



MARCH 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

Well, 2023 has certainly got off to a busy start at IIMS and the team is beavering away on a number of exciting projects. We are pleased to be finally hitting the road again and have plans to deliver some meaningful training events and a Conference too - most offering both the possibility of a face-to-face experience, but with the option to join online via Zoom. I do hope that across the year we will meet some members in real-time. It has been far too long!

As mentioned, there are a number of forthcoming events in the next couple of months I hope will attract you including the *Yacht & Small Craft Spring Training Seminar* on 30 March, The *Ian Nicolson Lecture* live on 13 April, the *Western Mediterranean Working Group* in Palma on 26/27 April and, of course, the first Conference for four years set to take place on June 6/7 (more details in this bulletin). There are some good speakers already lined up to share their knowledge this year and more to be announced soon. There has been some positive early feedback to Conference, so I would encourage you to join us at the event either in-person or as an online only delegate. All are welcome to attend. Full details about these and other IIMS events during the year can be found on the website events page at <https://bit.ly/35an0n8>.



Whilst touching on events, I'd like to confirm the dates of two Annual General Meetings. First up is the online only Canada Branch 2023 AGM (followed by some free seminars) on 1 April. The second is the hybrid IIMS 2023 Annual General Meeting scheduled to take place on 7 June from 08.30 (London, UK time). Watch for further details about both events.

The number of maritime accidents and incidents occurring during January, many of which are highlighted in brief in this bulletin, seems exceptionally high. You know how keen I am to share this type of information for I believe it is important that surveyors can see and understand the scale of the accidents and incidents that are frequently occurring. The challenge of keeping people and assets safe at sea remains huge. There have certainly been some harrowing events to record too, some of them sadly involving loss of life. Just four examples you will read about are "Four missing after tug sank in the Caribbean," "Chinese general cargo ship sank off Jeju with large numbers of crew missing," "Seven missing following tanker explosion in Thailand" and "Tanker split in half after explosion with two missing." The loss of human life is incalculable, of course. Our thoughts, as always, are with the bereaved loved ones and families. Who knows what the combined financial loss of these valuable marine assets will amount to and the ensuing insurance claims. We all know that accidents frequently happen at seas and lives are lost, but this is something to ponder on and we should never lose sight of it.

Lithium-ion batteries remain one of the hottest topics of discussion in the marine world right now, and justly so given there has been a spate of accidents last year linked to this rapidly emerging technology. So, it is interesting to learn that Havila Kystruten, the specialist Norwegian cruise ship operator, has recently decided that only cars and motor vehicles that use fossil fuel can be transported on board the company's ships in selected ports along the Norwegian coastal route. The full article can be read elsewhere in this bulletin, but at a time when it seems we are full steam ahead with this technology, one company appears to have slammed on the brakes. I find that intriguing. It would seem to be a bold move but is purely motivated by their safety concerns. As Havila Kystruten CEO, Bent Martini, says, "The company reached this decision after a pure safety assessment, and the conclusion of the risk analysis shows that a possible fire in fossil vehicles will be able to be handled by the systems and the crew we have on board." It is hard to disagree with his statement and we should applaud it. One wonders if others will follow this initiative and make similar decisions until the technology is proven.

Survey well.

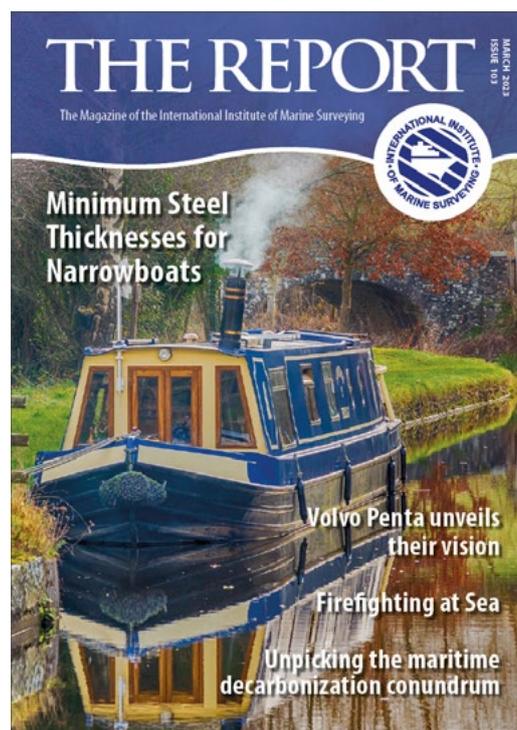


Mike Schwarz
Chief Executive Officer

OUT NOW: Report Magazine March - edition 103

Edition 103 of the Report Magazine has been published and is now available to download and read. Extending to well over 100 pages, there is something to interest marine surveyors from all areas of the profession. Here's a short overview of some of the articles and features that await you:

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



**Download The Report
Magazine in pdf or
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<https://bit.ly/2WQTosu>**

The annual CPD year deadline for 2022 is fast approaching

This is a gentle reminder to all IIMS members that the final deadline for claiming Continuing Professional Development (CPD) points for last year is 31 March 2023. You may make your final claims through the CPD App, accessible via the Institute's website.



Although IIMS does not make CPD mandatory, professionals from all walks of life are encouraged to maintain CPD and IIMS urges its members to think seriously about recording those activities that have helped them to learn new skills or brush up on old ones.

And for those who have obtained the necessary requirements (15 points) over the year, they will be rewarded by having the CPD logo displayed on their website and app profile pages. This is your opportunity to show the maritime world that you take CPD seriously.

The full list of activities that are accepted for CPD and the points awarded for each can be viewed at <https://bit.ly/34tVp4j>.



Yacht & Small Craft Spring training seminar

IIMS has organised an essential one-day seminar for marine surveyors of small craft to be held on 30th March 2023 at PETA, a purpose-built meeting venue near Portsmouth, UK.

Delegates are invited to attend in-person, or online via Zoom. There is also an option to purchase the videos for later viewing.

The speaker line up with details of their presentations is as follows:

- 09.30 Update on IIMS activities and initiatives by Mike Schwarz, IIMS Chief Executive Officer.
- 10.00 Battling biofouling the technological mix by Darren Jones, Sonihull.
Darren will cover the regulatory and technological journey of recent years and where it is heading over the next decade. He will highlight the rapid change in approach and the mix of technologies that are going to be required to reduce the impact of biofouling.
- 11.00 Key considerations when surveying large yachts by Phil Duffy.
- 11.45 Minimum steel thickness for narrowboats by Peter Brookes.
Peter's presentation will include a look at design thicknesses, insurance requirements and an exploration of acceptable diminution.
- 12.45 – 13.30 Lunch break. A two-course lunch is offered.
- 13.30 Recent changes to RCD, standards and UK regulations post-Brexit by Alasdair Reay, HPI Verification Services.
- 14.20 Karen Brain, Matrix Insurance Ltd – (topic to be confirmed).
- 15.30 Close

For more details and to reserve your place go to <https://bit.ly/3Jglrci>.





IIMS Hybrid Annual Conference on 6-7 June 2023 gets the green light... **Low cost, high value education either in-person or as an online delegate!**

Open for reservations now.
Go to <https://bit.ly/3ju8PFc> for more details.

Following the initial announcement about the proposed IIMS plans to hold a hybrid Conference and dinner at Southampton on June 6/7, the decision has been made to proceed with the event. IIMS is looking forward to welcoming both in-person and online delegates at the event.

There seems to be a growing appetite to get back to face-to-face events. The Institute's main aim is to get back to face-to-face conferencing and networking, but with a hybrid option. With that in mind it has made the 2023 Annual Conference affordable and accessible for those wishing to attend. Rising costs in London have helped to make the decision to choose Southampton as the venue an easy one.

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 drive.



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 IIMS team has been working hard to put together a diverse presentation programme with expert speakers who will share their knowledge 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 cost to in-person delegates on 6th June ahead of the Conference dinner that evening. More details to follow soon.

Tuesday

6 June 2023

7.30 Conference Dinner
at Chilworth Manor.

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

Bed and breakfast at the
hotel are at own cost.

There is no cost for
attending the AGM.

Wednesday 7 June 2023

08.30 Annual General Meeting

10.30 Coffee and Tea break

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

12.45 Lunch Interval

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

16.00 Conference closes.

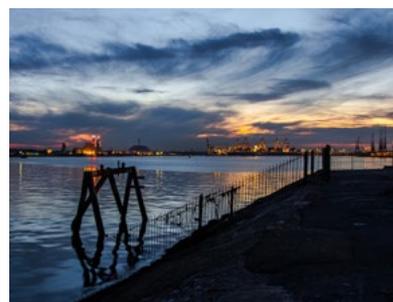
In-person delegates

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

Online delegates

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

Reservations for the Conference are now open. More details about the confirmed speakers so far and instructions about how to reserve your place can be found <https://bit.ly/3ju8PFc>.



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>.



A case of mistaken identity: Smooth Sea 22 was not the ship it claimed to be

When Thai-flagged oil products tanker Smooth Sea 22 (IMO 9870991) suffered an explosion and a subsequent fire on 17th January, few realised that the event would expose a case of potential ship-identity fraud.

On January 24th the International Maritime Organization was reported to have declared the ship's IMO number to be non-valid after it emerged that the ship that was masquerading as 2018-built ship was in fact built in 1986 and was suspected of previously being known as the 4,4821 gt Hai Zhou 168 (IMO 8514045), and before that as the Smooth Sea 28.

The oil products tanker was a total loss and the insured value of the vessel was put at \$30m. The explosion occurred at a ship repair facility on the Mae Klong river, west of Bangkok, Thailand. The tanker was undergoing maintenance repairs at the time and the explosion apparently occurred during welding works. The explosion killed two, while five remain missing.

As long ago as March 2022 a UN Security Council panel had outlined in a report that the tanker was linked to a North Korean vessel identity-laundering scam. Details were first published in a C4ADS report.

The C4ADS publication identified a convoluted sequence of identity changes. The Subblic (IMO 8126082), recommended for designation by the UN Panel of Experts because it was responsible for numerous deliveries of fuel to North Korea, laundered its identity into the Hai Zhou 168 (IMO 8514045) in mid-2019. It was reported to be continuing to engage in sanctionable activity. Its disguise enabled it to operate openly, even in Taiwan's waters. However, with the Subblic having become the Hai Zhou 168, that meant that if the Hai Zhou 168 wanted to continue sailing, which it did, it would have to become known as something else, with a different IMO number. Formerly known as the Smooth Sea 28, the Hai Zhou 168 decided to become the "newly built" Smooth Sea 22, said C4ADS.

The "2018-built" Smooth Sea 22 was reported as entered with Shipowners Club, but since it was apparently really the ex-Hai Zhou 168, and was in fact 37 years old rather than five years old, the validity of the insurance policy will surely become a matter of debate.

Anti-fouling performance is being enhanced

The biocide, Selektope, is being introduced into marine antifouling coatings to enhance the performance of self-polishing co-polymer (SPC) marine coatings. I-Tech's team of R&D scientists have been working on the technology for the last five years and say they have discovered new ways in which the first-of-its-kind biocide, Selektope can be introduced to marine antifouling coatings in combination with other biocides with little or no effect on formulation chemistry or performance.

The technology works by improving the dispersion of the active substance via adsorption to paint pigment particles. And the scientists say positive static test results have also provided proof of concept that Selektope can be used in silicone-based foul release coatings, a new application area for the technology.

Selektope is an organic, non-metal biocide that prevents hard fouling, repelling barnacle larvae from a coated surface. The controlled release of Selektope in SPC coatings has proved successful using traditional methods with multiple products commercialised to-date, however, I-Tech says its R&D efforts have focussed on further improving the controlled release of the technology and minimising any issues catalysed through the introduction of Selektope into a paint matrix.

"This work is significant for two reasons; enhancing the current use of Selektope in SPC coating types and, opening up new routes for us to explore the use of this novel technology in foul release coatings," said Dr Markus Hoffmann, technical director at I-Tech.



Reckless UK jet skiers to face prison and unlimited fines thanks to law change

New legislation is being introduced to crack down on the dangerous misuse of watercraft such as jet skis, with the Maritime and Coastguard Agency (MCA) being granted more powers to prosecute perpetrators of accidents.

The new law comes into force on 31 March 2023 in time for the busy summer period and will enable watercraft users to be prosecuted and bound by the same laws that apply to ships in order to help to prevent accidents. This follows a boom in the watercraft industry during the pandemic with the number, size, power and availability of watercraft like jet skis increasing, and their use in UK waters rising significantly.



Photograph for illustrative purposes only

This move by the government will help ensure the UK continues to have some of the safest waters in the world.

Maritime Minister, Baroness Vere said: "The watercraft industry is thriving and it's great to see more and more people enjoying leisure activities. However, they must do so safely.

"That's why we're introducing a new law to crack down on any dangerous misuse of watercraft like jet skis. It will give the Maritime and Coastguard Agency greater power to prosecute those responsible for causing accidents or entirely avoidable tragedies.

"We'll continue working to ensure our country's coasts and waters are safe for everyone."

Watercraft are not currently covered by wider maritime safety legislation. The new law will mean those found guilty of using their watercraft in a dangerous manner could receive an unlimited fine and/or up to 2 years in prison.

For those who cause accidents involving loss of life, the new offences could be used to better prosecute perpetrators alongside wider manslaughter charges.

Personal and recreational watercraft will also be bound by the 'Highway Code of the sea' – international regulations which require users to act safely by maintaining a lookout, driving at safe speeds and outlining their responsibilities to other vessels.



Nilya sailing superyacht leaves the Royal Huisman construction shed

The 46.8m Royal Huisman sailing yacht Nilaya has been photographed for the first time as she emerged from the construction shed at the Dutch shipyard's Vollenhove facility. Nilya is now headed for Amsterdam where her masts will be stepped.

Nilya is said to be the first to utilise Royal Huisman's new Featherlight design and

production method that the firm says is "not a single process or construction technique but a holistic lightweight approach combining various weight-saving solutions... rooted in spacecraft technology." A spokesperson for the yard claimed that Nilaya is the world's lightest aluminium sailing superyacht for her length. Royal Huisman says it has reduced weight on the high-performance cruiser without sacrificing stiffness or cutting corners on quality.



Beneteau pursuing a sustainable approach to boatbuilding

Beneteau is looking to reduce the environmental impact of sailing by choosing greener alternatives for both build and propulsion. The First 44e and the Oceanis 30.1e sailing yachts are built with recyclable resin, electric or hybrid power and teak alternatives, a big step forward in the aim of achieving sustainable boatbuilding.

"Reducing the environmental footprint of the nautical industry is a succession of challenges and small steps," said Jean-François Lair, managing director, Beneteau.

"A demand for a new style of sailing is emerging. It is our responsibility to pave the way and not to impose changes in the way we sail, but to make them possible."

With the First 44e and the Oceanis 30.1e, Beneteau is exploring reducing sailing carbon footprint by offering two different types of electric engines developed in partnership with Torqeedo. It is powered with a Torqeedo series hybrid propulsion system. The batteries can be recharged either at harbour or at sea with a diesel generator. It offers great energy autonomy at anchor since the service batteries can be recharged by the engine's 20 kilowatt battery bank. Beneteau's Oceanis 30.1e meanwhile has an all-electric Torqeedo engine. Based on a Torqeedo pod, the 5kW battery can be recharged at harbour or by solar panels.

On the deck of the First 44e, teak cladding has been replaced by Iroko from FSC certified forests in Congo. This new alternative product is more environmentally friendly, while guaranteeing the same resistance, feeling on touch and fading to a pleasant natural shade over time, comparable with teak.

Avoiding common cargo hold issues

The preparation and maintenance of cargo holds are very important for the bulk cargo trade. As Kate Richards, Senior Solicitor (FD&D), North Club explains, "when holds are not ready for their intended cargo, a number of different types of claim may arise".

Taking a look at the risks associated with bulk cargo trade, Ms. Richards assessed some of the most frequent topics with a view to helping operators avoid them.

Standards of Hold Cleanliness

Although not standardised across jurisdictions, the accepted standards are broadly as follows:

Hospital Clean: This is the most stringent. This requires all hold surfaces to have 100% intact coatings.

Grain Clean: The holds must be clean from previous cargo residue, odours, insects, loose rust scale and paint flakes. Atmospheric rusting of exposed steel is generally accepted. Prior to loading, holds must be clean swept, washed down with fresh water, dried and well-ventilated.

Normal Clean: The holds must be swept to remove residues of the previous cargo, washed down and ready to receive a similar cargo.

Shovel Clean: The holds do not require washing but should be swept down.

Disposal of cargo residues and excess cargo

Ms. Richards explains that any excess cargo, cargo residues, washwater and cleaning products must be disposed of in accordance with MARPOL and local regulations.

A practical consideration of key importance is how these are to be disposed of. Some of the factors to consider are:

- Is there a cargo residue clause in the charterparty?
- Who is responsible for disposal?
- Is there any indication on the cargo declaration that the cargo is harmful?
- Are any of the cleaning agents used in the hold harmful?
- Are there any disposal restrictions in port (such as whether the vessel in a MARPOL Special Area)?
- Does any wash water need to be disposed of in a reception facility?
- Does the vessel require a garbage/residue management plan?

Electric boats set to soar in Canada (and worldwide) in 2023

The longer article which you can link to at the end of this story was written by Jeff Butler, who is based in Toronto. He is the Editor/Publisher of plugboats.com, the international website covering everything electric boats and boating. He is also President of the Electric Boat Association of Canada.

Although this article is primarily concerned with the future of the Canadian electric boating sector, his predictions will most likely be mirrored across the world.

Jeff takes up the story, "It's that time of year when the pundits pull out their crystal balls and try to predict what will happen in the next 12 months. While it's always a bit of a fool's task to try to predict the future, when it comes to electric boats, we know a couple of things for sure. There will be more electric boats and motors available in Canada next year than ever before, and the pace of entries into the market is only going to increase.

"Some of that increase will be from new products, some of that increase will come from products arriving in Canada that are already available in other countries where the electric boat market is more established.

"The keen observer will note that the two things not covered here are the price of the boats and the range – probably the two biggest questions people have about electric boats. The details are different for each motor and boat, of course, but the overall answer is consistent. While electric is a different form of propulsion than internal combustion, everything has to follow the laws of physics and economics. When it comes to physics, higher speeds use the available energy source faster than lower speeds.

"When it comes to economics, larger motors and boats are more expensive than smaller motors and boats. Having said that, the upfront cost of an electric boats is indeed higher than that for a comparable fossil fuel boat, while the 'refueling' and maintenance costs are considerably less."

The full article covers ePropulsion outboards and electric inboards whilst introducing a few models that are now on the market.

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



The Voltari 260

New watertight and weathertight integrity standards issued by AMSA

New watertight and weathertight integrity standards have come into effect from the start of this year for new domestic commercial vessel builds, the Australian Maritime Safety Authority (AMSA) said recently. Compliance with the new standard will be voluntary until 1 January 2025.

The new standards address safety risks highlighted by several fatal and serious incidents over the last four decades.

Contained in Section C2 of the National Standard for Commercial Vessels (NSCV), they replace three technical standards contained in the Uniform Shipping Laws (USL) Code, and reflect current technology, international standards and best practice.

New vessel constructions commencing in this period will have the option of complying with either NSCV section C2 or USL Code sections 5C, 5D and 7. However, vessel owners will need to comply with one or the other — not elements of both.

More information about the new standards can be found at <http://bit.ly/3w07onS>.



RECENTLY PUBLISHED REPORTS

New report: Hydrogen patents indicate shift towards clean technologies

Technologies motivated by climate change concerns accounted for nearly 80% of all patents related to hydrogen production in 2020, new analysis by the European Patent Office (EPO) and the International Energy Agency (IEA) shows.

According to the report, hydrogen technology development is shifting towards low-emissions solutions such as electrolysis.

The report uses global patent data to provide comprehensive up-to-date analysis of innovation in all hydrogen technologies. It covers the full range of technologies, from hydrogen supply to storage, distribution and transformation, as well as end-use applications.

"This study shows that innovators are responding to the need for competitive hydrogen supply chains, but also identifies areas – particularly among end-users – where more effort is required. We will continue to help governments spur innovation for secure, resilient and sustainable clean energy technologies," said IEA Executive Director Fatih Birol.

The full 80 page report is available to download at <https://bit.ly/3XjIjxy>. Or scan the QR code.



World Economic Forum Global Risks Report 2023 published

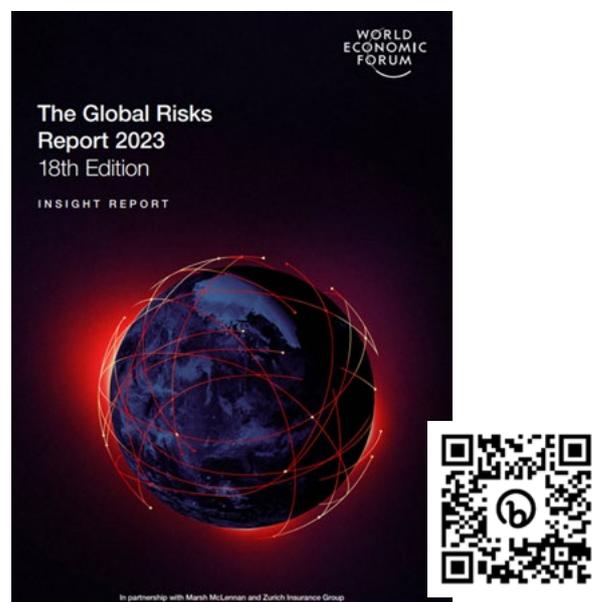
The Global Risks Report 2023 looks at some of the most severe risks we may face over the next decade, saying that "as we stand on the edge of a low-growth and low-cooperation era, tougher trade-offs risk eroding climate action, human development and future resilience."

The next decade will be characterized by environmental and societal crises, driven by underlying geopolitical and economic trends. "Cost-of-living crisis" is ranked as the most severe global risk over the next two years, peaking in the short term.

"Biodiversity loss and ecosystem collapse" is viewed as one of the fastest deteriorating global risks over the next decade, and all six environmental risks feature in the top 10 risks over the next 10 years.

Nine risks are featured in the top 10 rankings over both the short and the long term, including "Geoeconomic confrontation" and "Erosion of social cohesion and societal polarisation", alongside two new entrants to the top rankings: "Widespread cybercrime and cyber insecurity" and "Large-scale involuntary migration".

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



RECENTLY PUBLISHED REPORTS

First Annual Disclosure Report from Poseidon Principles for Marine Insurance

Poseidon Principles for Marine Insurance has published its first Annual Disclosure Report as a step forward towards transparency in the maritime and insurance sectors. In the report, eight of the world's leading marine insurers have gathered and published client data to track their hull and machinery insurance portfolio's climate impact. The goal is to support the industry's green transition.

"This level of transparency is a major milestone on our journey to decarbonise the maritime industry", said Patrizia Kern, Chair of the Poseidon Principles for Marine Insurance initiative and Marine Strategy Advisor – CEO Office at Swiss Re Corporate Solutions.

On average, the Signatories' portfolios are 12.7% above being aligned with reaching the UN maritime goal of at least 50% reductions of the annual greenhouse gas emissions from international shipping by 2050, compared with their level in 2008.

The second trajectory the Signatories track takes is more ambitious and has a goal of zero CO2 emissions in the middle of this century. The simple average score of the 100% CO2 emission reduction track is 20.8% above the alignment. In the report, member companies describe individual takeaways and how this new information will influence decision-making. According to Rolf Thore Roppestad, Vice Chair of the initiative and CEO at Gard "there is room for improvement, both in our climate alignment score and in the data collection process itself, but that is why we wanted to be part of the Poseidon Principles for Marine Insurance."

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



Annual Disclosure Report 2022



First edition of Superyacht FEEDBACK from CHIRP Maritime

The first edition of Superyacht FEEDBACK has been published by CHIRP. This is a new editorial publication that complements their established but more general Maritime FEEDBACK newsletter which covers the entire maritime industry.

The CHIRP team has responded to requests from interested parties who who asked for a separate and distinctive publication with particular focus on safety issues encountered on board superyachts.

CHIRP believes their safety newsletters differ to many others because they focus on the primary human-factors that contributed to incidents and near misses. These are listed at the end of each report for ease of reference and to stimulate conversations about safety.

CHIRP's independent, confidential incident and near-miss reporting programme improves safety at sea for mariners worldwide. They investigate every report and publish their anonymised findings to raise awareness of safety issues. CHIRP welcomes safety-related reports from anywhere in the world and from all parts of the maritime industry including commercial seafarers, fishers, recreational and leisure mariners, and anyone who works in a port or harbour. They also welcome reports from members of the public who use ports, harbours or maritime transport.

Website: <https://chirp.co.uk/>



RECENTLY PUBLISHED REPORTS

Report assesses different fuel lifecycle methodologies

The Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping has conducted a qualitative assessment of seven existing fuel lifecycle methodologies to learn more about the landscape and harmonization opportunities. According to the report, the regulatory landscape surrounding fuels is complex, with different regions of the world adopting different fuel lifecycle methodologies for determining the climate impacts of alternative fuels.

These differences yield uncertainty about the actual Greenhouse Gas savings from alternative fuels and may impact crucial decisions as the industry continues to decarbonize. However, harmonizing existing and upcoming fuel lifecycle methodologies into a globally accepted standard for determining climate impact will provide increased certainty and enable ambitious decision-making.

The report selected methodologies to reflect regional coverage and the important role they play in regulation and policy. The seven analyzed methodologies were:

- Roundtable on Sustainable Biomaterials
- Renewable Transport Fuel Obligation
- Renewable Energy Directive II
- Carbon Offsetting and Reduction Scheme for International Aviation
- RenovaBio
- Greenhouse Gas, Regulated Emissions and Energy in Transport
- JEC Well-to-Wheel study

The report in full can be downloaded at <https://bit.ly/3j4DbOg>. Or scan the QR code.



New Report: 'Testing Times'- The vital role of ship fuel oil assessment and quantity verification in an uncertain era

Lloyd's Register's new report, 'Testing Times – The vital role of ship fuel oil assessment and quantity verification in an uncertain era', estimates that more than one million metric tons of off-specification or non-compliant fuels are detected each year, costing ship operators between \$27,000-\$50,000 per incident.

Published in collaboration with marine innovation consultancy Thetius, the report highlights why the introduction of biofuel oils, growing prevalence of bunker licensing schemes along with upcoming changes to ISO standards for marine grade fuels, make it more vital than ever for ship operators receive the correct advice and oversight on bunker procurement and refuelling operations.

You can access a copy of the report at <http://bit.ly/3XPp2DF>.



RECENTLY PUBLISHED REPORTS

Maritime progress at risk over fears of digitalisation, Wärtsilä report warns

Despite 78% of industry professionals agreeing that change and technological innovation is a positive thing for the maritime industry, almost half (45%) admit to having a volatile attitude towards technology and over a third (36%) say they are actively resistant to change. This is according to the technology group Wärtsilä's 'Debunking the Mythical Beasts of Maritime Digital Transformation' report. The report also reveals that as many as 18% do not think that the industry is unified in its understanding of digitalisation and why it is needed.

Michael Christiansen, Vice President, Smart Vessel, Wärtsilä comments: "This report makes clear that the industry agrees that digitalisation is essential to the future of shipping. But little tangible progress has been made to date because of wildly different and vague interpretations of what digitisation actually means. What's interesting is that our report draws striking parallels between the fears and misunderstandings that gave rise to vivid stories of famous mythological sea monsters that live on in folklore today and highlights the apprehension that many modern-day maritime professionals feel towards the largely uncharted ocean of digital transformation."

The research shines a light on these fears and misunderstandings, with over two thirds (68%) of industry professionals believing that the ability to digitalise existing infrastructure and retrofit vessels is challenging, and over half (56%) agreeing that the time and cost implications involved with digital transformation projects are too high. On top of that, 63% believe that there is a lack of skills and knowledge among seafarers to fulfil the requirements of new technologies.

But on the positive side, the research also highlights a clear way forward. It revealed that 70% of industry professionals have a very clear understanding of why digitalisation is needed and its benefits, but 69% believe greater collaboration between industry players could be improved, with 88% agreeing that this will be key to making digital transformation a reality. Significantly, 64% of respondents recognise that people are more crucial to digital transformation than technology, therefore without buy-in from a larger proportion of maritime industry professionals from the outset, successful digital transformation will not be possible.

Wärtsilä's report explores attitudes to digital transformation among maritime professionals across Europe & Middle East, the US, and Asia-Pacific region. It uncovers the surprising misconceptions thwarting progress and outlines how organisations can conquer key challenges to reach a better future for all.



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



Silver nitrate testing for salt in cargo holds important to avoid claims

American Club has issued some guidance about the use of silver nitrate testing for the presence of sodium chloride (salt) in cargo holds prior to loading and advises it is an important practice to prevent claims for damage to steel cargoes.

As part of the standard pre-load survey for the transportation of steel cargoes, vessel cargo hold tank tops, adjacent sides, and end plating, should be tested for the presence of salt by using a silver nitrate solution. American Club says in most ports within the People's Republic of China (PRC), direct access to vessels by Association approved surveyors has been restricted. However, as a result of the recent easing of the PRC's "zero-COVID" policy restrictions, it is expected that there will be a similar easing of restrictions in ports in the coming months.

In the meantime, vessel crews are recommended to perform such tests where surveyors are not able to attend prior to loading of the steel cargo. This will allow the crew to determine if there are cargo hold locations that should be cleaned further or covered in tarpaulins to prevent contact between sodium chloride affected areas and the cargo.

Operators are advised to consider:

- Ensuring enough silver nitrate is available on board;
- Establishing procedures to guide the crew as to which key locations in the cargo holds that should be tested;
- Establishing guidelines for the crew to follow in the event of positive silver nitrate test results.



Decisions made at the IMO SDC sub-committee meeting

The 9th session of the IMO Sub-Committee on Ship Design and Construction (SDC 9) took place from 23 to 27 January. DNV has published an overview of the meeting, which covered some important regulatory topics.

Enhanced Survey Programme (ESP)

Amendments to the 2011 ESP Code to align the code with the survey and certification requirements of the IACS UR Z series were adopted in 2019 and entered into force on 1 January 2021. SDC 9 agreed on draft modifications to the 2019 amendments in order for both administrations and organizations recognized by the administrations to be involved with approval and auditing of firms engaged in thickness measurements of hull structures on oil tankers. The draft amendments will be submitted to MSC 107 (June 2023) for approval.

Other highlights

- Agreed to extend the requirements to on-board emergency towing devices to all new ships over 20,000 gross tonnage.
- Agreed to implement an asbestos ban in the MODU Code on new installations on existing units in alignment with that in SOLAS.
- Agreed to revised Guidelines for the Reduction of Underwater Noise from Commercial Shipping to Address Adverse Impacts on Marine Life.
- Progressed the development of goal-based requirements for SOLAS Chapter II-1.
- Progressed a revision of the interim explanatory notes to the Safe Return to Port requirements in SOLAS.

DNV has helpfully combined an overview of the outcomes reached at the meeting. Download it at <https://bit.ly/3Y7n9Sx>.



Photo credit: IMCA

Safety critical equipment should always be inspected before use

The International Marine Contractors Association (IMCA) has given notice about a near-miss incident. A pilot ladder had not been weight tested and could have failed while it was being climbed.

During pilot boarding operations in the hours of darkness, a side rope on the pilot ladder parted when it was weight tested by the pilot. The pilot was not injured; however, if the ladder had not been weight tested, it could have failed while it was being climbed, resulting in a fall from a height into the sea.

Lessons learned

- The pilot ladder had not gone through a 30-month strength test because the requirement to do so had not been uploaded into the vessel's planned maintenance system;
- It was known that the pilot ladder was in poor condition, but it was decided to continue to use the ladder beyond its operational life knowing that the vessel would soon be decommissioned;
- The vessel did not carry a spare/second ladder.

Considerations

- A pilot ladder is essential safety equipment and should always be serviceable/available for use;
- Safety critical equipment should be inspected before use and any deficiencies found should be reported and rectified;
- The defective pilot ladder was replaced with a new ladder;
- Carry a minimum of two pilot ladders and replace them every two years;
- Ensure vessel planned maintenance systems are up to date and include everything that should be included.

Chartwell Marine wins £320k Innovate UK Smart Grant to explore methanol fuelled vessel design

The grant will enable UK based Chartwell Marine and consortium partners — Boat Electric & Electronics and Engineered Marine Systems — to develop and test the feasibility of a market-first methanol-fuelled vessel design, with applications in the offshore wind, commercial workboat and leisure sectors.

Methanol fuel presents a significant opportunity to decarbonise in a maritime industry which is confronted with the debate over sustainable fuel alternatives, as it can be produced from biomass and can carry a near-zero carbon footprint. Whereas ammonia has sparked concerns about its toxicity to wildlife and pure hydrogen presents continued feasibility challenges, methanol can be stored safely and effectively in standard atmospheric conditions, and spills have little adverse effect on the local aquatic environment.

Andy Page, Director at Chartwell Marine, said: "That gives us a great starting point to take methanol forward in a meaningful way and cut through some of the challenges we've seen in the development of alternative fuels, which may be a long time from full viability. There are still hurdles to overcome with methanol, of course: a lack of refuelling infrastructure onshore, weight issues, and fully efficient conversion to energy, to name some."



New minimum safe manning requirements published by Isle of Man Ship Registry

The Isle of Man Ship Registry has issued an updated Manx Shipping Note (MSN 052) for minimum safe manning requirements, published on 9 January 2023.

This MSN sets out the measures adopted by the Ship Registry to ensure the Isle of Man registered vessels are sufficiently and efficiently manned in accordance with the Isle of Man Merchant Shipping (Manning and STCW) Regulations 2014. The Regulations and this MSN have been produced by taking into account IMO Resolution A.1047(27) Principles of Minimum Safe Manning.

The Regulations apply to all Isle of Man registered ships except for -

- fishing vessels;
- wooden ship of primitive build;
- warship, naval auxiliary, or other ship owned or operated by a State and engaged only on governmental non-commercial service;
- ships not propelled by mechanical means; or
- commercial yachts.

Section 1 of the document specifies minimum safe manning document requirements.

Section 2 explains the guidelines for determining the minimum safe manning for the Isle of Man registered ships.

Section 3 explains the responsibility of the ship's Company. The Company must prepare and submit its proposal for the ship's minimum safe manning by completing the minimum safe manning application form which is available on the Ship Registry website.

Download MSN 052 at <https://bit.ly/3JevboL>. Or scan the QR code.



www.iomshipregistry.com



One hundred-year-old sunken motoryacht raised and salvaged

The 32.7-metre motoryacht, known as Llys Helig, has been raised from her former resting place on the riverbed in Essex, UK following her capsizing in 2017 and has been being transported to a nearby boatyard for repairs. Known to local residents as the "Burnham Titanic", the motoryacht capsized whilst still attached to her mooring in the town of Burnham-on-Crouch. It is understood that poor mooring conditions and prior refit works which made her "top-heavy" contributed to the sinking.

The yacht, which is now registered as a National Historic Ship, was listed for sale as a restoration project and purchased by a UK-based businessman in 2018. Speaking to a local news outlet, the yacht's owner Howard Dawber said he plans to "restore the 1922 lines and features".

The motoryacht was launched in 1922 by well known British shipyard, Vosper Thornycroft, as a gentleman's cruiser. Over the years she had an active life, cruising across Scotland, Ireland and the Mediterranean in her early years. Llys Helig is thought to be one of the oldest Vosper Thornycroft yachts still in existence.

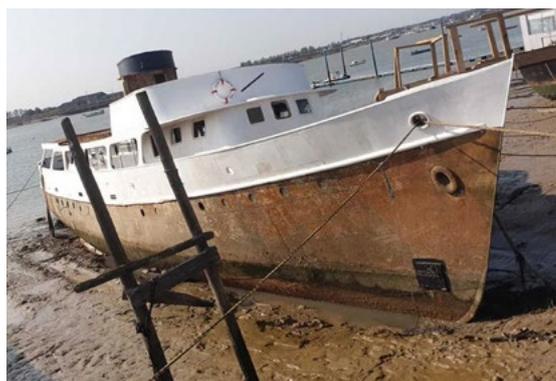


Photo credit: Mark Elliott

Ban on electric and hydrogen vehicles due to fire hazard

Havila Kystruten, the specialist Norwegian cruise ship operator, has decided that only cars and motor vehicles that use fossil fuel can be transported on board the company's ships in selected ports along the Norwegian coastal route. This means that electric, hybrid and hydrogen cars cannot be accommodated on board. This is an

interesting turn of events in a country that is so technologically advanced in the area of green energy, but the decision should be applauded on the grounds of passenger and crew safety until they can be sure.

According to CEO of Havila Kystruten, Bent Martini, the company reached this decision after a "pure safety assessment, and the conclusion of the risk analysis shows that a possible fire in fossil vehicles will be able to be handled by the systems and the crew we have on board."

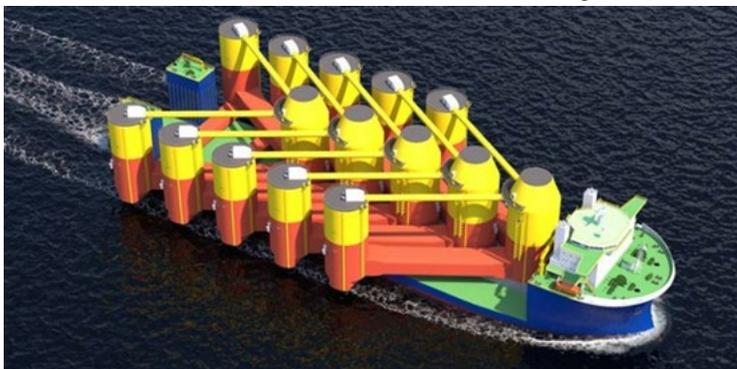
As Bent Martini explained, "A possible fire in electric, hybrid or hydrogen cars will require external rescue efforts and could put people on board and the ships at risk. We take safety seriously, and this is naturally a risk we are under no circumstances willing to take. However, Havila Kystruten will continue to work on finding good solutions that can minimize the risk of transporting this type of vehicle in the future."

Havila's ships are built with their own battery packs, and they are installed in accordance with current requirements for fire safety on ships. This means that its batteries are separated into isolated and fireproof rooms, with specific fire protection systems.

Photo credit: Havila Kystruten



Image credit: ABS



Floating wind foundation design for world's largest turbines approved

A new kind of floating offshore wind turbine foundation, designed to handle the largest wind turbines in the world, has received ABS approval in principle (AIP).

The Bassoe D-Floater technology is capable of carrying 15-megawatt (MW) turbines in some of the harshest environmental conditions. 15-megawatt turbines are the next generation of power producing systems and are as tall as the Eiffel Tower and can weigh upwards of 2,000 tons each.

"ABS is proud to add the Bassoe D-Floater to its list of pioneering offshore floating innovations that we have been able to support. This list includes classification of the first and largest floating wind project," said Lars Samuelsson, ABS Head, Global Floating Offshore Wind.

The D-Floater is a three column, semi-submersible unit with a Delta-shaped pontoon configuration that allows the stacking of foundations inside each other, facilitating transport of at least five completed foundations on a single, heavy lift transport vessel and efficient storage in the marshalling port.

The AIP verifies that the design is feasible for the intended application and, in principle, complies with the applicable requirements of the ABS Guide for Building and Classing Floating Offshore Wind Turbine Installations. When constructed, the D-Floater will qualify for the following ABS Class notations:

A1, Offshore Wind Turbine (Floating), Fatigue Life (FL (25)), Underwater Inspection in Lieu of Drydocking (UWILD), and Inventory of Hazardous Materials (IHM).

Works underway to protect historic Monmouthshire & Brecon Canal

The Canal & River Trust has started a four-month programme of improvements to protect and preserve the picturesque Monmouthshire & Brecon Canal in Wales. The works on the 35-mile canal, which has a history dating back over 220 years, will be completed in March and will see repairs carried out on bridges, lock walls and canal banks.

The programme of work includes:

- Repairs to repoint and seal the lock walls on the Llangynidr Lock Flight.
- Works to stop leaks on the soft bank near Brynich.
- Repairs to concrete joints between bridges 106 and 109 that require sealing with resin and cement to stop leaks.
- Investigations into the waterproof liner in the canal at aqueduct 10 near Govilon to assess required repairs.
- Bridge repairs on Humphreys Bridge near Govilon and Squires Bridge and High Bridge near Pontypool.
- Bed and wall repairs to the canal above Culvert 31 near Llangynidr and Culvert 29 near Glanusk undertaken by contractors Kier.



The Llangynidr Lock Flight team



Distinguished Service Award presentation from NMMA Canada made

It was standing room only at the Toronto International Boat Show industry breakfast as representatives from across the Canadian leisure marine industry presented former NMMA Canada president, Sara Anghel, with a unique Distinguished Service Award in recognition of her significant accomplishments on behalf of the recreational boating sector.

Sara Anghel left NMMA in December to pursue opportunities outside of the boating industry. She is credited with spearheading a number of successful initiatives on behalf of the leisure marine trade during her near 15-year tenure. These include establishing the annual Recreational Boating Day on the Hill government advocacy program; securing multiple years of CanExport funding for export trade missions to overseas boat shows; launching an annual statistical abstract for the Canadian boat industry; successfully negotiating the removal of boats from Canadian tariffs implemented in the course of a trade dispute with the US; and having the threshold for the Canadian government's luxury tax on boats increased from \$100,000 to \$250,000.

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The logo for IIMS Marine Incident & Accident WATCH is centered in the top left. It features the text 'IIMS' in blue, 'Marine Incident & Accident' in red, and 'WATCH' in blue, all within a white diamond shape with a yellow-to-orange gradient background. The diamond is set against a dark blue background with white geometric lines.

IIMS Marine Incident & Accident WATCH

Following are some brief reported news snippets from some of the marine incidents and accidents that reached the IIMS news desk during the month of January 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.

Indian Coast Guard rescues 12 from sinking supply ship

The Indian Coast Guard (ICG) successfully rescued 12 members of the crew from a sinking supply ship in the Arabian Sea off the coast of Gujarat. The operation took place after a distress message received by the ICG Maritime Rescue Coordination Centre based in Mumbai. The Motorized Supply Vessel was reported to be flooded heavily and sinking. As it eventually sank, 12 crew members were taken up on the Motor Tanker Searanger.

Shuttle fast boat with foreign tourists sank in Bali waters

A shuttle fast boat with 29 people on board, including 23 passengers, sank in between Sanur port, Bali, and nearby Penida Island. Reports suggest the fast boat struck floating wood debris in poor visibility. All people on board were rescued, most of them being foreign tourists.

Royal Navy comes to aid of a tug in distress off Anguilla

A Royal Navy patrol vessel rescued five crewmembers from a sinking tug off the coast of Sint Maarten, braving high winds to bring the survivors to safety. Patrol vessel HMS Medway was underway near the British Overseas Territory of Anguilla when she received a request for assistance from a coastwise tug. The towing vessel had begun to take on water, and when its engines failed, the crew sent out a distress call. The five crewmembers then abandoned ship and transferred safely over to their tow, a sand barge, before being rescued.

Tug sinks at the Port of Milwaukee pier

An ATB tug partially sank at the Port of Milwaukee, prompting a pollution-control response. The National Response Center, responsible for coordinating oil spill response efforts, notified the Coast Guard that the tug Michigan had partially sunk at its moorings. The vessel had 40,000 gallons of diesel aboard, but no pollution has been observed according to the Coast Guard. Booms have been deployed as a precautionary measure.

Boxship loses containers overboard as it takes on a severe list

A container feeder ship listed hard over at a pier at Mundra International Container Terminal, dropping a substantial quantity of cargo over the side. During cargo operations, the Sea Xpress listed hard over to port, dumping about 20 containers into the water. Photos from the scene suggest that before or after the accident, the vessel also listed hard to starboard. Broker Prevailing Shipping & Logistics India reported that the incident was likely caused by improper ballasting and the outboard orientation of the vessel's cranes.

Cargo ship sinks in strong winds in Taiwan

Four of five seafarers on a general cargo ship carrying containers are feared dead after going missing when the vessel sank on in heavy seas. The Mongolian-flagged 2001-built 890 dwt Long Shun, sailing around Matsu Islands in Lienchiang County, sent a distress signal, indicating that it was taking on water after hitting a large wave. The ship is said to be owned by Hua-yu Shipping, a Taiwanese company.

Tug sank in Gulf of Siam, crew rescued

The tug PL Arthena sank in Gulf of Siam some 10-12 nm off Koh Phangan island, near Samui Island, Thailand. Nine crew went into life raft and were picked up by a nearby tanker. All are said to be safe. Rough weather is blamed for the sinking.

Cargo ship which disappeared in South China sea is presumed missing

The cargo ship Dai Cat 06 has been reported as missing in South China sea. There has been no communications for the past 10 days. The ship's Emergency Position Indicator Radio Beacon (EPIRB) was found 30 nm NW of Pemangkat, Indonesia. The ship with 5 crew onboard was carrying a cargo of iron rods. Malaysian authorities searched for traces of the disappeared ship.

MAIB opens investigation into pilot death

The UK MAIB has opened an investigation following an incident when a pilot fell from height whilst boarding the Finland registered ro-ro cargo ship Finnhawk from the UK registered pilot vessel Humber Saturn off the Humber Estuary, England, resulting in one fatality.

Japanese destroyer disabled and leaking oil after hitting rock

One of Japan's Murasame-class destroyers, the JS Inazuma, has hit a rock while on sea trials off the coast of Japan disabling the ship and causing an oil spill. Reports said that the vessel was unable to move but that none of the sailors aboard were injured.

Tanker split in half after explosion with two missing

Fears arose for two seafarers who went missing after an explosion split a tanker in half in Chinese waters. After the explosion, search and rescue teams managed to save 15 crew members from the stricken Hong Pu 6 tanker off Rizhao in the Yellow Sea.

Cement carrier struck berthed tanker

The cement carrier Grit Cement struck a berthed tanker, Songa Diamond, at Ceuta, Spain whilst maneuvering in harbour on arrival from Carboneras. Both ships sustained damages.

Around 80 luxury boats destroyed in massive Marbella fire

A huge fire ripped through a storage facility in the Spanish city of Marbella with unconfirmed local reports saying as many as 80 boats could have been totally lost. It's understood around 100 vessels between 20-40 feet were in the storage facility at the La Bajadilla fishing port when the blaze broke out.

Major fire erupts on cargo ship

Fire erupted in the engine room of the general cargo ship Fortuner, which was at anchor at Gresik Port, Indonesia. The ship in ballast was waiting to berth in readiness to load a cement cargo. Fire broke out and spread to the superstructure. All 17 crew were evacuated.

Freighter suffers major water ingress

A Korean general cargo ship suffered massive water ingress off Hoenggan Island, Korea. SAR and patrol boats responded, securing the safety of the 9 crew onboard and delivered on board pumps. The Water ingress was taken under control and the ship managed to reach Wando port escorted by tugs and boats.

Fire engulfs Italian ferry

Fire erupted on the cargo deck of the ferry La Superba at Palermo, presumed to have been started by a lorry according to reports. The 184 passengers on board were evacuated along with the 80 strong crew.

Cargo ship capsized and sank in Taiwan Strait

An unnamed cargo ship in the Taiwan Strait reported water ingress and developed a portside list. She requested assistance. Some of the crew had to jump into water, but all 8 were rescued, understood by helicopter. All are safe. The ship subsequently capsized and sank.

Seven missing following tanker explosion in Thailand

The tanker Smooth Sea 22 suffered an explosion, followed by fire at a ship repair facility on Mae Klong river, west of Bangkok, Thailand. Seven people are reported as missing and four have suffered injuries. The tanker was undergoing maintenance repairs and it is reported that the explosion occurred during welding works.

Dredger capsizes closes river

A small dredger capsized in the Mississippi River near Meraux, Louisiana, briefly forcing the waterway's closure to marine traffic. Coast Guard Sector New Orleans received word that the dredger W.B. Wood had capsized near the shore at mile marker 85 on the Mississippi. Two crewmembers were rescued by a nearby towboat, the Omaha.

Five people hospitalised as boat hits pier in Melbourne

Australia's ABC News reported that five people were brought to hospital after the charter vessel on which they were riding struck a pier in the city of Melbourne. The 350-passenger Lady Cutler, which was formerly operated as a Sydney Harbour ferry, struck a pole in the waters off the Melbourne suburb of Docklands. Among the five people who were taken to hospital are two pregnant women.

One person dead in freak accident onboard a yacht

Spain's search and rescue agency attempted to save the crew of a French sailing yacht that had suffered a shocking casualty off Gran Canaria. One survivor was rescued, and one deceased crewmember was recovered along with the vessel after a 19-hour marathon response. Spain's Salvamento Maritimo received a distress call from a crewmember aboard the sailing yacht Poppy. His crewmate had become tangled in rigging aloft and was badly injured, suspended from the mast. Weather conditions were rough that rescuers could not approach the sailboat, which was dragging lines and rigging in the water. The helicopter aircrew did manage to evacuate one uninjured survivor from the yacht's decks, but the rough seas made it impossible to reach the second crewmember, who was still suspended in the rigging and "bleeding badly," according to media reports. Rescuers tried to reach the vessel the following morning, but conditions were still too difficult to allow a boarding. However, they could see that the victim had fallen from the mast and was unconscious on the deck, later to be pronounced dead.

Coast Guard vessel taking on water after grounding

A Japanese Coast Guard vessel was reportedly taking on water and leaking oil after grounding in rough weather while on a routine patrol. The vessel was stranded and awaiting a salvage crew but in no danger of sinking. The 3,100 gross ton Echigo was operating in central Japan. Strong winds were blowing with heavy surf when the vessel approached a lighthouse near Kashiwazaki along the Sea of Japan.

Four missing after tug sank in the Caribbean

A tug, the Sea Voyager, is reported to have sunk in the Caribbean some 50 nm west of Cartagena, Colombia. Nine crew were on board. Four are missing and the others are understood to be safe.

Containers lost overboard as ship sinks in Iran

A Tanzanian cargo ship sank at a jetty in the southern Iranian port of Assaluyeh. The official Iran news agency said that the vessel called "Anil" capsized as the containers onboard were configured incorrectly at the port's dock No. 9. Photos circulating showed containers floating around the sunken vessel. No crew injuries were reported.

Eight feared dead as cargo ship sinks off South Korea

The Hong Kong-flagged general cargo ship "Jin Tian" carrying lumber sank between South Korea and Japan. Eight crew are feared dead. A further 14 crew members were reported rescued after a distress call was sent out with the ship abandoned.

Chinese general cargo ship sank off Jeju with large numbers of crew missing

A general cargo ship, the Jin Titan, reportedly sank in the East China south of Jeju Island, Korea. Korean and Japanese Coast Guards joined forces in a search and rescue mission and recovered several crew. Sadly, nine crew are missing feared dead.

Vessel carrying fertiliser collides with another ship

A vessel sank in the Poshur channel of the Mongla Port, Bangladesh after it hit another vessel. Before the accident, it had loaded around 500 tons of fertilisers from another vessel. All crew were reported safe.

Fatal fall onboard containership at Port of Los Angeles

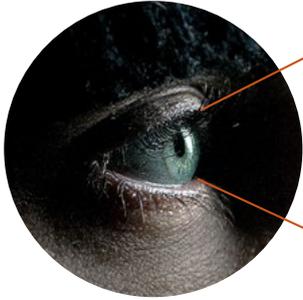
The LA Fire Department reported that a man died after falling onboard a containership at the Port of Los Angeles. The department received notification that a man had fallen from the ship's superstructure onto a stack of containers on deck, a distance of about 50 feet.

Philippine Coast Guard rescues Chinese crew

The Philippine Coast Guard (PCG) has rescued seven Chinese crew on board a fishing vessel in the vicinity waters off Suluan Island, Guiuan, Eastern Samar. The PCG Command Center received reports about a Chinese fishing vessel that had a damaged hull, causing it to list.

Engine room fire reported on container ship

The Panama Canal reported the container vessel Cape Korita developed an engine fire while moving towards the PSA port in the Pacific. Another vessel was affected. No injuries have been reported.



What caught my eye...

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

Robots to collect litter from surface and deeper regions of the Mediterranean

Once again, I take my hat off to the ingenuity of people. Here is yet another fine example of innovation at work that deserves to succeed. After the success of the first autonomous robotic system designed to search for, identify, and collect seafloor litter, a consortium of European researchers will develop a team of robots to collect litter from the surface and deeper regions of the Mediterranean.

The teams responsible for the Horizon 2020 SeaClear project have announced that they have expanded their consortium and received funding to begin follow-up work to further develop the robotic system and holistically address the issue of marine litter through the project: SeaClear2.0 – Scalable Full-cycle Marine Litter Remediation in the Mediterranean: Robotic and Participatory Solutions.

SeaClear 2.0, like its predecessor, attempts to use robots to combat one of the world's most serious environmental issues: marine litter. Cleaning it up using divers poses danger to human lives and is economically overwhelming.

Photo credit: Subsea Tech

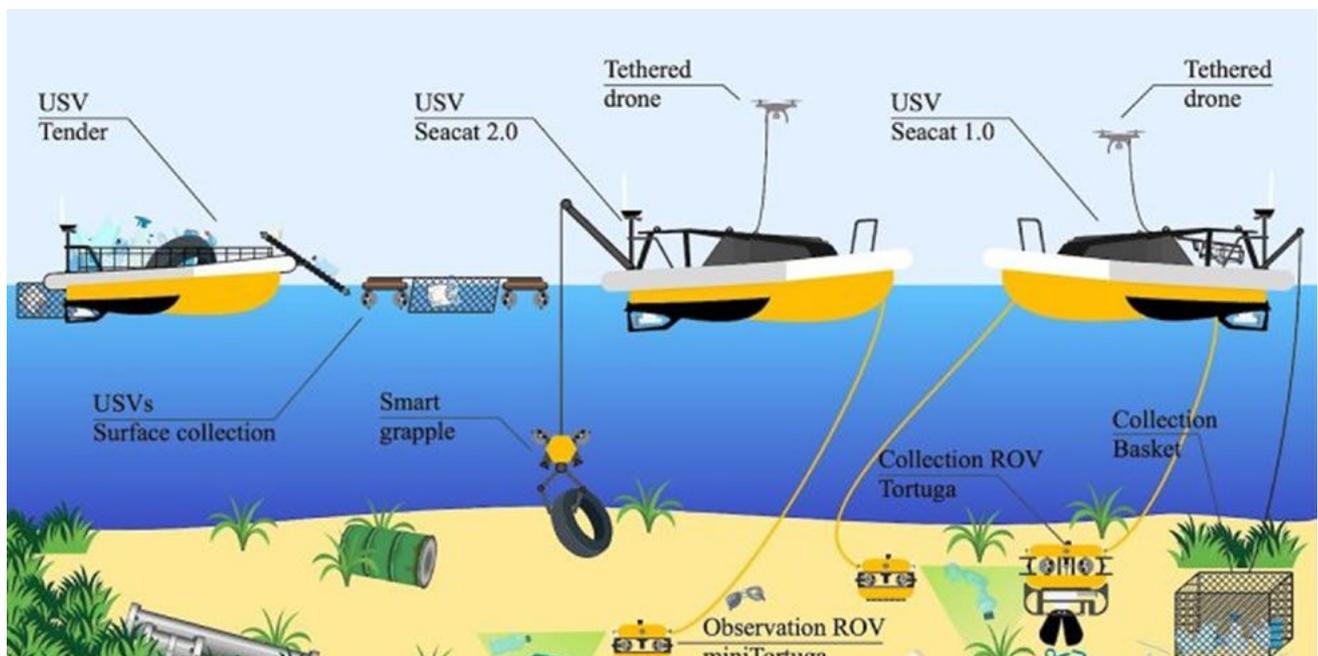




Image credit: E1

Rafael Nadal joins E1 electric boating league as team owner

As some of you will know, I am a keen tennis player, admittedly nowhere near Nadal’s standard (!); so, I could not let this story pass by. I have read a widely circulated media report that Rafael Nadal is set to become a new team owner in the UIM E1 World Championship, the world’s first all-electric race boat championship. The 22-time Grand Slam champion will enter his own team for the inaugural season.

Alongside his incredible success on the tennis court, Nadal – a Mallorquin islander – says he is passionate about the ocean and is hugely supportive of E1’s mission to accelerate clean mobility and restore marine ecosystems.

“I’m really excited to be getting involved with a project like E1 that values sustainability and will make a positive impact on society as a whole, especially in coastal communities,” says Nadal. I always wondered what famous tennis players do when they retire. It seems Rafa is developing a plan of action for what to do when he finally hangs up his racquet. Good luck Rafa!

RNLI station celebrates first all-female crew

An RNLI station in North Shields has launched its first all-female crew, hailing it as a “momentous occasion”. Helmed by Anna Heslop, the four-strong RNLI Cullercoats crew spent an hour-and-a-quarter in the North Sea on a training exercise. It was the first time the station had ever launched a crew consisting of all women. Until ten years ago, there had never been a female volunteer at the station.

The station’s lifeboat operations manager — and mother of Ms Heslop — Kay Heslop says Cullercoats had sought an all-female crew for a long time. Speaking to the BBC, she points out that 10 per cent of RNLI volunteers across the UK are women.

Anna, Rose, Kay, Sarah and Hannah. Article credit: Liz Hull. Image credit: Daily Mail



Whatever next? A 'flying' superyacht concept...

"What will they come up with next", I hear you ask. Well, a flying superyacht sounds rather cool - this concept to be powered by hydrogen and it's full of Italian design flair too. What more could you want?

This futuristic looking concept by Italian design studio, Lazzarini, has now been revealed to the world. The concept is called Plectrum, a 74-metre (242ft) foiling 'flying' superyacht. The hull shape is said to take its design inspiration from the latest America's Cup sail boats, but the

Plectrum is powered by three hydrogen motors capable of 5,000hp each rather than wind power. Designer, Pierpaolo Lazzarini, says Plectrum is conceived to be entirely composed of dry carbon fibre composite, with an estimated top speed of 75 knots. Now that's quick! What's not to like?



*Image credit:
Lazzarini Design's
YouTube Channel*

Investigation ordered after media report about a superglue repair to a nuclear submarine

Not often am I flabbergasted, but this story is simply beyond belief. The Sun, a UK national newspaper, was one of several papers that broke the story recently. It reported that an investigation has been ordered after

repair workers on a Trident submarine apparently glued broken bolts back together in a nuclear reactor chamber. Like I said, unbelievable and who on earth thought this was acceptable? I know the depths professional marine surveyors go to ensure safety of life at sea. This seems to fly directly in the face of common sense; but what do I know?



According to the The Sun, "The unsatisfactory repairs to cooling pipes were discovered when a bolt fell off during checks aboard the 16,000-tonne HMS Vanguard." The article says

that the bolt had originally been sheared off through over-tightening, but instead of reporting the damage and taking the time to bore out the broken shafts, civilian staff simply glued the heads back on.

The whole sorry tale can be read at <https://bit.ly/3Jptgh7>.

Harry Besley pictured



The Round Britain eRIB project and challenge

Now here's an initiative and project that has really captured my imagination and I wanted to share it with you. It is inspiring to see a young person prepared to take bold actions to back up his fighting words and to stand up for what he believes in.

The young man in question is Harry Besley, aged 16. The Round Britain eRIB project intends to help drive the development of the eMarine sector for small leisure and commercial craft. With support from key industry stakeholders the team is planning a world record attempt to circumnavigate Great Britain in summer 2023 by means only of an electric RIB.

Harry Besley will be just 17 when he attempts the world record. His youth gives him the perspective of someone whose future is at risk, and he's serious about making this challenge a reality. Harry believes that powerboats need to stop using fossil fuels. This is his way of having an impact.

The overarching aim of the project is to assist the small craft sector to better understand the implications of new technologies and will help build public confidence in a safe and financially viable transition to a cleaner and more sustainable future.

The team behind the project would ask you to consider the following points:

- Lithium-ion battery fires on vessels are a different risk. They are working with a specialist battery manufacturer who has a significant focus on battery safety, and the team plans to use a specialist fire extinguisher per their recommendation.
- Battery management systems on vessels are generally accessed through the mobile network. The team will be working with a firm which is developing a satellite based remote monitoring system such that fleet battery health and other key systems can be monitored remotely. This could enable vessel battery health to be monitored all over the world.
- Battery overheating while charging is another key challenge, and they will be charging via a wide range of accessories and scenarios. The team will be able to log issues experienced during charging, enabling knowledge build within the industry.
- The project team will be running consecutively for perhaps up to 3-4 weeks, with continual charge and discharge cycles. This level of usage will enable the industry to develop knowledge about degradation in battery performance and any increased risks associated with this.
- The team is working with a partner to develop a modular based battery system to support the vessel and enable charging from the ground support vehicle.

If you want to offer support, or are interested in sponsoring, or being associated with this initiative, you can follow its the progress and engage with their adventures at www.RoundBritain-eRIB.org.

Mike Schwarz



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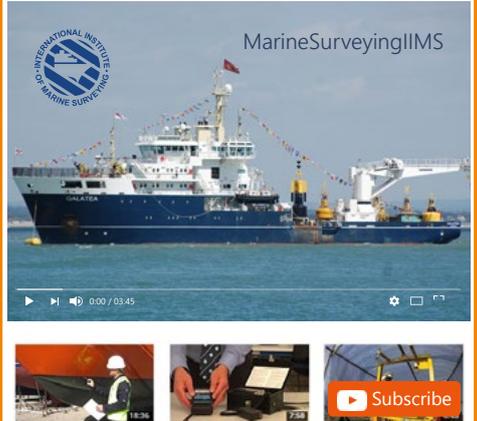
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Contact the IIMS Head Office team



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).