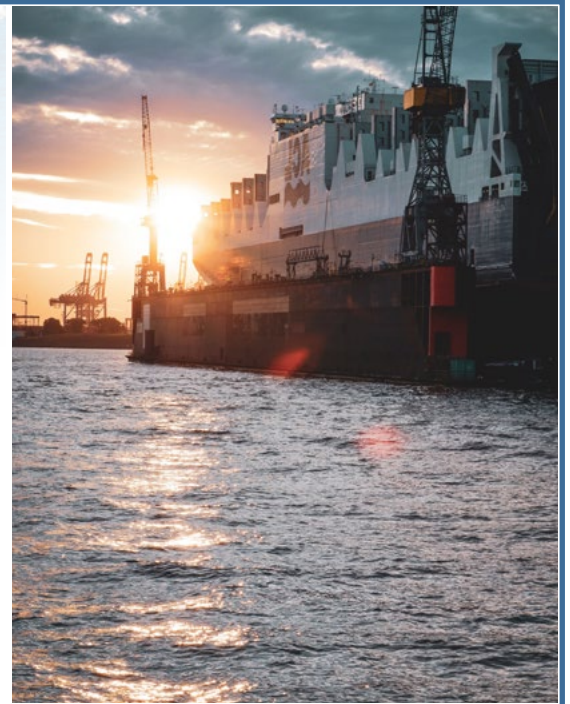




APRIL 2023

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

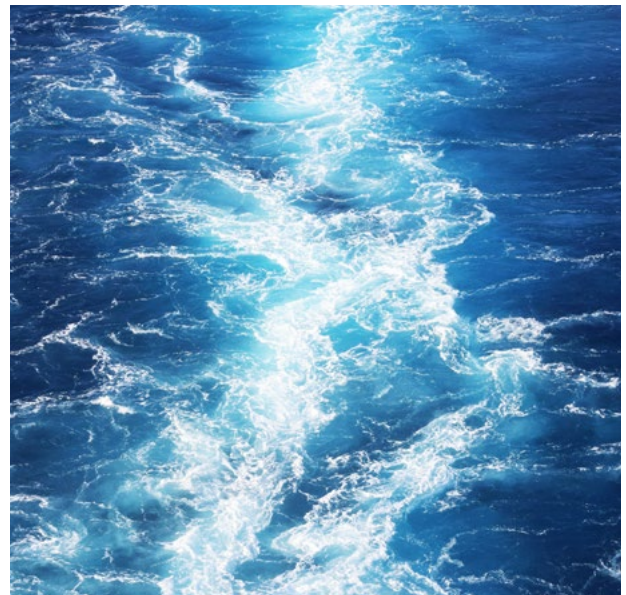
VIEW from the HELM

Dear Colleague

I would like to start my column this month by congratulating Gordon Foot. Why you may well ask. Although not an IIMS member (yet), I have been following his progress towards an MBA (Maritime Operations) over the past 18 months and after he reached out to me, assisting him by answering the occasional questionnaire as part of his research for this project. He has now been awarded his MBA based on his thesis "*Maritime leadership in a changing world: The role of the future professional mariner*". This is a subject of huge ongoing debate for all sectors of the maritime world and his research comes at an opportune moment.

I have borrowed a couple of paragraphs from Gordon's thesis that caught my eye which I hope are not taken out of context; but they sum up the situation the industry faces in a nutshell.

"This research reflects both the complexity of the challenges and the depth of concern with the direction of the current maritime leadership strategy. The research brings to the fore the alarming gaps in current training. It proposes many solutions that underpin the role of the future professional mariner as an enabler to support both business ambitions and the success of future maritime operations. Underpinned by an interwoven reflective and reflexive narrative a collaborative Delphi research methodology of future focused enquiry by maritime leaders presents the basis for this practitioner research.



"Participants who contributed to this research include the most senior maritime leadership that are empowered to make the changes that this research has shown are urgently required. This research is a call to action; these major concerns need to be addressed now and at the highest level. The MCA and MNTB leadership, in a coordinated strategy with training providers, must take ownership and with much haste enact the change that is so evidently required. The MCA must lead but also seek guidance, where appropriate, from those learned institutes that have called for action for some considerable time."

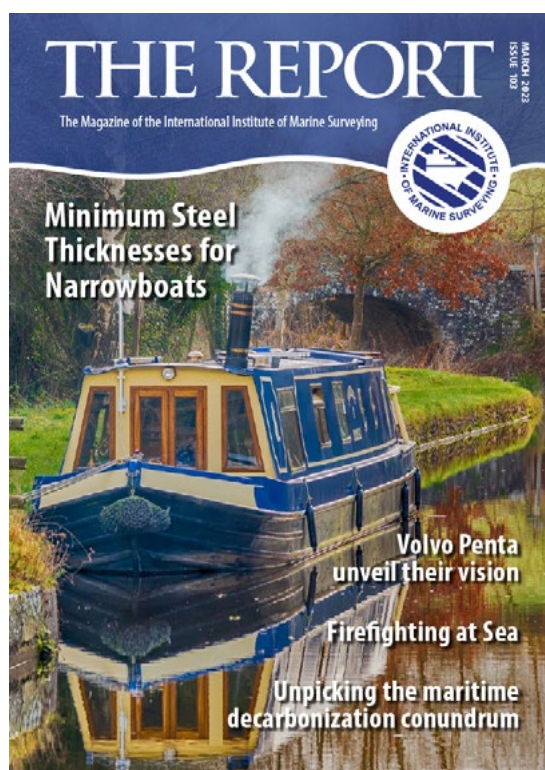
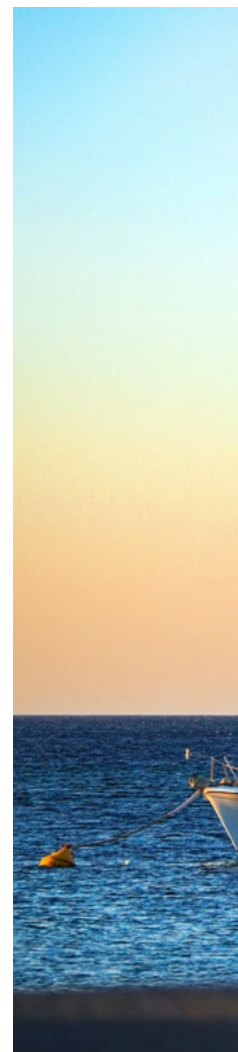
Gordon has given permission for his research and thesis to be shared. It is a long but worthwhile read and can be downloaded in pdf format at <https://bit.ly/3ygVYKe>.

It is a month for congratulations it seems. I would like to extend my personal congratulations to Virginia McVea following her recent appointment as Chief Executive Officer of the Maritime & Coastguard Agency (MCA). I can imagine that Virginia's inbox is rather full at present with several pressing matters as she settles into her role. I do have a message for Virginia, however. The MCA has a vital role to play in framing and determining the role of the future professional mariner at a time when the sands are shifting around us on a frequent basis. Good luck to you and please heed Gordon's words. It is important to remember that MCA regulations are mimicked around the world by other Flag States, and it is vital the organization remains a trailblazer for the maritime sector, gets ahead of the curve and sets the correct regulation direction of travel.

And finally, I mentioned lithium-ion batteries at length in my introduction to last month's news bulletin. The article I wrote attracted thousands of impressions, views and a significant volume of feedback too. Thank you, I am grateful. What it shows is that clearly lithium-ion battery technology is not fully understood and is a subject of great concern, not just for marine surveyors, but for the whole maritime world. If you want to know more about this subject, perhaps you will join me at the IIMS event in Palma, Mallorca (26/27 April) or at the IIMS Conference (7 June). Lithium-ion battery technology is the subject of major presentations at both events.

Survey well. 

Mike Schwarz
Chief Executive Officer



Did you miss notification of the publication of the Report Magazine March 2023 edition?

Edition 103 of the Report Magazine has been published and is still available to download and read.

Extending to 132 pages, there is something to interest marine surveyors from all areas of the profession.

Download The Report Magazine in pdf format at <https://bit.ly/3kApBmy>.

Or view the publication in eReader format at <https://bit.ly/3Y6gdoq>.

Letter to the editor

Dear Sir,

I've been thumbing through the IIMS March news bulletin and noticed the article about apprentice training for Marine Surveyors. This is an interesting read which I thought worthy of further discussion and a response.

Our company, Sterling Global Marine Ltd, is expanding. Presently we have ten full time surveyors and six part time contractors together with a network of over thirty surveyors worldwide. Within our entire team I am one of the youngest and now probably the least qualified (!) as most of my time is taken up with a more administrative role. As some readers will know, I worked with IIMS Immediate Past President Geoff Waddington from 2001 to 2015 and have since run my own operation. Both in my previous time with Geoff and in our current business we have tried to recruit apprentices and failed miserably and expended considerable cost (both time and financial).

In the Geoff Waddington days, we recruited Richard Rapp direct from university in 2006 from memory. He was and still is a huge academic and effectively our walking library in terms of rules and regulations. Obviously when he started with a fresh degree in Yacht Manufacturing and Surveying from Southampton University he was immensely keen, however bought very limited practical experience to the table. Fifteen years later Richard is now a partner in our business and still a progressing star though leads the way for our team when it comes to attention to detail and accuracy, key aspects required in all fields of marine survey which some it would seem have forgotten! He is a prime example of someone who in twenty years' time will become one of the top surveyors in the country. It is a great success story about progression in our industry.

More to the point, when we've tried apprentice recruitment the red tape for 'smaller' companies is ridiculous, the admin and time spent is seriously not worth the effort, especially as Ian Biles accurately states in the article, we end up training our competition. Historically five of the surveyors I have employed over the years are now working in direct competition to me! Are they any better off? We have found it much easier to employ trainee surveyors and train them to meet our requirements than to attempt to meet some sort of academic syllabus. To date we have employed several guys from other peripheral industries on good terms and salaries and trained them to our way of thinking for bespoke projects such as container packing and project cargo (specialising in yacht shipping and renewable energy) and this works well.

I would say when we stand shoulder to shoulder on the deck of a ship with other 'competitive'

surveyors I am proud of the team we present who show knowledge, enthusiasm, and a willingness to ensure 100% service and accuracy. This is not to say the guys are without qualifications. We invest heavily each year on training courses with over 50% of our team on training diplomas of some sort (yacht and small craft, cargo, commercial, ISM auditing, salvage and so on). Add to that all the other key courses such as working at height, slinger/signaller, first aid, use of ladders, confined spaces, dangerous goods, VHF, powerboating and anything else we can add into the mix. Yes, it all costs money but is an investment. In addition, most bring with them qualification. The majority are Yachtmasters. We also have instructors from all fields, engineers and Master Mariners. Shoreside we have appointed persons, trainers, architects and auditors.

Taking from the pool of youth on an apprentice scheme is somewhat riddled, accounting for the admin fiasco we were faced with and the red tape, audits and paperwork - any such scheme voids your attempt at a paperless office! There are also other issues; under 18's are not permitted in the working docks unescorted (docks regulations 1988) and a pretty standard term for most harbours and ports throughout Europe. We have a fleet of vehicles (cars, vans and trucks). You can't drive any of them until you are 25. Our PI cover doesn't cover you until you are 21 and even then a senior member has to approve all your work (though this is our standard practice regardless). Our commercial accident and sickness insurance doesn't kick in until you are 21. These are just a few examples, though any adjustments are of course possible - we looked a few years ago at our fleet motor insurance and dropping this to 21 for a potential new trainee. We pay in excess of £9,000 GBP a year for ten vehicles, any driver worldwide. For our trainee to get behind the wheel? £15,000 GBP in round figures.

Not being one to poo-poo the idea of training today's youth, especially as the historic adage of Master Mariners and engineers retiring to the pocket money of a marine surveying career seems to be dwindling, (especially in Europe where frankly the number of merchant sea farers from our neck of the woods is dwindling), our company would be delighted at the opportunity to take on more trainees and would be more than happy to assist in the development of an apprenticeship scheme providing the government or local authority who can support the interested company in the other commercial areas (specifically insurance). This said if the IIMS is approached by any surveyor (or indeed wannabe surveyor) looking for work and training on the UK south coast, particularly in cargo, yacht shipping, renewables and containerisation we have openings!

Yours faithfully,

Lee Wartier

Sterling Global Marine Ltd

IIMS Annual Conference Southampton, 6-7 June 2023



IIMS hybrid Annual Conference at Southampton on 6-7 June 2023

Two new names have been added to the list of speakers since last month. Neil Roberts, Head of Marine & Aviation at Lloyds Market Association is the speaker at the Conference dinner on 6 June. The following day, Sir Robin Knox-Johnston, (someone who requires little introduction), has agreed to address delegates.

Mike Schwarz, IIMS CEO, said, "Members asked us to put together a Conference and this is the result. We have attracted some excellent speakers and our Conference planning skills are still evident. IIMS members and non-members are encouraged to join us in-person or online for what promises to be a memorable event."

There seems to be a growing appetite to get back to face-to-face events. The Institute's main aim was to make the 2023 Annual Conference affordable and accessible for those wishing to attend and it is priced accordingly.

The meeting venue

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





Tuesday 6 June 2023

7.30 Conference Dinner at Chilworth Manor.

The cost of dinner is £72 (inc VAT) per person.

Bed and breakfast at the hotel are at own cost.

Wednesday 7 June 2023

08.30 – 10.30	Annual General Meeting
10.30	Conference registration and coffee and tea
10.50 – 11.00	President's opening address by Peter Broad
11.00 – 11.15	Ten achievements that IIMS should be proud of by Mike Schwarz
11.15 – 12.05	Plenary session 1 – What you need to know about lithium-ion batteries and thermal runaway by Ian Bartle
12.05 – 13.00	Plenary session 2 – Key corrosion considerations for marine surveyors by Dr Mike Lewus
13.00	Lunch

Room 1 Presentations for Yacht & Small Craft Marine Surveyors

13.45 – 14.25	Q&A session by Sir Robin Knox-Johnston
14.25 – 15.10	Electrical surveying from an electrical engineer's perspective by Paul Madeley
15.10	Afternoon coffee and tea
15.25 – 16.10	Claims update by Karen Brain, Matrix Insurance
16.10 – 16.40	Join your fellow surveyors in Room 2 for an open forum discussion hosted by Mike Schwarz and Peter Broad
	Close

Room 2 Presentations for Commercial Ship Marine Surveyors

13.45 – 14.25	Developing Technologies and Practices Within Commercial Marine Surveying by Mike Wall
14.25 – 15.10	Update on the progress with autonomous shipping by Alexandros Ntovas
15.10	Afternoon coffee and tea
15.25 – 16.10	Presentation to be confirmed
16.10 – 16.40	Open forum discussion hosted by Mike Schwarz and Peter Broad
	Close

For those joining the event face-to-face, the cost for the day is £130 (inc VAT) per person which includes a buffet lunch and refreshments throughout the event.

For those joining the event as an online delegate or wishing to purchase the video content for later viewing, the cost is just £95.

The hotel accommodation

Less than a couple of minutes' walk away from the Axis Conference Centre is elegant Chilworth Manor Hotel (pictured) 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 finishing touches are underway to finalise the speaker schedule. There is a diverse presentation schedule with expert speakers who will share their knowledge and experience with delegates. The side range of topics will appeal to marine surveyors from all branches of the profession.

IIMS is also planning a day of educational activities in and around the Southampton port area at no costs to in-person delegates on 6th June ahead of the Conference dinner that evening. More details to follow soon.

The event is
generously
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by Matrix
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www.matrix-ins.co.uk

Reservations for the Conference are now open. You can reserve your place online at <https://bit.ly/3ju8PFc>. Please note we use secure servers for online payments.

If you prefer not to use the secure online booking system, please email Vicki Loizides at education@iims.org.uk or call her on +44 23 9238 5223.



The Ian Nicolson Lecture Live

One of the more interesting and engaging nonagenarians you are likely to meet is Ian Nicolson C.Eng. FRINA HonMIIMS, a marine surveyor based in Scotland, who is not your average ninety-plus-year-old. For one thing, he has been marine surveying for over 70 years – in itself a remarkable feat.

IIMS is delighted to be hosting the Ian Nicolson Lecture “Lessons learned from 78 years of marine surveying” live on Thursday 13th April between 10.30 and 12.30 (UK time). The lecture is open to anyone who wishes to attend at a modest cost of £35 per person.

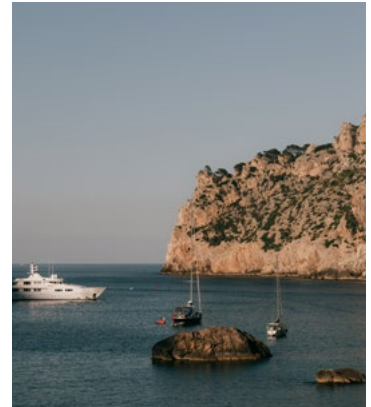
Ian has a unique presentation style and format, coupled with knowledge that is second to none; and will use his own beautifully hand-drawn diagrams as the basis for his lecture. He is known to be a stickler for detail and will demonstrate the importance of that in his own inimitable fashion. This is one lecture not to be missed and no matter what your marine surveying experience is, you are bound to learn something from one of the doyens of the industry.

To reserve your place, go to <https://bit.ly/3GDVNwf>.

Western Mediterranean Large Yacht & Small Craft Working Group

It is a long time since this group last met formally, so IIMS is pleased to be able to finally put this event back into the calendar. The venue is by Palma Port, Mallorca on 26-27 April 2023.

There are two ways to participate. Firstly you are welcome and encouraged to join us in-person, or secondly you may request to receive videos made of the presentation. The event will not be broadcast live online.



26 April 2023 Day one

- 09.45 Registration and welcome at the lecture room.
- 10.00 “What a yachtbroker expects” by Anja Eckart, a broker with Flensburger Yacht-Service.
The survey format, like it or not is becoming standardised now, and a surveyor stepping outside the usual “expected” format, without good reason, will raise some eyebrows. Information will be presented on the broker’s expectations during a sea-trial, how a surveyor should dress, being punctual, who’s in charge during the survey and so on.
- 11.40 Coffee break
- 12.00 Video recording of Ian Nicolson (Part 1) - “Lessons learned from 78 years of marine surveying”
- 13.00 Lunch at a local restaurant (at own expense)
- 14.30 Video recording of Ian Nicolson (Part 2)
- 15.30 Lightning strike damage to rigs by Felix Bussman
- 16.30 Karen Brain, Matrix Insurance will talk about insurance matters and give a claims overview.
- 19.00 Dinner (at own expense venue to be confirmed)

27 April 2023 Day two

- 08.45 Meet at Varadero Palma for coffee and cake. Mike Schwarz will give an update on IIMS activities and initiatives - then back to the nearby lecture facility
- 10.00 A technical overview of lithium-ion battery technology and installation by David O’Neill, AkuPalma Energy Solutions
- 11.30 Coffee break
- 11.45 Results of a two-year laboratory test on the removal of ceramic coatings by Claire Steel, Cerashield
- 13.00 Close

The cost is £130 (approximately €145). To reserve your place or to secure the videos, please use the online booking form at <https://bit.ly/3mvtZ70>.

If you prefer not to use the secure online booking system, please email education@iims.org.uk (Vicki Loizides) or call her on +44 23 9238 5223.

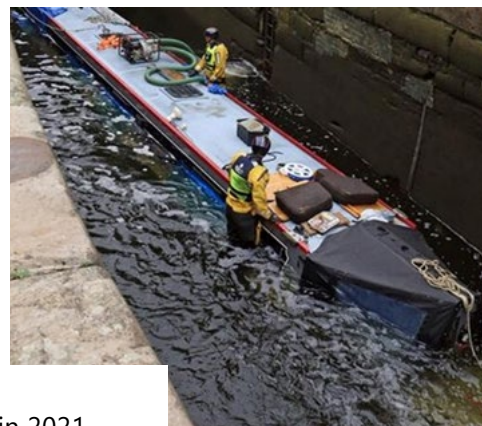
130 major incidents on UK inland waterways in 2022

River Canal Rescue responded to 130 major incidents in 2022 involving submerged, partially sunken or grounded craft, plus salvage work. The figure is 24% lower than the 171 incidents RCR reported in 2021, in line with the previous year's 25% reduction, primarily due to clement weather and fewer floods.

In contrast, similar to the previous year, the number of general callouts, such as electrical, fuel and engine issues, flat batteries, over-heating and gear box failures, rose to 3411, 5% up from 3235 in 2021.

"Our waterways are becoming increasingly popular and while RCR is always on hand to help when and where we're needed most, we always urge owners to give their boats a once-over before starting any journey and carry some spares," said Stephanie Horton, RCR MD. "A bit of preparation before you set sail can make a big difference to the success of your journey."

RCR's Canal Contracting service organised 499 visits to undertake a variety of work, including: plumbing and electrical installations, gearbox replacements, inverter, solar installations and general engine maintenance.



ABP launches new apprenticeship scheme to uncover and develop future maritime professionals

Associated British Ports (ABP) has launched its highly sought-after Apprenticeship Programme. The initiative aims to discover the future leaders of the maritime and logistics industry and keep Britain's trade sustainable. ABP offers a variety of specialisms in its apprenticeships, including IT, marine, engineering, pilotage, commercial, and business administration. These opportunities will be available across ABP's diverse locations, such as Humber, East Anglia, Southampton, and South Wales.

Kerry Thompson, Head of ABP Academy, said, "Apprenticeships offer a unique chance to gain hands-on experience while earning an income, which is particularly attractive in today's economic climate. At ABP, we are proud to offer a wide range of roles and see a yearly increase in the number of apprentices we recruit. We wish all applicants the best of luck and look forward to welcoming them to our team to keep Britain trading sustainably."

Anyone interested in more information should go to <https://bit.ly/3E7RUPQ>. Or scan the QR code.



UK government allocates £77m for sustainable marine technology

As part of its ongoing support for sustainable marine technology initiatives, the UK government has allocated £77 million (c. €86.6 million) in its latest round of investment in projects related to marine leisure or commercial shipping.

To win funding, projects must identify how they could use the money to launch a zero-emission vessel by 2025 at the latest. Examples of such technology include battery electric vessels, shoreside electrical power, ships running on low carbon fuels, and wind-assisted ferries.

Mark Harper, UK transport secretary, commented, "This multi-million-pound investment will help the latest tech ideas become reality and ensure UK waters will play host to green cargo ships, ferries and cruises in the next few years."

The Zero Emission Vessels and Infrastructure (ZEV) competition, launched on 6th February, will be overseen by Innovate UK, the national innovation agency.



IMO calls for feedback on proposed IMO ship number scheme extension

S&P Global
Market Intelligence

IMO Ship Identification Number Format Extension - Impact Assessment Survey

IMO is currently conducting an Impact Assessment Survey study into the possible impact of a proposal to increase the number of digits used in the IMO Ship Identification Number Scheme (identification scheme) from seven to eight.

To assess the potential impact of such a change on stakeholders across the maritime sector and to enable further discussion of the idea, S&P Global, as managers of the Scheme on behalf of IMO, are seeking responses to a short survey. The consultation exercise runs until April 2023. IMO is keen to encourage anyone who has a view to share it.

Each ship registered under the identification scheme is allocated a unique identifier made up of the letters "IMO" followed by seven digits either at the time of build or when first included in the register. As well as being permanently and visibly marked on a ship's hull, the number must be noted on a ship's certificates, and on plans, manuals and other documents required by IMO conventions to be carried on board vessels constructed on or after 1 July 2005. The identification number allocated to a ship remains unchanged throughout its life, even in case of a change of flag, name, ownership or type. Numbers given to ships no longer in service or existence cannot be re-used.

The identification scheme was introduced on a voluntary basis in 1987 through the adoption of Resolution A.600(15), to enhance maritime safety and pollution prevention and as a way of countering maritime fraud. Its scope was subsequently amended to expand its application to small ships, including fishing boats. In its current seven-digit format, there are approximately 900,000 number combinations. By the end of September 2022, just over half of those had been assigned.

To complete the short survey and make your views heard go to <https://bit.ly/3Eck5wU>.

Offshore wind ambition in jeopardy due to vessel shortage

A shortage of the big vessels capable of installing wind turbine foundations on the ocean floor threatens to delay new projects as soon as next year, according to a new report from BloombergNEF, as the size of turbines outpaces the supply of ships.

The lack of ships may start to slow development of offshore wind farms in China starting in 2024 and could stunt new projects in the rest of the world beginning in 2027, according to BNEF. At stake are more than 35 gigawatts of electricity generation, enough to power well over 10 million homes.

Offshore wind power is seen as a crucial tool by governments around the world in the push to purge fossil fuels from the global power supply, cut carbon emissions and avoid the worst consequences of climate change.

As wind turbines get bigger, few of the present-day ships will be able to lift the heavy foundations required by the larger machines.





ONE to Equip Container Fleet with 'Smart' Technology

Image courtesy of Ocean Network Express

Ocean Network Express (ONE), the world's seventh largest shipping line, has announced plans to equip its entire container fleet with "smart" technology.

ONE has teamed up with Sony Network Communications Europe to develop and integrate the technology.

The smart container solution will help to give ONE greater insight into their container fleet by boosting visibility into container movements. Customers will also be able to access live updates throughout a shipment's journey.

"As one of the largest container carriers in the world, this collaboration brings together ONE's extensive cargo shipping experience with Sony's expertise in the development and innovation of world-class sensing and connectivity technologies," ONE said in a statement.

The container shipping industry's use of "smart" containers is expected to explode in the coming years as operators and cargo owners seek to increase visibility into cargo movements.

Research project on container losses explained by MARIN

The Maritime Research Institute of the Netherlands (MARIN), has released a new, informative video about TopTier, the joint industry project looking into container losses at sea. This project is a joint initiative of forty participants in the maritime industry seeking to drastically improve an important issue facing container transport.



BETTER SHIPS, BLUE OCEANS

MARIN says the project will identify and recommend improvements for the coming decade that are supported by both shipping industry and authorities responsible for overall safety. As such, the project contributes to a safe and level playing field.

The TopTier JIP is structured in specific phases.

Phase 1 reviewed current practice and incidents and identified gaps by means of interviews and questionnaires with shipping lines, ship crews, terminal workers, surveyors and P&I clubs. Several successful meetings took place and three reports were submitted for review. This phase was concluded with three early deliverables to alert mariners to the particular phenomena of parametric roll in following seas conditions.

During mid-2022, the work shifted to phase 2 of the project. Six working groups are undertaking detailed technical research and investigations. These working groups contribute to the overall project goal with targets that are complementary. The outputs will be combined into practical safety improvements during phase 3 of the project.

The outcome of the project will be brought to the attention of relevant authorities as International Marine Organization (IMO), International Labor Organization (ILO) in order to aim for top-down implementation for a continued level and safe playing field both at sea and on shore.

Early detection key to preventing electric vehicles fires

Following several high-profile ship fires involving electric vehicles (EVs), Survitec has produced some valuable advice for operators of vessels transporting hybrid and EVs, such as ferries, ropaxes, RoRos, PCCs and PCTCs, on how best to prevent and control fire onboard ships involving lithium-ion battery powered vehicles.

According to Survitec there are a number of ongoing initiatives within the industry to improve safety in this area. There is a desire to develop early fire detection systems to better monitor and protect car decks and lithium-ion batteries installed in vehicles onboard.

Any slight deviation in their properties can provide an early indication that conditions are right for a fire and afford time to take preventative measures to protect or quarantine hybrid and EVs.

Pre-ignition signs of a battery fire include heat and smoke from parts of the vehicle where the battery is usually placed, popping sounds from battery cells, and toxic gas emissions.

While early detection solutions are readily available, Rafal Kolodziejcki, Survitec's Head of Product Support & Development – Fire Systems, revealed that these systems are not yet adapted to allow for pre-fire conditions specific to lithium-ion batteries.

Monitoring car decks for early-stage fire conditions, typically any fluctuation in temperature or atmospheric condition, is critical to preventing fire propagation. The type and location of sensors are vitally important.

Water-based solutions provide the best cooling effect, which is crucial in the case of this type of fire. However, the volume of water required to control an EV deck fire could impact ship stability, so a suitable drainage system must also be considered.

Survitec further adds that research shows that a water mist system has the highest efficiency for this type of fire. However, because battery modules are installed under the floor in most EVs, the most significant heat will be generated at deck level.

There are various R&D initiatives investigating the best water spraying method for this. One of these solutions is a pop-up nozzle that sprays water mist upwards and is fixed, and mobile solutions are now at the testing stage.

New innovation corner at superyacht boat show

Palma International Boat Show is to host an Innovation Corner as part of the Palma Superyacht Village from 27 April to 1 May 2023.

The new initiative is being run in collaboration with Yachting Ventures and will provide a space for start-ups to show new technologies. Yachting Ventures will support the event, helping to shortlist and invite the start-ups chosen to participate, together with organising the logistics.

The Innovation Corner is intended to promote a dialogue between start-ups and wider industry

professionals, sparking a conversation around the future of yachting and what can be expected from technology in the years ahead.



**PALMA
INTERNATIONAL
BOAT SHOW**

The advice from the US Coast Guard is to avoid loading electric vehicles with saltwater damage on ships

The US Coast Guard (USCG) has issued a warning to the shipping industry about the extreme risk of loading electric vehicles (EV) with damaged lithium-ion batteries onto commercial vessels.

Marine Safety Alert 01-23, published by USCG, addresses the issue and provides recommendations to vessels, ports, shippers and regulators. The safety alert comes just a few months after Hurricane Ian made landfall in South Florida. In the aftermath of the intense and destructive storm, first responders encountered numerous EV fires where investigations have subsequently determined were caused by exposure of the lithium-ion batteries to saltwater.

Exposure to saltwater can severely harm lithium-ion batteries, leading to a chemical reaction that creates a high fire risk.

Records show there are over 7,000 EVs in Lee County, Florida alone with the potential for damage.

"Vessels, ports, and shippers should be aware of this extreme risk and avoid loading EVs with damaged lithium-ion batteries onto commercial vessels," the safety alert reads. The carriage of electric vehicles containing lithium-ion batteries presents new challenges to maritime transportation and firefighting.

In this latest safety alert, USCG strongly recommends that vessels, ports, shippers and regulators:

- Conduct a comprehensive review of the vehicle shipping requirements found in both the Hazardous Materials Regulations (49 CFR) and the International Maritime Dangerous Goods (IMDG) Code. All lithium batteries are hazardous materials regulated by the Department of Transportation's Pipeline and Hazardous Materials Safety Administration (PHMSA). As such, they are required to comply with the Lithium Battery Guide for Shippers.
- Conduct reviews of additional requirements for shipping damaged lithium-ion batteries located in the PHMSA Safety Advisory Notice for the Disposal and Recycling of Lithium Batteries in Commercial Transportation. Due to the large size of EV batteries, the packaging requirements to comply with damaged shipment regulations are inadequate. As such, IMDG special provision 376 specifically requires approval from the competent authority (PHMSA or US Coast Guard) prior to shipment of damaged lithium batteries.
- Remain vigilant and ensure damaged lithium-ion vehicle batteries are not loaded onto vessels for shipment, placed within port facilities, or enclosed in containers.



Major shipping carriers set to join forces to tackle safety of cargo

Safetytech Accelerator has launched a collaborative technology acceleration initiative with Evergreen Line, HMM, Lloyd's Register, Maersk, the Offen Group, ONE (Ocean Network Express) and Seaspam as 'Anchor Partners' aiming at reducing cargo fires and losses overboard.



The scale and breadth of the challenges facing operators is growing and continues to evolve. These include the increasing carriage of lithium-ion batteries either in containers or within electric vehicles on car-carriers and the increasing growth in complexity and size of modern container vessels. Fire and cargo loss at sea not only has an immediate impact on the safety of those onboard but also creates the potential for significant environmental damage.

The Safetytech Accelerator Cargo Fire & Loss Innovation Initiative (CFLII) is a collaborative technology program that will help tackle the issue through shaping joint requirements, identifying technology solutions, undertaking carefully designed trials and developing best practices and recommendations.

The initiative has a broad scope encompassing three significant topics of concern. The first relates to onboard cargo control, including whether cargo has been properly loaded, secured and monitored during transit. The second area covers the ability to detect fire onboard and stop its spread through effective onboard response, particularly on large container ships and car-carriers. The third relates to the challenges created by the increasing scale of vessels.

"We believe it is vital to work together to tackle the increasing risk of cargo fires onboard container ships," said Global Containerships Segment Director at Lloyd's Register (LR), and Chair of the Maritime Cargo Fire and Loss Initiative, Nick Gross.

ClassNK adds standards operation of containerships

ClassNK has released "Guidelines for Container Stowage and Securing Arrangements (Edition 3.0)" and "Guidelines for Parametric Roll Countermeasures" to achieve safer and more efficient marine transportation of containers.

Responding to rapid increases in the size of container ships and advances in lashing technology, the Guidelines for Container Stowage and Securing Arrangements (Edition 3.0), have provided evaluation methods for loading and lashing containers and incorporate the latest trends and ClassNK's R&D outcomes to ensure both safety and economy. The guidelines reflect the load analysis combined with big data from AIS and oceanographic data conducted during the comprehensive revision of ClassNK ship structural rules (Part C of its Rules and Guidance for the Survey and Construction of Steel Ships) and enable optimal stowage operations that take into account not only the route but also seasonal effects.

The Guidelines for Parametric Roll Countermeasures support considering measures against parametric roll*1, a factor in the recent cargo collapses on large containerships. In addition to evaluation based on Interim Guideline on the Second Generation Intact Stability Criteria (MSC.1/Circ.1627), the guidelines outline the requirements for granting notation of ships with equipment and operational parametric roll measures. They also cover a wide range of aspects, both in theory and in practice, including the mechanism of parametric roll, its features and precautions, an overview of parametric roll response calculation, and devices and methods for countermeasures such as a practical and reasonable way for creating a polar chart that illustrates the danger of parametric roll. The methods specified in these guidelines apply not only to container ships but also to car carriers.



The guidelines are available to download via ClassNK's website www.classnk.com for those who have registered for the ClassNK "My Page".

LR publishes guidance notes for approval and use of marine biofuels

Classification society Lloyd's Register (LR) has issued comprehensive Guidance Notes to address the increasing number of statutory, class and operational challenges and questions related to the use of biofuels.

The guidance document has been divided into four chapters:

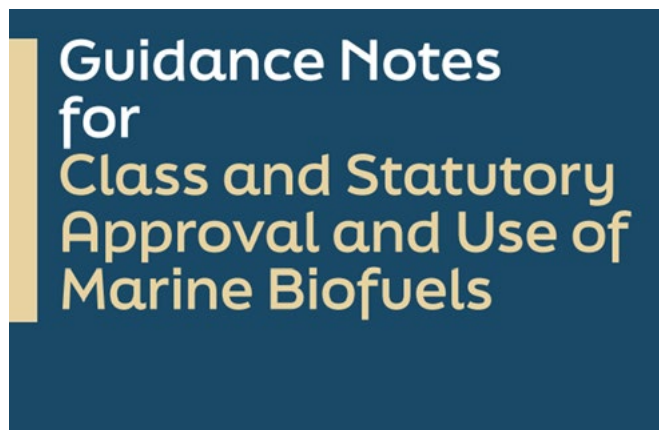
- Chapter I introduces biofuels in a maritime context and updates on current regulatory and standardisation framework.
- Chapters II and III deal with statutory and class approvals and address key system design, material, operational and compliance requirements from both perspectives.
- Chapter IV sheds light on general operational and practical use of biofuels onboard ships.

"With the drive towards a decarbonised future gaining momentum, shipping has seen an increasing interest in renewable fuels such as biofuels," LR said.

"Many are considering biofuels as an interim solution which does not require any significant adjustments to the existing supply chain infrastructure and machinery and is considered as a drop-in fuel before zero-carbon fuels become widely available for maritime operations."

"With the drive towards a decarbonised future gaining momentum, shipping has seen an increasing interest in renewable fuels such as biofuels. Many are considering biofuels as an interim solution. To address the increasing number of statutory, class and operational challenges and questions related to the use of biofuels, LR has issued a comprehensive Guidance Notes document," it added.

Download the guidance notes at <https://bit.ly/3YjCRuf>. Or scan the QR code.



Skipper cleared of teenager's manslaughter after high-speed RIB crash

The skipper of a RIB has been acquitted of manslaughter charges after the death of a 15-year-old girl during a 'thrill ride'. Passenger Emily Lewis died after the fatal crash on board a RIB, which happened on 22 August 2020. The vessel, operated

by Seadogz, hit a 5-tonne buoy in Southampton Water.

A Marine Accident Investigation Branch (MAIB) report released in May found that two passengers were thrown overboard following the collision, while nine passengers and the skipper suffered 'varying degrees of injuries', including broken limbs and a punctured lung. Twelve people were taken to hospital after the crash.

The report concluded that skipper Michael Lawrence was concentrating on conducting high-speed manoeuvres in close proximity to another vessel and failed to notice the obstacle. The report adds that the boat's operators observed 'few safety practices' as the vessel performed high-speed, one-handed stunts, moving in rapid figure-of-eight turns and narrowly missing a series of buoys. The jury found Lawrence, 55, guilty of failing to maintain a proper lookout and failing to maintain a safe speed but cleared him of manslaughter.



Maersk reports record results in 2022, but dark clouds on the horizon are getting even darker

A.P. Moller – Maersk (Maersk) has reported an “exceptionally strong year” in 2022 driven by “abnormal market conditions” in the first part of the year before a swift return to normal in the fourth quarter and even darker clouds on the horizon for 2023.

“2022 was remarkable in more than one way,” said CEO Vincent Clerc, who took the helm at the beginning of the year. “While we report the best financial result in the history of the company, we have also taken the partnerships with our customers to a new level by supporting their supply chains end to end during highly disruptive times.”

High freight rates and strong demand contributed to the strongest yearly result on record for Maersk’s Ocean segment, particularly in the first half of the year. Ocean revenue came in 33% above 2021’s level thanks to a “stable level” of long-term contracts.

In releasing its Q3 2022 results last November, Maersk warned of “dark clouds” on the horizon for container shipping. Well, it appears the storm has arrived and will continue to intensify through at least the first half of the year.

“As congestions eased and declining consumer demand led to a significant de-stocking in all segments, the expected normalization of the Ocean market kicked in during the final stretch of year,” Maersk said.

Maersk’s consolidated revenue in the fourth quarter came in a \$17.8 billion, down from \$18.5 billion in the fourth quarter of 2021. EBITDA fell to \$6.5 billion from almost \$8 billion a year earlier.

IIMS member establishes YouTube channel

David Pestridge, proprietor of White Hat Marine Surveying, is a yacht and small craft marine surveyor based in Devon, UK. David has recently set up a new YouTube channel where he will make and post bespoke video content with the aim of ‘Helping People Understand Boats Better’.

David has been surveying yachts, motorboats, narrowboats and barges since 2008. He is a Chartered Engineer and a Fellow of the International Institute of Marine Surveying as well as sitting on the Institute’s Management Board and contributing to the education committee. As he is often heard to say, “Everyday in marine surveying is a school day”.

So far, David has posted a few short videos ranging from the importance of mentoring, to using a Vernier Calliper gauge; but the content will grow.

We wish David well in his new endeavour.



You can view and subscribe to his YouTube channel at <https://www.youtube.com/@whitehatmarinesurveying>

TT Club Innovation in Safety Award winners announced

The winner of the prestigious safety award made possible by the collaboration of ICHCA International (ICHCA) and TT Club for the fifth time was announced as AP Moller Maersk for its APMT Vessel Inspection App. The winner and fellow short-listed entrants, Exis Technologies and Intermodal Telematics were present at the ceremony to showcase their innovations.

At the first 'live' Innovation in Safety Awards ceremony for four years, all three finalists gave presentations of their ground-breaking initiatives, which through their variety of application reflected the broad categories represented by the twenty award entrants drawn from thirteen countries, and covering such diverse fields as digitalisation processes, learning and predictive data application as well as safer physical operations and equipment.

The winning innovation was APMT's Vessel Inspection Mobile App. "We are delighted with this recognition for the safety app we have developed in-house in collaboration with Maersk," said Jack Craig, Chief Operations Officer at APM Terminals. "The app provides a standardised digital platform for terminals to carry out vessel inspections, highlighting potential critical risk. It underpins our continuous focus on safety throughout our operations and is a great example of how we can smartly deploy technology to be even better at this."

Welcoming delegates (and online participants) to the awards ceremony and its accompanying safety seminar, ICHCA's CEO Richard Steele underlined the aims of the on-going innovation in safety campaign, of which the awards are a critical part. "We, of course acknowledge safety innovation - especially at a time of increased operational demand on global cargo handling. However, this is much more than a celebration. Our mission is also about, learning and thought leadership. Our priority is to share these ideas with a wide audience, improving how we all can commit to continuous improvement in health and safety. The award highlights direct evidence that our industry is actively innovating and changing."



US investor snaps up Princess Yachts

Plymouth-based Princess Yachts, Britain's largest luxury boatbuilder, has been sold to a US-based private equity firm having been put up for sale in 2022 by private equity group L Catterton. In a statement, Princess Yachts confirms that KPS Capital Partners has entered into a definitive agreement to acquire a controlling equity interest in the business. KPS is a New York-based private equity giant that makes controlling equity investments in manufacturing companies, in North America and Europe. The firm has approximately \$14.4 billion of capital under management, as of September 2022.



Princess Yachts' facility in Plymouth

Ryan Harrison, a partner of KPS Mid-Cap Investments, says: "We are excited to make this significant investment in Princess Yachts, a leading company in the luxury global yachting industry with an iconic brand grounded in British tradition, a remarkable and growing product range, and world-wide reputation for quality and innovation.

"KPS' investment will accelerate Princess' growth trajectory and fund numerous investments for its future. We look forward to working with Princess' existing stockholders, chief executive officer, Antony Sheriff, the senior leadership team, and the talented employee base at Princess Yachts."

EMSA plans to streamline Flag State Inspections



European Maritime Safety Agency

The European Maritime Safety Agency (EMSA) has announced it has developed and released the Flag State Inspection functionality in RuleCheck. The objective of this innovative functionality is to support the work of flag state inspectors performing periodic flag state inspections (not statutory).

RuleCheck facilitates the work of the PSCOs by filtering the applicable requirements of the international instruments and regional procedures for a specific ship according to its type, construction date, size, etc. The tool is regularly updated to ensure that the PSCOs always have access to the latest versions of the applicable international instruments. The search function gives PSCOs ready access to relevant and targeted information, avoiding the need to consult hard copies. The tool also facilitates the harmonisation of the standards for PSC inspections within a region.

The new functionality allows users to generate customised checklists for individual ships taking into consideration ship type and keel laying date which are the main factors to define the applicable EU and international mandatory instruments, rules, and regulations.

Additional factors such as Gross Tonnage, Deadweight, Freeboard Length, Overall Length, Passenger Number (in the case of a passenger ship) could be used to customise further the search results and the final output. In addition, the functionality allows users to further customise the produced checklists by selecting the relevant inspection area.

More than 2,000 Flag State Inspectors who are existing users from EU Member States, Candidate Countries and ENP beneficiaries have been provided with access to the new functionality and training will be incorporated into all ship inspection learning services developed by the EMSA Academy.

This new service will further enhance Flag State control inspections and is expected to increase the levels of safety, security, pollution prevention and working and living conditions on board ships.

Superyacht transporter sails the globe

*Image credit:
Dockwise Yacht Transport*

DYT Superyacht Transport's 214m semi-submersible float-on/float-off vessel Yacht Servant has made the equivalent of four trips around the world, or 80,857 nautical miles, in its first year of operations. The semi-submersible vessel was delivered to DYT during January 2022. Since then, the vessel has delivered yachts around the world, calling at 22 ports.



The float-on/float-off loading system avoids lifting the yachts thus reducing stress on the hull. There are also no restrictions on size and weight, added DYT. The Yacht Servant has a fixed sailing schedule, with transatlantic delivery times averaging 14 days.

Uncertified lifting gear in use

The International Marine Contractors Association (IMCA) has published information about an incident where uncertified lifting gear was being used onboard a vessel. A number of shackles and other lifting equipment were observed in use onboard a vessel with no certification or inspection reports available.

Some equipment was colour-coded by the crew and deemed as being in good condition; other equipment was not included in the vessel lifting gear register, nor was it colour coded. Further investigation revealed that lifting equipment had been left onboard and not removed after the end of the previous project, on which client-supplied lifting equipment was used.

Probable cause

- Company lifting equipment inspection processes were not followed: "Authorized competent person to conduct the lifting gear inspection process on a 6 monthly basis with the further issue of inspection report";
- Client-supplied lifting gear was not removed from the vessel, nor quarantined;
- This same equipment was not presented to the vessel lifting gear inspection onboard, conducted by the lifting inspection contractor;
- There was a lack of awareness of both relevant lifting equipment regulations and local and corporate safety management system standards.

Lessons learned

- An overall check of the lifting gear and relevant equipment was initiated and all identified non-compliant equipment was quarantined;
- There should be no use of lifting equipment unless it has been thoroughly examined, tested, and certified;
- Colour coding of lifting gear or equipment should not be applied by the crew without there being a relevant certificate or inspection report available.
- All lifting equipment available on board is to be presented during testing and examination provided by the competent authorized party.



Photo credit: IMCA



**UK Hydrographic
Office**

UKHO extends timeline for phase-out of Admiralty paper charts

The UK Hydrographic Office (UKHO) has extended the timetable for ceasing its paper chart production. It said that the decision had been taken in response to user feedback.

In July 2022, UKHO announced it would withdraw its portfolio of Admiralty Standard Nautical Charts (SNCs) and Thematic Charts in favour of fully digital products. UKHO set a date of late 2026 for full withdrawal. However, subsequent to discussions with groups and organizations, including UKHO's distributors, defence customers, commercial and leisure users, international regulatory authorities, and colleagues in the global hydrographic community, the UKHO has decided to continue to provide a paper chart service until at least 2030. It said that more time was required to address the needs of specific users who do not yet have viable alternatives to paper chart products.

Peter Sparkes, UKHO Chief Executive, said that "as we further develop digital navigation solutions, our long-term intention to withdraw from paper chart production remains unchanged and we will continue to withdraw elements of our chart portfolio over the coming period, on a case-by-case basis".



India imposes age ban on buying or operating cargo ships over 25 years old

India's government is moving forward with imposing age restrictions on the ships that can be acquired or operated to India in an effort it says to modernize and improve the quality of the country's fleet and to help India meet the emerging emissions regulations. The rules will be applied to most classes of commercial ships either owned or chartered by Indian shipping companies or foreign flag ships operating within the Exclusive Economic Zone of India.

"Whereas the average age of the world's fleet is on the declining trend, the average age of the Indian tonnage is on the increasing trend over the years," writes the Directorate General of Shipping (DGS) based in Mumbai. "This is a need to modernize the Indian fleet, which requires extensive review of the requirements of the registration and operation of ships, to ensure quality tonnage under the Indian flag."

Ships over the age of 25 must be withdrawn from service. This includes oil tankers, bunker barges, bulk carriers, general cargo ships except for container vessels, mini bulk carriers, Ro-Ros, anchor handling tugs, and some classes of offshore vessels. Most other classes, including container vessels, gas carriers, and tugs, have to be withdrawn by age 30. Dredgers are giving the longest lifespan of up to 40 years.

Nurdles could become categorized as a hazardous product

Pressure is growing on the International Maritime Organization (IMO) member states to classify plastic pellets (nurdles) as hazardous substances. Only weeks after the French government promised legal action in response to a mass of plastic pellets washing up on its beaches, another spill has affected beachgoers in Dubai.



A crab roams a Sri Lanka beach polluted with nurdle pellets that washed ashore from burning ship MV X-Press Pearl. Photo credit: Eranga Jayawardena/AP

On Sunday February 19th thousands of nurdles washed up on Sunset Beach, Dubai, with the public quickly gathering to support the clean-up efforts. The pellets were mostly contained in bags and were thought to have fallen from a container ship at sea.

At the forthcoming IMO Pollution Prevention Response Sub-Committee (PPR) meeting in April, IMO members will continue discussions around plastic pellet classification and regulation. These discussions will result in a recommendation being sent to the Marine Environmental Protection Committee meeting (MEPC80) – being held in July.

Nurdles can be harmful to marine organisms. They are often mistaken for food by fish and seabirds, and they slowly release manufacturing additive chemicals like plastic softeners and stabilizers, some of which are carcinogenic. In addition to releasing their own contents, they are good at absorbing and transporting other toxins found in the marine environment, like heavy metals and manmade chemicals. Notwithstanding these concerns, plastic nurdles are not regulated as a serious pollutant.

"The two acts, RCR and RCD, are technically identical," said a spokesperson for IMCI. "Both the RCR and the RCD use the same standards from ISO TC 188 for technical verification of compliance with the legislation.

"The UKCA marking replaces the CE marking in the GB as a result of Brexit."

Nine ocean carriers commit to a fully standardised, electronic bill of lading by 2030

The Digital Container Shipping Association (DCSA) has announced that its nine ocean carrier members have committed to 100% adoption of an electronic bill of lading (eBL) based on DCSA standards by 2030.

Switching away from the transfer of physical paper bills of lading could save \$6.5 billion in direct costs for stakeholders, enable \$30-40 billion in annual global trade growth, transform the customer experience and improve sustainability.

The bill of lading is one of the most important trade documents in container shipping. It functions as a document of title, receipt for shipped goods and a record of agreed terms and conditions. Ocean carriers issue around 45 million bills of lading a year. In 2021, only 1.2% of these were electronic. The Association highlights that manual, paper-based processes are time-consuming, expensive and environmentally unsustainable for stakeholders along complex supply chains.

Paper-based processes breakdown when cargo in ports cannot be gated out because original bills of lading, or title documents fail to arrive or cannot be manually processed in time. In contrast, digital processes enable data to flow instantly and securely, reducing delays and waste.

Thomas Bagge, Chief Executive Officer, DCSA said, "The eBL will further enable trade, helping bring millions out of poverty. This heralds the start of a new era in container shipping as the industry transitions to scaled automation and fully paperless trade. Document digitalisation has the power to transform international trade and requires collaboration from all stakeholders."



Photo credit: Daniel Forster

The death of Syd Fischer announced

Sydney Fischer AM OBE was an Australian businessman, property developer and sailor. Most noted for his sailing, Fischer was described as Australia's most successful offshore sailor. He skippered numerous yachts, notably several named Ragamuffin and competed in six Admiral's Cup teams representing his country.

Leading the condolences is Australian Sailing President, Alistair Murray AM who said "Syd Fischer was an icon and a legend of Australian ocean racing. His contribution to sailing over so many decades was inestimable, largely because of the number of people he recruited, trained, supported, and inspired along his journey.

"With countless ocean racing and America's Cup campaigns he turned many people onto sailing, and a large number of them went on to become household names in sailing themselves. His contribution was akin to being a one-man sailing university.

"In his sailing he was always seen to be tough, relentless, competitive but fair. To all sailors from the '70s and '80s particularly, the sail number KA70 and the string of Ragamuffins were synonymous with Australian sailing and our tremendous successes in events such as the Admirals Cup," said Murray.

International safety guide for inland navigation tank-barges and terminals revised

Oil Companies International Marine Forum (OCIMF) and the inland navigation sector, with the support of the Central Commission for the Navigation of the Rhine (CCNR), have collaborated with other European organisations to produce the second edition of the International Safety Guide for Inland Navigation Tank-barges and Terminals (ISGINTT).

The purpose of ISGINTT is to improve the safe transport of dangerous goods at the interface between inland tank barges and other vessels or shore facilities (terminals). The safety guide is compatible with other international maritime guidance for seagoing vessels (e.g. International Safety Guide for Oil Tankers and Terminals (ISGOTT)). It is not intended to replace or amend current legal requirements but to provide additional recommendations.

The guide makes recommendations for inland tankers and terminal personnel on the safe carriage and handling of such products typically carried in petroleum, chemicals or liquefied gas inland tankers, as well as the terminals handling those inland tankers. This edition encompasses changes in tanker design and operating practices and reflects the latest technology and legislation.

Its implementation is recommended by OCIMF and the following participating industry organisations: European Barge Union (EBU), European Chemical Industry Council (CEFIC), European Federation of Inland Ports (EFIP), European Sea Ports Organisation (ESPO), European Skippers Organisation (ESO), Federation of European Tank Storage (FETSA), FuelsEurope, Inland Waterways Transport Platform (IWT Platform), International Chamber of Shipping (ICS), and Society of International Gas Tanker and Terminal Operators (SIGTTO), along with the necessary political support of CCNR.

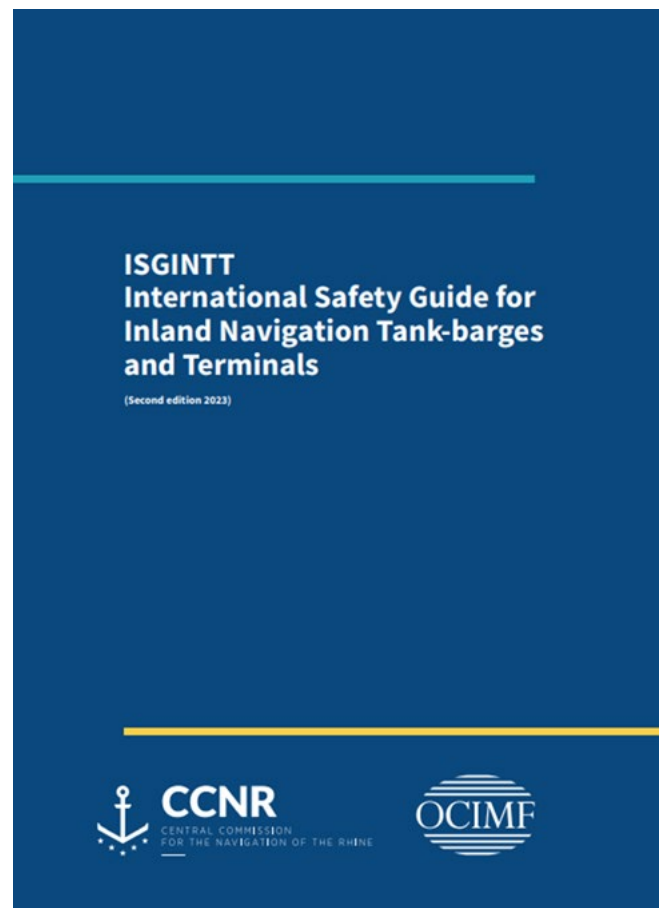
A risk-based control philosophy continues to be central to the safety practices included in the guide.

Karen Davis, Managing Director, Oil Companies International Marine Forum (OCIMF), says: "By enhancing risk awareness, ISGINTT seeks to foster an environment where the uncertainties associated with some shipboard operations are reduced not solely by prescription, but also by encouraging barges and terminal crew, as well as their employers, to identify the risks in everything they are doing and to then implement fit-for-purpose risk reduction measures".

"This puts the focus on people and is, therefore, entirely consistent with a strategy related to the human element, which has had increased focus in recent years."

Central to the guide is a number of safety checklists covering ship/shore as well as inland ship/maritime ship (and vice versa) transshipment of cargo and slops. These checklists have been developed to reflect the individual and joint responsibilities of the tank barge and the terminal and can be easily adopted by all ports and terminals.

Download the guide at <https://bit.ly/3IHmU2L>. Or scan the QR code.



Founder of Baltic Yachts Jan-Erik Nyfelt passes away

Baltic Yachts has confirmed in a statement that one of the original founders of the shipyard, Jan-Erik 'Janne' Nyfelt, has passed away.

Nyfelt began working on boats from a young age, supporting his father's small boatbuilding shop. Alongside developing practical skills, Nyfelt also learnt about design, calculations, creating line drawings and other theoretical aspects of creating a boat. With these skills he was one of the early employees at Nautor Swan, where he worked as a boatbuilding specialist. He then was one of the five founders of Baltic Yachts and was a very active member in the company's management and development until his retirement.



Janne pictured foreground

Baltic Yachts added, "Janne was a person who had never-ending energy, always intensively involved in many things. Very keen on developing new materials and methods that could improve the product. Whatever he got himself involved in he was in full energy."

ICS announces 2 new members

The International Chamber of Shipping (ICS) has announced that FEDIL Shipping, Luxembourg and the Brazilian Association of Cabotage Owners have become Affiliate Member National Associations. The ICS Board has approved their membership, which took effect from 1 March 2023.

FEDIL Shipping acts as the shipowners' association in Luxembourg whilst the Brazilian Association of Cabotage Owners is ICS's second member based in Latin America.



IMCI has been appointed as an Approved Body



International Marine Certification Institute (IMCI) has been recognised as an Approved Body by the UK Office for Product Safety and Standards (OPSS). The approval means that IMCI can issue UKCA certificates under the Recreational Craft Regulations (RCR) at the same time as issuing CE certifications.

IMCI (UK), a spin-off of IMCI in Brussels, has been appointed for the same product categories and conformity assessment procedures as IMCI has used since 1996 under the EU Recreational Craft Directive (RCD).

"The two acts, RCR and RCD, are technically identical," said a spokesperson for IMCI. "Both the RCR and the RCD use the same standards from ISO TC 188 for technical verification of compliance with the legislation.

"The UKCA marking replaces the CE marking in the GB as a result of Brexit."

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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 triangular corners.

IIMS Marine Incident & Accident WATCH

Following are brief reported news snippets from some of the marine incidents and accidents that reached the IIMS news desk during the month of February 2023. To those who have lost their lives at sea, may your sacrifice not be in vain - rest in peace. IIMS sends its condolences to the bereaved loved ones and families.

Sailor squashed by hatch covers

An unfortunate accident occurred on board general cargo ship Ibrahim Simsek at the Kartal anchorage, Istanbul. One crew was caught between moving cargo hold folding hatch covers and was squashed to death.

Bulk carrier explosion in dry dock

An explosion occurred on board the dry docked bulk carrier Oriental Glory at Nosco ShipYard, Hai Phong, Vietnam. Eight workers were hospitalised with injuries and burns.

Barge sinks at anchorage in Goa, India

A barge has sunk with about 550 MT of cargo on board whilst discharging bauxite from a vessel west of Breakwaters at the Open Anchorage in Goa, India. According to local reports, the barge suffered engine failure and started to drift and due to bad weather and sea conditions, sank in the evening of the same day. All crew were rescued.

Fire breaks out on a cruise ship docked in Sydney Harbour

About 600 people were evacuated off a cruise vessel in Sydney Harbour following a fire outbreak onboard. Fire and Rescue NSW were reportedly called to the White Bay Cruise Terminal after reports of a fire breaking out on the Viking Orion vessel. The blaze, which started in a passenger's cabin, was brought under control swiftly.

Two missing after cargo ship collision off western Japan

According to the Xinhua news agency, the coast guard reported that a Japanese cargo vessel sank in the Seto Inland Sea off Ehime's western prefecture after colliding with another cargo vessel, resulting in two crew members missing. The Imabari Coast Guard's Office said a 716-ton cargo vessel called Seiryu collided with the 499-ton Koei Maru.

Six crew died onboard tanker

Six seafarers died during an unexplained accident on a tanker off Lagos, with Nigerian authorities confirming the incident. According to reports, "Halima" was undergoing tank cleaning work at the time, raising the possibility of asphyxiation as a cause.

Fire erupts onboard car carrier off Vietnam

The crew of a car carrier managed to put out a fire that took place onboard. Fire erupted onboard the "Ah Shin", with local media reporting that the incident left the Panama-flag ship adrift about 45km from the coast. No injuries were reported and investigators are working on the possibility that a car caught fire.

Container ships collide in Ho Chi Minh waters

Reports emerged about a collision between two container ships in Long Tau river, Ho Chi Minh. The ships involved were the Resurgence and Wan Hai 288. Resurgence struck Wan Hai 288 portside with her bow, inflicting heavy damages to the portside cargo deck area.

General cargo ship sinks in Persian Gulf

The general cargo ship My Princess reportedly sank at Sharjah Anchorage, UAE in the Persian Gulf. No other details about the incident are available at the time of publication.

STENA ferry catches fire

Fire erupted in the engine room of ferry STENA Europe as she was approaching Fishguard port in the UK. The ferry was assisted by two tugs and safely docked at Fishguard. All passengers disembarked with no injuries reported. The fire was said to have been serious and the vessel was reported as inoperable.

12,500 TEU container ship hull breach

An accident has been reported on the container ship Paris Express at Valencia, Spain. The ship's starboard hull was breached in the cargo hold area, with ensuing water ingress. It took three days to repair the damage.

Singaporean pilot dies in vessel transfer accident

A harbour pilot with Singapore's PSA Marine lost his life in a man-overboard accident while working near the Southern Islands. The Maritime and Port Authority of Singapore (MPA) safety control centre received an alert that a harbour pilot had gone overboard while transferring from a tugboat to a PSA Marine launch. The pilot was wearing a lifejacket, but was not immediately pulled from the water.

25m luxury yacht burns on the Danube

Around 20 firefighters, 4 fire engines and a fire boat were reportedly called to a marina in Budapest, Hungary when a 25-metre Mangusta 80 yacht Le St-James burst into flames at its berth on the river Danube.

Cargo ship capsized and sank in Gabon waters

The cargo ship Antoineta capsized and sank in Libreville waters. The cause of the accident is unknown. All people on board rescued the ship are reported safe.

Container ship collided with inland cargo ship

Container ship Contiship Ivy collided with inland cargo ship Cunado in front of the Berendrecht Lock near the Port of Antwerp. The Contiship Ivy reportedly suffered hull cracking for 10 meters long and was anchored near collision site.

General cargo ship broke in two and sank

General cargo ship Seamark, loaded with 3,000 tons of marble chips, broke in two and sank at Novorossiysk anchorage. The crew was Russian. Eleven crew were rescued, but one died on board and another one is in critical condition.

Container ship on fire was abandoned in the Baltic sea

The Container ship Escape reported fire in her engine room, which spread to the superstructure in the Gulf of Riga, Latvia. Fifteen crew abandoned the ship and went into the lifeboat. All were later rescued by nearby a cargo ship.

Lucky escape for 36 tourists rescued after tour boat capsizes

A group of tourists say they were lucky to survive after their tour boat capsized off the coast of the Algarve in southern Portugal and several lifejackets failed to activate.

The National Maritime Authority of Portugal reports the vessel had 36 people on board, including four children, when it began rapidly taking on water around half a mile from the town of Carvoeiro.

Some passengers were showing signs of hypothermia, and received treatment. No injuries have been reported. After the rescue, the capsized tour boat was raised and towed to Portimão by a salvage company hired by the owners.

Yacht ran aground spilling fuel into a marine sanctuary off Maui

A charter yacht went aground in a protected bay on Maui, spilling an unknown quantity of fuel and drawing concern from local officials. The 94-foot yacht Nakoa grounded on the north side of Maui's Honolua Bay, a protected marine sanctuary area. The owner told local media that the yacht's mooring line parted in a "freak accident," resulting in the boat drifting ashore.

The yacht released diesel into the water when the bilge pumps activated. The owner's initial refloat attempt was not successful, and the U.S. Coast Guard took command of the response. The Coast Guard has selected a professional salvor, Sea Engineering, to remove the vessel and its fuel.

About 1,700 containers hit in LimakPort fire

The fire at the LimakPort terminal that followed the earthquakes that hit south-eastern Turkiye and the port of Iskenderun nearly two weeks ago affected 5,400 containers, reports LimakPort.

Of these, about 3,670 were rescued unburnt. However, some 1,730 containers were described as "completely burned". In addition, the Port warned that the contents of some of the containers that escaped fire damage might have been damaged by being overturned or slippage sideways. It noted that "during the earthquake, many of the containers were overturned, lying on their sides or slipped".

Ship crane fails at Port Kembla

A ship crane cable broke causing a 24-tonne steel coil to fall onto the wharf at Port Kembla, New South Wales, Australia, while vessel Pan Ivy was unloading, the Australian Maritime Safety Authority has reported. No injuries were sustained as a result of the accident. The discharge of the vessel was completed using shore cranes.

Passenger ship master arrested because of alleged overloading

The master of passenger ship Agios Athanasios was arrested at the new port of Thassos because after a passenger count when the ship had left the port of Keramotis it was found that it was carrying an excess number of passengers. There were 238 passengers on board, compared to a maximum allowed number of 175 based on the ship's current security protocol. The Port Authority of Thassos, which conducted the preliminary investigation, imposed the administrative sanctions.

Tuna fishing vessel with 16 crew onboard missing in Indian ocean

All communications were lost with tuna fishing vessel Lien Sheng, which was engaged in fishing in Indian ocean. The crew comprised the Taiwanese skipper and 14 Indonesians. The vessel has been declared missing by Taiwanese authorities.

Two bodies of two crew recovered from capsized tug

The tug boat, called the Biter, which is operated by Clyde Marine Services, was escorting the Hebridean Princess cruise ship into the harbour when it was apparently pulled over. Two crew were trapped inside the vessel and their bodies have subsequently been recovered.

Canal boat blaze and death under investigation

River Canal Rescue was called out to recover a burnt-out boat and male body found on the Shropshire Union Canal. Fire and ambulance crews and Staffordshire Police were first on the scene at Pendeford Lock, Bilbrook, where a male body was discovered along with a dead dog on the towpath. "This is a very delicate job and we're working to preserve as much of the boat and its contents as possible so the police and fire brigade can try and piece together what happened," said Stephanie Horton, RCR MD.

Bulk carrier catches fire in Ontario

Fire broke out in the superstructure of bulk carrier Algoma Discovery at Port Colborne, Ontario, Canada. Port Colborne Fire Service responded. The fire is reported to have broken out in the engine room, and was extinguished by activating firefighting system, according to Great Lakes and Seaway Shipping edition. The bulk carrier is in winter lay-up, undergoing maintenance repairs.

Bangladeshi vessel sinks in the Hooghly River

A Bangladesh-bound general cargo vessel loaded with fly ash reportedly collided with one more vessel. It submerged in the Hooghly River, an IWAI official has reported. The incident happened at Nischintapur, which falls under the South 24 Parganas district. About nine members could be rescued after the police officers rushed to the scene upon getting the information. Other details remain sketchy.

Grounded asphalt carrier pollutes tourist destination off Sumatra

Pollution from the wreck of an asphalt carrier is spreading along the west coast of Nias, an island off Sumatra in the Indian Ocean, according to Indonesia's Ministry of Maritime Affairs and Fisheries. The Gabon-flagged Aashi went aground on a remote stretch of beach on Nias' west coast and it partially sank in the shallow water.

It has begun spilling its cargo of 1,900 tonnes of asphalt, and sticky masses of the substance have been spotted as far as 15 nautical miles to the south of the wreck site. Tarballs are washing up on the pristine beaches of North Nias, including the Sawo-Lahewa protected area.

More than 60 dead in migrant vessel wreck on Italian shores

An unrescued migrant vessel went aground on a beach and broke up in the surf zone at Crotone, Italy, resulting in the loss of more than 60 lives. 80 survivors were rescued, and an unknown number remain missing; estimates of the total number of people aboard range up to 200 individuals. The location is within the Italian search and rescue zone, far from the standard NGO area of operations.

Chinese bulk carrier sank in Tatar Strait

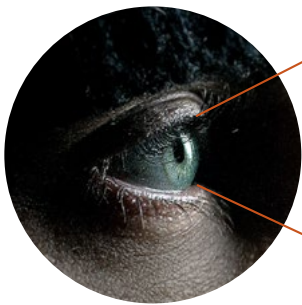
Yong Xing 56 sank in 253 metres of water after salvors failed to salvage the ship. According to an official report the ship sank when a hull breach wasn't sealed and pumping water out of flooded compartments failed. The crew of 21 are reported safe and well.

Two bulk carrier engineers found dead in their cabins

Two crew members of the bulk carrier Caravos Harmony were found dead in their cabins, reportedly in their shower rooms when the ship was under way in the Atlantic Ocean. Both deceased seamen are of Ukrainian nationality and were the Second and Third Engineers. Both the deceased were young men, but the cause of their death isn't yet known.

Tanker with 800 tons of oil has sunk

Product tanker Princess Empress is reported to have sunk off northeast coast of Mindoro island, Philippines, after being caught in rough weather. The tanker had a cargo of 800 tons of technical oil onboard. All 20 crew were rescued by the general cargo ship Efes.



What caught my eye...

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

Ship lost in storm 139 years ago washes up on Massachusetts Beach

The remains of a shipwreck discovered on a beach in Nantucket, Massachusetts, in February have been identified as a schooner that was wrecked in 1884 in the area. Footage captured by Jesse Ahern reflects a significant section of the wreck on Miacomet Beach.

Photo credit: NY Post/YouTube

According to the Nantucket Current, the wreckage was later identified as the Warren Sawyer's stern, a three-masted schooner reportedly which was lost on the night of 22 December 1884 after gale-force winds blew it off course.

The reason that shipwrecks similar to the Warren Sawyer reappear suddenly on nearby beaches includes shifts to the sedimentary environment.



Proposals to ban powered boats on the Montgomery Canal

The Montgomeryshire Wildlife Trust has sparked concerns recently when it put forward a proposal to ban all powered craft on the Montgomery Canal. These concerns sparked a number of reports in the local press, with both sides of the argument urging supporters to take part in online surveys set up to gauge public opinion on this matter.



The highly emotive proposal is to ban all boats that are propelled using any method other than by the use of horses! Really? The aim is to minimise the damage caused to the environment of the waterway due to the canal supporting the nationally scarce aquatic plant, floating water-plantain, which is listed as a UK priority species.

This is an interesting proposal. We see some larger commercial ships slowly returning to a bygone era by adapting to use wind power, but horsepower? That really takes things to an all-new level and one I suspect that will not be popular with many narrowboat owners, most of whom probably don't own a horse!

Philippines charges 15 crew members for smuggling P400 million worth of sugar

Now here's a strange tale indeed. Smuggling the 'white stuff' usually has a very different connotation, but in this instance, it refers to nothing more harmful than sugar! Apparently on Friday 17th February, the Philippines Agricultural Department charged 15 crew members of a cargo ship for smuggling sugar. The sugar cargo with a value of P400 million led authorities to charge the captain of MV Sunward and the rest of the crew with smuggling.

The incident happened in Batangas. The arrested persons' identities are said to be 7 Chinese, 6 Indonesian and 1 Filipino national. They were charged under the Anti-Agricultural Smuggling Act of 2016.



Wind farms are not the cause of multiple bird deaths suggests a new study

Some people get to do some fascinating and unusual work. I am envious of Henrik Skov, who led the recent in-depth study to try and understand if wind farm rotors were trashing the local bird population.

Offshore wind energy critics have often cited the risk of collision with birds as an argument against the use of wind power. But this new study, conducted by European energy giant Vattenfall, shows that offshore wind turbines at one UK wind farm are much less dangerous to birds than previously thought, a step towards debunking common claims that turbines are a major contributor to bird mortality.

Vattenfall's study looked at seabird behaviour over a period of two years at the Aberdeen Offshore Wind Farm located in the North Sea on the east coast of Scotland. The company describes the study as most comprehensive and technologically advanced in the field to date, using radar and cameras to monitor how birds behaved. The results show that birds' movement patterns adapt to rotor blades at approximately 120 meters and become increasingly precisely adapted the closer the birds come to the rotors.

What did the study find? Not a single collision between a bird and a blade was recorded. In fact, seabirds actually deliberately avoid wind turbine rotor blades offshore it seems. Well, that's good news then!



Photo credit: Vattenfall

Often flooded Venice suddenly has no water!

Well, here's an unexpected sight and not one I was expecting to see. Venice has, it seems, run low on water. The city has long had difficulties with high tide flooding but in late February it had the opposite problem: dry canals (as the picture reveals).

A rare anticyclone wind system over the Mediterranean, combined with tides and currents, left the Venice Lagoon about 26 inches below average. This is so low that many of the city's busy waterways became impassable to boat traffic at low tide, creating logistical issues for many. It has been 15 years since the last time that there was such a prolonged low-water event.

The low water level in Venice had everything to do with the weather, according to meteorologists, but not necessarily with the climate. Europe experienced an exceptional high-pressure zone (anticyclone), which has endured for weeks. This has reduced rainfall levels across Italy, lowering the amount of water flowing into the Venice Lagoon from the shore side. Venice is better known for its regular flooding at high tide, often immersing low-lying areas like the famed Piazza San Marco.



That's a wrap for another month.

Mike Schwarz

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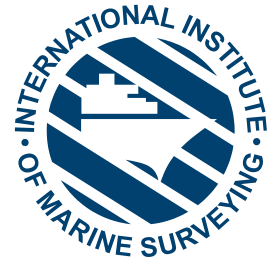
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