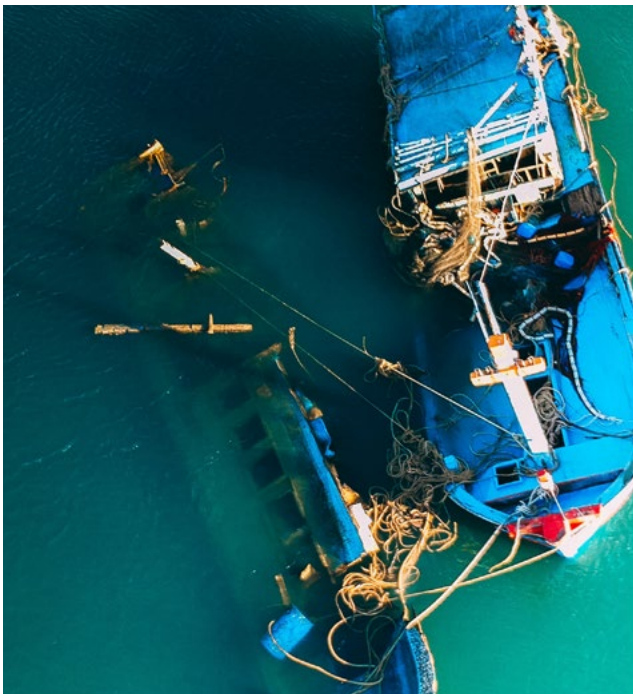
IIMS NEWS BULLETIN

NOVEMBER 2021

Dear Member

Welcome to this News Bulletin from the International Institute of Marine Surveying (IIMS). This bulletin is available in PDF and eReader format from the IIMS website. It aims to keep members and non-members up to date with information on a monthly basis. Members are encouraged to share and forward this newsletter to colleagues, who they think might like to join the Institute, or who may be interested in its content. For more information about the Institute visit:

www.iims.org.uk



CEO *Chat*

Dear Colleague

I am always happy to champion good and worthy causes, especially those that fit within the current environmental landscape that we are being so challenged by. So, I am grateful to Peter Franklin of YachtMedia for alerting me to the excellent work that has been undertaken by Brighton University about the global problems associated with the thorny subject of end of life boats. Indeed, this is not a new topic and is one that IIMS has devoted space to in past editions of The Report Magazine. But it seems the boating world and those associated with it continue to turn a blind eye, which is no longer acceptable. The situation is deteriorating, or at best making only marginal improvements, in what is now becoming a major environmental catastrophe requiring serious attention.

In response to this 'hidden' problem, the *Centre for Aquatic Environments* at Brighton University has made a short film and should be congratulated for doing so. The film features academic research information, and real-life contributions from various stakeholders around the world, clearly making the point; that not enough has been done to address the threats to the environment, or to the future sustainability of boating. Frankly, it is a wakeup call for the boating industry and boat owners at large to the dangers of this ever-increasing problem. You will find a link in the bulletin to the video on YouTube. I encourage you to give up a few minutes of your time to watch it.

The past few weeks have been eventful and busy with some lengthy meetings. An annual audit visit from the Maritime & Coastguard Agency - these days online - is never a fun event to look forward to. Their aim? To dig deep to ensure that IIMS is operating its Certifying Authority in a professional manner and in keeping with our procedures manual and the contract by which we are governed. Fortunately, they seemed happy and there were no nasty surprises for either side and, importantly, no red flags! This is testament to the great work that David Parsons and the Certifying Authority committee under the Chairmanship of Fraser Noble do.

CEO *Chat* *(continued)*

The following day saw an IIMS Certifying Authority committee meeting, the first event to attract several in-person attendees to the office since the outbreak of the pandemic. Business as usual you might think. Well not quite as several of the committee joined online and, in a rare occurrence, an MCA executive joined the meeting (as he is entitled to do under our contract), meaning we were on our best behaviour!

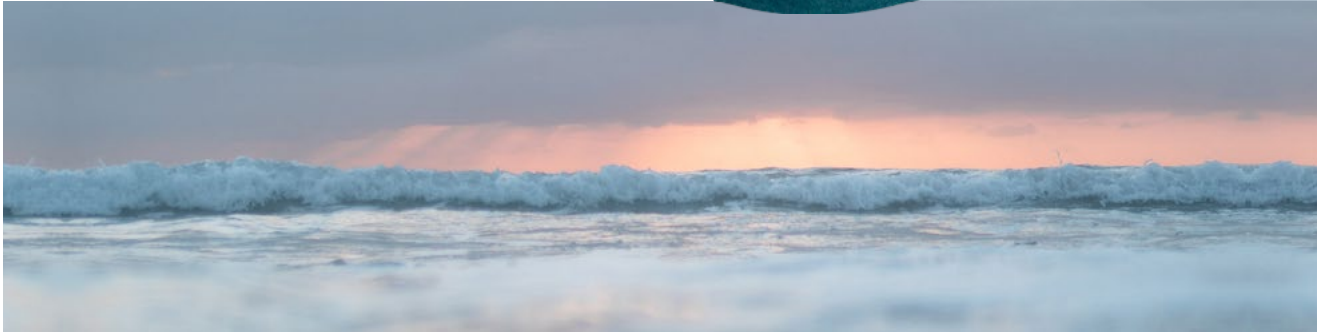
The IIMS Education Committee has also met in the last month. It is pleasing to report one of our largest student intakes to study for the marine surveying Professional Qualifications at the start of last month. And I expect to be announcing the names of the first students to be recognised with the recently created *John Excell Award for Outstanding Achievement* in next month's bulletin.

The recent MCA approved IIMS remote tonnage measurement training course - Part I theory - was presented to an international audience of nearly 50 surveyors by Zoom in recent weeks. We now await to see how the delegates make out with Part II, which requires them to provide video evidence to show an understanding of what they learned for scrutineering before being added to the register of IIMS authorised tonnage measurers.

And finally, as a result of direct intervention by a small number of IIMS members in New Zealand recently, I found myself engaging in earnest with the Chairman of the New Zealand Boat Brokers Association. Their dilemma was that their broker members had no idea of the quality of the surveyors they were recommending to their boat buying clientele. But they do now! The result of that dialogue is that many of the brokers will only be recommending IIMS members to their boat buying clients in the future. A very pleasing outcome!

Survey well.

Mike Schwarz
Chief Executive Officer

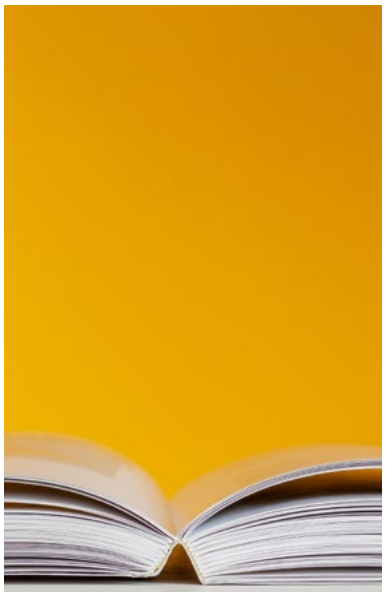


Popular quarterly Report Writing online seminar on 3 November 2021

Before you reserve your place, please note this online seminar will be broadcast using the zoom video conferencing platform and will last for 3 hours on Wednesday 3rd November at 12.00 (noon) UK London time. The seminar is open to IIMS members and non-members.

Your hosts and presenters for this seminar are Paul Homer, IIMS Chairman of Standards and Mike Schwarz, IIMS Chief Executive Officer.

IIMS receives too many surveyor complaints each year, generally caused by poor writing standards and skills, some of which are serious in nature. And the situation is not improving. A report is the surveyor's intellectual property and he/she lives or dies by it. This maximum three-hour online course, featuring a lot of new content bringing the art of report writing bang up to date, aims to provide the essential information that a yacht and small craft surveyor needs to consider when gathering the information and then compiling his/her report. There are suggested clauses for use in the report to protect against possible litigation and advice in the event that something goes wrong. Additionally, there is advice on contracts and terms of business and how, when and where these should be used. There is also, for the first time, a practical session and delegates will be required to do a little preparation before the seminar in readiness and encouraged to contribute their thoughts. So, if you want to tidy up and strengthen your report writing skills this is a good place to start.



Scope of the Seminar

Part I: Preparing for survey, gathering data and compiling your report

Part II: Giving the client what they want and not what the surveyor thinks they want

Part III: Valuation Reports

Part IV: Complaints, examples and practical exercises

Who should attend this seminar?

The report writing seminar is aimed specifically at yacht and small craft surveyors, both those who are less experienced, but also those who feel they would benefit from a refresher.

For more information and to reserve your place go to **https://bit.ly/3aOl8nX**.

Watch: Runaway boat stopped in Florida

A marine unit RIB has chased down a runaway boat in St Petersburg, Florida after the boat's helmsman was thrown overboard.

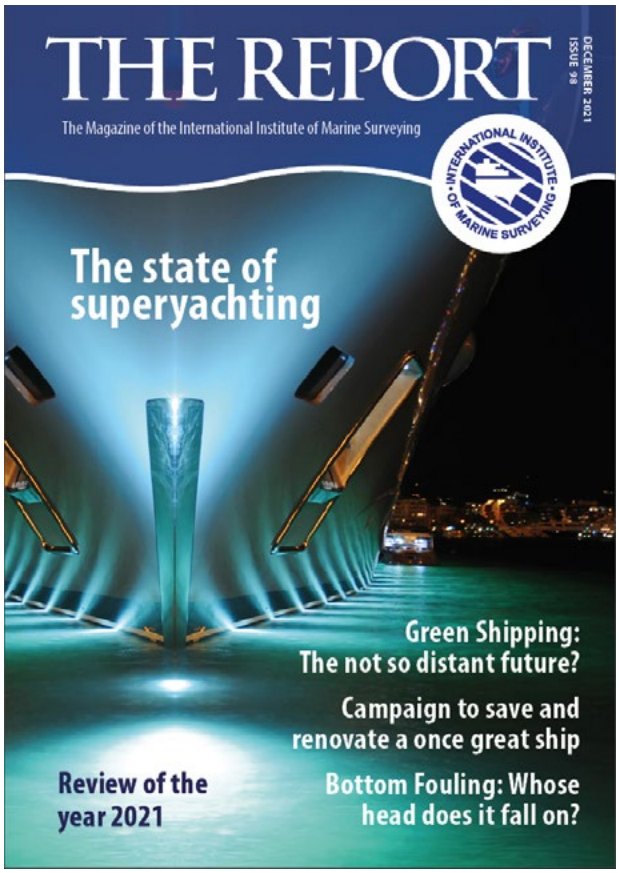
A spokesperson for the Pinellas County Sheriff's Office confirmed that the boater had not been wearing a lifejacket or killcord, which resulted in "the boat circling dangerously close to the shore and people in the swimming area".

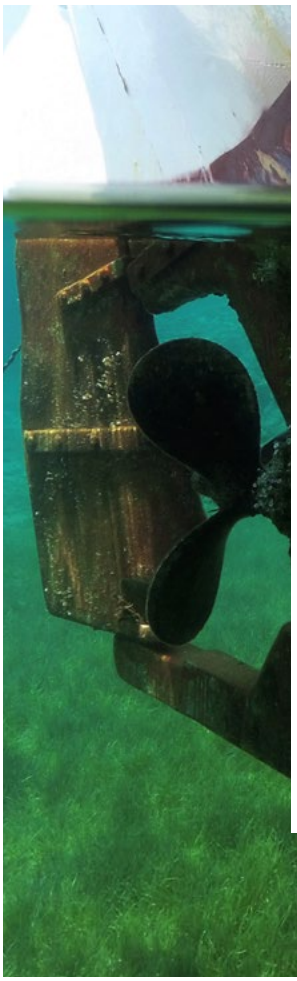
Watch the crazy video at **https://youtu.be/tf4KVAMw6FQ**.

Look out for the **publication** of the **December Report Magazine** next month

Edition 98 of the Report Magazine, the December 2021 issue, brings together a wide selection of informative content. Some of the highlights to look forward to are:

- The missing question from the NTSB Report on MV Golden Ray: WHY?
- Green Shipping: The not so distant future?
- The state of superyachting
- Measuring the impact of extreme waves on offshore structures
- Scuppered dreams and abandoned boats - an environmental threat in pictures
- Could disruptive technologies in container ports and terminals be a game-changer?
- Campaign to save and renovate a once great ship
- The story of one stuck humble box of fertilizer highlights the global supply chain crisis
- Safe loading and carriage of containers on vessels other than purpose-built container ships
- Bottom Fouling: Whose head does it fall on?
- Review of the year





Useful free resources for members

Over the past couple of years, IIMS has published several content rich documents that will be of use to many marine surveyors in their day-to-day work in the field. If you missed them, here is a reminder of some useful links to downloadable pdfs, all of which are freely available and will enhance your library.

15 marketing tips to help you win new clients - go to **https://bit.ly/3mLL0WX**.

50 shades of insurance by Karen Brain - go to **https://bit.ly/3oRHNrB**.

50 shades of law and more by Karen Brain - go to **https://bit.ly/3lA7Xgy**.

An introduction to the design and survey of marine propellers - go to **https://bit.ly/3v5LvPx**.

Narrowboat and canal glossary of terms - go to **https://bit.ly/3v1NGDw**.

Biological attack on iron and steel - go to **https://bit.ly/2HlFNEf**.

The use of moisture meters on small craft - go to **https://bit.ly/3mHy2bM**.

Beware the challenges of surveying steel hull inland waterways craft – and other considerations - go to **https://bit.ly/2WnmdPU**.

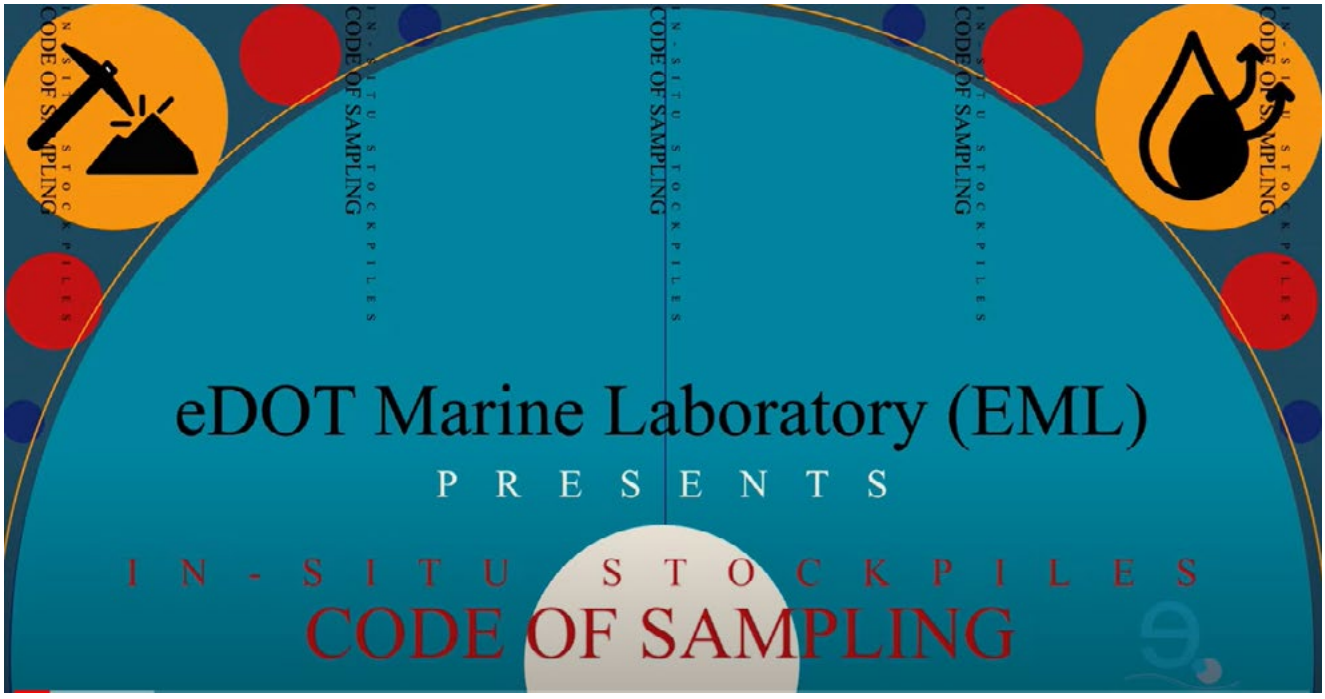
Second IIMS 7 day residential **Practical Course** starts on **12 December 2021**

Having piloted a successful week-long residential practical boat building course last year, the Boat Building Academy at Lyme Regis is once again looking forward to welcoming IIMS delegates back in December. This is your chance to get your hands dirty working with wood and GRP in a workshop environment.

One day in the week is turned over to other practical considerations for surveyors, including looking at and using a surveyor's tools on a mock survey, getting to grips with ultrasonic thickness gauges, a short report writing seminar, and learning about PI insurance and its importance.

There are 12 places available only and space is already limited. If you would like more information about the programme, cost and accommodation please email Vicki Loizides at **education@iims.org.uk** or call for an informal chat on **+44 23 9238 5223**.

Watch: The Indian standard procedure for sampling iron ore stockpiles



IIMS Deputy Vice President, Capt Ruchin Dayal, and his team at eDot Marine Laboratory in Goa have produced a new short video running less than 8 minutes. It offers advice and guidance on a topic of huge importance, entitled the 'Procedure for sampling stationary iron ore stockpiles'.

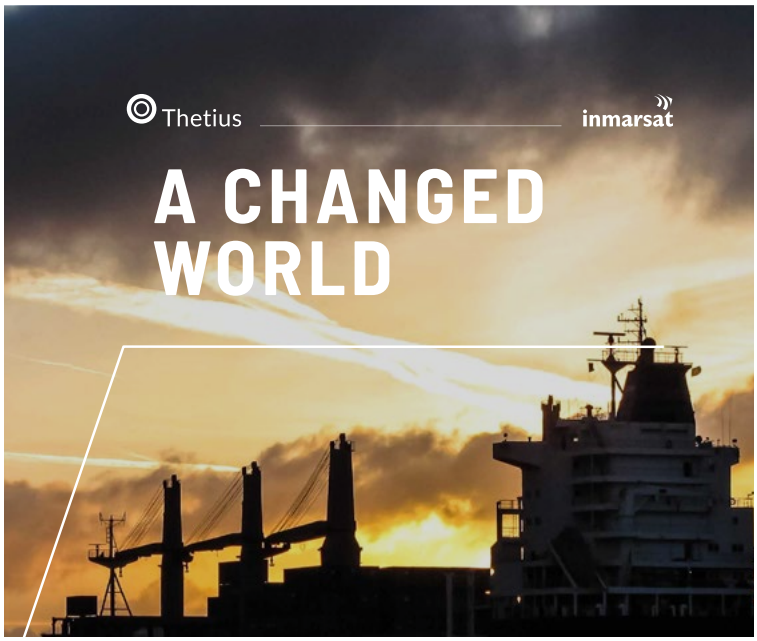
The video can be viewed at YouTube at **https://www.youtube.com/watch?v=kV0_FrrLXIo**.

To support this new video, Ruchin and his colleagues have written a detailed article about this area of his company's work, which will be published in full in next month's Report Magazine.

New report highlights **significant acceleration in maritime digitalisation**

Inmarsat in partnership with Thetius has published a new report pinpointing the impact of Covid-19 in helping to force the acceleration of global maritime digitisation. The report, 'A Changed World: The state of digital transformation in a post-Covid-19 maritime industry', captures a sector fast-tracking IT based solutions from November 2019. It also characterises Covid-19 as a "universal disruptor and catalyst for digital transformation".

The Covid-19 pandemic has led to a large increase in the adoption of digital tools across the industry. But there is more to digital transformation than adopting digital tools; genuine transformation is still some years away. There is zero doubt that the pandemic has accelerated the process given that average daily data consumption per vessel increased from 3.4 to 9.8 gigabytes between January 2020 and March 2021.



Read the 52 page report in full at **https://bit.ly/3ADbXkn**.

Humans are still in charge (apparently)

Marine Accident Investigation Branch (MAIB) Chief Inspector, Andrew Moll, considers the importance of training and equipping seafarers to meet a rapidly accelerating pace of change. He released this statement last month on World Maritime Day 2021. We thought it valuable to share his thoughts with you.

My grandfather was born before the Wright brothers first took to the air, and men had landed on the moon within his lifetime. I started studying mathematics at school using a slide-rule and Log Tables, and we are now entering an age of Artificial Intelligence and robotics. Each generation will have its own experience and story to tell but the common theme is progress, the pace of which seems to be accelerating. If you want some statistics: there are around 54m autonomous vehicles of various types and 22bn smart devices in the world; about 4bn social media accounts, and roughly 300m photographs are uploaded every day. Even as I write, these figures are becoming out of date.

So, what has this to do with the "Seafarers: at the core of shipping's future"? Well, as the recently published study by the Danish Maritime Accident Investigation Board (DMAIB) and Marine Accident Investigation Branch (MAIB) into Electronic Chart Display and Information System (ECDIS) usage has highlighted, the boundaries between humans and machines are changing and responsibilities are becoming blurred. Only a couple of decades ago most activities onboard were completely human centred. Bridge watchkeepers took position lines and plotted them on charts to create 'fixes' from which future movements were extrapolated; chief officers carried out complex loading calculations; and, in the engine room, gauges were read in order to monitor system performance. Most of these tasks are now automated, with the human in the system reduced to the role of monitor, but still with the responsibility for stepping in, in time, to make safety critical decisions. Spare a thought for the chief officer on a

22,000 TEU container ship who is responsible for checking the stow plan provided to him by a shore-side loading computer, when the algorithms it used do not match the metrics in the ship's Cargo Securing Manual.

There is a seductive side to technology. The more often it is right (or appears to be), the more we come to rely on it. "Why check? The machine is always right", and human skills begin to fade from lack of use. After nearly 20 years as an accident investigator, I could be accused of becoming cynical, but in my view much of the maritime industry is compliance based: implement the standards and all will be OK. This approach neglects the fact that the pace of technological change can leave standards struggling to keep up, and 'compliance' alone does not provide the 'assurance' we expect. The good news is that we have yet to cross the Rubicon. Humans are still in charge, but to be effective they need to be appropriately trained, properly equipped, and following procedures that are fit for purpose. Anything short of that is a cop-out.

My plea, for World Maritime Day, is that across the spectrum we take time to focus on what we are requiring seafarers to do and ask ourselves whether they have actually been trained to use the tools they need to do their jobs. Can they really discharge the responsibilities they have been given effectively?

MCA releases a number of **new documents**

The Maritime and Coastguard Agency (MCA) has published a number of documents in recent weeks. Click the links below to access the relevant documentation.

MSN 1871 - Amendment No. 2 (F) The Code of Practice for the Safety of Small Fishing Vessels of less than 15m Length Overall. Go to **https://bit.ly/3v1COpb**.

United Kingdom National Maritime Strategy for the IMO Instruments Implementation Code. Go to **https://bit.ly/3lub8q3**.

MGN 447 - Amendment 1 control of noise at work procedure for exemptions Go to **https://bit.ly/3lsuRWU**.

MGN 436 - Amendment 2 effects of shocks and impacts on small vessels Go to **https://bit.ly/3Dsc2Jv**.

Annex to MGN 656 - The latest UK list of approved ship recycling facilities. Go to **https://bit.ly/3AzJImB**.

MIN 632 - Amendment 5 COVID-19 to extension of seafarer employment agreements. Go to **https://bit.ly/3Bxua4a**.

SI 2021 No. 1108 - The Merchant Shipping (Prevention of Air Pollution from Ships) (Amendment) Regulations 2021. Go to **https://bit.ly/3iROpT4**.

MGN 446 (M+F) - The Merchant Shipping and Fishing Vessels (Control of Vibration at Work) Regulations 2007 - Procedure for Seeking Exemptions Go to **https://bit.ly/2YHT3Mr**.

CHIRP **106-page Safety Digest of reports** published

The CHIRP Maritime 2020 Safety Digest has been released, an impressive 106-page report of the many incidents and cases it featured in its quarterly safety publications last year. The pdf can be downloaded at the end of the article. The following text is extracted from the introduction to the CHIRP Maritime 2020 Safety Digest, written by editor, Capt Alan Loynd.

Welcome to the fifth annual review of CHIRP Maritime reports, covering all the cases we published during 2020 and including a number of in-depth articles specially commissioned to highlight important safety topics. This has been a strange and disturbing year, dominated by Covid-19 and the global disruptions it has caused.

The impact upon shipping has been particularly severe, both as a result of infections and outbreaks at sea and because it has been so difficult to arrange crew changes. Many seafarers are still at sea months after they should have been relieved – they are continuing to shoulder their burdens with courage and fortitude. As I write this, our crew change problems have still not been resolved, and it is a tribute to the world's seafarers that they have continued sending us their reports despite all the difficulties they are facing. At CHIRP Maritime we tried to do something for our colleagues at sea, and commissioned experts to produce guidance for serving seafarers. The guidance was published as a booklet entitled 'Seafarer wellbeing during the Covid-19 pandemic' which was widely circulated within the maritime community and the papers, including medical advice, are reproduced in this Annual Digest – where our Health section appears first to reflect its importance.

As always, we are guided by our Maritime Advisory Board who are an outstanding group of men and women with over 700 years of combined shipping experience. They volunteer to vet our reports and provide comments and expertise, and also contribute many of the Insight articles which appear in the Annual Digest.

Download the digest at **https://bit.ly/3AwVU7E**.

Sobering man overboard **lesson**

At the recent Seawork Connect online event, the Workboat Association and British Tugowners Association Safety Forum gave details about a real-life man overboard (MOB) incident. Shaun Mansbridge, Safety Manager at Williams Shipping, described a situation that occurred within Willliams' pilot vessel fleet.

A 13m pilot launch with two crewmembers aboard – skipper and deckhand – was delivering onsigners to a ship at the Nab Anchorage in the Solent, UK. It was Autumn with fine weather and light seas and an estimated water temperature of 13-15 degrees Celsius. The onsigning crew all safely ascended the pilot boarding ladder to the deck. The deckhand started passing the suitcases up while the pilot boat's skipper kept the vessel on station. Unfortunately, the deckhand got a finger trapped in the handle of one of the bags, which the onsigned crew had hold of, and a drop of the pilot boat at that moment due to swell caused the deckhand to be lifted clear of the deck and placed, momentarily dangling, in a danger area between the two hulls.

The skipper had no choice but to reverse the pilot launch clear to lessen the mortal danger the deckhand was in, and the deckhand very quickly dropped from the suitcase into the water. Although a non-swimmer, the deckhand was in a lifejacket and appropriate safety clothing. The lifejacket auto inflated without any issues.

The sobering lesson of this experience was learnt when the skipper attempted to remove the MOB from the water using the ladder sling onboard the vessel. The skipper, despite being fit and in his mid 30s, was unable to retrieve the 15 stone deckhand further than just clear of the waterline. Soon the deckhand's strength had been sapped to the extent that he was no longer able to aid in his own rescue. The happy ending came when crew aboard the ship they were servicing saw their predicament and launched its rescue craft with two crew aboard, one of whom was able to help the skipper pull the deckhand to safety.

Essential learnings

The immediate learning for Williams Shipping, in this case, was to fit all vessels in the fleet with a davit and winch system rated to 250kgs, enough for the lightest possible crew member to easily extract the heaviest possible crew member from the water. Shaun went on to say that davits were his big recommendation for all similar operators.

Scuppered dreams and abandoned boats - **an environmental threat in pictures**

As long ago as 1999, the US based naval architect, Eric Sponberg, raised the alarm within the recreational boating community with his outspoken article entitled 'Recycled Dead Boats.' To quote his actual words, he said: "The industry has 'shot itself in the foot' by building boats out of such a durable and almost indestructible material as fibreglass (GRP.)"

Almost a quarter of a century later, the Centre for Aquatic Environments at Brighton University in the UK has picked up the baton and recently produced a video which vividly emphasises the same ongoing challenge. The film features academic research information, and real-life contributions from various stakeholders around the world, clearly making the point; that not enough has been done to address the threats to the environment, or to the future sustainability of boating.

Of course, the root of the problem goes back even further than Sponberg's intervention. As mentioned in the video, this problem has been building up and hanging over us for a long, long time. Legend has it that the first 16ft fibreglass dayboat was built in 1953 in the USA, and the material was chosen as it had been successfully used for coffins which would never rot away under the ground. How sad it is that nearly 70 years later, there are still literally thousands of fiberglass boat hulls, either whole or cut into pieces, going into landfill, where they will still be in a thousand years' time!

This simply can't go on, and it's not even the worst case, although it's bad enough. Sadly, due to the lack of facilities and funding, some boats are being dumped in forests, sunk in rivers, lakes and oceans, or just left to deteriorate and turn green with mould in marinas and harbours. So, a leisure marine industry that sells dreams to its buyers, must now find a way to leave a happy, economical and environmentally sustainable ending to those dreams. Not for the want of trying!

Unfortunately, this situation still exists, despite thousands of words being written on the subject in just about every boating publication. And several dedicated forums being held specifically on the topic at boat shows such as Dusseldorf, IBEX in the USA, and at METSTRADE (supported by ICOMIA,) where it has been actively on the agenda every year since 2015.

During last year's End-of-Use Boats Panel Discussion, which was broadcast during the METSTRADE Connect virtual event, Dr. Corina Ciocan, principal lecturer in Marine Biology at Brighton University, shared some of the research information that has encouraged her team to compile this highly illustrative video production. Corina said that she had observed two clearly defined components to the problem of boat disposal. The first, being the impact of abandoned boats, and their effect on pollution of the marine habitat in estuaries, coastal zones and even coral reefs, seagrasses and mangroves etc. The second and probably more damaging effect, is that of GRP as a dust which is emitted when the material is cut and sectioned during the disposal process. She commented on what she had discovered as the inevitable fate of this polluting dust, basically a fine micro-plastic, which quickly reaches the marine environment where it is likely to be ingested by marine creatures and various organisms.

Progress is being made, but far too slowly

In this short summary, it's only fair to say that there has been some progress in recent years. For sure we have seen more local actions, more ways to re-use waste glassfibre composites, a few successful boat breaking businesses, and more recently some funding becoming available, either from government sources, or from within our own industry. The APER boat disposal network in France supported by the government, and partly funded from within the French recreational boating industry is one of the best examples, although it has taken about 8 years to fully establish since its inception. In the USA, Scandinavia, Italy and the Netherlands various methods of up-cycling fibreglass waste into

reusable materials with a commercial value have been successfully trialled and tested. On the east coast of the US another progressive project has taken shape. The Rhode Island Marine Trades Association has successfully disposed of 18 tons of old broken-up boats via the cement kiln co-processing method. This basically puts the GRP waste back into another high-volume construction material rather than dumping it in landfill.

Please watch and share the video. Go to **https://youtu.be/K3zbtSUqUdI**.

Full marks to the Brighton University team for bringing this important topic so graphically alive for the sake of the boating industry, and for the environment. Let's get the video seen by everyone who can influence the decision-making process, so that we can move forward with developing solutions at a much faster pace. Future generations of boaters will thank us for it!

Article written by Peter Franklin, YachtMedia

New chapter for **safe disposal of marine flares** from the **UK pleasure boat sector**

The Maritime and Coastguard Agency (MCA) is to work with industry to develop local self-regulated schemes for the safe disposal of redundant pyrotechnics (flares) from the pleasure vessel sector. It follows a consultation with the industry, industry regulators and boat-owners to seek ways considered acceptable to all for the effective means of disposing of flares.

The MCA supported a proposal for an industry-led, self-regulated disposal service that complies with existing legislation. It was also felt this was an opportunity for small regional businesses to tailor a disposal service that meets local needs, enabling an effective geographical spread of options available to boat-owners.

Now the results of the six-week consultation have been published, the Government will engage with those in the sector, who through the consultation said that they were willing to engage and support the development and delivery of such a set of schemes.

These are also people who have also offered to put forward their own solutions to provide an easy to access, well publicised route for pleasure boat owners to dispose of redundant flares.

As the MCA service is gradually withdrawn, the industry-led one will start to take over, ensuring a smooth transition from one to the other.

The current service was put in place as an interim measure to allow for industry to develop a long-term solution and has been provided for free to pleasure boat owners by the MCA since 2010. Redundant flares can currently be taken to 17 coastguard stations around the UK plus the RNLI station in Poole, Dorset.

The contract held by the MCA with an ordnance disposal company is now due to expire which is why future arrangements need to be put in place.

Read the consultation results in full at **https://bit.ly/2YAszwx**.

Maritime New Zealand **recreational boating accidents** from 2015 to 2020 **highlighted in new report**

Each year a number of people die while participating in recreational boating, an activity pursued for enjoyment, or for the benefit of friends or family. Each accident is tragic and has its own unique set of circumstances, but the common factors across these accidents can help highlight ways that similar deaths may be prevented in the future.

This report by Maritime New Zealand is intended to give an overview of fatal recreational boating accidents between the beginning of 2015 and the end of 2020, and to provide additional insight into a number of key characteristics and identified patterns.

This six-year time period provided a total of 92 accidents resulting in 98 deaths or persons missing and presumed dead. The analysis focuses primarily on characteristics that have sound supporting data. This means that data on some of the Safer Boating Forum's key safety messages is not presented. Lifejacket and alcohol use however play a key role.

A majority of those who died in recreational boating accidents died from drowning after they ended up in the water from either falling overboard, or the vessel capsizing or being swamped. A smaller number of people were killed in traumatic accidents, either from high speed groundings or allisions, or from collisions between vessels and people in or on the water. Very few accidents were caused by a vessel striking another vessel.

While some clear risk groups were identified, common themes were identified across a majority of the accidents, these were:

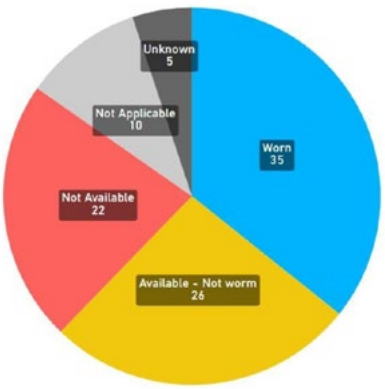
1. Accidents occurring suddenly and often without warning

2. Multiple people entering the water unexpectedly in challenging conditions

3. People falling overboard while alone on the vessel

4. No way to call for help

5. A lifejacket available but not worn, or a lifejacket that was improperly used



Download the full report at **https://bit.ly/2Z7j5ZK**.

What caught my eye...

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

27-ton Floating Head finds itself back in the River Clyde

This is a remarkable story and must surely rank as one the weirdest surveys undertaken this year (unless you know otherwise) and one of the most prestigious too.

AMS Global helped to return The Floating Head back to the water, a mere 33 years after it was first created. The Floating Head, a sculpture created by artist Richard Groom, was the centrepiece for Glasgow's 1988 Garden Festival. At the end of the festival, it was scheduled for demolition before being rescued by the owner of a boatyard.

For more than 30 years it lay abandonded until the family of the late artist managed to track it down and decided they wanted to restore and refloat it. The head was designed and built on a steel mesh frame covered with a cement render, based on a standard ferro-concrete yacht hull design, had deteriorated over the years and had to be assessed for damage. It has been carefully restored over the past six months and is once again floating in the River Clyde.

AMS donated the services of Associate Surveyor, Capt Bob Sinclair, to survey the sculpture to determine its condition and whether it was repairable. He carried out an extensive survey of the head producing a full report of its condition and details of the remedial work.

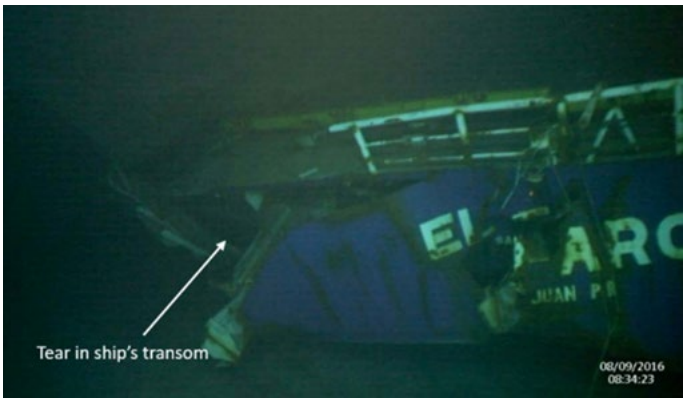
Superyacht unveils glass-bottomed 'fly over' pool

You simply have to admire the tenacity, boldness and creativity of yacht designers and their desire to break new ground and push boundaries. Here is another seemingly crazy concept and a claimed first, but one that I am drawn to for its inventiveness and striking effect.

Tankoa Yachts unveiled its new concept superyacht, Apache, designed by Alberto Mancini at this year's Monaco Yacht Show.

The superyacht will measure 76 metres overall with a maximum beam of 12.5 metres and features a palatial master stateroom on the upper deck forward with direct access to 9.5-metre long 'flying pool' forward. The glass-bottomed pool is suspended above the semi-open lounge and gym on the deck below. Such a feature, according to the company, has never been attempted before on a superyacht. Remarkable!

El Faro: 6 Years Later



The loss of a life can never be replaced by any amount of money. But it is reassuring to learn that three women left widowed by this tragic accident will at least have a long-term financial settlement. Read on to remind yourself of the circumstances of a fatal accident that should never have happened.

It has been six years since El Faro sailed into Hurricane Joaquin, an act that sank the vessel and claimed the lives of the entire crew. 33 people lost their lives that day. 33 families were torn apart, wondering why. Why had the 40-year-old vessel sailed into a storm she had no chance of weathering? Why hadn't TOTE Maritime, the owner of El Faro, better maintained the ship? Why didn't the captain alter course?

Today, we have the answers. But that does not make what happened any less horrific or inexcusable. Read the story in full at **https://bit.ly/3F4SkVR**.

The NTSB found a laundry list of safety issues in its report that contributed to the loss of El Faro and her crew:

- The captain "made decisions that put his vessel and crew at risk," using outdated weather sources, making only minor course corrections to avoid the hurricane, and failing to return to the bridge or alter course after receiving three calls from deck officers.
- "Ineffective bridge resource management" by TOTE inhibited the bridge team's ability to navigate the vessel effectively and safely instead of giving all authority and responsibility to the captain.
- "Inadequate company oversight" by TOTE, regarding not only its bridge resource management but also failures to formally train crewmembers, failures to track El Faro's position relative to Joaquin, and failure to support the captain.
- El Faro had a "lack of suitable survival craft," carrying only open lifeboats instead of Totally Enclosed Motor Propelled Survival Crafts (TEMPSCs), which are enclosed lifeboats. TEMPSCs have been required on all merchant vessels, container vessels, offshore platforms, floating installations, and drill ships built since 1983. Because El Faro was built before this requirement was in place, the vessel still had older lifeboats. These were not capable of saving the crew.
- "Flooding in cargo holds," "loss of propulsion," and "downflooding through ventilation closures" give rise to doubts of the vessel's seaworthiness. A combination of factors jeopardized the integrity of El Faro and, exacerbated by Joaquin, caused the vessel to sink. An open scuttle and ventilation closures allowed water to flood into the cargo hold, loose vehicles in hold 3 likely caused damage to El Faro's fire pump system, and a port heel likely triggered a shutdown of the main propulsion engine.
- Lack of a proper "safety management system" by TOTE, which contributed to the officers' and crew's inability to ensure that the correct procedures were carried out when the ship encountered Joaquin. A proper damage control plan would have equipped the crew with the procedures and plans needed to prevent and handle flooding, propulsion loss, and heeling.

In all, the NTSB issued 63 safety recommendations in its full El Faro accident report. El Faro's sinking may have been an accident caused by the sheer power of Mother Nature, but it was preventable.

The footnote to the story is that Arnold & Itkin have found some justice for three El Faro widows. The firm's maritime attorneys took on the case and have successfully held TOTE accountable. Arnold & Itkin secured confidential settlements for each widow to ensure their families will be taken care of for life.

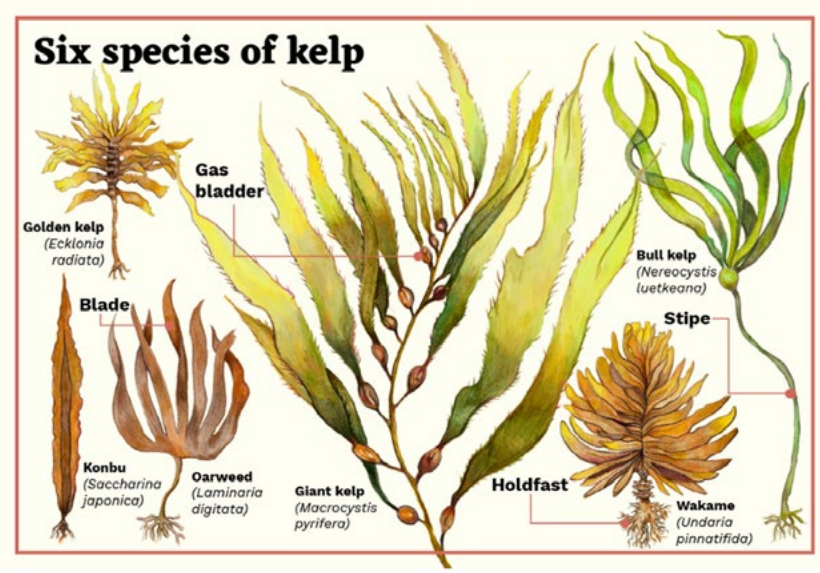
Historic anchor finds a fitting new home

British Queen. Image credit: Walker Art Gallery

Here is a heartwarming story to end with. An historic 19th century commercial boat anchor, rescued from the bottom of the River Weaver Navigation, has been given a new permanent home on display at the foot of Anderton Boat Lift in Northwich, UK. The Canal & River Trust, which operates the famous lift and visitor trip boat, was asked to provide a resting place for this boating relic by the family of former British waterways sections inspector Neville Robinson following his death.

The anchor, thought to date back to 1840, belonged to the old Weaver-built schooner British Queen, was discovered by Robinson and his colleagues buried deep in silt at Pickerings Wharf in the 1980s when they were dredging the Weaver to maintain river depth.

Rainforests of the sea: Why kelp could help save our planet



(Illustration: Ricardo Macía Lalinde, China Dialogue Ocean)

This short article about kelp just goes to show how little many of us understand about our ecosystems (myself included particularly). When we think of forests, we mostly think of tree-filled landscapes. But the ocean also holds emerald stands of trees so vast, they line one-quarter of our coastlines. "The area is probably equivalent to about the size of the Amazon rainforest, if you add it all up," says Karen Filbee-Dexter, a marine ecologist doing a research fellowship at the University of Western Australia. These are kelp forests, one of Earth's most beneficial ecosystems.

Kelps are a type of seaweed, or macroalgae, made up of roughly 33 genera and 112 species, although there remains some disagreement over what constitutes a kelp. What makes them unique amongst other seaweeds is mainly their large size. A giant kelp can reach heights of 45 meters. They tend to grow in cooler waters, where they create lush habitats rich in biodiversity. As ecosystems, they are as important as coral reefs and mangrove forests to the overall health of the ocean. And as Filbee-Dexter points out, it's also "really important to understand the benefits that these ecosystems provide to humans".

As a nursery and refuge for many marine animals, they support our fisheries. They store carbon in their photosynthesising fronds, and their wave-buffering bodies are the surest defence some coastlines have against violent storms. They also clean up our waste: kelps can rapidly absorb nutrient pollution caused by fertilizers running off from farmland into the sea. They use it to fuel their own growth and this averts the development of algal blooms which are so harmful to other marine life. In addition to all this, kelps have immense cultural value for many coastal communities.

But the world is losing kelp at an unprecedented rate. Water pollution, off-kilter predator prey dynamics and the warming waters brought by climate change are driving marine deforestation and eradicating some kelp forests altogether. Meanwhile, just a fraction of these forests is protected. In the northeast Pacific Ocean, where some of Earth's largest kelp populations occur, only four percent of the area covered by giant kelp falls inside marine protected areas.

Now though, an increasing number of researchers, conservation organizations and governments believe we need to better protect and restore our ocean's once-mighty oases of kelp. Otherwise, we risk losing a significant carbon store, and a foundation of food security, a loss that many compare to the deforestation of the Amazon.

James Bond actor, Daniel Craig, made honorary Royal Navy commander

I am old enough to recall those early, iconic Bond movies and they have stood the test of time. As British actor Daniel Craig steps down from his role as James Bond following the release of his last movie, No Time To Die, he has been made an honorary commander in the Royal Navy, matching the on-screen rank of the UK's legendary fictitious spy himself. Commander Craig's appointment as an honorary officer is due to his personal support for UK Armed Forces. Craig is keen to support personnel within the Royal Navy, with a particular interest in service families.

"I am truly privileged and honoured to be appointed to the rank of honorary commander in the senior service," says Craig.

Mike Schwarz

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