



FEBRUARY 2023

# IIMS NEWS BULLETIN



Dear Member

Welcome to this News Bulletin from the International Institute of Marine Surveying (IIMS). This and previous bulletins are available in PDF and eReader format at <https://bit.ly/3LQdDOW>. 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](http://www.iims.org.uk)

## VIEW from the HELM

Dear Colleague

Let me start my introduction to this month's news bulletin on a dark and cautionary note: cyber-crime and online scams. There surely cannot be a person who has not been the subject of a potential online scam, which often manifests itself through a suspicious email appearing in their inbox. I know I get plenty and sadly have learnt to trust no-one online these days. Unless I can be sure I know the recipient I do not open emails and download any attachments. I'd urge you to think likewise. And even then, the sender of the email is unaware sometimes they have emailed you as their account has been hacked by fraudsters without their knowledge. All of this can be distressing and costly too, but it is at the lower end of the cyber-crime pyramid.

Only last month I too became a victim of fraud when a VAT bill and an unwelcome and final demand for £9,200 in unpaid tax arrived. It had my name and address on it correctly and the paperwork looked genuine, but my personal details had been attached to a phantom company set up in my name to try and defraud me. Fortunately, the authorities understood the issue, reacted quickly and the matter was resolved. But the perpetrators of these scams are ingenious and always seem to be one step ahead.



Given this is now the reality of the world we live in, I wanted to highlight this topic to keep it fresh in your mind, especially in light of two high profile reported cyber crimes in the past month affecting the shipping sector. You will read more in this bulletin about the cyber-attack on the Port of Lisbon. There seems to have been a news blackout in recent days so at the time of writing I do not have the up-to-date situation. But, according to the hackers, (the LockBit ransomware gang), who were demanding \$1.5 million to be paid by a set deadline, they claim to have captured a broad range of confidential data from the port authority. They claim to possess financial reports, company audits, budgets, contracts, cargo manifests, ship logs, personal information about crew members, personal data of customers, and port documentation, along with other vital Port of Lisbon information.

And only the other day, classification society DNV reported that its ShipManager fleet management and operations software has been hit by a cyber-attack, forcing it to shut down the software servers. According to DNV's website, more than 7,000 vessels owned by 300 customers use its ShipManager and Navigator port and crew management software solutions. The ShipManager platform contains modules providing customers with insight into technical, operational and compliance aspects of ship management data, including planned maintenance system (PMS), shipping procurement, ship safety management systems (QHSE), crew management system, hull integrity management, dry-docking and ship repair and shipping data analytics. The matter is now in the hands of the Norwegian police.

So here comes the million-dollar question that no-one seems able to answer. What on earth do we do about this? If major players like the Port of Lisbon and DNV can get caught out, what chance for the little guys? In a world that is moving ever faster towards digitization, at what point do we stop and assess, or do we just plough on regardless and suffer whatever the future consequences, however bad, may be?

Before I close, I'd like to inform you that initial feedback to the proposed IIMS one day hybrid Conference at Southampton on 7<sup>th</sup> June has been enthusiastic and encouraging. So, this event will certainly be taking place for in-person and online delegates. Do save the date in your diary and with your support let's make it an event to remember. We are now working on setting up a two-day programme of activities and presentations with a formal dinner to be held on Tuesday 6<sup>th</sup> June.

Survey well.



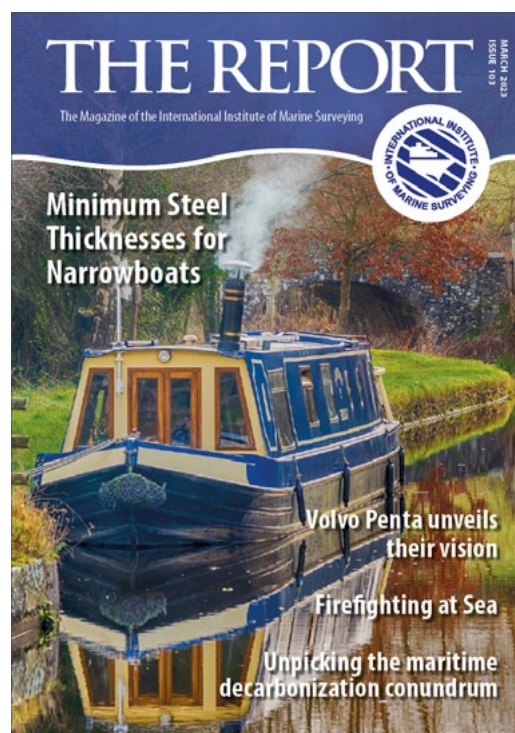
**Mike Schwarz**  
Chief Executive Officer

## Report Magazine edition 103 – coming soon

Edition 103 of the Report Magazine will be published and available to download and read from 1<sup>st</sup> March. Extending to well over 100 pages, there is something to interest marine surveyors from all areas of the profession. Here's a short overview of some of the articles and features:

- Is Lithium-ion the ideal battery?
- Firefighting at sea – Towards a safe ship concept
- Minimum Steel Thickness for Narrowboats: Special feature
- State the facts and only the facts in post incident reporting
- Volvo Penta unveils their vision and future concept of boating for everyone
- Key trends driving marine insurance claims activity from fire to inflation
- Beware of the danger of in-transit fumigation
- Automation and situational awareness: Key considerations
- What lessons could be learnt by the Suez Canal Authorities from the Ever Given grounding?
- Finding the cracks before they appear

Keep an eye out for notification of publication in next month's news bulletin and make sure to grab your copy.





## IIMS Hybrid Annual Conference on 6-7 June 2023 gets the green light

### **Low cost, high value education!**

Following the announcement last month of the proposed IIMS plans to hold a hybrid Conference and dinner at Southampton on June 6/7, the initial reaction has been positive. Thanks to those who replied to indicate their interest. So, IIMS has given the greenlight to the Conference and looks forward to welcoming both in-person and online delegates.

As previously stated, it is the Institute's main aim is to make the 2023 Annual Conference affordable and accessible for those wishing to attend - either real time or online, hence why an out of London solution has been found.

#### **The meeting venue**

The one-day Conference will be held at the Axis Conference Centre, which is owned by the University of Southampton. There is plentiful free car parking too for those who wish to drive.



#### **The hotel accommodation**

Less than two minutes' walk away from the Axis Conference Centre is elegant Chilworth Manor Hotel set amongst 12 acres of beautifully landscaped grounds. This Edwardian manor house hotel is a wonderful retreat in idyllic surroundings yet is within easy reach of Southampton city centre.



The IIMS team is now underway looking to assemble some quality speakers to talk about a range of diverse marine surveying topics which will be appeal and be relevant to all branches of the profession.

IIMS is also planning a day of educational activities in and around the Southampton port area on 6th June ahead of Conference dinner that evening. More details to follow soon.

Tuesday

6 June 2023

7.30 Conference Dinner  
at Chilworth Manor.

The cost of dinner is £60  
per person.

Bed and breakfast at the  
hotel are at own cost.

There is no cost for  
attending the AGM.

Wednesday 7 June 2023

08.30 Annual General Meeting

10.30 Coffee and Tea break

11.00 A plenary session will be held featuring two speakers whose essential content will have relevance to both yacht and small craft as well as commercial ship marine surveyors.

12.45 Lunch Interval

13.30 After lunch the main conference room will be split into two areas. Yacht and small craft surveyors will be able to take advantage of presentations. In the other space, commercial ship surveyors will also benefit from a series of presentations. All presentations will be streamed live for online delegates (or made available to watch on catch up by video).

16.00 Conference closes.

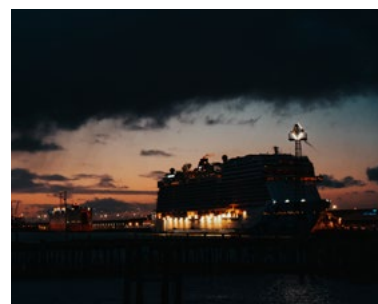
### **In-person delegates**

For those joining the event face-to-face, the cost for the day is £120 which includes a buffet lunch and refreshments throughout the event.

### **Online delegates**

For those joining the event as an online delegate the cost is just £90.

Reservations for the Conference will be open from mid-February and a separate notice will be emailed to you inviting you to book your place.



## Maritime regulations: What's new for 2023

IIMS takes a look at and presents highlights of some of the latest maritime regulations that came into force around the world in January 2023.

### AMSA introduces Coxswain 3 certificate

Organisations operating vessels as part of their business (not those for sale) are reminded that the new Australian Maritime Safety Authority (AMSA) Marine Order 505 Certificates of Competency was introduced from 1 January 2023 with the new Coxswain Grade 3 certificate replacing the current Exemption 38 arrangements.

This is of relevance to organisations operating workboats, marina tenders and similar vessels used in the boating industry, where the vessel is less than 12m in length.

The Coxswain 3 provides basic seamanship knowledge and skills, permitting the certificate holder to operate small domestic commercial vessels in smooth waters or close to shore. Coxswain 3 certificate holders are required to acquire job specific training and skills in accordance with their organisation's Safety Management Systems (SMS), in addition to meeting the eligibility criteria for the certificate.

### Requirement for all ships to calculate their attained Energy Efficiency Existing Ship Index

From 1 January 2023 it will be mandatory for all ships to calculate their attained Energy Efficiency Existing Ship Index (EEXI) to measure their energy efficiency and to initiate the collection of data for the reporting of their annual operational carbon intensity indicator (CII) and CII rating.

A ship's attained EEXI indicates its energy efficiency compared to a baseline. Ships attained EEXI will then be compared to a required Energy Efficiency Existing Ship Index based on an applicable reduction factor expressed as a percentage relative to the Energy Efficiency Design Index (EEDI) baseline. It must be calculated for ships of 400 gt and above, in accordance with the different values set for ship types and size categories. The calculated attained EEXI value for each individual ship must be below the required EEXI, to ensure the ship meets a minimum energy efficiency standard.

The requirements for EEXI and CII certification which came into force last month means the first annual reporting will be completed in 2023, with initial ratings given in 2024.

# Maritime regulations: What's new for 2023

## New rules to protect passengers on UK older passenger vessels

New rules which will bring the safety of older passenger ships in line with modern standards fit for the 21st century are now in force for the UK. The Maritime and Coastguard Agency has worked on The Ship Safety – Merchant Shipping (Safety Standards for Passenger Ships on Domestic Voyages) (Miscellaneous Amendments) Regulations (“Grandfather Rights”) to implement the new rules.

Among a number of new safety regulations such as carrying lifesaving equipment, fire detection and powered pumps, ships will have to comply with damage stability rules – also known as survivability – which will make sure that in the event of an accident, vessels can stay afloat long enough for all passengers to be evacuated.

These regulations are being implemented to prevent the repeat of accidents such as the Marchioness disaster in 1989, where fifty-one people died. The resulting inquiries and recommendations have underpinned the development of maritime safety legislation to improve the safety of all passengers throughout the country, and the changes announced today continue this work.

## Ban on use of Anti Fouling Systems containing cybutryne

Amendments to the IMO Convention for the Control of Harmful Anti Fouling Systems on Ships (AFS Convention) – MEPC.331(76) – Ban on use of Anti Fouling Systems (AFS) containing cybutryne. These amendments mean that AFS containing cybutryne shall not be applied or reapplied to any ship on or after 1 January 2023.

Ships bearing an AFS that contains cybutryne in the external coating layer of their hulls on 1 January 2023 shall either remove the anti-fouling system; or apply a coating that forms a barrier to this substance leaching from the underlying non-compliant AFS; no later than either the next scheduled renewal of the anti-fouling system after 1 January 2023, but no later than 60 months following the last application to the ship of an anti-fouling system containing cybutryne.

*The UK  
Maritime Minister  
Baroness Vere*



Maritime Minister Baroness Vere said: “These new safety rules will help prevent avoidable tragedies and allow passengers to sail with confidence on all types of vessel, with up-to-date safety standards on older vessels and lifesaving equipment on board fit for the twenty-first century.

Katy Ware, Director of UK Maritime Services said: “Our absolute priority is to keep people safe on the water – there is no compromise on safety. Every passenger travelling on every boat deserves to know the same consistent standards of safety are applied.”

“Older vessel standards must be brought, as far as possible, up to an equivalent level of safety as new ones, to provide an acceptable safety standard for the fare-paying public.”

“These changes aren’t designed to stop people travelling on historic ships, but to urgently bring their safety into the 21st century to ensure they are as safe as modern vessels.”

## AMSA: New air pollution regulations

New regulations relating to air pollution from vessels apply from 1 January 2023. These changes are the result of a review of Marine Order 97 (MO97) that included public consultation in March and again between August and October of 2022.

MO97 deals with the prevention of air pollution from vessels and gives effect to the MARPOL Regulations for the Prevention of Air Pollution from ships (Annex VI). The reissue of MO97 implements a new short-term measure adopted by the International Maritime Organization (IMO) to reduce the carbon intensity of international shipping by 40% by 2030, compared to 2008 levels.

# Maritime regulations: What's new for 2023

## Amendments to the 2011 Enhanced Survey Programme (ESP) code – MSC.483(103)

The international code on the enhanced programme of inspections during surveys of bulk carriers and oil tankers, 2011 (2011 ESP Code) establishes a survey standard for the regular and safe survey of the cargo and ballast areas of oil tankers and bulk carriers.

These amendments require that from 1 January 2023 onwards, thickness measurements will only need to be taken of 'suspect areas' at the first renewal survey of double-hull oil tankers. This will align the thickness measurement requirements for oil tankers with those for bulk carriers.



## Amendments (06-21) to the International Maritime Solid Bulk Cargoes (IMSBC) code

Updates to the International Maritime Solid Bulk Cargoes (IMSBC) Code include a change of the definition of group A cargoes, re-classification of ammonium nitrate-based fertilizer (non-hazardous), and new cargo schedules for clam shell and leach residue containing lead and granular triple superphosphate.

The amendments will enter into force on 1 December 2023, with voluntary early implementation underway from 1 January 2023.

## Two IACS Unified Requirements come into force on 1st July 2023

Amendments have been made to Lloyd's Register's Rules to include the requirements of two newly published Unified Requirements from the International Association of Classification Societies (IACS) regarding marine forgings and castings. The following IACS Unified Requirements come into force on July 1st, 2023:

1. UR W7 Rev.4 – Hull and machinery steel forgings.
2. UR W8 Rev.3 – Hull and machinery steel castings.

To give manufacturers advance warning of these changes, Lloyd's Register (LR) has included these revised requirements in the 1 January 2023 version of the Rules. However, compliance by manufacturers is not required until the IACS implementation date of 1 July 2023.

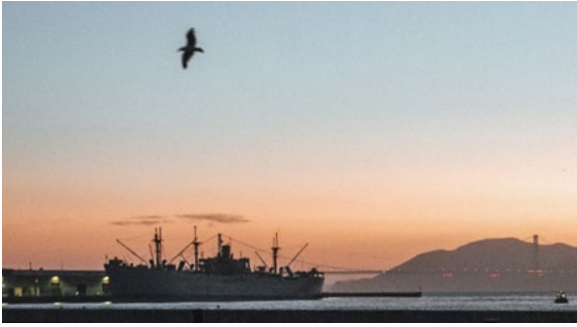
The impact on LR's Rules (mainly contained within Lloyd's Register's Rules for the Manufacture, Testing and Certification of Materials) are summarised as follows:

- Revisions to testing sample locations for forgings.
- Introducing requirements for forged rings.
- Requirements for Charpy impact testing for forgings.
- Introduction of alloy steel castings.
- Revisions to testing sample locations for castings.
- Requirements for Charpy impact testing for castings.
- Introduction of higher strength grades.
- Revised requirements for repair of defective castings.

More information about the rules is available at <https://bit.ly/3CuWB5m>. Or scan the QR code.



# Maritime regulations: What's new for 2023



## Mandatory at-berth regulation now in place in California

New compliance requirements for the At Berth Regulation in California went into effect on 1 January 2023. The goal of the Ocean-Going Vessels at Berth Regulation is to reduce diesel particulate matter (PM) and oxides of nitrogen (NOx) from ocean-going vessels auxiliary engines while they are docked at California ports.

The original Ocean Going Vessel at Berth Regulation was approved in December 2007 with compliance requirements that began in 2014. The 2007 at Berth Regulation affects the following three vessel categories: container ships, passenger ships, and refrigerated-cargo ships at six Californian ports:

Los Angeles, Long Beach, Oakland, San Diego, San Francisco and Hueneme

Compliance requirements for vessels include visit requirements and emission or power reduction requirements both which were phased in over time to the current 80% reduction requirement.

California Air Resources Board's (CARB) State Implementation Plan, AB 617, California Climate Change Scoping Plan, Mobile Source Strategy, and California Sustainable Freight Action Plan (Executive Order B-32-15) include commitments to evaluate the existing 2007 At Berth Regulation for opportunities to further reduce emissions from vessels.

The new regulatory efforts will help achieve much needed public health protection for Californians living nearby port communities, reduce exposure to toxic air emissions in disadvantaged communities and meet 2023 and 2031 emission reduction goals for NOx.

Download the CARB FAQs at <https://bit.ly/3jFkzEI>.

## Disposal of unwanted distress flares in the UK: New regulations

MIN 687 highlights how from 31 December 2022 HM Coastguard has stopped offering a voluntary, public-facing flare disposal service to private individuals who have personal flares to dispose of. From that date, private individuals will need to use a third-party disposal service to dispose of their personal flares. This MIN offers guidance to private individuals on how to dispose of their flares, and private businesses that may wish to offer a flare disposal service.

The Green Blue's environmental facilities map from British Marine and the Royal Yachting Association provides contact details of disposal service providers. You can contact the providers directly to discuss your disposal needs.

If there's not a disposal service near you, you may be able to dispose of your marine distress flares at:

- the place where you bought them
- local marinas
- life raft services
- local authorities
- waste disposal businesses, some may already offer a disposal service

Other service providers offer disposal events across the country, usually at busy harbours or marinas. To read MIN 687 and supporting documentation, go to <https://bit.ly/3ZqdkAx>.



# UK Maritime and Coastguard Agency (MCA) publishes notes on High Speed Craft Codes

The MCA has issued a Marine Information Note (MIN) and a Marine Guidance Note (MGN) about the High Speed Craft Codes.

These notes were published on December 15th, 2022, and are addressed to all high speed craft shipowners, masters, shipbuilders, ship repairers, and surveyors, as well as recognised organisations.

MIN 686 (M) expires on 19th December 2023, and should be read in conjunction with MGN 677 (M). Access MIN 686 (M) at <https://bit.ly/3ZzcCRF>.

It provides information on the amendments made to international High Speed Craft (HSC) Codes 1994 and 2000 by the relevant Resolutions adopted since the 2004 Regulations were last amended in 2012.

Guidance on the Merchant Shipping (High Speed Craft) Regulations 2022 (SI 2022/1219) and the High Speed Craft Codes 1994 and 2000. MGN 677 (M) provides guidance to clarify the application of certain requirements in Chapter X of the Annex to the IMO's SOLAS convention, including the High Speed Craft Codes, 1994 and 2000. Access MGN 677 (M) at <https://bit.ly/3IPBDCa>.



## Recreational Craft Regulations list of designated standards updated

The Department of Business Energy and Industrial Strategy published amendments to the list of designated standards (the ISO standards which if followed give an automatic presumption of conformity) in late December 2022.

The notice is split into two annexes. Annex 1 has two parts; part one shows the new standards which are now being designated, and part two gives the full list of all designated standards.

The new standards being designated are as follows:

- EN ISO 10087:2022 Small craft – Craft identification – Coding system (ISO 10087:2022)

Annex 2 of the notice gives the dates that standards will have their designation removed. This means you will no longer be able to use that particular revision of the standard for automatic presumption of conformity. Again this annex is split into two parts with part one listing new entries with a removal date and part two with the full list dates of standards being removed.

Part 1 includes the following new entries:

- EN ISO 10087:2019 Small craft - Craft identification - Coding system (ISO 10087:2019) – to be removed 17th April 2024.

Click to download the full BEIS notice and the two annexes at <https://bit.ly/3WNGAj6>.



# UK consortium wins funding for bi-directional boat charging

Aqua superPower, the electric boat charging operator, recently announced that it is leading a consortium which has secured UK government funding to explore the development of a UK demonstrator of bi-directional boat charging.

The Virtual Bunkering for Electric Vessels (VBEV) project involves Aqua superPower, British bi-directional charging and smart energy technology company Indra, as well as independent, low-emission transport experts Cenex and the University of Plymouth.

The consortium will carry out a feasibility study to determine the financial, technical and operational business case for the deployment of bi-directional charging infrastructure in the marine sector. The study will also evaluate the environmental benefit, ultimately preparing the ground for a UK demonstrator of bi-directional boat charging.

Indra's innovative technology forms the foundation for the project's marine application, adding the marine requirements for near-shore and inland marine vessels, using Aqua's knowledge as an electric charge point operator (CPO) in the marine sector.

The four partners will engage with electric boat builders, marina operators, the local and national grid as well as representatives of boat users to develop a detailed business case and plan for a world first demonstrator of Virtual Bunkering for Electric Vessels using bi-directional chargers. "Delivery of these innovative actions will be a significant step toward helping the marine sector to realise greater benefit from the transition to alternative propulsion vessels, maximising CO2 savings, reducing costs and improving operation," Aqua superPower claims.

## New report: Framework for assessing decarbonization technologies and alternative carriers

FRAMEWORK  
FOR ASSESSING  
DECARBONIZATION  
TECHNOLOGIES  
AND ALTERNATIVE  
ENERGY CARRIERS  
Maritime Technologies Forum (MTF)

The Maritime Technologies Forum (MTF) has published a comprehensive report which compares the feasibility and readiness of alternative marine fuels. The report from MTF assesses the level of current readiness of fossil LNG, bio-methanol and green ammonia compared to fossil MGO. The assessment applied MTF's Framework for Assessing Decarbonization Technologies and Alternative Energy Carriers to fossil MGO, fossil LNG, bio-methanol and green ammonia.

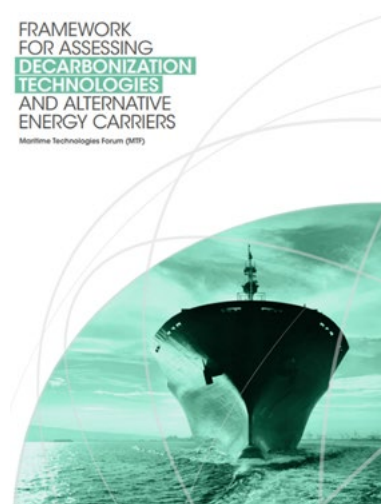
It also covers eight categories of evaluation, including sustainability and environmental, safety, security, economic feasibility, regulatory, people, technology status and engineering.

The report reveals that when bio-methanol and green ammonia are compared to fossil MGO and LNG they perform better in the sustainability and environmental category but score lower in other key categories, primarily due to the lack of a comparable fuel value chain. As regulations and research for bio-methanol and green ammonia expand, it is expected they will become increasingly competitive fuel solutions.

The assessment also found that because bio-methanol and green ammonia lack sufficient data, more training and pilot projects will be needed to better understand the economic feasibility of both fuel solutions and to gain practical experience to build a scalable and global workforce.

Commenting on the report, Knut Arild Hareide, Director General of Shipping and Navigation at the Norwegian Maritime Authority said, "The anticipated and much needed scaling of handling more hazardous fuels such as liquefied methane, methanol, ammonia but also hydrogen, in liquid or gaseous state, requires competence building and certified training to ensure the safe decarbonisation of shipping."

Download the report at <https://bit.ly/3GB7uVE>. Or scan the QR code.





## The International Underwriting Association (IUA) outlines Business Plan for 2023

The International Underwriting Association has published its business plan for 2023, highlighting key challenges for the London Market insurance companies in the months ahead. Inflation, the need to recruit and train new talent and the importance of contract clarity are all issues the association will be addressing with its members.

The IUA's Cyber Underwriting Group is developing a research paper on supply chain risk, whilst its Claims Strategy Committee will oversee a review of claims agreement procedures that aim to maintain a market-wide standard in claims processing.

Dave Matcham, chief executive of the IUA, said: "The IUA's mission statement is to secure an optimal trading environment for London insurance companies and all our activities are targeted towards this achieving this outcome. We are catering for a growing number of members as our sector continues to thrive. We are now proud to represent a record 73 different firms.

"Our business plan this year addresses both market cycles facing different classes of business and regulatory challenges such as the scope of the Financial Conduct Authority's fair value requirements. 2023 is also a big year for the development of digital processing in the London Market as our Joint Venture with Lloyd's and DXC Technology pushes ahead with designing new services. A new generation placing platform will also be released and a new digital version of the Market Reform Contract."

## New report: Sufficiency, sustainability, and circularity of critical materials for clean hydrogen



A report published by the Hydrogen Council examines three critical areas. By using new data on the material intensities of key technologies, the report estimates the amount of critical minerals needed to scale clean hydrogen. According to the report, the overall material footprint of the sector is unlikely to cause major stress to most material markets involved, indeed in some markets, such as platinum, it may actually relieve stress that could occur with the decline in demand from current uses.

However, the broader context of a potentially materially intensive low-carbon transition needs to be borne in mind, implying that materials crucial for different aspects of the hydrogen sector may be under significant strain from demand elsewhere. This means that reducing the material stress from clean hydrogen will be beneficial to both the deployment of the technology, while also reducing any negative impacts relating to GHG emissions and water from the sector.

Both governments and the private sector have crucial roles to play in this regard, from establishing the right policy frameworks, to implementing technology transfer, to innovating and investing in efficiency and new technologies.

Beyond these challenges understanding the material implications of the widespread deployment of clean hydrogen is important for helping to first understand, and then help to mitigate, the environmental impacts from sourcing the materials needed for clean hydrogen production and consumption.

Download the report at <https://bit.ly/3Zcyu56>. Or scan the QR code.



# Indian Register of Shipping completes prototype testing of indigenously manufactured ISO containers



The Indian Register of Shipping (IRS) has completed prototype testing of indigenously manufactured containers in accordance with IMO International Convention for Safe Containers (CSC).

In promoting Make-in-India and AtmaNirbhar Bharat initiatives, the Container Corporation of India Ltd (CONCOR) has provided a fillip to container manufacturing by placing orders for the domestic production of containers. This aligns with India's plan to transform the maritime sector over the next 10 years and help ensure a consistent supply of containers while reducing the cost of trade.

IRS is closely working with the indigenous manufacturers at various stages of manufacturing including prototype development through design appraisal, handholding and stage inspections and testing as per ISO standards specified in the IMO CSC convention.

IRS Managing Director, Vijay Arora, said: "IRS is now recognised around the world as a leading force in classification services. The containers produced from these approved works are certified and meet the rigorous technical standards of the IMO CSC Convention. IRS is fully committed to supporting and growing the domestic production of containers and offers a customer-centric approach."

## Norway proposes zero emissions requirements in the fjords by 2026

On 2 January 2023, the Norwegian Maritime Authority (NMA) submitted a proposal for a regulation regarding emissions of the greenhouse gases carbon dioxide and methane in the world heritage fjords and the use of the best available technology to reduce nitrous oxide emissions.



Once ratified, the amendments will enter into force on 1 January 2026. To give regional authorities and other affected parties a realistic opportunity to adjust and adapt to the new requirements a transitional arrangement is being proposed, permitting the use of biogas under certain circumstances.

This will help ensure that the world heritage fjords will remain ports of call beyond 2026. The proposed measures will reduce the emissions in the world heritage fjords and contribute to preserving them.

"It has been important for the NMA to stand by the requirement to achieve zero emissions in the world heritage fjords by 2026. We want to be a driving force for the green development, and we believe that the industry will succeed," said Director General of Shipping and Navigation, Knut Arild Hareide.

The NMA has been working on the assignment since March 2022. According to project manager Henrikke Roald, it has been challenging to maintain the balance between a requirement for zero emissions on the one hand with, on the other, the wish to facilitate future port calls.

"It is our opinion that the proposed transitional arrangement, permitting the use of biogas, will provide regional authorities and other affected parties a realistic opportunity to adjust and adapt to the new requirements," Henrikke Roald concluded.



## Maryland bans marine pilots from using their phones in wake of grounding

*Lightering operations taking place to refloat the grounded boxship Ever Forward. Image credit: USCG*

After a distracted pilot ran the boxship Ever Forward aground in Chesapeake Bay last March, the Maryland Board of Pilots has

decided to enact a rule change that forbids on-duty pilots from using their phones.

"The job of a state-licensed pilot requires absolute attention and focus on the job of safety piloting, navigating maneuvering, anchoring docking or undocking a vessel," board chairman Sandy Steeves told local media in a statement.

Maryland banned texting and driving in 2013, but it had still been technically legal to "text and pilot" merchant ships while in state waters. Last year, one pilot's ill-timed decision to use a phone put the containership Ever Forward aground on an oyster bank, where the vessel stayed for a month as salvors worked to free her.

## Extra care required when inspecting wire ropes for evidence of wear due to friction

The Bureau of Safety and Environmental Enforcement (BSEE) has published details of an incident involving an auxiliary line's abrading that caused a rope guard to fail and presents the resulting lessons that were learned.

The BSEE investigation found that chronic scraping and rubbing by an auxiliary line created enough damage to the main line idler sheave carrier side plate, pin boos, rope guard, and auxiliary line that it caused the guard of the main load line idler sheave carrier to fail.

The rope guard fell approximately 100 feet, landing near personnel working below. This type of damage occurs when the auxiliary line is used at high speed, thus causing the auxiliary line to jump onto the main line idler sheave.

BSEE confirms that this particular incident involved an American Aero OM 450 crane. Other cranes with a similar configuration could see the same issue and personnel involved with the inspection and maintenance of such equipment are asked to be vigilant.

### Key lessons learned

- Inspect idler sheaves and wire ropes for wear indicative of friction and abrading when performing pre-use inspections described in API RP 2D.
- Replace single main load line idler sheave carriers with a double sheave idler.



*Photo credit: BSEE*



## Canada extends service period for inflatable survival equipment

Transport Canada has published a ship safety bulletin about the extension of the service period for inflatable survival equipment. The bulletin was published on 7<sup>th</sup> December 2022, and replaces Ship Safety Bulletin No. 13/2022.

This bulletin applies to all vessels that carry inflatable survival equipment, including inflatable life rafts, that benefit from the extended servicing interval of two years (24 months) in the Life Saving Equipment Regulations (LSER), and incorporated in the Fishing Vessel Safety Regulations and the Small Vessel Regulations. This bulletin explains how to use the 24-month service period for inflatable survival equipment listed in Schedule IV of the LSER.

It is also a reminder that a Type Approval Certificate is required to use the 30-month servicing interval option in the LSER.

Inflatable survival equipment needs to be serviced every year. This helps ensure proper deployment in all operating conditions and that it is maintained to reduce risks due to the impact of environmental conditions (i.e., humidity, temperature variation, freeze-thaw cycles).

Schedule IV of the LSER lists servicing intervals for inflatable survival equipment.

It has been amended to specify that to qualify for the 24-month extended servicing period, when the vessel operates less than seven months per year, it must operate only during months in which the monthly historical average daily minimum air temperature is greater than 0°C according to the climate data, compiled by Environment and Climate Change Canada, from the Canadian Climate Normals station closest to the vessel's area of operation.

This regulatory amendment is in force as of 22 December 2022; six months following final publication in the Canada Gazette, Part II.

Authorized representatives of vessels using the 24-month service interval are reminded to:

- complete an Extension Record for Inflatable Survival Equipment Servicing Form (85-0418) or another record that contains equivalent information,
- submit the completed form to the nearest Transport Canada Marine Safety and Security Service Centre,
- keep a copy on board the vessel, to show it when asked by a Marine Safety Inspector during an inspection to demonstrate compliance with the LSER, and
- confirm that the safety equipment (e.g., pyrotechnic distress signals\*, seasickness medicine, etc.) in the inflatable survival equipment does not expire before the next scheduled servicing.

*\*Section 123 of the LSER requires that every pyrotechnic distress signal carried on a vessel be disposed of after four years of manufacture at the most.*

The 30-month servicing period listed in subsection 2(1.2) of Schedule IV of the LSER is only available if the inflatable survival equipment has a Type Approval Certificate (as required by section 121 of Part III of the LSER) that lists a maximum servicing period of 30 months.

## Office for Product Safety and Standards recalls Life Jacket 150N

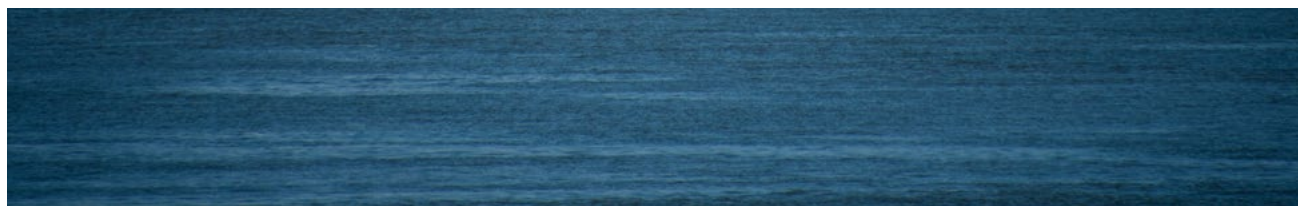


The UK Office for Product Safety and Standards has announced the recall of Life Jacket 150N over serious safety concerns. The product has been identified as presenting a high risk of drowning to the user if relied upon as protection in the water.

The risk stated by the Office for Product Safety and Standards is as follows: "Mandatory third-party conformity assessment is required by the relevant Regulations for those products which protect against more serious risks, the absence of such independent assessment for such a product may increase the risk to the consumer that the product may not perform as expected when relied upon to protect them from harm in the water."

The product presents a serious risk of drowning due to the absence of independent conformity assessment to demonstrate the product will perform when required.

Corrective action: The authority is requiring the recall of the product from end users. The life jacket listing has been removed by the online marketplace Amazon.



## ClassNK releases amendments to its Rules and Guidance for the Survey and Construction of Steel Ships

ClassNK is constantly revising its Rules and Guidance in order to reflect the latest results from relevant research and development projects, feedback from damage investigations, requests from industry, as well as changes made to the relevant regulations such as international conventions and IACS unified requirements (UR).

# ClassNK

Some of the amendments announced this time are as follows:

- Amendments of requirements for strength assessment by cargo hold analysis based on feedback from impact study carried out with the cooperation of various shipyards on ClassNK's comprehensive revision of its structural rules.
- Increase of the maximum applicable plate thickness of rolled steels for low temperature service used for cargo tanks of ships carrying liquefied gases in bulk and fuel tanks of low flash point fuels such as LNG.
- Specification of requirements for ships equipped with accumulator battery systems using large-capacity lithium-ion batteries and the relevant class notations.
- Amendments on the requirements for thickness measurements at Special Surveys for the ships applicable to ESP Code in accordance with the MSC Resolution and IACS UR.
- Addition of measures against hydraulic lock of steering gear in accordance with the IACS UR.
- Prohibition of the use of antifouling paints containing cybutryne in accordance with the MEPC Resolution.



## An interview with Knut Ørbeck-Nilssen, CEO Maritime, DNV

*Knut Ørbeck-Nilssen pictured*

Knut Ørbeck-Nilssen, CEO Maritime, DNV, says that while progress towards industry decarbonisation should be applauded, it must be accelerated. Shipping needs to work together, in tandem with other sectors and stakeholders, if we're to stand a hope of reaching our most ambitious, and necessary, goals. Nor-Shipping, he

believes, with its 2023 theme of #PartnerShip, is an ideal platform for progress.

It's difficult to know what's going to happen in the next ten days, let alone the next ten years, he says. So, how are shipowners and operators, eyeing investments with timescales of 25 to 30 years, expected to make optimal long-term decisions, especially regarding fuels?

And how can an organisation like DNV, the world's leading Class society, make the right decisions to advise them? Surely, it's impossible to navigate a landscape that's yet to take shape? Isn't it?

Knut Ørbeck-Nilssen is a man who, as befits his position, exudes a steady calm and confidence - even though he's just ran from another meeting and has yet to eat his lunch, which he pushes aside to deliver his answer.

Read the interview in full at <https://bit.ly/3CBC5jM>. Or scan the QR code.



## South Australia catalogues its shipwrecks

*The wreck of the Kapara on Flinders Island in 1942.  
Photo credit: South Australian  
Department for Environment  
and Water*

South Australia's government has released a survey of historical shipwrecks along the region's west coast, some of which date back to the 16th century.



"Regional shipwreck surveys are fundamental to the successful management of our maritime heritage and historic shipwreck resources. They are achieved by undertaking rigorous archaeological investigations involving fieldwork, research and assessment," said Susan Close, Minister for Climate, Environment and Water.

There are almost 800 vessels known to have wrecked along South Australia's coastal and inland waters, including 70 vessels that ended their days in 19 concentrated "ships' graveyards." The survey shows that a significant number of lives were lost because of vessels foundering or wrecking. The greatest loss of life occurred with the wrecking of two tuna fishing vessels, which accounted for 13 deaths.

## Spanish superyacht refit specialist installs photovoltaic station to increase sustainability



Spanish superyacht repair and refit business, Varador 2000, has recently completed the installation of 144 solar panels on the roof of one of its industrial buildings in the port of Arenys de Mar. This latest investment highlights the company's latest action in its commitment to increasing the sustainability of its repair and refit shipyard.

With a power of 65.5kWp, this will generate more than 85,500 kilowatt hours per year. This power volume will cover the energy needs of the company and its offices, as well as the different specialised workshops (mechanics, hydraulics, rigging, painting, carpentry, composites, etc.) that carry out their activities in the Varador 2000 technical area.

## Cyber-attack hits Port of Lisbon

Late in 2022, the Port of Lisbon came under cyber-attack. It was reported that criminals had threatened to release confidential port financial information unless their ransom demands were paid. According to local media reports, the port authority confirmed that it had been able to continue operations.

According to reports, the cyberattack was launched on December 25 taking down the port's website and internal computer systems. The website remained offline until four days later.

Cyber analysts reported that the attack was staged using a widespread malicious software program called LockBit. The perpetrators posted statements to the "dark web" demanding a ransom of \$1.5 million and setting a deadline for the payment.

According to the hackers, they claim to have captured a broad range of confidential data from the port authority. They are also claiming to possess financial reports, company audits, budgets, contracts, cargo manifests, ship logs, information about crewmembers, personal data of customers, and port documentation, along with other vital Port of Lisbon information.

## Caroline Jupe named as new CEO of the International Maritime Rescue Federation

The International Maritime Rescue Federation (IMRF) has announced that Caroline Jupe has been named as the new CEO.

"We are delighted that Caroline has emerged as the best candidate from a strong field of applicants. Her commitment to supporting IMRF members, combined with her enthusiasm and vision for the organisation, really shines through. We are confident that she is the right person to build on the huge progress that has been made in the past five years and to lead the organisation into the next stage of its development," said Dean Lawrence, Chair of the IMRF.



Caroline joined the IMRF in March 2016 as Fundraising Manager before becoming the organisation's Head of Fundraising & Projects. She has played a key role in the development of several IMRF initiatives designed to improve the capabilities and best practices of search-and-rescue organisations around the world.



## Drewry Container Forecaster: Old habits die hard

We gave carriers too much credit by thinking they would proactively manage capacity. A deep-seated instinct to preserve volumes has kicked in, leaving carriers without control of the market, says Drewry in its latest Container Forecaster report. Up until a few months ago, Drewry was fairly confident that lines would take the necessary steps to reduce capacity before the market got completely out of hand. They were wrong (although they always said carrier behaviour was a major risk to their forecasts).



In the latest Container Forecaster, Drewry reviews the outlook for the market with a fresh perspective on carrier tendencies and what it means for various stakeholders. Over the course of this extraordinary phase in container shipping's history Drewry says they convinced ourselves – after much dialogue with various stakeholders – that a structural change had occurred in the industry, that consolidation and more efficient carrier alliances would help change old habits. That was wrong too.

Belatedly, it is now clear that carriers have lost control of the container market, have failed to pro-actively manage capacity, and will act on capacity only when they are forced to do so by heavy losses.

The report can be accessed at <https://bit.ly/3QmluWN>.



## Cockwells' Modular Tender nominated for international award

Cockwells Modern and Classic Boatbuilding has been nominated for a second coveted industry award, this time for its Modular Tender.

The craft is one of six exemplary designs to have been shortlisted in the 'Tender of the Year' category of the 2023 BOAT International Design and Innovation Awards, which

celebrates world-class naval architecture and styling as well as innovation, engineering and sustainability.

Cockwells' Modular Tender features custom modules that enable a single vessel to perform a variety of functions, demonstrating all the ingenuity and technical expertise of a bespoke superyacht tender builder at the top of its game.

The base boat is a highly versatile, stable platform with a beach-landing ramp and loading bay that has the capacity to carry a small car, jeep, or all-terrain vehicle. It forms the perfect utility vessel for transporting goods and vehicles to and from a mothership, as well as for performing maintenance duties.

The hull is unsinkable as a result of its built-in buoyancy and the raised helm position at the stern provides the helmsman with excellent 360-degree visibility, even when the vessel is fully loaded with goods or custom modules.

## India passes Bill to tackle maritime piracy

India has passed a bill to provide an effective legal instrument to combat maritime piracy. The Bill provides for stringent punishment to those convicted of such crimes.

Moving The Maritime Anti-Piracy Bill, External Affairs Minister S Jaishankar said that "ensuring maritime security is key to safeguarding India's security and economic well-being."

As he explained, the security of sea lanes of communication is critical as more than 90% of India's trade takes place by sea routes and more than 80% of the country's hydrocarbon requirements was sea-borne.

The Bill also addresses the issue of the death penalty as an "exceptional case" and the quantum of punishments envisaged are in line with the gravity of offences.

## Multihull designer and boat builder, Derek Kelsall, has died

Derek is credited with creating the modern-day trimaran, introducing French sailing legend Eric Tabarly to multihulls and being one of the first to champion foam sandwich construction.

In 1964 he entered the second edition of the Observer Singlehanded Transatlantic Race (OSTAR) racing Folatre, a 35ft plywood Arthur Piver-designed trimaran which Derek managed to prepare for the race in just two months. After the race, Derek's interest in multihulls led to him attempting his own trimaran design. The 45ft Toria was one of the most influential multihulls ever, establishing the fundamental concept of what a racing trimaran should look like.

The craft had twin crossbeams attaching the relatively high volume, fine bowed floats to the centre hull, their geometry such that at rest only two hulls ever touched the water. She is also said to be the first boat to be built in the UK using foam sandwich construction.

Derek's designs, including many of his early work from the 1960s, thanks to their foam sandwich construction, have survived him and are still to be found in every corner of the globe.

## Winner of the IIMS 2022 Big Acronym Quiz announced

Thanks to all those who participated in the IIMS 2022 Big Acronym Quiz at the end of last year. Congratulations to Capt Katharine Sweeney from Seattle who scored a remarkable 90% in the recent IIMS quiz - 45 out of 50 questions answered correctly. Katharine is an ISM auditor and also conducts security audits on vessels too.

To mark Katherine's achievement, her prize is to receive hard copies of the next four editions of the Report Magazine.



*Derek Kelsall's trimaran Toria*

# Highlights of new and revised MCA documentation issued between 8<sup>th</sup> & 22<sup>nd</sup> December

## **8 December 2022**

MSN 1670 (M) - The Merchant Shipping (Fire Protection) Regulations 1998: Exemptions (Amendment 1)

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

## **19 December 2022**

MIN 636 (M+F) - Iridium GMDSS Recognised Mobile Satellite Service (Amendment 3)

Go to <https://bit.ly/3QGpsK2>

## **21 December 2022**

United Kingdom Instructions to Surveyors – MSIS 27. Updates to:

Chapter 2 - Construction, Watertight and Weathertight Integrity (Rev. 12/22)

Chapter 3a - Stability of Fishing Vessels of Less than 15 m LOA(Rev. 12/22)

Chapter 3b - Stability of Fishing Vessels of 15 m LOA and Over (Rev. 12/22)

Chapter 3c - Freeboard (Rev. 12/22)

Chapter 4 - Machinery (Rev. 12/22)

Chapter 6 - Electrical Equipment and Installations (Rev. 12/22)

Chapter 7 - Structural Fire Protection (Rev. 12/22)

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

MSN 1870 (M+F) - The Merchant Shipping and Fishing Vessels (Personal Protective Equipment) Regulations 1999 (Amendment 4)

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

## **22 December 2022**

MSN 1904 (M+F) - UK Requirements for Engineer Officer Small Vessel Certificate of Competency

Go to <https://bit.ly/3iCzu1W>

SI 2022 No. 1342 - The Merchant Shipping (Standards of Training, Certification and Watchkeeping) Regulations 2022

Go to <https://bit.ly/3vZ4dcH>

The logo for IIMS Marine Incident & Accident WATCH is a diamond shape with a yellow-to-orange gradient background. The text 'IIMS' is at the top in blue, 'Marine Incident & Accident' is in the middle in red, and 'WATCH' is at the bottom in blue. The diamond is set against a white background with blue triangles at the corners.

# IIMS Marine Incident & Accident WATCH

Here are some brief news snippets from various marine incidents and accidents that were reported and reached the IIMS news desk during the month of December 2022. To those who lost their lives at sea we say rest in peace and send our condolences to their loved ones and families.

## Fishing vessel sinks after collision with Ro-Ro leaving three dead

A search and rescue operation started in the waters around Jersey in the Channel Islands after a Ro-Ro cargo ship hit and sunk a fishing vessel. Witnesses reported hearing blasts of the ship's horn followed by the vessel tilting when it hit the fishing boat. The search for the skipper and two crew was called off and there are presumed dead.

## Man taken to hospital after gas explosion near Portsmouth sailing club

A man has been injured in a gas explosion aboard his 26ft boat near Hardway Sailing Club in Portsmouth Harbour.

## Vietnam vessel successfully saves 154 from a sinking boat

A Vietnam-based oil service vessel successfully rescued 154 individuals from a sinking boat in the waters of the Andaman Sea and has reportedly transferred them to the Myanmar navy. The state media reported a group confirmed as minority Rohingya Muslims.

## Diver's close call with boat caught on camera

A scuba diver in Hawaii has escaped injury, despite being run over by a boat while surfacing after a dive. 30-year-old Christopher Lastra, who caught the incident on camera, was spearfishing off Magic Island when the boat ran him over. Lastra says he was to blame, because he was diving without a buoy or dive flag - critical safety aids used to alert boaters that divers are in the area.

## Tour boat anchored off Phuket caught fire

Some witnesses saw flames on the boat's right-side prow, and then they heard the sound of an explosion. The officials explained that the fire reportedly destroyed parts of the ship but was successfully put out before it could spread to the engine's compartments. No casualties were reported.

## Woman killed by boat propeller while trying to retrieve flip-flops

A young Colombian woman was fatally struck by a propeller after jumping behind a boat to retrieve her flip-flops. The woman, who has been named in Colombian news outlets as Natalia Andrea Larrañaga Fajardo, was from the city of Cali. Local news reports say that Fajardo had jumped off the boat to retrieve her missing flip-flops when she was struck by the boat propeller.

## Russian trawler runs aground

A fishing vessel ran aground in foul weather off the Kamchatka Peninsula. The fishing vessel Ostrovnoy-5 was at anchor off the coast of Paramushir. In awful weather, the vessel began to drag anchor. The captain attempted to reposition in order to avoid going aground, but unsuccessfully, and the ship grounded on her starboard side.

Several boats destroyed in fire at Kentucky marina  
At least four boats have been destroyed after a fire at a marina in Taylorsville, Kentucky, according to the Taylorsville-Spencer County Fire Protection District. Fire crews were called out to Settlers Trace Marina. Officials say that the structure of the marina, three pontoon boats and a houseboat were all ablaze when they arrived at the scene.

## Taiwanese longliner goes aground on Mauritius' Saint Brandon shoal

A Taiwanese longliner ran aground on the territory of Mauritius, the fourth time that a vessel from Taiwan's distant-water tuna fleet has found its way onto the country's shores in 2022. The Yu Feng 67 was believed to have about 20,000 gallons of diesel fuel aboard, and defueling became a salvage priority. The Barracuda's crew installed a containment boom before they departed.

## Cruise ship damaged after hitting a dock in Hamburg

The cruise vessel AIDAbella had a collision with the dock at Germany's Hamburg cruise terminal, causing paint scrapes, dents, and damage to the stern. The incident occurred as the ship was docking at the dock's assigned spot. On completing the vessel inspection, the authorities said the vessel suffered minor damages and there were no reported injuries among crew members and passengers. However, the ship was not permitted to continue onto its next cruise.

## Two men rescued from burning boat in Tampa Bay

The US Coast Guard and fire crews rescued two men after a boat caught fire in Tampa Bay, Florida. Coast Guard Sector St. Petersburg received a call with reports of a large vessel on fire near Pinellas Point, south of the downtown area. In a statement, the Coast Guard says they worked with the fire department, Eckerd College Search and Rescue and a salvage company to remove two men from the boat without injury.

## 19 fall from small boat while transferring to US Navy hospital ship

A total of 19 personnel fell overboard when the small boat that they were in became unbalanced and tipped as it was lifted to the hospital ship USNS Comfort. As a result, two sailors were injured, who were later treated aboard the hospital ship and have made full recoveries.

## Fishing vessel aground on Santa Cruz Island

First responders were working to prevent a spill from a fishing vessel that went aground on Santa Cruz Island, California. Six people were aboard and were rescued by another nearby fishing vessel without incident.

## Jackup crew off Trinidad evacuated after technical failure

The jackup rig Noble Regina Allen experienced a mechanical issue while preparing to move from its location approximately 26 miles off the coast of Trinidad. A technical failure in the jacking gear appears to have caused damage to the bow leg braces and joints, preventing the rig from being able to fully retract one of its legs.

## Thailand warship capsizes leaving 31 sailors missing

The Thai navy said 31 sailors were missing after a warship carrying over 100 crew capsized and sank during a storm in the Gulf of Thailand. The HTMS Sukhothai sank after water flooded its power controls. Authorities said they had rescued 75 crew, but 31 were still missing in rough seas.

## Fire temporarily suspends traffic at Panama Canal

Vessel traffic at the Panama Canal's Miraflores locks was temporarily suspended due to a fire the canal's administration reported. According to reports, the fire started in a tunnel where the machinery of the lock is housed, but the other locks continued to work normally.

## Explosion onboard ferry in Myanmar leave 13 injured

Around a dozen people were injured after an explosion onboard a ferry in Myanmar's commercial hub of Yangon. According to local media, the blast hit the passenger ferry while crossing the Yangon River to the Dala. As a result, about 11 men were severely injured. In total, 13 individuals sustained injuries.

## Crew member dies aboard vessel in Bluff

The sudden passing away of a foreign crew member on a vessel located in Bluff reportedly happened when cranes onboard were being moved, the Maritime Union of New Zealand reported. No other details about the incident are available.

## USCG assists ships stuck on ice

After announcing the beginning of annual ice patrols and efforts to break the ice on parts of the Great Lakes and shipping lanes, the U.S. and Canadian Coast Guard have already had to come to the rescue of more than 30 ships in unusually early ice conditions.

## Captain presumed dead after fire rips through cargo ship

Turkish authorities and a local fishing boat responded to reports of a dry cargo ship on fire approximately five miles off the coast of Turkey. The crew members were rescued but the captain of the vessel is reported missing and believed to have either died in the fire or possibly drowned after jumping from his burning vessel.

## General cargo ship capsized and sank in Yellow sea

A general cargo ship, the HYUNDAI FASHION, sank in the Yellow Sea west of Gunsan, Korea. All 9 crew were rescued by nearby fishing and cargo vessels and later picked up by Korean Coast Guard.

## Coastal container ship sank in Gulf of Siam

A coastal container ship SUNTUD SAMUT 2 ran into trouble while en route from Surat Thani to Laem Chabang, Thailand with 36 containers on board. The ship requested assistance but was reported to have sunk. It is believed 9 crew were rescued.

## Container ship lost 10 containers in South China sea

The container ship Pacific Express lost 10 containers overboard in stormy weather off Quang Nam Province coast, central Vietnam, South China Sea, while en-route from Ho Chi Minh to Hai Phong.

## Staten Island ferry engine fire

Almost 900 passengers and crew were evacuated from the Staten Island Ferry's Sandy Ground after an engine room fire. The Sandy Ground was bound from Manhattan to the St. George Terminal on Staten Island, when the fire was reported and a 911 emergency call came in, according to the Fire Department of New York. "The crew had already put CO2 into the engine hold as would be the policy to do," said FDNY Deputy Assistant Chief Frank Leeb. "Our main objective was to secure the vessel and to start getting the passengers offloaded onto other boats."

## Fire in bulk carrier hold, Durban

Fire broke out in the cargo hold of the bulk carrier DE SHENG 1 at Durban. Thick smoke was observed billowing from the hold, and visible in areas surrounding port. It is said that the plywood used to separate cargo, soda and ash, somehow started to smolder, emitting a lot of smoke. Cargo operations were suspended and the ship was monitored by emergency services. All crew left the ship safely according to local reports.

## Freighter goes down off Great Abaco

A freighter went down off the coast of Abaco, The Bahamas in foul weather. The Antigua and Barbuda-flagged Onego Traveller began taking on water in her ballast system off the southern end of the island of Great Abaco. An attempt to intentionally ground her on a sandy beach was not successful, and she sank in shallow water, leaving the tops of her cranes and her wheelhouse exposed.

## Iraqi freighter strikes boxship at Port of Umm Qasr

The freighter Baghdad struck the moored container ship ESL Winner at the port of Umm Qasr, Iraq, causing damage to the Winner's stern. The Baghdad arrived and approached on an apparent collision course according to AIS data provided by Pole Star. Baghdad struck the stern of the ESL Winner at low speed, dislodging the moored vessel's free-fall lifeboat, which landed on Baghdad's bow.

## French salvors tow disabled containership out of English Channel

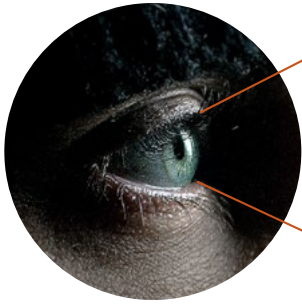
French authorities reported the successful salvage operation to bring a disabled containership to port in what they described as a delicate operation. The maritime prefect for the English Channel had decided that the vessel needed to be towed to port due to difficult weather conditions and reports that the vessel was drifting despite having lowered its anchors.

## Product tanker sinks in Bangladesh's Meghna River

A tanker full of diesel went down in Bangladesh's Meghna river after colliding with another vessel, spilling a large quantity of fuel, according to local media reports. The tanker Sagor Nandini-2 was under way on the Meghna near the district of Bhola when it was in collision with an unnamed vessel in heavy fog. The tanker sustained hull damage below the waterline, and it went down with about 300,000 gallons of distillate fuel oil on board. All 13 crewmembers were rescued by good Samaritans.

## Japanese fishing vessel sinks after container ship collision

A Japanese cargo ship struck and sank a fishing vessel in the Seto Inland Sea on the approaches to Osaka. The fishing boat had one person aboard, a 79-year-old fisherman. He survived the collision without injuries. The fishing vessel sank, but the much larger container feeder was unharmed.



What  
caught  
my eye...

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

## Lottery grant for repairs to iconic UK Victorian boat lift

The UK Canal & River Trust has been awarded a £574,000 grant from The National Lottery Heritage Fund for repairs and refurbishment to one of the canal network's most iconic structures, the Anderton Boat Lift which dates back to the Victorian era.

The funding for the lift, dubbed Cheshire's *Cathedral of Canals*, will enable the Trust to carry out essential repairs



to the ancient structure, prepare a plan to update facilities and interpretation at the visitor centre and extend a community outreach programme.

The lift still carries around 3,000 boats each year between the Trent & Mersey Canal and the River Weaver Navigation and needs a major upgrade to keep it operational.

Work will include blast cleaning, repairing and re-painting of the iron structure, replacing the timber control cabin and updating the IT operating system.

## US Navy reveals the worst rust photo so far

*Photo: US Navy*

Of course, we all know that rust is an issue certain to affect steel ships, but this image released by the US Navy caused me to draw a sharp intake of breath. Just how serious the problem is with deck rust throughout the fleet I could not possibly begin to speculate, but it looks concerning and clearly there is a major issue and large repair bill looming!

In April 2022, the US Chief of Naval Operations, Admiral Mike Gilday, issued a stern warning to the US Navy fleet: rust-free ships are essential for deterrence and naval readiness. But as the above shocking photo of a warship's deck covered in rust shows, all is not well, and his words appear to have fallen on deaf ears. It's a stark reminder that the US Navy must take decisive action to ensure its ships are in top condition and ready for action.



## Meta employee spends a cool \$300,000 to work from a cruise ship

*Image credit: Storylines Residential Community at Sea - MV Narrative*

We all know that the pandemic has changed many peoples' lifestyles for good, including the bonus for some of working from home; but working from a cruise ship certainly takes this concept to another level. I guess it guarantees a constantly changing view!

This news comes following a recent announcement by Meta regarding shrinking its office space and expanding working from home to cut costs. Instead of working from his home, one of their employees, a 28-year-old man, has decided to install his home office from a cruise ship while simultaneously travelling the world.



Austin Wells has rented a 237-foot studio for 12 years on the cruise ship MV Narrative, which is still under construction and is due to be floated out in 2025. He plans to live in his \$300,000 studio for three years and adjust his work timings according to the time of the place the cruise ship will pass through.

*Image credit: Royal Thai Navy/AFP via Getty Images*



## Six Thai warship sailors lost their lives due to insufficient life jackets onboard

You may well have read in the news about this high-profile distressing accident in Thailand which has cost many lives. Pre-judging the outcome of an official investigation is perhaps unwise, but if the reports turn out to be true, it is shocking and frankly, unacceptable.

It is reported that Thai naval officials have said there were not sufficient life jackets for all on the warship that sank in extreme

weather in the waters off the Gulf of Thailand, claiming the lives of multiple individuals.

It appears the ship had been loaded with over one hundred individuals at the time of the sinking, thirty more than usual, and there were not adequate life jackets for all.

What's more, reports further suggest that the crew members were aware of the issue of not having enough life jackets for thirty more personnel.

Let's wait for the official investigation report to be published, but someone should be answerable for this unforgiveable omission and lessons must be learnt.





## Quarry workers uncover rare 16th-century shipwreck

As those of you who read this column regularly will know, I have shared several similar stories over the past months about the discovery of ancient relics. And here's another one. I remain fascinated by these significant historical finds as they help us to piece together the ingenuity and talents of our forebears.

A crew of quarry workers have unearthed the remains of a ship from the Elizabethan period in Kent, England in what is described as a rare archaeological find.

Workers with British cement company Cemex were dredging gravel out of a lake on the Dungeness headland when they stumbled on the remains of a wooden ship. The location is about 1,000 feet inland, but archaeologists believe that the site was once right on the coastline. The vessel could have been wrecked or abandoned on the former shoreline, and then gradually buried in sediment as time passed and the headland expanded.

The ship's name has not been identified, but the method of its construction and dendrochronological dating of its timbers confirm that it was built in the period from about 1558-1580.

"The remains of this ship are really significant, helping us to understand not only the vessel itself but the wider landscape of shipbuilding and trade in this dynamic period. Cemex staff deserve our thanks for recognising that this unexpected discovery is something special and for seeking archaeological assistance," said Antony Firth, Head of Marine Heritage Strategy at Historic England.

*Mike Schwarz*



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# Contact the IIMS Head Office team



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



It is important that we keep our database and records up to date. Perhaps you have a web site address to add? If your contact details - address, email and telephone number - should change, please be sure to inform us immediately by email: **info@iims.org.uk** or call +44 23 9238 5223 (answer phone out of office hours).