making the request
- complies with any reasonable additional survey requirements which the MCA may impose

Find the full notice online: <https://bit.ly/46nog70>.



RMI concludes investigation into accommodation fire on board AHTS vessel

An investigation launched by the Republic of the Marshall Islands Maritime Administrator into a fire on board an anchor handling tug supply vessel (AHTS) has been closed. The Administration published a report on the incident, which forced the ship's crew to evacuate by helicopter.

What happened

On the morning of 12 September 2024, the fire alarm on board the Republic of the Marshall Islands-registered AHTS vessel AM Pride activated. The vessel was engaged in helicopter stand-by duty, approximately 1.5 NM away from the FA Platform south of Mossel Bay, Republic of South Africa. AM Pride was managed by V.Ships Offshore (Asia) PTE LTD and had recently undergone a change of 80% of its crew.



AM Pride. Source: RMI Maritime Administrator

At 1000, the fire panel located on the vessel's Navigation Bridge indicated an activated alarm in three zones inside the Accommodation and an activated alarm in the Bow Thruster Room. Upon verification, black smoke was observed in the Main Deck Alleyway inside the Accommodation, but no flames were visible. A PA was made by the Master and, subsequently, the crew mustered on the forecastle deck. Many doors inside the Accommodation, including fire doors, were open and the ventilation was operating in full recirculation mode when the fire broke out. These conditions facilitated the smoke rapidly spreading through the entire Accommodation and complicated the determination of the source of the fire and subsequent firefighting activities.

Around 1100, it was observed that crewmembers had not succeeded in locating the exact source of the fire or in controlling the fire. Subsequently, the Master decided to lock down the Accommodation and Engine Room and to shut down the main engines. Arrangements were made for the evacuation of the vessel by helicopter.

Between 1350 and 1540, while waiting for evacuation, crewmembers continued firefighting activities and assessed the fire to be under control, however it could not be established if the fire had been extinguished. At 1540, a helicopter rendezvoused with AM Pride and commenced evacuating crewmembers.

At 1600, all crewmembers were safely evacuated and the vessel was abandoned.

On 13 September 2024, an emergency towing vessel arrived and a salvage team boarded AM Pride. After it was confirmed that the fire had in fact been extinguished, AM Pride was towed to Cape Town, South Africa where it arrived on 21 September 2024.

Upon arrival, the observed fire damage was primarily located on the main deck level inside the Accommodation and in the cabin above the Recreation Room. The most severe damage was observed inside the Recreation Room. Smoke damage was observed throughout the entire Accommodation and the Navigation Bridge.

Investigation

A fire expert determined that the fire most probably occurred by a tracking defect inside the sockets mounted on the portside bulkhead of the Recreation Room. The Administrator's investigation determined that the crew's limited familiarization with the vessel, the recent 80% crew change, and the compromised fire integrity by means of open doors on board resulted in the abandonment of the vessel.

Download the full report: <https://bit.ly/46nWWFG>.

Cargo fire initiative examines technology for earlier detection

Cargo fires and cargo loss remain major safety challenges for the maritime industry. Although vessel design, onboard safety systems and cargo-handling practices have improved, detecting a fire inside a container at an early stage remains difficult.

Fires can develop unnoticed within individual containers before conventional detection systems are able to identify them, potentially allowing an incident to escalate. The consequences can include loss of life, serious vessel damage, pollution, cargo losses and disruption to maritime trade.

As vessels continue to grow in size and cargoes become increasingly diverse, detecting problems early is becoming more important. Earlier warnings, reliable data and practical tools can give crews more time to assess a developing incident and take action before it escalates.

These challenges are being examined through the Cargo Fire & Loss Innovation Initiative (CFLII), a multi-year collaborative programme launched in 2023 and delivered by Safetytech Accelerator, with the UK P&I Club and TT Club among its anchor partners.

The initiative focuses on identifying and testing technologies that could improve the detection and prevention of cargo fires and reduce the risk of cargo loss. The technologies are assessed against real operational conditions, with the findings used to help develop practical guidance for the maritime industry.



Read in full:

<https://bit.ly/4hRBC2I>

The challenge areas

1 Early detection in the hold

The cargo hold presents a uniquely complex detection challenge. Cargo composition changes with every voyage, and fires can develop from a wide range of sources. We test solutions holistically across commodities and fire types, looking at gas, particulate, and heat signals together, to understand how accurately and how early technology can identify a developing fire.

2 Early detection on deck

Fires on the upper deck present a different set of challenges around deployment, line of sight, and environmental exposure. We have assessed technologies adapted from adjacent industries to understand what genuinely performs in a maritime context.

3 Container Loss

Parametric roll and misdeclared cargo weight represent significant and under addressed financial and safety risk. We are testing wave radar analytics and exploring screening solutions to give operators better data and better decision making at sea.

What three years of testing has shown

Novel sensors from adjacent industries consistently outperform the smoke detectors currently used onboard. These technologies were not designed for the marine environment, so a core part of the programme's work is understanding what it takes to marinise them and adapt existing onboard systems alongside industry stakeholders including smoke sampling system manufacturers.

Wireless connectivity is a foundational requirement. Without certified onboard networks, the most capable sensors cannot be deployed safely or at scale. The programme is working with Lloyd's Register to certify LoRaWAN connectivity for safety-critical applications onboard vessels.

Year 3 update

Testing has moved from feasibility to validation. Large-scale comparative fire trials are underway at the Danish Fire Institute, benchmarking sensor performance across commodities including battery fires and thermal runaway scenarios. Two technologies are progressing through Lloyd's Register certification, one for wireless connectivity in safety-critical applications and one for an in-container sensor. These are important steps that lead to industry-wide deployment.



Second edition of Best Management Practices Maritime Security published

The recently published second edition of Best Management Practices Maritime Security continues to contribute to the security and safety of merchant shipping transiting the High Risk Areas around the world.

In an era defined by volatile geopolitical dynamics, evolving maritime piracy, and sophisticated state and non-state threats at sea, the global shipping industry has taken a definitive step forward. The major international shipping associations—including BIMCO, ICS, CLIA, IMCA, INTERCARGO, INTERTANKO, and OCIMF—have jointly published the comprehensive consolidated edition.

From regional fragmentation to global cohesion

Historically, shipping operators, Company Security Officers (CSOs), and Ship Security Officers (SSOs) had to navigate a patchworked matrix of location-specific guidance, ranging from the Red Sea and Indian Ocean to dedicated guidance for the Gulf of Guinea and Southern Seas. While effective in their respective zones, this fragmentation increased operational complexity for vessels operating on multi-regional international voyages.

The newly released Best Management Practices Maritime Security guidance addresses this challenge by consolidating disparate regional manuals into a single, standardized, and globally applicable publication. Rather than redefining security protocols for every geographic boundary crossed, the publication establishes a universal threat and risk management process adaptable to any maritime theatre across the globe.

Key objectives of the consolidated global framework

- Universal Risk Management: Standardizes risk assessment models across all ship types and trade routes.
- Dynamic Regional Referencing: Separates core operational protocols from localized threat intelligence, directing operators to real-time external security feeds.
- Enhanced Seafarer Protection: Focuses on active detection, avoidance, deterrence, delay, and emergency reporting.
- Operational Streamlining: Reduces administrative clutter for bridge teams while maintaining strict compliance.
- Understanding the Core Structure & Philosophy.
- The foundational principle of the new publication is that maritime threats, whether criminal piracy, political violent extremism, opportunistic theft, or state-backed aggression, share core operational vulnerabilities that can be mitigated through disciplined, layered defences.

Rather than treating security as a static checklist, the new framework centres on a continuous Detect, Avoid, Deter, Delay, and Report doctrine.

Practical guidance for CSOs, SSOs, and Masters

The introduction of the new global Best Management Practices Maritime Security guidance requires immediate alignment within every shipowner's Safety Management System (SMS) and Ship Security Plan (SSP).

Download the new guidance: <https://bit.ly/4fRrnlp>.

04 BMP Maritime Security

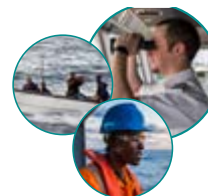
BMP Maritime Security

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BMP Maritime Security is published by the International Maritime Organization (IMO) and is available at <https://www.imo.org>.
Background and supporting information available at <https://www.imo.org>.
Design: PMA/Modular Design



05 BMP Maritime Security

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ClassNK launches new AI assistant Survey Compass

ClassNK has launched Survey Compass—an AI assistant that supports shipowners and ship management companies in their survey-related operations.

The new tool is an AI assistant that responds in natural language to questions on classification survey matters faced by shipowners and ship management companies. Users can quickly confirm the information they need together with its supporting sources, thereby improving the efficiency of survey preparation and response work and reducing their workload.

This initial release marks the first step toward ClassNK's vision of a digital service platform for ships in service. ClassNK said it will continue to expand and enhance Survey Compass together with our customers, incorporating feedback and requests gathered through its practical use.

Survey Compass is available on ClassNK Customer Hub - Ship in Service, a web portal service for shipowners and ship management companies.

Background

In the maritime industry, regulations, particularly those related to environmental compliance, are becoming increasingly complex, requiring shipowners and ship management companies to manage a growing number of requirements and an ever-expanding volume of information. Against this backdrop, personnel responsible for survey-related matters are often required to identify the applicable requirements within a limited timeframe.

To provide prompt and accurate responses to the classification survey-related inquiries received daily from shipowners and ship management companies, ClassNK has developed Survey Compass, an AI assistant specialized in classification survey support.

Features of Survey Compass

Survey Compass accepts questions in natural language, directly searches classification survey-related documents, and presents a concise summary together with links to the underlying information sources. Because information related to classification surveys and ship management is closely tied to the safe operation of vessels, a high level of accuracy and reliability is required.

For this reason, Survey Compass adopts a retrieval-based approach that generates answers based on relevant source documents, reducing the risk of AI-generated inaccuracies. Through this approach, it aims to serve as a trustworthy AI assistant that users can rely on with confidence.

By providing links to the source documents used to generate each answer, Survey Compass enables users to review the original references directly and make informed professional judgments. In the first version, the service will start by covering Part B of the Rules for the Survey and Construction of Steel Ships, the Guidance for Undergoing Surveys, and Technical Information.

Future Developments

Based on feedback and usage during the beta phase, ClassNK will continue to enhance Survey Compass by expanding the range of covered documents, including international conventions and flag State requirements, and by linking with vessel-specific data to provide more context-aware support. Through these enhancements, Survey Compass will evolve to better support users in their day-to-day operations. Going forward, ClassNK will continue to expand services through ClassNK Customer Hub to support the digitalization and operational efficiency of shipowners and ship management companies.

Find out more: <https://www.classnk.com/hp/en/>



Lessons learned on enclosed space entry after trainee seafarer dies on board bulk carrier

A deck trainee seafarer died after being found unconscious near the entrance of an access space on board a bulk carrier transporting scrap metal, according to a report released by the Republic of the Marshall Islands Maritime Administrator.

The trainee seafarer had served on board Federal Indiana for only 4.9 months before the incident that killed them.

What happened

On the morning of 19 February 2025, Federal Indiana was underway in the Mediterranean Sea, laden with scrap metal divided over the six cargo holds on board. The Company had assessed scrap metal as an oxygen depleting cargo that could emit toxic gases.

Each cargo hold was accessible by means of two booby hatches located on the main deck: one located at the forward end and one at the aft end. The booby hatches were locked during the voyage.

The forward booby hatch for CH No. 1 was located inside a small space under the forecastle deck. The space was naturally ventilated and was accessible through a weathertight door from the cross deck between the forecastle and CH No. 1. Empty pallets and drums with chemicals were stored inside this space. Based on the definitions contained in IMO Resolution A.1050(27), applicable at the time of the incident, the space was assessed as neither an enclosed space nor an adjacent connected space, owing to the previously mentioned presence of natural ventilation.

Around 0815 hours, after the daily planning and Toolbox Talk for the activities on deck, the Bosun and the DTS started to open the four booby hatches of CH Nos. 1 and 2 for inspection of the toggle pins and packings of the booby hatch covers by the C/O. Around 0830, the Bosun and the DTS opened the forward booby hatch cover for CH No. 1 and an additional two of the four booby hatches before the Bosun was called away. Before he left, the Bosun instructed the DTS to open the forward booby hatch of CH No. 2 and then join the ASD1.

When the Bosun later passed by the entrance of the CH No. 1 Access Space, he found the DTS collapsed near the entrance of the space. The Bosun then alerted the other crewmembers who were working on deck and informed the OOW on the Bridge through his handheld radio.

The ASD3 and the Fitter were the first crewmembers who arrived at the CH No. 1 Access Space. The Fitter reported a strange smell and felt uncomfortable breathing, so he went to the ship's side for some fresh air. The ASD3 entered CH No. 1 Access Space to help the DTS, but experienced shortness of breath and felt unwell. He managed to get out of the space by his own effort. The ASD1 observed that the ASD3 was unable to get air and realized that compressed air was necessary to safely enter the space. Ultimately, the DTS was rescued out of the space by crewmembers using SCBAs.

The ASD3 recovered after medical oxygen was administered for approximately 20 minutes. The DTS was unconscious, not breathing, and without a pulse. CPR was initiated, shoreside medical advice was consulted, and the Master deviated the ship to the port of Skikda, People's Democratic Republic of Algeria for medical evacuation of the DTS by helicopter.

At 1250, the DTS was declared deceased when he arrived at the hospital.

Lessons learned

The following lessons learned were identified.

- Connected spaces should always be treated as enclosed spaces. Hazardous atmospheres in enclosed spaces can migrate to adjacent and connected spaces when the barrier between both spaces is no longer intact. Natural ventilation of a connected space might be insufficient and should not be relied upon.
- Entering a connected space without following established shipboard enclosed space entry and rescue procedures is extremely hazardous and should not be attempted.
- Enclosed space rescue procedures must be properly practiced and drills conducted as if they were a real emergency.

Download the full report: <https://bit.ly/3Tv60FJ>.



AMSA issues updated GMDSS Handbook

The Australian Maritime Safety Authority (AMSA) has issued an updated edition of its Global Maritime Distress and Safety System (GMDSS) Handbook, providing revised operational guidance for vessels operating within Australia's maritime area of responsibility.

The new handbook has been substantially revised to focus on the practical information required for GMDSS operations in Australian waters, rather than serving as a textbook for GMDSS training courses. It replaces the previous, 11th edition published in January 2018.

The update incorporates regulatory changes adopted by the International Maritime Organization (IMO) and implemented through Australian regulations up to and including 1 January 2026. It also reflects relevant changes adopted by the International Telecommunication Union (ITU) through its World Radiocommunication Conferences and implemented under Australian regulations over the same period.

The revised handbook also consolidates information specific to GMDSS operations within the Australian area of responsibility, providing operators with a more focused reference for compliance and day-to-day maritime communications.

The GMDSS was introduced in 1992 to ensure a reliable, automated and global maritime distress and safety system was established. Using modern technology, the GMDSS introduced satellite communications, and digital techniques to terrestrial systems in the MF, HF and VHF bands. This allowed distress alerts to be transmitted and received automatically over short and long distances, and for that alerts to contain critical information about location and identify of the vessel in distress.

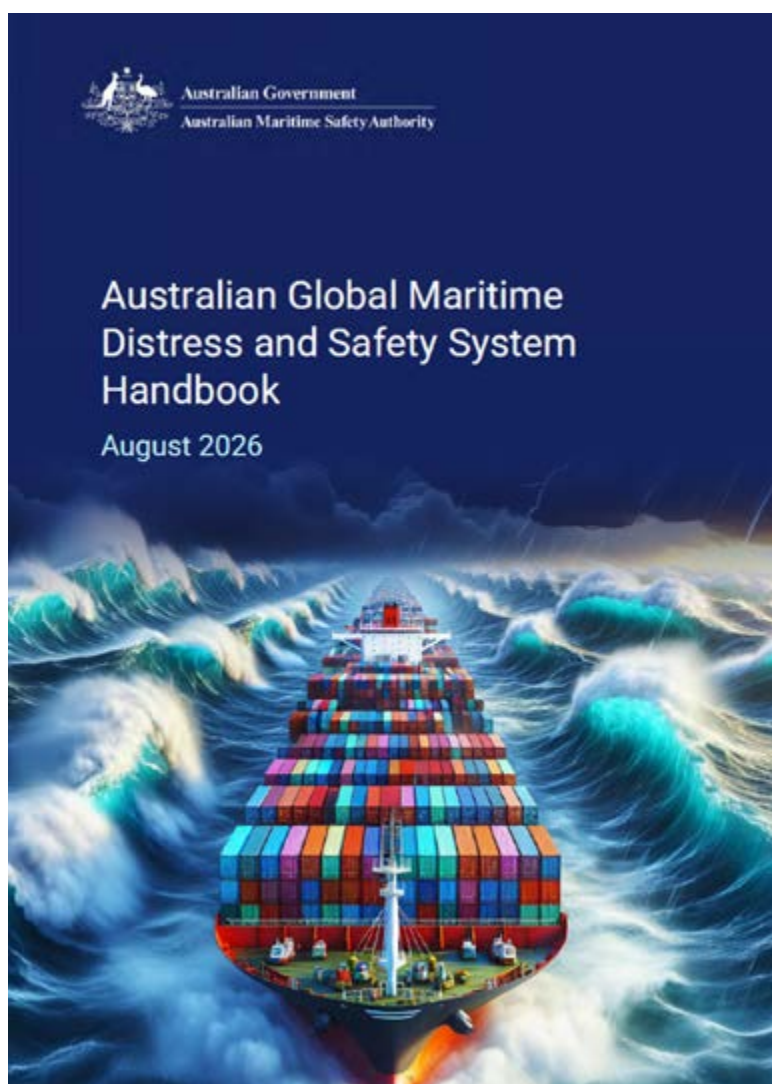
Carriage requirement

The handbook is a carriage requirement under Marine Order 27 – Safety of navigation and radio equipment. It provides practical guidance for vessel operators, masters and radio operators on GMDSS operations within the Australian area of responsibility.

What operators and ship owners need to do

If your vessel is required to carry the Australian GMDSS Handbook under Marine Order 27, you must now ensure the August 2026 edition is available onboard. Operators may choose to carry the handbook electronically or as a printed copy, provided carriage arrangements comply with the requirements of Marine Order 27.

AMSA says the handbook has been revised to acknowledge the foundational GMDSS knowledge held by qualified operators. It is now focused on providing practical operational guidance for GMDSS operations within the Australian area of responsibility, rather than serving as a textbook.



Alternative Fuels: Building the Safety Evidence Base report published

A new report by the UK Chamber of Shipping brings together expertise from across shipping, ports, fuel suppliers, academia and regulators to support the safe transition to net zero.

The UK Chamber of Shipping has published *Alternative Fuels: Building the Safety Evidence Base*, a landmark report that brings together industry expertise to identify and assess the safety considerations associated with the fuels expected to power shipping's transition to net zero.

Developed through the Chamber's Safety of Alternative Fuels Working Group (SAFWG), the publication provides preliminary, high-level risk assessments covering five key fuel pathways: Battery Energy Storage Systems (BESS), biofuels, methanol, hydrogen and ammonia.

Francesco Sandrelli, Policy Director (Environment) at the UK Chamber of Shipping, said, "Shipping is on a critical pathway to net zero. New fuels and energy sources are moving from pilot projects to commercial reality, but safety, standards and operational readiness must keep pace.

"There is no single fuel that will decarbonise shipping. Different vessel types, trades and operating environments will require different solutions. What is essential is that the transition takes place safely. This publication is an important step towards achieving that goal."

Among the report's key findings is the need for robust design and process safety frameworks to support the commercial deployment of alternative fuels. The research also highlights a number of cross-cutting themes, including material compatibility, emergency response preparedness, crew training and competence, and the need for clearer regulatory pathways.

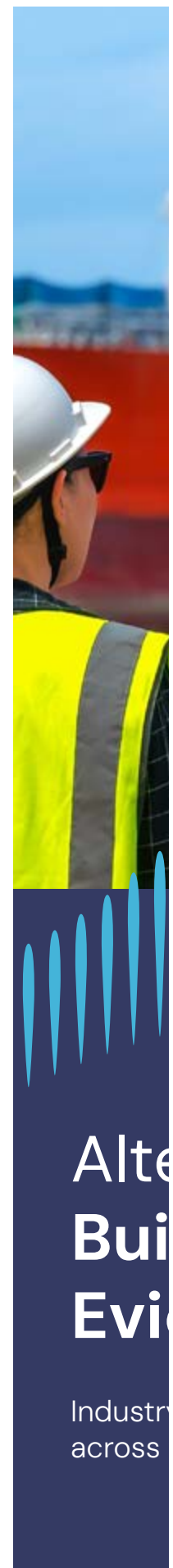
The report represents a major collaborative effort by industry to build a shared understanding of the opportunities and challenges associated with alternative marine fuels. It provides practical insights into the known risks, highlights where further work is needed, and creates a foundation for future research, regulation and operational learning.

Stephen Brown, Chair of the Safety of Alternative Fuels Working Group and Technology Manager at Shell Shipping & Maritime, said, "The SAFWG is an excellent example of what can be achieved when industry stakeholders come together to address a shared challenge. The breadth of expertise involved in this work has created a valuable resource for operators, designers, regulators and the wider maritime sector. This is the beginning of a longer journey, but we have established an important foundation for future collaboration."

The Working Group brought together shipowners, operators, fuel suppliers, equipment manufacturers, classification societies, insurers, legal experts, ports, academics and government stakeholders to identify common themes, knowledge gaps and emerging risks as the industry accelerates decarbonisation.

James Helliwell, Vice-Chair of the Safety of Alternative Fuels Working Group and Commercial Director for Decarbonisation at V. Group, said, "Significant work has already been undertaken across the industry to pilot and test alternative fuels, but much of that experience is not widely available. By bringing together knowledge from across the sector, this initiative has produced a clear baseline understanding of key risks and considerations that will help inform future vessel design and operations."

Download the report: <https://bit.ly/3TyGjE5>.





Report into the Impacts of GNSS Interference on Maritime Safety published

The Impacts of GNSS Interference on Maritime Safety Report is a special report by the Royal Institute of Navigation (RIN) Maritime GNSS Interference Working Group revealing the impacts of GNSS Interference in the Maritime sector. Survey data was compiled from over 100 sector experts and 300 vessel Captains, supported by interviews with dozens of people involved in the operations and supply chain of vessels that regularly encounter GNSS interference.

GNSS interference refers to anything that disrupts a ship's satellite-based positioning signals usually caused by: Jamming: blocking or overwhelming the satellite signals with noise so the receiver can't get a position at all; or spoofing: feeding the receiver false satellite signals so it reports a wrong position that looks legitimate.

In 2025, at least two collisions and groundings were reported in mainstream media linked to GNSS interference in regions such as the Baltics, Straits of Hormuz and the

Red Sea. With hundreds of vessels being affected daily, the RIN report details for the first time the scale of the problem on modern digital vessels whereby GNSS jamming and spoofing present a significant cybersecurity vulnerability and urgent risks to maritime safety.

Survey data exposes the vulnerability of critically important systems such as Global Maritime Distress and Safety Systems (GMDSS) and other SOLAS-mandated equipment that rely on satellite positioning and timing. "The report has highlighted serious safety concerns and has underlined the fact that these issues are rooted in significant cybersecurity vulnerabilities, and are not just disruptions to navigation," mentions Director of the RIN, Dr Ramsey Faragher.

Operating within regions of known GNSS interference carries serious safety-of-life and liability implications, as key systems are expected to fail or malfunction with high probability in these conditions. The report also highlights unnecessary dependencies between GNSS receivers and a range of onboard electronics — including RADAR, radios (VHF/MF/HF), NAVTEX, speed logs, ship clocks and satellite communications — many of which do not require GNSS data for their primary function, creating avoidable points of failure and compounding operational risk.

Maritime Captain Ivana-Maria Carrioni-Burnett and chair of the RIN's Maritime Navigation Group comments: "The issue of GNSS interference must be taken seriously. It cannot be overcome by traditional navigation techniques when GNSS receivers are 'baked in' to modern ships' critical systems, including safety systems. These are no longer isolated incidents and pose a real risk to life: people, property and the environment. We must do more to safeguard our seas today and the shipping of tomorrow."

Retired Commodore James Taylor OBE and fellow of the RIN advises: "Despite measures to improve resistance to jamming, spoofing and other harassment measures, the threat is real and growing. And this threat is not only to positioning and navigation; it is to every part of every transport and navigation means and to every part of national infrastructure where timing is derived from space-based timing signals."

The Royal Institute of Navigation will continue to work with report partners (GLA, IALA, Nautical Institute and others) and regulatory bodies to provide expert guidance to mitigate these issues, and to establish industry-wide adoption of solutions to this problem.

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



Best practice guide how to comply with CIC 2026 on Cargo Securing

Ahead of the 2026 Cargo Securing Concentrated Inspection Campaign (CIC), SQE MARINE has offered some practical guidance to help shipowners, operators and crews prepare for inspections and demonstrate compliance.

The campaign started 1 September and will run on to 30 November 2026 under the Paris and Tokyo MoUs, with participating vessels assessed through an additional questionnaire during routine Port State Control inspections. The Indian Ocean, Mediterranean and Black Sea MoUs have also confirmed their participation, while further MoUs may join before the campaign begins.

The official SOLAS documentation, including Chapters VI ('Carriage of Cargoes') and VII ('Carriage of Dangerous Goods'), as well as the 'Code of Safe Practice for Cargo Stowage and Securing' (CSS), sets out the fundamental principles for the safe carriage of solid bulk cargoes, fuel oils, and grain.

Furthermore, the approved 'Cargo Securing Manual' (CSM) contains ship-specific details for securing the cargo.

Aim of the CIC

The purpose of this inspection campaign is for the Port State Control Officer (PSCO) to assess the levels of:

- Compliance with the 'cargo securing' requirements, as set out in the official documentation and the vessel's CSM; and
- Knowledge, training and experience of the crew members through relevant 'Cargo Securing' drills which will also entail emergency scenarios.

Why Cargo Securing is important?

Securing cargo is a fundamental part of operating a ship safely. If cargo is not properly secured, it may shift from its initial position, which could damage the vessel or other cargo. This could also compromise the vessel's stability and endanger the safety of the crew.

There is also a risk of cargo being lost overboard due to poor securing. Such situations can create environmental and navigational hazards, not to mention the high cost of recovery.

Past investigations have revealed various issues related to poorly secured cargo, such as:

- Non-compliance with the CSS Code's requirements and guidance.
- The provisions of the vessel's Cargo Security Manual were not followed.
- lashings were used incorrectly or did not match the manufacturer's design limits.
- Lashing equipment was removed prematurely prior to entering the port.
- Stability considerations were not properly addressed.
- Incorrectly declared verified gross mass (VGM) and vertical centre of gravity (VCG).

The CIC questionnaire released early August allows those involved to prepare adequately. The released information contains a checklist of ten questions covering the most significant aspects relating to cargo securing to ensure safe carriage and delivery.

Read the best practice guide: <https://bit.ly/4wHFwPC>.



New UK maritime syllabus review to keep pace with modern technologies and practices

The Maritime and Coastguard Agency (MCA) has launched a new rolling review of the UK maritime syllabus to ensure high-quality and up-to-date training.

Backing has been secured for five-yearly revisions of the UK syllabus that training centres must teach students to learn up-to-date skills for safe and successful employment at sea.

Future changes to the syllabus, which has been taught in a newly revised version since September 2025, will be reflected in the recently launched electronic Training Record Books (eTRBs) and digital assessments.

Updates to the training syllabus will include new technology, enhanced safety standards and improved practice.

The development springs from the MCA-led Cadet Training and Modernisation (CT&M) Programme which brings together key stakeholders focused on improving seafarer training. The five-year review was backed by the CT&M Programme's Oversight Committee which sets the strategic direction of the programme and reports to the Maritime Minister.

The CT&M Programme's syllabus sub-group, which meets every three months to review modules, has been also expanded to include more shipping companies, training providers and industry representation bodies.

The next syllabus update is scheduled to be taught from 2030 following the new edition being delivered to training centres in 2029.

The CT&M Programme was launched in 2021 to keep learning in line with modern technology and practices.

MCA Chief Examiner Ajit Jacob said: "Seafarers are the lifeblood of the UK's maritime economy, so it is critical we ensure they are equipped with the skills to work safely and successfully.

"Reviewing the syllabus every five years means we can move with the times – keeping up with the accelerating changes in vessel technology and quickly learning vital safety lessons to keep our crews from harm and protect the environment."

Merchant Navy Training Board (MNTB) Director Kevin Gregory said: "At the heart of every safe and successful voyage are seafarers trained to the highest standards – but as vessel technologies, alternative fuels and safety, environmental and regulatory requirements evolve, the skills needed at sea are changing quickly.

"This collaborative review process will be an important step in ensuring UK seafarer training keeps pace with the realities of modern shipping.

"By working together across industry, training providers, unions and the regulator, we can keep the syllabus relevant, practical and ambitious – supporting seafarers into successful careers and maintaining the UK's reputation for world-class maritime training."



Updated EU marine equipment directive requirements now in force

The 10th Implementing Regulation (EU) 2026/1434 that amended the Marine Equipment Directive (MED) 2014/90/EU came into force on 31 August 2026.

And DNV has explained what this update means.

DNV's essential points:

- No new MED equipment was introduced, but the 10th Implementing Regulation (EU) 2026/1434 updates requirements and test standards for a wide range of existing equipment.
- Transition period: Marine equipment already compliant with national type-approval requirements before 23 September 2025 may continue to be placed on the market and installed on EU ships until 23 September 2028.
- Manufacturers must ensure products comply with the updated regulation from 31 August 2026. Any Declarations of Conformity (DoC) issued after this date must reference the 10th Implementing Regulation, and some products may require new or additional testing before DNV can issue updated MED certificates.

Marine equipment listed as a new item within the former 9th Implementing Regulation (EU) 2025/1533 (column 1 of the Annex), and which is in compliance with the national requirements for type approval in force before 23 September 2025 in a member state, may continue to be placed on the market and on board an EU ship until 23 September 2028.

The 10th Implementing Regulation (EU) 2026/1434 contains no new MED items. For the equipment listed below, new or updated type approval / carriage / performance requirements, as well as updated testing standards, are indicated by "(NEW ROW)".

1	2	3	4	5	6
MED/1.43 Rigid-inflated rescue boats Row 2 of 2 (NEW ROW)	Type approval requirements — SOLAS 74 Reg. III/4, — SOLAS 74 Reg. X/1. Carriage and performance requirements — SOLAS 74 Reg. III/21, — SOLAS 74 Reg. III/31, — SOLAS 74 Reg. III/34, — IMO Res. MSC.36(63)-(1994 HSC Code) 8, — IMO Res. MSC.48(66)-(LSA Code) I, — IMO Res. MSC.48(66)-(LSA Code) V, — IMO Res. MSC.97(73)-(2000 HSC Code) 8, — IMO Res. MSC.481(102).	— IMO Res. MSC.81(70), as amended, — IMO Res. MSC.481(102), — IMO MSC/Circ.1006, — ISO 15372:2000 + A1:2021.	B+D B+F G	31.8.2026	

Credit: DNV

New or updated standards

- MED/1.43 Rigid-inflated rescue boats
- MED/3.12a Devices to prevent the passage of flame into the cargo tanks in tankers: P/V valves
- MED/3.12b Devices to prevent the passage of flame into the cargo tanks in tankers: flame arresters
- MED/3.12c Devices to prevent the passage of flame into the cargo tanks in tankers: detonation flame arresters
- MED/3.12d Devices to prevent the passage of flame into the cargo tanks in tankers: high velocity vent valves
- MED/3.30b Portable oxygen analysis and/or gas detection equipment: category 2 (explosive gas atmospheres)
- MED/3.48 Fixed water based local application fire-fighting systems components for use in category A machinery spaces
- MED/4.21 Propeller revolution indicator
- MED/4.33 Track control system
- MED/4.65 Gyro compass
- MED/5.1 VHF radio capable of transmitting and receiving DSC and radiotelephony
- MED/5.2 VHF DSC watch-keeping receiver
- MED/5.3 NAVTEX receiver
- MED/5.4 EGC receiver
- MED/5.5 HF marine safety information (MSI) equipment (HF NBDP receiver)
- MED/5.6 406 MHz EPIRB (COSPAS-SARSAT)
- MED/5.10 MF radio capable of transmitting and receiving DSC and radiotelephony
- MED/5.11 MF DSC watch-keeping receiver
- MED/5.13 Inmarsat-C SES
- MED/5.14 MF/HF radio capable of transmitting and receiving DSC, NBDP and radiotelephony
- MED/5.15 MF/HF DSC scanning watch keeping receiver
- MED/5.16 Aeronautical two-way VHF radio telephone apparatus
- MED/5.18 Fixed survival craft two-way VHF radiotelephone apparatus
- MED/5.21 Integrated communication system (ICS)
- MED/5.22 Ship Earth station for use in the GMDSS Inmarsat C equipment: Inmarsat Fleet Broad Band (FBB) equipment and Iridium equipment
- MED item 3.42a – inert gas (Whole system) has been removed from the requirement list, therefore a MED certification is no longer possible.

Certification and Declaration of Conformity (DoC)

Manufacturers need to have valid MED certification (Modules B+D, B+E, B+F or Module G certificates) to be allowed to place their products on the European market. The conformity of the products is confirmed by the manufacturer at the end of the production phase by affixing the wheel mark on the product and issuing a DoC.

The DoC issued by the manufacturer for products produced after 31 August 2026 shall follow the 10th Implementing Regulation.

Manufacturers are requested to compare the conformity of their products with the design, construction and performance requirements as well as with the testing standards of the currently valid Implementing Regulation. For products where changed requirements and testing standards are introduced, new or additional tests may be required.

As of 31 August 2026, MED certificates will be issued by DNV's notified bodies according to the 10th Implementing Regulation after a positive outcome of the EC assessment procedure.

IMO - Improving seafarer assessment and certification in West and Central Africa

Maritime officials from six West and Central African countries are taking part in a regional training course in Accra, Ghana (24–28 August) to strengthen the assessment, examination and certification of seafarers.

The training, based on IMO Model Course 3.12, is helping maritime administrations, training institutions and examination authorities implement effective assessment systems, in line with the STCW Convention and Code (regulations I/6, I/8 and VIII/2).

Participants aim to enhance their knowledge of modern assessment methods, quality assurance techniques and the use of simulators to evaluate seafarers' competence, to ensure certification is valid and transparent.

The course also covers gender-sensitive teaching and learning practices to support more inclusive maritime education and training.

The workshop brings together 25 participants, including five women, from Cabo Verde, the Gambia, Ghana, Liberia, Nigeria and Sierra Leone. Bringing together officials responsible for maritime administration, training and examinations allows the issue to be addressed from different perspectives.

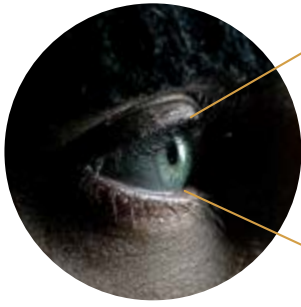
The training will help participating countries address findings identified through the IMO Member State Audit Scheme (IMSAS), including:

- Lack of documented procedures for training, assessment and record-keeping;
- Insufficient monitoring and review of training performance; and
- Inadequate reporting of mandatory information to IMO.

A comprehensive mission report will capture the key lessons and recommendations for participating Member States.

The activity is being delivered through IMO's Integrated technical Cooperation Programme, in close collaboration with the Ghana Maritime Authority.





What
caught
my eye...

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

Floating convenience store appeared in Toronto Harbour



This quirky story is an absolute delight and brought a smile to my face.

Photo credit: Creative Boom

The ingenuity of some people has to be admired. A floating convenience store suddenly appeared in Toronto Harbour a couple of months back from nowhere. It made boaters excited to cruise from the mainland to buy their favourite snack. There was, however, a drawback. They were not able to purchase their favourite snacks and can of pop! Yet still they kept coming by in droves to take photos and investigate the unique floating convenience store.

The installation, titled Global Convenience, was a public art project moored in Harbour Square Basin on Lake Ontario near Toronto's waterfront. Created by Toronto artists Trevor Wheatley and Cosmo Dean in collaboration with design studio Puncture, the store is designed to resemble a neighbourhood corner store stocked with products from around the world.

The project was developed to coincide with Toronto's role as a host city for the recent 2026 FIFA World Cup and the store itself was 'stocked' with international foods and beverages.

"We transplanted an entire urban typology, a convenience store, into an unexpected environment," the artists said in a blog post.

The installation remains on display through October and can be viewed from the waterfront promenade along Queens Quay West and Harbour Square Park.

Grit City Workboats animated series aims to inspire new generation of maritime professionals

Let's face it, we have a skills shortage in many areas of the marine industry. That's nothing new. How do we connect with the next generation of maritime practitioners of all types? Well, Silverback Marine may have found a great way to do just that. They are launching Grit City Workboats in an attempt to connect with youngsters.

Grit City Workboats is a new animated entertainment brand bringing the world of working boats and maritime adventure to children and families. Inspired by the real vessels, people and experiences found throughout the maritime industry, Grit City Workboats follows a colourful crew of hardworking boat characters as they solve problems, help their community and explore the waters of the Pacific Northwest.

Through short, animated adventures, young viewers will encounter themes including:

- Teamwork, courage and problem-solving
- Maritime careers and skilled trades
- Search-and-rescue and public-safety operations
- Shipbuilding, navigation and marine technology
- Ocean exploration and environmental responsibility
- The importance of helping others and serving the community

It's a great idea and I believe this is an innovative initiative and one that deserves to succeed.



You can view the short 13 second animated video that introduces the entertainment brand at

<https://youtu.be/n-LiCuo9dww>



Bargain of 2026: Flagship floating wind site snapped up for just £1

Image credit: Hexicon



Now I have heard things in the renewables sector have been challenging in recent years to say the least. But this story is remarkable and what a bargain too. At £1 I'll have two wind projects please! Let's dig a bit deeper into this story.

The 32MW floating TwinHub wind project, being developed by Swedish firm Hexicon, was to be the first floating offshore wind project in the Celtic Sea. It was going to be developed off the southwest coast of England, but 'a combination of significant increases in inflationary pressures and supply chain costs' forced the company to back out, according to the EU NASDAQ.

Unconfirmed media reports at the time of writing suggested that Singaporean marine engineering contractor Seatrium has snapped up the site. The NASDAQ statement said, "Under the agreement, Hexicon has divested its entire 100% stake in the Project, including associated assets and liabilities, for a total consideration of GBP 1."

Hexicon 'progressed significant work to re-permit and adapt the site for a floating offshore wind farm', but in 2025 'recognised an impairment on the Project'.

Gosh what a story. It highlights the not insignificant challenges and pressures of unpredictability; but what a bargain!

Photo credit: Rocky Avery, Facebook

Giant floating island appears on BC reservoir - then vanishes

What a cracker of a story this is. Hard to fathom it out really or make sense of it.





It seems that a tree covered island the size of a Walmart store was formally confirmed by satellite imagery drifting across Williston Reservoir in British Columbia recently. BC Hydro still doesn't know where it came from or where it went. That means that an entire chunk of forest appears to have broken free and then gone missing on a man-made British Columbia reservoir.

The seemingly newly formed island was estimated to be approximately 70 metres wide by 140 metres long, covering about 9,800 square metres, or 2.5 acres. The surface area is roughly the equivalent of a Walmart store, as mentioned. Despite it seeming impossible for such a large object to appear out of the blue, the island disappeared shortly after it was first spotted.

Local boater Rocky Avery received photos and video of the island and shared them to Facebook, where they quickly went viral.

No one knows where it is now, including the locals who spotted it, or BC Hydro who are responsible for the hydroelectric dam.

So, given the reservoir's propensity for creating and moving debris, will the newly formed island reappear? Quite possibly. Perhaps there is a simple explanation.

So, there you have it. If you know the whereabouts of this mysterious island, be sure to message me!



The shipwreck that just keeps on giving: Titanic survivor's lifejacket sells for £670,000

Like many, I suspect, I have retained an interested fascination with the Titanic disaster for most of my adult life and stories like this one stoke my curiosity.

Titanic memorabilia continue to attract huge interest from around the world. A lifejacket worn by Titanic survivor Laura Mabel Francatelli during

the ship's 1912 sinking has sold for £670,000 at an auction in England, way in excess of its estimated value and making it one of the rarest maritime artefacts ever to be auctioned.

The 114-year-old flotation device was sold by Henry Aldridge & Son auctioneers in Devizes to an unidentified telephone bidder. The cream-coloured canvas lifejacket is believed to be one of only a few Titanic lifejackets still in existence and is the only known lifejacket worn by a Titanic survivor to have been offered at auction.

The lifejacket was worn by Francatelli when she boarded Lifeboat No. 1 after Titanic struck an iceberg in the North Atlantic during its maiden voyage from England to New York. She was 22 years old and travelling as the secretary to British fashion designer Lady Lucy Duff Gordon and her husband, Sir Cosmo Duff Gordon. All three survived the disaster.

Andrew Aldridge, managing director of Henry Aldridge & Son, described the lifejacket as one of the most significant Titanic items to come to auction.

More next month.

Mike Schwarz
Chief Executive Officer



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