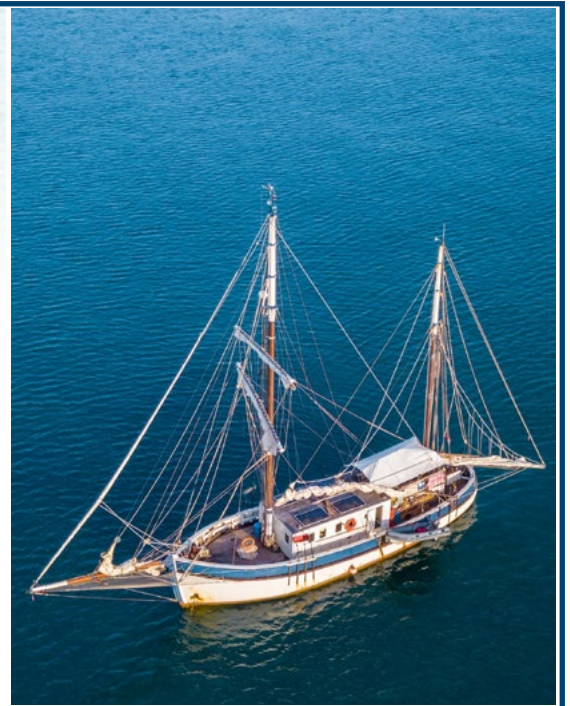




JANUARY 2023

# 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 *fr* *m* the HELM

## Dear Colleague

Welcome to 2023 and may I on behalf of IIMS wish you all the best for a fulfilling and successful year ahead despite the global challenges that surround us. We start 2023 with a bumper January news bulletin featuring some important news and guidance for marine surveyors.

I have decided to introduce a new feature which will appear in this and subsequent monthly news bulletins. Compiling the IIMS 2022 Safety & Loss Prevention Briefings Compendium late last year made me aware of just how many marine incidents and accidents are reported each month, many of which go by unnoticed. I decided rather than saving them all up to publish at the end of this year, I'd share them with you on a month by month basis. So this month we have published incidents from November, next month we will publish those reported in December and so on. I believe it is important to give surveyors a snapshot of what is happening when it comes to safety of lives at sea and I am not aware of this information being available each month in one place. It may also prove to be helpful when we look to see what trends are emerging too.



The last IIMS UK Conference took place way back in 2019 for all the reasons you know. We have assessed the possibilities of holding the 2023 AGM and Conference as a hybrid event, meaning you are welcome and encouraged to come and be with us in person, or you can join online. Sadly, London has priced itself out of the UK Conference market altogether. The increase in the costs of hotels, meeting venues, catering and travel really shocked me when I did some research recently. So, to hold an in-person event in the UK's capital would be unaffordable for some. For the 2023 AGM and Conference, we have chosen Southampton as our venue. And we plan a Dinner on the evening of 6th June too. There is more information in

this news bulletin about the event, the costs and so on. It's too early to publish a list of presenters, but we have some great ideas in the pipeline. At this stage we are not seeking a formal commitment from you, but would please ask you to give an indication of your appetite for this event by expressing your interest in attending a) either in-person or b) as an online only delegate. Just head to the simple online form at <https://bit.ly/3HbVlr9>.

Almost unbelievably for me, I am about to start my tenth year as CEO of the Institute. Frankly I have no idea where the past decade has gone, but what I do know is that I enjoy my role just as much now as I did way back in 2014. Over that time my job has evolved as indeed has the Institute and the wider shipping and marine industry.

As the world opens up slowly but surely I do hope to be able to meet a number of members over the coming year. We have published a list of events for 2023. But almost everything we do this year will offer an in-person as well as online joining option. So, if we don't get to meet face-to-face, perhaps I'll catch you online!



Survey well.

Mike Schwarz  
Chief Executive Officer



## Did you miss The Report Magazine edition 102 last month?

If you missed the 128-page Report Magazine last month, you can still access a copy to read in pdf or eReader formats.

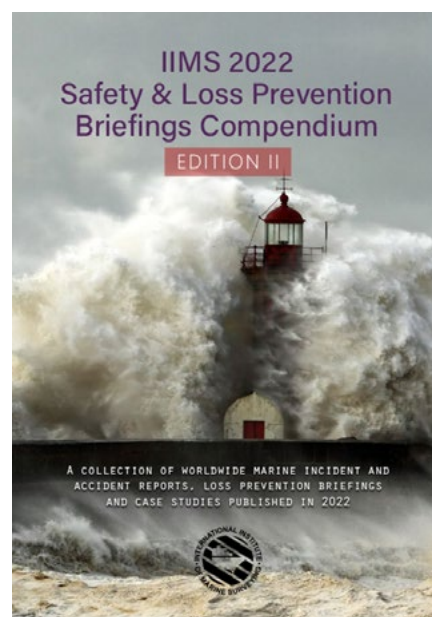
You can access the Report at <https://bit.ly/2WQTosu> or scan the QR code.



## IIMS 2022 Safety & Loss Prevention Briefings Compendium

The 160-page Compendium was published by IIMS last month. It is a collection and round up of many incident and accident reports, coupled with loss prevention guidance from P&I Clubs. This publication is an essential addition to the electronic bookshelf of any marine surveyor.

Download the Compendium in pdf format at <http://bit.ly/3GpsbEr> or scan the QR code.





## You are invited to join us for the first truly hybrid IIMS Annual Conference on 6-7 June 2023

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

The last face-to-face IIMS Annual Conference took place way back in 2019. With the pandemic receding, IIMS has decided it is long overdue to host another and plans to test the Conference waters again. So, we are delighted to announce the 2023 Annual Conference, AGM and Dinner which is scheduled to take place on Tuesday 6 and Wednesday 7 June.

All are welcome and encouraged to participate in the event, either face-to-face or by Zoom as an online only delegate. You do not need to be an IIMS member to take part.

Traditionally the Annual Conference has been held at a central London location. But this year, we have chosen a conference venue and hotel adjacent to each other near Southampton, not far from the airport, motorway and main railway links. Why Southampton? London has become far too expensive since our last event there. For example, a modest hotel room can now cost £300 plus per night and conference dinner (with wine) over £100 plus a head. In these challenging times for many, this is simply not affordable.

Our main aim is to make the 2023 Annual Conference affordable and accessible for those wishing to attend, both for those who come in person and our online community too.

#### **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 Chilworth Manor Hotel set amongst 12 acres of beautifully landscaped grounds. This charming Edwardian manor house hotel is a wonderful retreat in idyllic surroundings yet is within easy reach of the city centre.



Although we have ideas for some great speakers and presenters to educate and inform you, we are still at the planning stage. The provisional programme is as follows:

## Tuesday 6 June 2023

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.

### **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. At this stage we are not asking you to make a booking but would request that you complete the online form to express your interest in attending this event either face-to-face or as an online delegate. That will help us gauge the potential interest in the Conference.

To express your interest without obligation, please go to <https://bit.ly/3HbVlr9>.

## 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 (approx. 45 minutes each) 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 four presentations. In the other space, commercial ship surveyors will also benefit from four presentations. All presentations will be streamed live for online delegates (or to watch on catch up by video).
- 16.00 Conference closes.

## Five students participated in the IIMS practical course at Lyme Regis

A group of five students met at the Boat Building Academy in Lyme Regis during the first week of December for the third annual IIMS practical course. Mike Schwarz and David Pestrige joined the group mid-week to share some knowledge and advice. The weeklong programme gave the students the opportunity to spend time in the workshops looking at and studying wooden hull structures and 'playing' with GRP repairs. Getting their hands dirty was very much part of the aim of the course.



The five who attended the programme were Darrell Broscomb, Daniel Goronwy, Rodney Holland, Barry Malone and Paul Richardson. They are pictured above with tutors Matt Law (far left) and Joe Blathwayt (far right).



## Survey into the use of Drones and UAV's in marine survey operations

*Dear IIMS member and other interested colleagues*

I am undertaking research as part of a Master of Science MSc qualification in Marine Operations Management (Marine Surveying) based at Middlesex University into the current and potential use of drones - sometimes referred to as Unmanned Aerial Vehicles or UAV's - in marine survey operations.

Over the past 40 years, I have worked in the marine industry mainly in the field of marine civil engineering, involved in heavy lifting and marine salvage.

I am asking for your support in completing a study anonymously into the views of marine surveying specialists on how drones and/or UAVs are currently being used and what problems or opportunities might exist for expanding their use in support of marine operations.

There are just 9 short questions to answer, and it will only take you a few minutes to record your views and thoughts.

Please use the online questionnaire to submit your replies anonymously at <https://bit.ly/3XV48nd>.

Thank you, **Tony Small**, *Dipmarsuv*.

## Feadship achieves major milestone on roadmap towards sustainability

Feadship has passed a major milestone by receiving approval-in-principle from Lloyds Registry for an 'agnostic' fuel system. This represents the second stage of its roadmap to building a carbon-neutral superyacht by 2030.



Feadship's 81.75-metre (268-foot) Pure concept in 2021 showcased the latest thinking on how owners and their guests enjoy their time on superyachts. It was also conceived to be fully future-compatible in terms of likely developments over the next decade in propulsion and efficiency.

Giedo Loeff, head of R&D at Feadship, commented, "The crucial next step is that we need a flexible or agnostic fuel system, meaning it has to work with the fuels of today but also those of tomorrow, as we're not yet talking of just fuel cells for propulsion purposes."

The fully integrated system is able to store both non-fossil paraffinic fuels such as HVO, SAF and e-diesel, and alcoholic fuels such as e-methanol or ethanol at full capacity. Production of these alternative fuels is being rapidly scaled up worldwide.

The third step in Feadship's journey towards net-zero carbon is to integrate fuel cell technology expected at the end of this decade.

# Recovery of Persons in Water, a Guide to Good Practice for Small Vessels published by British Tugowners Association

The British Tugowners Association has released its latest 50 page guidance to industry, Recovery of Persons in Water (PIW), a Guide to Good Practice for Small Vessels.

"The guide looks to debunk and demystify various myths and fallacies within the industry, spurring on open debate and discussion with the intent being to save lives," said BTA chairman and Svitzer Head of Marine Standards Scott Baker.

The intent of the guide is not limited to tugs but applicable across the small boat sector, whether crewboats, pilot boats, workboats or tugs, many of which share similar characteristics and equipment. The BTA's Technical Committee has spent over a year working on reviewing the task of recovering people from the water to small vessels and appraising the equipment typically found in the small vessel sector. The end goal was to arrive at a complementary suite of equipment that can be used to effect a rescue across the four stages of recovery.

1. Making a connection to the casualty
2. Getting the casualty under control
3. Recovery of the casualty to the deck
4. Medical care and post rescue support on board

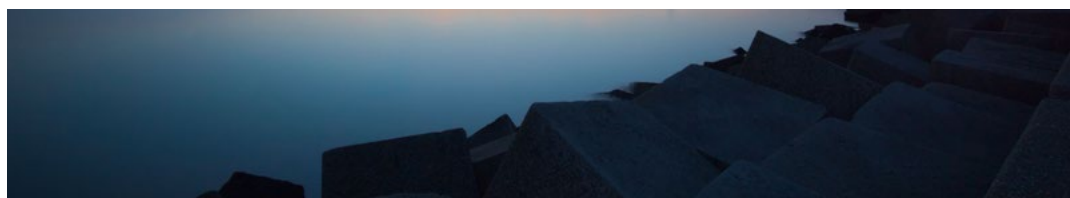
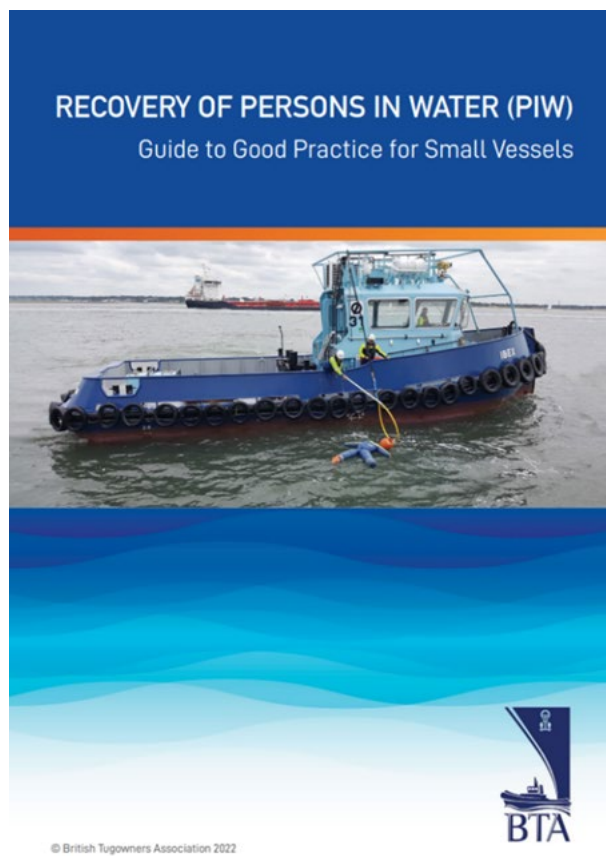
Key areas of discussion:

- the ineffectiveness and potential of lifejackets without crotch straps
- cold water immersion, its effects and incorrect confusion with hypothermia
- the truth around vertical and horizontal rescue
- protection for the rescuer(s) on board
- demystifying Automatic External Defibrillators (AEDs)
- post recovery trauma and support
- standardising the handover/transfer of the casualty to emergency services (ATMIST)

The guide also stresses the importance of effective and realistic drills and training.

"Immersion in cold water represents a serious threat to life," said Professor Mike Tipton from the Extreme Environments Laboratory at the University of Portsmouth, who also contributed to the guide. "But this threat can be significantly reduced with the correct knowledge, procedures, equipment, and training. This comprehensive guide provides the information needed to significantly reduce the chances of a tragedy if an individual goes overboard."

Click to download the guide at <http://bit.ly/3EmJN10>. Or scan the QR code.



# First Greek Shipping Co-operation Committee Technical Report published

Download the pdf at <http://bit.ly/3V7ORgB>.  
Or scan the QR code.

The London based Greek Shipping Co-operation Committee has published a 37 page Technical Report which is a collection of recent studies and reports. The document includes, amongst other, articles on:

- Evaluation of using ammonia as a marine fuel by Analysing gas dispersion in a ship engine room using CFD
- Five Lessons to Learn on Hydrogen as Ship Fuel
- Decarbonizing Shipping: Fuels, Efficiency, Ports, and Green Corridors
- Rapid Oil Analysis for Real-Time Machinery Condition Monitoring
- New Wind-assisted River Cargo Ship Design Unveiled



## Latest IMO Maritime Safety Committee (MSC) report now available to download

At the meeting held in November, the following topics of interest to the superyacht, leisure and small commercial vessel sectors were discussed.



### **Safety measures for non-SOLAS ships operating in polar waters - Polar Code amendments**

The committee approved, with a view to adoption at MSC 107, the draft amendments to the Polar Code, together with associated amendments to the SOLAS Convention, to incorporate new requirements for non-SOLAS ships concerning safety of navigation and voyage planning. The amendments will be applicable to fishing vessels of 24 m in length overall and above, pleasure yachts of 300 GT and upwards not engaged in trade and cargo ships of 300 GT and upwards but below 500 GT.

### **Piracy and armed robbery against ships**

The committee was advised that 69 incidents of piracy and armed robbery against ships were reported to the organisation as having occurred or been attempted in January to June 2022, representing a decrease of approximately 22 percent compared to the same period last year. The areas most affected from January to June 2022 were:

The Straits of Malacca and Singapore: 36

West Africa: 13

South America (Pacific): 9

### **Safety of onboard lifting appliances and anchor handling winches**

The MSC approved in principle draft guidelines on lifting appliances, with a view to final approval at MSC 107. Please see previous SSE reports regarding the SOLAS amendments and the development of the guidelines. The draft guidelines can be found at annex 3 of the report of the SSE working group in the embedded document (MSC 106/WP.11) of the full report.

### **Maritime Autonomous Surface Ships (MASS)**

The committee made further progress on the development of a goal-based instrument regulating the operation of maritime autonomous surface ships (MASS).

Following experience gained with the non-mandatory initial instrument a mandatory MASS Code is planned with an entry into force on 1 January 2028. In the first instance, the Code is to apply to cargo ships (which would include yachts carrying up to 12 guests).

### **Enhancing the safety of ships relating to the use of oil fuel**

The committee adopted amendments to SOLAS chapter II-2 in relation to fuel oil flashpoint (see MSC 105 report). The amendments require that ships shall, prior to bunkering, be provided with a declaration signed and certified by the fuel oil supplier's representative that the oil fuel supplied is in conformity with regulation SOLAS II.2/4.2.1.

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



## Businesses to be given two additional years to apply UKCA marking



Businesses will be given an additional two years to apply new product safety marking, giving thousands of businesses the freedom to focus on growth, Business Secretary Grant Shapps announced.

The UK Conformity Assessed (UKCA) marking has been introduced as part of the UK's own robust regulatory framework. It shows that products comply with our product safety regulations which are designed to protect consumers. However, given the difficult economic conditions created by post-pandemic shifts in demand and supply, alongside Putin's war in Ukraine and the associated high energy prices, the government does not want to burden business with the requirement to meet the original deadline of 31 December 2022.

The government will continue to recognise the CE marking for two years, therefore allowing businesses until 31 December 2024 to prepare for the UKCA marking.

To extend the deadline, the government has laid secondary legislation before Parliament which, subject to parliamentary approval, will implement these measures.

Businesses have been able to use the UKCA mark since 1 January 2021 to demonstrate their conformity with product standards in England, Scotland and Wales.

## Container focus - Refrigerated cargo analysis by The Swedish Club



In this publication The Swedish Club focuses on the most common causes of refrigerated cargo - 'reefer' - container claims, and provides analysis, case studies and loss prevention advice. This complex piece of engineering, has, over the years, become more reliable, and can be trusted to transport perishable goods vast distances with little or no impact on quality.

In this document, The Swedish Club presents the most common causes that lead to claims based on the Club's own statistics.

### Loss prevention essentials

- Ensure you comply with the shippers' carriage instructions. If these are unclear, seek clarification.
- When loaded, make sure that the container's set temperature complies with the carriage instructions.
- Keep clear and accurate records of temperature, ventilation, and other relevant aspects. The records must cover each stage of the voyage, from loading to discharge.
- It is important to maintain a continuous supply of power to reefer containers during the voyage.
- Keep a record of all incidents regarding the vessel's diesel generators and reefer circuit breakers, and their associated alarm systems.



Download the publication at <http://bit.ly/3Xb6D4m>. Or scan the QR code.



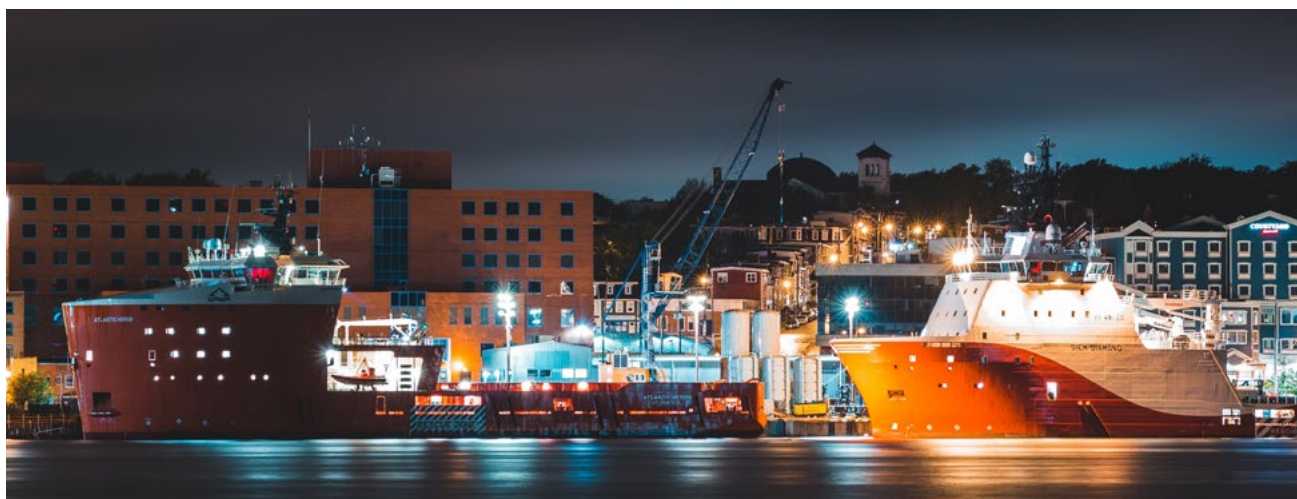
# Canada harmonizes vehicle and engine emission standards with U.S. EPA Rules

NMMA Canada announced that Environment and Climate Change Canada (ECCC) recently published regulations that maintain alignment with the U.S. Environmental Protection Agency (EPA) emission standards for vehicles and engines. The Amendments can be found at <http://bit.ly/3EmYuRI>.

The EPA published Improvements for Heavy-Duty Engine and Vehicle Test Procedures, and Other Technical Amendments in June 2021. This rule amended test procedures for heavy-duty engines and vehicles to improve accuracy and reduce testing burden, and included other amendments to increase compliance flexibility, add clarity, correct errors, and streamline the Code of Federal Regulations (CFR).

This is good news for Canadian marine businesses. Maintaining alignment with U.S. EPA emission standards reduces regulatory burden for companies operating in the Canada–U.S. market and maintains fair regulatory conditions for importers and manufacturers. The regulations affected by the changes in the U.S. EPA technical amendments are:

- Heavy-duty Vehicle and Engine Greenhouse Gas Emission Regulations;
- On-Road Vehicle and Engine Emission Regulations; and
- Marine Spark-Ignition Engine, Vessel and Off-road Recreational Vehicle Emission Regulations.



## London P&I Club guidance regarding Flexible Intermediate Bulk Containers and Dry Chemicals

The London Club has published guidance regarding Flexible Intermediate Bulk Containers (FIBCs) and Dry Chemicals. The guide presents common hazards, as well as lessons learned for a safe operation onboard.

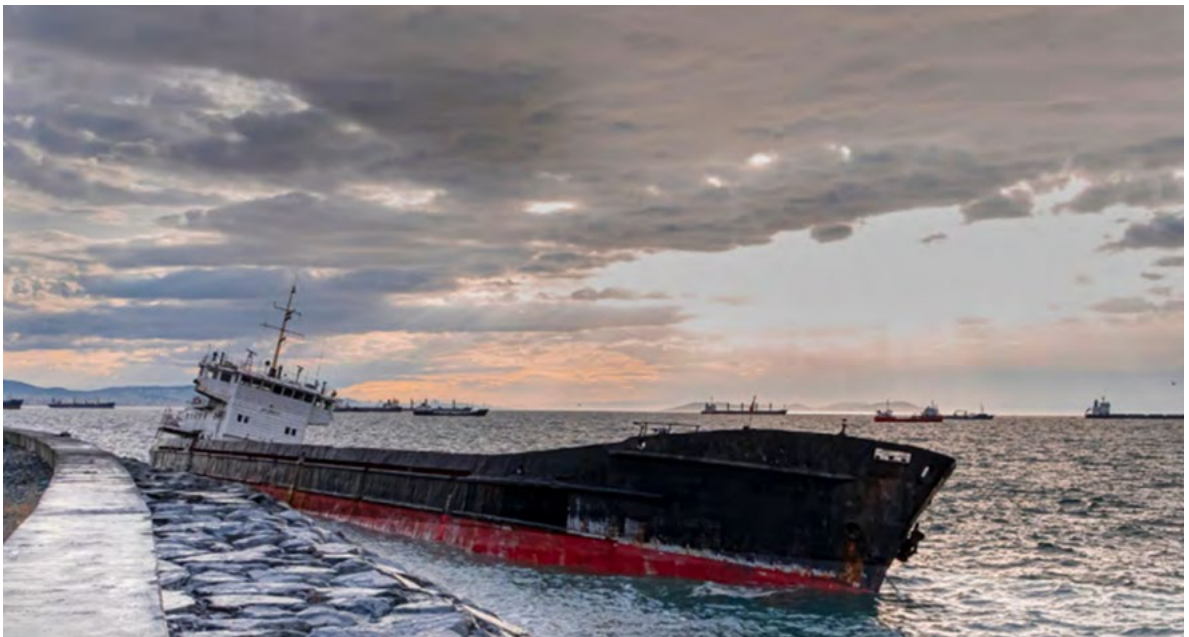
FIBCs have a body of a flexible woven material (typically polypropylene) and is intended to ship solid material in powder, flake or granular form. It is designed to be handled from the top by permanently attached lifting loops/ slings which can be lifted by cranes, hoists or forklifts. They are frequently used to ship foodstuffs, agricultural product chemicals such as fertilisers, and pharmaceuticals.

As the London Club has noted, FIBCs are manufactured to international standards such as EN ISO 21898 Packaging – Flexible Intermediate bulk containers for non-dangerous goods.

FIBCs can be used to transport hazardous materials and/or dangerous goods if presented in an approved package for your particular products and it complies with the applicable regulatory code such as the International Maritime Dangerous Goods (IMDG) Code.

Download the guidance at <https://bit.ly/3UyHC07>. Or scan the QR code.





## Demystifying General Average

International freight transport insurer TT Club's latest StopLoss publication, produced in collaboration with forwarder's association, FIATA and the Global Shippers Forum (GSF), provides a straightforward summary of the topic of General Average (GA), along with essential good practice advice.

While the concept of General Average (GA) is widely utilised and is as old as maritime transport itself, it is a commonly misunderstood process. Its application as a result of a maritime accident often takes shippers (beneficial cargo owners, BCOs), and sometimes forwarders by surprise. Especially those without adequate cargo insurance. GA's complexities, owing to the amount and variation in value of cargo onboard modern-day large container ships, can be baffling. The additional financial burden and extended delays in cargo delivery are also frustrating.

"This situation gave TT and our partners ample motivation to create one of our StopLoss advisory publications on the issue, as there is obviously a need for a clear explanatory guideline," said Mike Yarwood, MD of Loss Prevention at TT. "Experience shows that the system is an effective means of dealing with large and complex casualties. However with container ships now capable of carrying in excess of 23,000 TEU, GA adjustment is likely to be an extremely complex calculation and the administrative burden placed on the interested parties is significant.

GA is a globally applicable legal principle of maritime law by which extraordinary additional expenditure incurred during a voyage because of a defined incident can be recovered from all parties involved in the 'maritime adventure' on a pro rata basis against the 'arrived' value of goods and other property aboard.

"The concept of 'maritime adventure' sounds quaint," comments Yarwood. "But describes the total group of stakeholders involved in the voyage. GA is the system whereby the ship owner can recover the extraordinary expenses that are necessarily incurred following some maritime incident, in protecting the cargo and/or preserving the ship. The costs are apportioned between the ship, its bunkers (sometimes owned by a charterer of the ship) and stores, and the cargo (including the containers) in proportion to their value."

"It is essential that all freight forwarders understand GA to efficiently manage matters and set realistic expectations for their clients and represent their interests effectively. Equally, BCOs need to understand their obligations, particularly where they have chosen not to purchase cargo insurance," concludes Yarwood. As such a section of the StopLoss is dedicated to the actions required by each party and includes a useful checklist of preparations each can make in anticipation of a GA declaration effecting any of their cargoes.

The StopLoss publication can be downloaded at <http://bit.ly/3ipmlci>.  
Or scan the QR code.



# 2021 ICOMIA Recreational Boating Industry Statistics published

The 2021 ICOMIA Recreational Boating Industry Statistics, as the only product of its kind, provides a wealth of industry intelligence in one useful reference document.



This year's e-book includes:

- 2022 global data snapshot & a comprehensive market overview
- Detailed national reports on the industry's largest market countries
- Global summaries of key product segments from 23 countries
- Export/import data for international trade in boats from 41 countries
- Marine engine statistics for 38 countries from ICOMIA's Marine Engine Committee (IMEC)
- 7 detailed country reports, produced by the marine industry associations from Canada, Japan, Italy, Finland, the Netherlands, New Zealand and the USA
- International Boat Show statistics (courtesy of the International Federation of Boat Show Organizers)
- The Superyacht Group's Annual Report
- Industry articles selected by IBI Magazine
- Raw-data Excel spreadsheets to assist those using the base data for detailed research

The ICOMIA Statistics Book 2021 is available from the ICOMIA website for 850 euros. ICOMIA members and their members receive a 50% discount. Contributing ICOMIA members can also purchase the distribution rights – contact [louise@icomia.com](mailto:louise@icomia.com) for more information.



## Yamaha set to introduce personal watercraft parts made from plants

*Cellulose nanofiber reinforced resin*

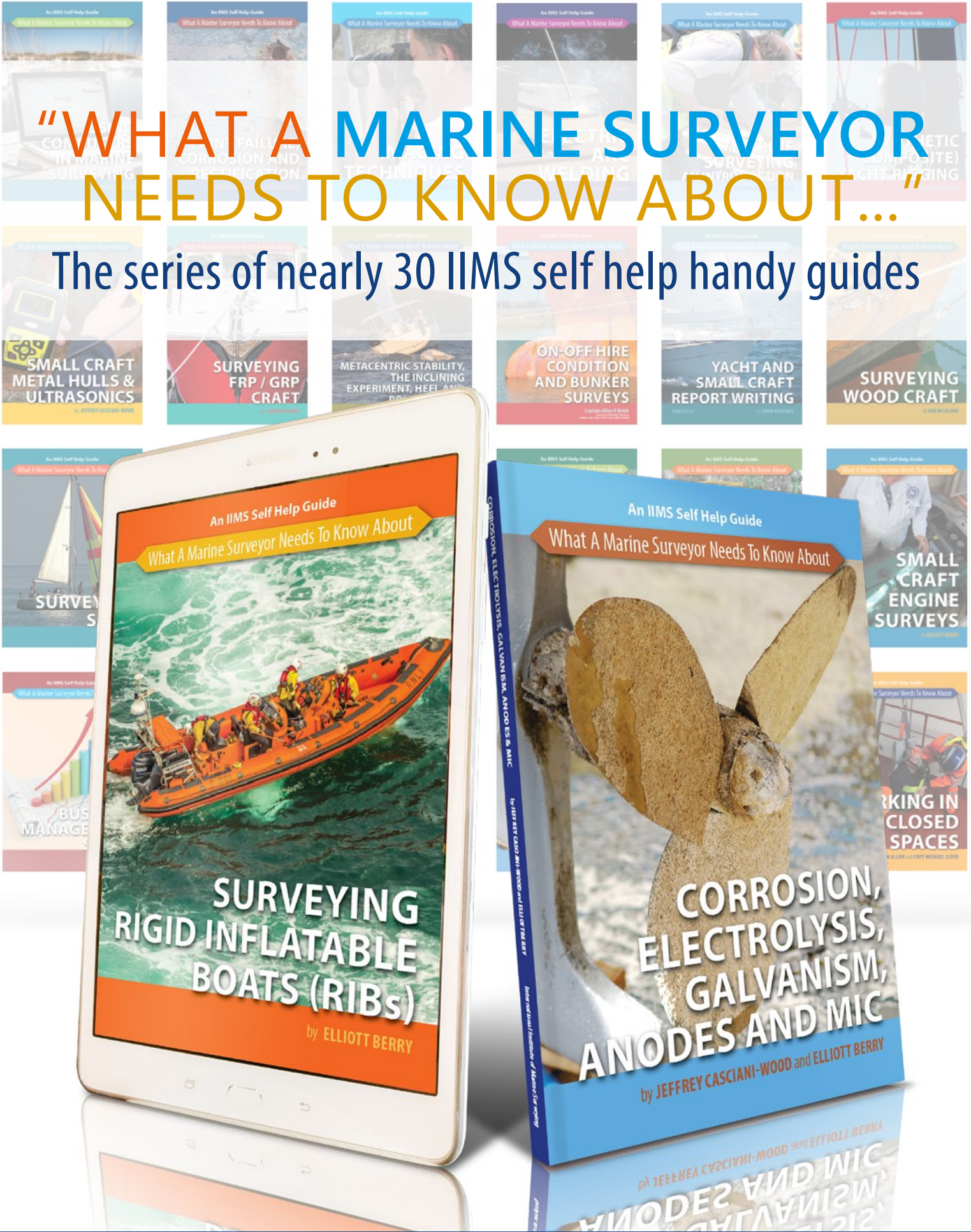
Yamaha Motor has announced that it will adopt plant-derived cellulose nanofibre (CNF) reinforced resin for marine products as an initiative toward reducing CO2 emissions and the company's environmental footprint. The parts

developed using this material will be used in engines for personal watercraft and sport boats and are planned to be installed in certain models from 2024 onwards.

Yamaha says that CNF-reinforced resin is a new high-strength material manufactured by kneading and dispersing CNF, a biomass material made from wood resources, into resins such as polypropylene. In addition to being over 25 per cent lighter than existing resin materials, Yamaha says it also has excellent material recyclability, leading to a reduction in the amount of plastics used and greenhouse gas emissions, mainly CO2. In developing the material, Yamaha Motor has reached a collaborative agreement with Nippon Paper Industries (headquartered in Chiyoda-ku, Tokyo).

# "WHAT A MARINE SURVEYOR NEEDS TO KNOW ABOUT..."

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# UK Domestic Shipping

## Mobilising Investment in Net Zero

## Report identifies pathways to unlocking £75bn financing needed for UK shipping's energy transition

A report produced by Marine Capital Ltd, with the support of UMAS and Lloyd's Register (LR), estimates that approximately £75bn of investment over the coming three decades will be required for the UK's domestic maritime sector to transition to net zero. Attracting new sources of capital will be key to the industry's energy transition. The report, "UK Domestic Shipping: Mobilising Investment in Net Zero", identifies funding mechanisms that can be applied immediately to unlock untapped investment capital to finance this transition, without waiting for the introduction of carbon pricing or the selection of a 'winning' zero emission fuel solution.

The report presents the most comprehensive study to-date of the UK domestic maritime sector, and its findings and recommendations are intended to contribute significantly to the next iteration of the UK government's Clean Maritime Plan.

The complexity of the UK's domestic maritime sector, with its diverse range of stakeholders, vessels and ports presents significant challenges to achieving net zero. The Study identifies the vessels which comprise the UK domestic and short-sea shipping fleets and provides a profile of these fleets, including a breakdown of emissions by different vessel types. This analysis shows that the largest source of emissions come from a relatively small subsector of vessels, providing the potential for targeted measures. Both investment and clear, coordinated policy support will be required to overcome the various barriers that currently hinder the sector's decarbonisation transition. These barriers include uncertainty regarding future demand for and supply of clean fuels, lack of clarity over the evolution of the policy and regulatory environment and limited access to funding by many stakeholders. Identifying areas of priority will be key to the sector's successful navigation of the net zero pathway over the coming two decades.

Although decarbonisation undoubtedly presents many challenges for the industry, it also opens up the potential for the UK to build on its core competences and increases the opportunities for growth throughout the UK's maritime supply chain, from maritime equipment manufacturers and domestic shipyards to manufacturers of clean maritime technology.

Commenting on the report's findings, Tony Foster, CEO of Marine Capital Ltd, said: "Shipping's decarbonisation presents many challenges. Domestic shipping is enormously diverse, so merely getting to grips with that diversity was a key element in framing the report. We have highlighted, through case studies, financial mechanisms which can facilitate the participation of institutional capital, particularly in the large-scale fleet renewal that is required."

Akash Kapur of UMAS said, "The UK domestic and short sea fleets' structures of ownership and operation is ill-prepared and ill-suited to the rapid transition to new energy and technologies that is needed. The suggestions for new investors, novel ownership structures and coalitions, in combination with much greater clarity and regulation from government, provides a pathway for shipping to align with UK's net zero objective."

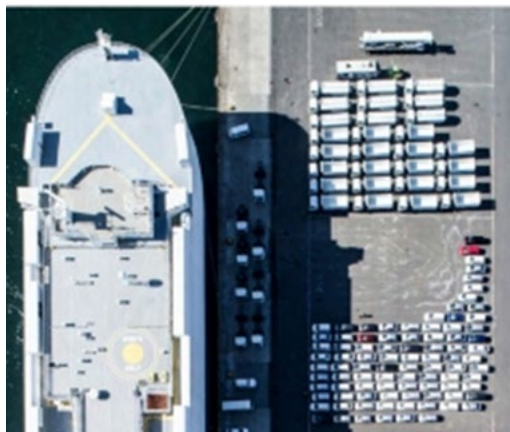
Jos Standerwick, CEO of Maritime London, who chaired the working group that highlighted the need for this report said: This report provides a crucial contribution to the UK's maritime decarbonisation plan. The report clearly evidences where the barriers to new capital entering the market exist and how the UK government can provide assurance to unlock investment. The UK domestic shipping industry now has the foundations of a commercial pathway to successfully achieve the UK's net zero objectives.

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



# Another positive year for marine insurers is revealed in the IUMI Annual Stats Report

IUMI's 2022 analysis of the global marine insurance market



# STATS

The International Union of Marine Insurance (IUMI) has published its 2022 global marine insurance market analysis known as the IUMI Stats Report. The report presents various statistical data from multiple sources, including IUMI's data, to provide insight into the marine insurance market within the context of global trade and shipping. For the third year, IUMI Stats contains analysis from its major claims database, which now comprises 11,000 claims records amounting to USD 17.3 billion of major losses.

Commenting on this year's report, IUMI's Secretary General, Lars Lange, said: "We are reporting this data at a time when several shocks have hit a world economy already weakened by the pandemic. Indicators in many economies now point to an extended period of subdued growth. Marine underwriters are navigating some highly complex issues."

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



## Britannia P&I Club issues warning about risks of olive margine carriage

Britannia P&I Club has warned operators and the shipping industry to be vigilant when carrying olive margine. It warns about the risks of liquefaction. According to Britannia, it has become aware that the olive margine, sometimes described as "Vegetable Residues" or "Olive Mill Waste Water (OMWW)", is being offered for loading at ports in North Africa.

Olive margine is not listed as a cargo in the IMSBC Code Britannia has been informed by cargo experts that it is prone to liquefaction and can, therefore, threaten ship stability. It also added that although tests may be provided by shippers, they should be aware that there are no internationally recognised tests for confirming the flow moisture point and hence determining the transportable moisture limit for vegetable products like olive margine unlike Group A mineral cargoes.

## Guidance published for hold cleaning of bulk vessels

The Swedish Club in association with CWA International has produced a practical guide to help operators with the hold cleaning of bulk vessels. According to the guide, the preparation and cleaning of a vessel's cargo holds for the next intended cargo is a vital part of bulk carrier operations. Hold cleaning requires clear planning, preparation and efficient execution.

Failure to carry out the proper hold preparation prior to loading can lead to cargo claims relating to cargo contamination, overflowing bilges, as well as contractual claims relating to delay, failed surveys, loss of hire and further charterparty disputes.

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





## Annual overview of marine casualties and incidents 2022 published by EMSA

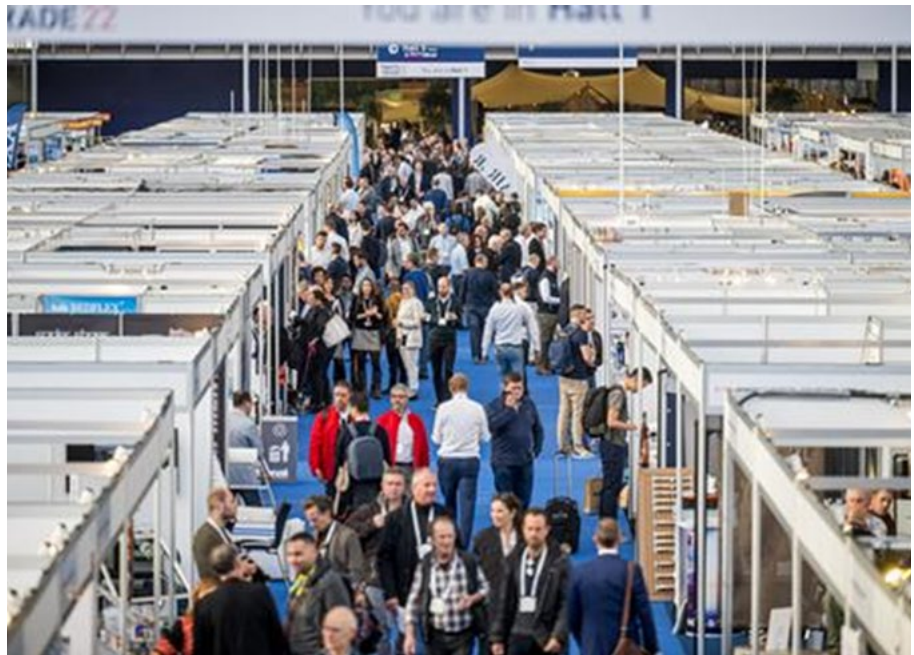
EMSA, the European Maritime Safety Agency, has published its Annual Overview of Marine Casualties and Incidents for 2022. In it they state that 2,637 marine casualties and incidents were reported.



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

## METSTRADE 2022 hailed a great success

METSTRADE 2022 at Amsterdam welcomed 1,400 exhibitors from 49 countries across ten halls covering every facet of marine equipment, systems and materials. Organised by the RAI Amsterdam, the show saw 26,480 visits registered by 17,417 unique visitors spanning 126 nationalities, accompanied by 6,175 exhibitor personnel, with 23% of visitors in the 18-35 age bracket.



In a first for the show, day two began with a breakfast networking and panel Women in Marine Industry event. More than 120 female and male delegates gathered to engage with a select panel of women working in senior marine leisure leadership roles across the USA and Europe.

The METSTRADE Theatre was one of several key features in the reimagined Hall 13, with the stage seeing a series of presentations and good audiences engaging with key topics of the day, including new technologies and the drive towards a more sustainable sector.

METSTRADE also saw the full return of associated programmes including the 30th anniversary of the SuperYacht Forum Live, International HISWA Symposium, HISWA Marina Symposium and NMEA.

"We wanted to ensure that METSTRADE was completely fit for purpose in resuming its critical role as the epicentre for the whole global marine leisure sector during three very busy days in Amsterdam," said Niels Klarenbeek, Maritime Director of METSTRADE.

## Watch the video: Collaborating for a prototype drone inspection regime

DNV has joined forces with industry partners for on-board testing of established drone technologies within the REDHUS project. The final goal is to create a prototype drone inspection.

Drone surveys enable the close inspection of hard to access areas, especially in ship tanks, and reduce the time, risks and costs related to staging, erecting, or rafting. The DNV-led project is testing drone technology, developed by Scout Drone Inspection that are capable of navigating in confined spaces, such as cargo tanks. This provides valuable input and requirements from the owner's perspective for future drone tank surveys.

To access the informative 3-minute video go to <http://bit.ly/3V9aZqY>.



## Whitepaper Ammonium Nitrate fire risk on board ships published

The risks posed by poor conditions of storage of this common compound, which is used extensively in the Fertilisers and Explosives industries, have been well documented but awareness of the dangers of fire during transportation by sea is less well known. The objective of this guide, entitled 'Ammonium Nitrate Fire Risk on Board Ships' is to outline best practice with respect to the management of risk on vessels chartered to ship the compound through ports around the world.

Ammonium Nitrate ( $\text{NH}_4\text{NO}_3$ ), a white to grey odourless chemical has a melting point of 169 degrees C and decomposes at 210 degrees C. While it does not burn by itself, significantly it will accelerate burning of combustible material, producing toxic oxides of nitrogen and ammonia, which will support combustion, even in the absence of oxygen.

"These properties in particular demand careful consideration of how and where ammonium nitrate is stowed on board vessels that are used to ship large volumes around the world," says the paper's lead author Brian Devaraj, who is a member of ICHCA's Technical Panel. "Ammonium nitrate fires can escalate out of control very rapidly. To mitigate consequential loss of life and damage, the provisions laid out in the International Maritime Dangerous Goods Code (IMDG Code) should be complied with at all times."

The whitepaper outlines in detail ammonium nitrate's peculiar reactions to heat and subsequent conflagration, as well as the nature of its decomposition. These characteristics mean that the specifications of vessels' equipment, including deck cranes, hatch covers, hold linings, fuel tanks and pumps, also forklifts and other handling devices, must be precise. The whitepaper offers comprehensive guidance on these particulars.

Download the whitepaper at <https://bit.ly/3VU7a9r>. Or scan the QR code.

ICHCA  
INTERNATIONAL

AMMONIUM NITRATE FIRE RISK ON BOARD SHIPS

Brian Devaraj, DGLS Australia







## Future of the UK waterways debated in Parliament

The House of Commons parliamentary debate opened with Michael Fabricant MP setting out the unique contribution the waterways make from the economic impact through to the huge social and environmental benefits to society. The debate heard how the outcome of the UK Government's review of the funding contract beyond 2027 is awaited. The current grant is fixed until 2027 and is declining both in real terms and as a proportion of total income.

Michael Fabricant MP explained how the delays to the Government's review were causing great concern for waterway users and will soon start to hinder the ability to plan for the future, with so many important long-term projects to deliver.

Rebecca Pow, Minister for Waterways, responded to the debate by commending the array of colleagues present at the debate and acknowledging the role of volunteers and the huge range of public benefits delivered by the inland waterways, from leisure and recreation through to industrial heritage, mental wellbeing and as the green corridors that canals forge through both the countryside and urban areas.

Richard Parry, Canal & River Trust chief executive, commented, "The nation's 250-year-old canal network is old and fragile. In partnership with Government, we bear a huge financial responsibility for its day-to-day care to keep it safe and available for millions of people to enjoy. As we continue our discussions with Defra around our ongoing grant, we welcome the cross-party recognition of the importance of the canal network and remain focused on achieving an outcome that will enable us to meet the rising cost of sustaining the nation's historic waterways, managing the potential risk to all the places they run through and delivering our statutory responsibilities for the long-term."

Subsequent to that debate, the Canal & River Trust has announced a rise of 9% in boat licence fees from 1 April 2023 for both private boat owners and boating businesses. When combined with the interim increase introduced from 1 October 2022, this will mean an overall year-on-year increase of 13% for those renewing an annual boat licence in the period from 1 April until 30 September 2023.

Richard Parry said, "We continue to secure as much income as we can through our commercial and charitable activities and focus our resources on those priority works which are required to support navigation, and on controlling our costs where possible. Our network is old and vulnerable, especially to the extreme weather events that are becoming more common, and this winter we will deliver one of our largest programmes of repairs and maintenance to date, with large increases in our expenditure on vital reservoir safety works (which are mandatory under the UK Reservoirs Act) in particular."

# IIMS training and events 2023 CALENDAR

Programme subject to alterations - check website for details at: <https://bit.ly/3Wnhqlr>

J	17 <sup>th</sup> January 2023	IIMS Professional Qualification January intake online only student Meet & Greet
F	2 <sup>nd</sup> February 2023	Report writing online only seminar
M	7 <sup>th</sup> March 2023 21 <sup>st</sup> March 2023 30 <sup>th</sup> March 2023	Closed Management Board meeting eCMID AVI Festival of Knowledge - online delegates only Yacht & Small Craft Spring training day (Portsmouth area - in person and online delegates welcome)
A	18 <sup>th</sup> April 2023 19 <sup>th</sup> April 2023 20 <sup>th</sup> April 2023 April 26 <sup>th</sup> and 27 <sup>th</sup> 2023	IIMS Professional Qualification April intake online only student Meet & Greet Heel & Stability (Southampton area - in person attendance only) Certifying Authority training (Portsmouth area - in person and online delegates welcome) Western Mediterranean Yacht & Small Craft Working group, Palma, Mallorca
M	2 <sup>nd</sup> May 2023 4 <sup>th</sup> May 2023 9 <sup>th</sup> May 2023	Report writing online only seminar Inland waterways working group (Location unknown - in person attendance only) Closed Certifying Authority Committee meeting
J	6 <sup>th</sup> June 2023 6 <sup>th</sup> June 2023 7 <sup>th</sup> June 2023 13 <sup>th</sup> – 15 <sup>th</sup> June 2023 29 <sup>th</sup> June 2023	Closed Management Board meeting IIMS Dinner (venue to be announced) IIMS Annual General Meeting and Conference (Southampton - in person and online delegates welcome) Seawork Show (Southampton) Remote tonnage training (UK venue to be announced Southampton - in person and online delegates welcome)
J	18 <sup>th</sup> July 2023	IIMS Professional Qualification July intake online only student Meet & Greet
A	1 <sup>st</sup> August 2023 26 <sup>th</sup> and 27 <sup>th</sup> August 2023	Report writing online only seminar IIMS Baltimore Conference
S	5 <sup>th</sup> September 2023 11 <sup>th</sup> to 14 <sup>th</sup> September 2023 27 <sup>th</sup> – 30 <sup>th</sup> September 2023	Closed Management Board meeting London Shipping Week Monaco Yacht Show
O	3 <sup>rd</sup> – 5 <sup>th</sup> October 2023 10 <sup>th</sup> October 2023 11 <sup>th</sup> October 2023 17 <sup>th</sup> October 2023 15 <sup>th</sup> – 17 <sup>th</sup> November 2023	IBEX Show (USA) Closed Certifying Authority Committee meeting Certifying Authority training (Portsmouth area - in person and online delegates welcome) IIMS Professional Qualification October intake online only student Meet & Greet Metstrade
N	2 <sup>nd</sup> November 2023 7 <sup>th</sup> November 2023 9 <sup>th</sup> November 2023 14 <sup>th</sup> and 15 <sup>th</sup> November 2023	Report writing online only seminar Yacht & Small Craft late autumn training day (Portsmouth area - in person and online delegates welcome) eCMID AVI Festival of Knowledge - online delegates only Scotland Yacht & Small Craft training - venue to be announced (in person and online delegates welcome)
D	5 <sup>th</sup> December 2023 11 <sup>th</sup> – 15 <sup>th</sup> December 2023	Closed Management Board meeting Yacht & Small Craft 7-day residential course at the Boatbuilding Academy, Lyme Regis

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

Here are some brief news snippets from various marine incidents and accidents that were reported and reached the IIMS news desk in November 2022.

## Two ferries collide resulting in two deaths

Two people were killed while another two went missing following a collision in the Wadden Sea in the northern Netherlands. The incident occurred when the fast ferry Tiger and the water taxi Stormloper collided with each other in the waters between the Dutch mainland and Terschelling in the West Frisian Islands. Due to the force of the impact, all eight people who were on Stormloper ended up in the water. Two of the water taxi's passengers were later pronounced deceased. The captain and at least one other individual meanwhile suffered critical injuries.

## Fourteen dead after ferry capsizes

Officials in Indonesia reported that 14 people were killed after a passenger ferry caught fire and later capsized in the country's southern waters. The 267GT Express Cantika 77 was underway with 230 passengers and 10 crew members in the southern province of East Nusa Tenggara when a distress call was sent indicating that a blaze had ignited on board.

## Eight dead after sand dredger capsizes

Bangladeshi media reported that eight people were killed after a sand extraction dredger capsized near the south-eastern port city of Chattogram. The dredger Saikat-2 capsized while experiencing strong winds and large waves brought about by Cyclone Sitrang as it headed north from the Bay of Bengal. Four deceased crewmen were found within 24 hours of the capsizing while the remaining four fatalities were recovered a couple of days later.

## Seafarer dies due to line handling incident at Port of Charleston

A crewmember from a vessel at the Port of Charleston, South Carolina lost his life during a line handling accident. The Philippine national seafarer was working a line aboard an unnamed vessel at the North Charleston Ports Terminal. During the operation for reasons unknown, the line hit him in the chest causing him to go into cardiac arrest resulting in his subsequent death.

## One Missing and one injured after fight aboard tanker

One crew member was reported missing and another injured after a fight between two crew members aboard a chemical tanker off New Caledonia according to French SAR officials. The chemical tanker Elandra Corallo was operating about 400 miles northwest of Koumac in the Coral Sea. The full circumstances have not been released, but two crew members got into a fight on board and one was stabbed. Reports say that the crew member who used the knife threw himself into the sea after the altercation.

## US Navy rescues crew of burning drug boat in Gulf of Oman

The US Navy patrol vessel USS Sirocco rescued eight Iranian and Pakistani nationals who had set fire to their own vessel after they were caught smuggling drugs in the Gulf of Oman. The fire destroyed about two thirds of the drugs, the service reported. Sirocco was on patrol in international waters when she encountered a dhow and prepared to board it. Before the boarding team could reach the suspect vessel, the dhow's crew set it on fire in an attempt to destroy a cargo of hashish and methamphetamine.

## Second boat sunk after being attacked by orcas

Four crew members were rescued after their boat was reportedly attacked by orcas. The incident took place 25kms off the coast of Viana do Castelo, Portugal. This is the second incident recently which has ended with a sinking. The crew, who were pronounced physically well and not in need of medical assistance, were picked up by another boat in the area before a rescue team from Viana do Castelo arrived.

## Crew rescued after fishing vessel's engine caught fire

The crew members of a fishing vessel were reportedly returning to San Diego from a fishing tournament held in Cabo San Lucas. The individuals were rescued after the vessel engine caught fire off the coast of Mexico, the US Coast Guard reported. The three mariners had to abandon the vessel in a kayak following a fire in the engine room. A team of good Samaritans on a Mexican fishing vessel went to rescue other crew members from the water.

## Containership aground

A containership operated by Ocean Network Express (ONE) ran aground off Itajai, Brazil. The 11,800-TEU ONE Amazon got stuck on a sandbar in the access channel at low tide, with the vessel ending up high and mostly dry in the channel. After the incident, tugboats were deployed in an effort to refloat the ship, which was soon successful.

## One missing and one injured as fire erupts on multipurpose ship

A crew member went missing while another sustained injuries after an explosion took place onboard a multipurpose cargo vessel off Turkey. According to local reports, fire broke out on the "Azov Confidence" after leaving the port of Samsun, heading for the Russian Black Sea port of Novorossiysk. After the fire erupted, a mechanic is believed to have been engulfed in flames and jumped into the sea. A search and rescue operation was launched, but did not find him.

## 33m Gulf Craft yacht hits reef in Qatar

Videos circulating on social media showed people attempting to save the stricken 33m Gulf Craft motor yacht Lusail Queen after it ran aground in Doha, Qatar. The incident reportedly happened after the yacht hit a shallow reef while cruising off Qatar.

## Cargo ship with a crew of sixteen members goes missing off Indonesia

At the time of writing, Indonesian authorities were continuing their search mission for a vessel that was reported missing. It had 16 seafarers on board. No contact could be re-established with the 3,900-dwt ship dubbed Mutia Ladjoni since it reportedly ran adrift off the Aru Islands. The ship reportedly departed from Papua province's Timika heading to Bontang port.

## Luxury yacht destroyed by fire in Queensland marina

The peace of Hamilton Island, North Queensland, has been disturbed by a fire onboard a Sunseeker 82 motor yacht, Time Out. Emergency services attended the Hamilton Island Marina as the blaze raged. The marina staff swung into action efficiently and effectively, working with firefighters to contain the flames with crew from the yacht having provided that critical first response.

## Over two hundred rescued from burning ferry off Bali

A ro/pax ferry caught fire off the coast of Bali with hundreds of passengers on board causing a mass rescue effort. No injuries or fatalities were reported. The ferry Mutiara Timur I was in the Bali Strait when heavy smoke began to billow from the interior. The ship was carrying 234 passengers aboard at the time and getting all of them off the ship required considerable assistance.

## Bulker crashes into bridge in Rio de Janeiro

An idled handy size bulker drifted stern-first into a bridge in Rio de Janeiro. No injuries were reported. According to the local pilots, the anchor chain collapsed when heavy winds started to blow over Rio de Janeiro with the vessel eventually hitting the bridge.

## Seafarer loses life after crane cable snaps

A seafarer of a Russian ship died after a crane cable snapped and goods fell on him. Due to the incident, another crew member was also injured. According to police, the ship was anchored in Kamarajar Port. It was loaded with heavy machinery, equipment, and machinery spare parts. A crane operator reportedly unloaded the commodities from the ship and kept those in the dockyard. However, suddenly the iron rope that was fitted to the crane snapped and dropped on the vessel.

## Investigation begins after serious injury on jack-up rig

The Petroleum Safety Authority (PSA) Norway has launched an investigation into an incident involving serious personal injury on the Linus mobile facility. An accident was reported to the PSA where a person was subject to crushing during work on a cantilever drag chain.

## Maersk boxship rescues yachtsman after fire off Azores

A solo skipper on the Route du Rhum - Destination Guadeloupe ocean race survived flooding, an explosion and a sinking, and was rescued unharmed by a Maersk boxship. Yachtsman Fabrice Amedeo was under way en route to the port of Cascais, Portugal to seek refuge. His IMOCA-class yacht had sustained a serious leak which flooded the battery compartment and disabled the electrical system.

## Spanish responders refloat fishing vessel after fatal capsizing

Spanish rescue agency Salvamento Maritimo has refloated the wreck of a fishing vessel that capsized just off the coast of Almeria. The vessel's sinking claimed the life of the skipper. Two of the crewmembers from Bahía la Isleta survived the capsizing and self-rescued by swimming to safety on shore.

## Gangway collapse leads to injuries on cruise ship

Several people suffered varying degrees of injury after a gangway collapsed on a cruise ship while it was at berth in Panama City. Passengers were walking across the gangway between the berth and the Norwegian Encore when the structure collapsed. Local police and ambulance units arrived on-scene shortly afterwards and transported the injured individuals to a nearby treatment facility.

## One missing after fishing vessel fire

One person was reported missing and presumed to have died after a Taiwanese-flagged fishing vessel caught fire while underway in the Northern Pacific Ocean. The squid and saury longliner Hsiang Ching had 49 crew members on board and was some 400 nautical miles east of Hokkaido, Japan, when a blaze ignited in an undisclosed area on the vessel. The crew had abandoned ship and were found drifting in liferafts when a Chinese fishing vessel arrived to render assistance.

## Dramatic rescue after yacht beached for 3 days off Ireland

Two people have been rescued from a yacht that was beached off Achill Island, County Mayo, for three days. In a statement, Achill Island Coast Guard said a multi-agency response was tasked to the beached yacht at Doogea Head. The vessel, with a crew of two, had capsized and became stranded in dangerously high seas and gale-force winds three days prior, but no radio distress signal was sent. Both crew members were transferred safely to Mayo General Hospital by helicopter.

## Two injured after explosion onboard offshore support vessel in France

Two crew members sustained injuries in an explosion on the Greek-flagged offshore support vessel Athena in Le Havre, France. As a result, the two people were hospitalised, as they suffered arm burns after an air compressor exploded during a scheduled test.

## Tanker suffers double fire in Alaska

A mechanical malfunction onboard a 600-foot tanker ship that was docked at the Port of Alaska caused two fires. Both fires were contained by the ship's crew. No injuries or damage were reported. The US Coast Guard responded to reports of a "a very, very large backfire boom that everybody heard" onboard the ship "Atlantic Lily," at the port.

## Passenger rescued after falling overboard cruise ship in Gulf of Mexico

A US Coast Guard helicopter rescued a man who had fallen overboard from a Carnival cruise ship off the coast of New Orleans. The man survived up to 22 hours treading water in the Gulf of Mexico and was responsive when rescued.

## Massive fire destroys popular Connecticut marina

Multiple buildings and several boats at a marina have been destroyed, after a fire broke out along the Mystic River in Connecticut. Firefighters were called to Seaport Marine after receiving reports of smoke. Using water from the river, firefighters tackled the blaze through the night, battling strong winds that fanned the flames.

## Offshore support vessel evacuated as precaution due to hazardous weather

Seacor Marine announced that the offshore support ship "L/B Robert" was evacuated as a precaution measure due to severe weather forecasts. According to the company, after the hazardous weather had passed, an aerial visual inspection was carried out. The inspection showed that the vessel was off position on one side but with power and without any major visual damage.

## Bulker collides with containership at Bosphorus

A bulk carrier collided with a container carrier at the southern anchorage area of Bosphorus due to adverse weather conditions. According to the initial information both vessels suffered slight damages, but no leakage and no sea pollution was reported. The collision did not affect vessel traffic in the Bosphorus or the transit schedule in the Strait.

## US Coast Guard rescues four from sinking fishing vessel off Texas

The US Coast Guard rescued four men from a sinking fishing vessel off the coast of Jamaica Beach, Texas. Coast Guard Station Galveston received notice that a shrimp boat was taking on water with three people aboard about 11 miles off Jamaica Beach.

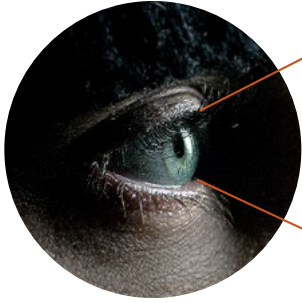
## Car carrier sinks after collision with cargo ship in Bangka Strait

The Indonesian flagged Serasi I experienced a hull breach after it collided with Temas Line's general cargo ship Batanghari Mas in the Bangka Strait off Indonesia. According to search and rescue (SAR) officials all 17 seafarers have been rescued from the sinking vehicle carrier off Indonesia.

## Kiel Canal closed after cargo vessel crashes into two bridges

A cargo vessel has smashed into two bridges over the Kiel Canal in northern Germany, resulting in the temporary closure of the waterway. According to German media reports, the multipurpose deck cargo carrier MV Meri rammed into both Holtenau High Bridges while carrying a crane at around. Reports state that the crane's boom smashed into the bridges as the vessel attempted to pass underneath with some parts of the crane falling into the water.





What  
caught  
my eye...

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

## Endangered eels given a helping hand

*Pictured from the left Alan Leather (Canal & River Trust), Paul Collins (EDF), Gary Polson (Uniper), Ross Thomson (EDF), Nick Baggaley (Canal & River Trust)*

Oh, how little we know. And you would not expect me to let a story like this pass by without recognition! I read that a new eel pass has been constructed to enable endangered eels to make their way up the River Trent as part of an epic 3,000-mile journey from Bermuda. The eel pass acts like a ladder enabling the eels to make their way over the weir. Good lord!

The European eel has an extraordinary life cycle. It starts as an egg in the Sargasso Sea near Bermuda on the other side of the Atlantic Ocean and spends 18 months floating on ocean currents towards the coasts of Europe and North Africa. It enters rivers and lakes and spends anything from 5 to 20 years feeding and growing into adult eels before returning to complete the life cycle. Their amazing transatlantic journey is interrupted only when they come to obstructions, such as dams, weirs and lock gates. These barriers are part of the reason that the European Eel, once thriving across Europe and the UK, is currently classified as 'critically endangered'. Numbers of the eels, which have also been impacted by climate change, destruction of habitats and illegal fishing, have declined by around 90% over the past 40 years.



## Suzuki outboards power successful world record attempt

Over the years I have dabbled and enjoyed doing a bit of waterskiing myself, but never with another 47 skiers alongside me. Just imagine - and one wonders what other crazy ideas people will dream up to set a Guinness World Record.

For this attempt, Suzuki Marine outboards were used to power a towboat that pulled 16 sets of trio waterskiers – yes, that's 48 people in total - to a Guinness World Record. The successful attempt was made during the 2022 Big Pull event in Mosinee, Wisconsin.



"We're proud to be the power of choice behind this record-setting effort," George "Gus" Blakely, executive vice president, sales and service for Suzuki Marine USA, said in a statement. "Successfully lifting 16 trios of skiers not once but twice, is quite a feat of waterskiing expertise and teamwork. Congratulations to the boat drivers, the entire support team and all the skiers."

The record was set when 48 skiers formed 16 trios behind a towboat designed expressly for the task. The group completed two successful lifts during the event, establishing the new Guinness World Record for the most trio waterskiers successfully towed behind a single boat.

## Mammoet assembles world's largest floating wind farm

As windfarm components get ever bigger and more complex to assemble, so new solutions are born. Look at this monster project carried out by heavy transport engineering specialist Mammoet. They played a key role in the construction and load out of components for Equinor's Hywind Tampen, the largest floating wind farm to date.

Floating foundations were required for the Hywind Tampen project as the water depth and seabed geology in the Tampen area made it impossible to install conventional fixed-bottom turbines. Mammoet said that a critical challenge involved assembling the entire 8.6 MW turbines, including tower sections, nacelles and blades - onto 107m spar buoys that lie mainly underwater. This needed to be performed in the controlled environment of a port - where the whole system could be kept as static as possible - before the completed turbines were towed out to their installation site.

With such huge floating foundations, this port required an exceptionally large draught ruling out jack-up vessels, which would be too short to assemble the turbine sections. Also, though conditions at Gulen Industrial Harbor were calm, using crane vessels would increase the complexity of assembly engineering, which would then require transfer between two floating objects. This could, in turn, delay the integration phase and lengthen the offshore installation campaign, increasing project costs.



Weather conditions also posed a challenge I understand but the mammoth lift was successfully completed.

## Scientists recycle marine waste from oil platforms

You know me - and you know how I love to champion innovative new marine and maritime thinking. How on earth someone discovered that marine growth found on the legs of decommissioned oil and gas platforms could form the basis of new livestock and aquaculture feeds is frankly beyond me.

But it seems that decommissioning company, CessCon Decom, has teamed up with researchers at Abertay University in Scotland to explore how to reuse and recycle the waste material. At the end of a platform's lifecycle, various types of marine species are found on the underwater jacket. Algae, seaweed, mussels, anemones, and hard and soft coral can be found at different depths, depending on environmental conditions in the water. One of the aims of the project is to gain a better understanding of the matter that is typically found, including the composition of fatty acids and proteins which could be turned into feed ingredients for other sectors.



Boon-Seang Chu, lecturer in food science at Abertay University, comments: "Our previous research has shown that the proteins and fatty acids, such as Omega-3, contained in aquaculture waste can become valuable feed ingredients for agriculture and aquaculture. This study is about understanding the nutritional composition of the marine growth retrieved from decommissioned rigs, whether onshore or offshore, and the feasibility of recovering proteins and fatty acids from the waste materials. The results of this work will help advise follow-on steps of the project."





*MobyFly 30 by MobyFly, Switzerland*

## Winners of Trouvé e-boat awards revealed

The third annual Gustave Trouvé Awards for Excellence in Electric Boats and Boating – ‘The Gussies’ – have announced the recipients of its 2022 honours.

The awards are the only international boating awards that focus exclusively on electric boats and recognise craft already in production as well as concept boats and those in late development stage.

2022 winners of the Gustave Trouvé Awards:

- Production Electric Boat Up to 8m / 26ft: Faro 5 by Faroboats, Portugal
- Concept/In Development Electric Boat Up to 8m / 26ft: Aurora Sport by Engenharia Lamarca, Brazil
- Production Electric Boat Over 8m / 26ft: Candela 8 by Candela, Sweden
- Concept/In Development Electric Boat Over 8m / 26ft: Silent 120 Explorer by Silent, Austria
- Electric Sailboat: Sunreef 80 Eco by Sunreef Yachts, Poland
- Customised / DIY / Refitted Electric Boat: Elektra by Rikard Wildare and C.G. Pettersson, Sweden
- Electric Workboat: SRAV by Navalt Solar & Electric Boats, India
- Electric Commercial Passenger Vessel in Operation: Kochi Metro 1 by Cochin Shipyard, India and Echandia, Sweden
- Electric Commercial Passenger Vessel In Development: MobyFly 30 by MobyFly, Switzerland

‘The Gussies’ are named to honour Gustave Trouvé, a prolific French inventor with over 75 patents to his name who was awarded the Légion d’Honneur in 1882. Among his innovations was the world’s first outboard boat motor, which he devised so that he could detach the motor from his prototype electric boat Le Téléphone and take it home to work on in his Paris apartment.

I really must have a word with the marketing team behind the name ‘The Gussies’. Although memorable, somehow it leaves a bit to be desired in my opinion!

*Mike Schwarz*

# ocean

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information about the Marine Surveying Academy (Pui Si Chung)

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information about Marine Surveying  
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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).