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# IFSMA

## NEWSLETTER

The Shipmasters' International Voice



Vehicle Carrier *Golden Ray*  
US Coast Guard ©

See page 20



## Contents

Secretary General's Report	2
From the Editor	3
The IMO Digest	3
IMO Meeting summary - CCC 7	3
Maritime sector's commitment on climate change	5
Seafarer access to medical care a matter of life and death	5
World Maritime Day	6
DNV's new 'decarbonisation stairway' model	7
NTSB Report - monitoring of position at anchor	8
Coast Guard cooperation	8
Application and usability of ECDIS	9
Thome wins SAR award	10
EU maritime transport	11
Australian-first Covid vaccinations for international seafarers	12
UK MAIB interim report - engine room fire & fatality	13
Thome Group and the Covid-19 pandemic	13
Hapag-Lloyd introduces worldwide electronic Bills of Lading	14
US Coast Guard Cutter <i>Eagle</i>	14
Struggling seafarers need more mental health support from employers	15
The International Bargaining Forum concludes negotiations	16
US-Russia counter pollution cooperation	17
Another day another World's Largest	17
ClassNK releases Guidelines for Ships Using Alternative Fuels	18
Norwegian green ship projects' finance	19
The UK DfT Maritime successes 2019-2021	20
Vehicle carrier <i>Golden Ray</i>	20
Breakaway of containership <i>CMA CGM Bianca</i>	21
Elimination of marine plastic litter	22
Monitoring sulphur emissions by EMSA drone	22
Fatal crush incident	23
The cashless society is here to say says ShipMoney	24
Third International Maritime Congress - IFSMA Assoc. AVCMM	24
US Coast Guard monitors backlog of anchored vessels in Puget Sound	25
Evaluation of Pacific coastal waterway use	26
From the IFSMA Office	26

## Secretary General's Report

Thanks to the huge effort of all concerned, particularly the Secretariats of the IMO and ILO, ICS and ITF, progress is being made to reduce the numbers at sea over their contract time. The number has reduced to approx. 200,000, but this is still far too many.

On the vaccine front, we believe that currently just over 30% of all mariners have received Covid vaccinations with the number continuing to increase daily. Efforts continue to be made to set up more vaccination hubs around the world and the battle is now on to try and get the World Health Organization to declare a list of vaccines that should be recognised worldwide so that we can stop the ridiculous situation where some of you have had up to six jabs of different Covid vaccines as nations refuse to acknowledge any vaccine unless it is the one that they have adopted for use. It is our intention to make a breakthrough in the near future as this will help make the world a safer place for seafarers and stop the unnecessary waste of vaccines.

You will recall that last month I briefed you on the intended book deal we are working on with the ICS: an easy Guide for the Shipmaster on International Maritime Law. I am delighted to tell you that a very respected and well published International Maritime Lawyer and retired shipmaster from the Netherlands, Mr Peter Van de Kruit, has been selected. He is a long standing member of the NVKK, our Netherlands Association, and has represented us on a number of occasions at the IMO – I am sure he is well known to many of you and I very much look forward to working with him on this important project for IFSMA and all shipmasters.

The arrangements for the Biennial General Assembly on 14 and 15 October have been completed by Paul Owen and the Agenda has been promulgated. As you know, the first day will be the prime business for our membership to get up to date on what IFSMA is doing and then the second day will be presentations which I am sure you will find of interest. I hope that as many of you as possible will be able to log onto this primarily virtual BGA.

I wish to inform you that in order to save as much money as possible and to make the best use of your finances, after three years at IMarEST we have moved offices. We have been offered a desk and use of facilities alongside the ITF at ITF House on Borough Road in central London. There is much to benefit IFSMA in this move as we will have better access to the ITF with which we interact on a regular basis on your behalf. We will also be alongside Seafarers Rights International who do much to look after all Seafarers and Captain Hans Sande represents IFSMA on their Board. Paul Owen will update the website and promulgate our new address to you all. The HQ telephone number remains the same.

Finally, you will all be aware of the sad death of one of our Shipmasters, Captain Dan Sandu, from Romania on 19 April this year from a heart attack whilst serving at sea on

passage. More than twelve nations refused to help in the repatriation of his body to his family at home. After much continued effort from the Owners, the Insurers, Flag State, IMO, ILO and ICS and ITF, we have finally reached an agreement with help from the UAE to repatriate his body after more than five months at sea. We are most grateful for the assistance of all and in particular the UAE Government and Maritime Authority.

Fair winds and following seas. Jim Scorer

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## From the Editor

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IFSMA moved to a new office location on 1 October 2021. We are now located at ITF House, 49-60 Borough Road, London SE1 1DR, UK.

The IFSMA Office is not manned every day and in addition there is strict security controlling access to the building. Although we welcome visitors, these can only be accommodated by prior appointment.

Please note the announcement by IFSMA Member AVCMM for their 3<sup>rd</sup> International Congress on page 24.

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## The IMO Digest

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A summary of some of the news received from the excellent IMO Media service in recent weeks.

Illustrations per [www.imo.org](http://www.imo.org) ©

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## IMO Meeting summary

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### CCC 7

Fuel cells, fuel flashpoints, draft amendments to the IMDG and IMSBC Codes and more, were on the agenda for the seventh session of IMO's Sub-Committee on Carriage of Cargoes and Containers (CCC 7), which was held from 6 to 10 September. The text here is based on material kindly provided by the IMO media service.

### Draft interim guidelines for ships using fuel cells agreed by Sub-Committee

Draft interim guidelines aimed at providing international standard provisions for ships using fuel cell power installations have been agreed by IMO's Sub-Committee on Carriage of Cargoes and Containers (CCC 7).

These draft interim guidelines cover issues including fire systems and gas/vapour detection. The guidelines are intended to ensure the safe and reliable delivery of electrical and/or thermal energy through the use of fuel cell technology.

A fuel cell is a source of electrical power in which chemical energy is converted directly into electrical and thermal energy by electro-chemical oxidation. Fuel cells can operate using hydrogen (which has the potential to be explosive) as the fuel source.

The draft interim guidelines will be forwarded to the Maritime Safety Committee (MSC) for approval at its 105<sup>th</sup> session, scheduled to meet in April 2022.

The development of these interim guidelines for safety of ships using fuel cells is part of the important work being

carried out by the Sub-Committee in the context of shipping's need for new fuels and propulsion systems<sup>1</sup> to meet decarbonisation ambitions set out in the Initial IMO GHG Strategy<sup>2</sup>.

Matters relating to newer types of fuel are considered under the agenda item on the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code).

The IGF Code, which entered into force in 2017<sup>3</sup>, aims to minimize the risk to ships, their crews and the environment, given the nature of the fuels involved. It has initially focused on liquefied natural gas (LNG), but work is now underway to consider other relevant fuel types.

Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel have already been developed by the Sub-Committee and were approved by the MSC in 2020. (MSC.1/Circ.1621<sup>4</sup>).

### Amendments to guidelines relating to low flashpoint fuels requiring low temperatures

The Sub-Committee agreed various draft amendments to guidelines and Codes in relation to ships using or carrying fuels such as liquefied natural gas (LNG), which is cooled to very low (cryogenic) temperatures for carriage. The draft amendments relate to the use of high manganese austenitic steel, including corrosion testing for ammonia compatibility.



Illustration per [www.imo.org](http://www.imo.org)  
IMO ©

### The Sub-Committee agreed:

□ Draft amendments to revise the guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low-flashpoint fuels (MSC.1/Circ.1622).

□ Draft amendments to IGF and the International Gas Carrier (IGC) Codes for incorporating high manganese austenitic steel into the Code as a suitable material.

□ Draft amendments to interim guidelines on the application of high manganese austenitic steel for cryogenic service (MSC.1/Circ.1599/Rev.1).



Austenitic steels, known to resist corrosion, are non-magnetic stainless steels that contain high levels of chromium and nickel and low levels of carbon.

### **Development of guidelines for the safety of ships using hydrogen as fuel initiated**

The Sub-Committee considered a proposal to develop guidelines for the safety of ships using hydrogen as fuel. With overwhelming support from the Member States and international organizations, the Sub-Committee agreed to initiate the development of guidelines for the safety of ships using hydrogen as fuel.

### **Updated work plan to address new low flash-point fuels agreed**

The Sub-Committee agreed an updated work plan for the development of safety provisions for new low-flashpoint fuels under the IGF Code, for consideration by MSC 105 (scheduled to meet in April 2022).

The work plan envisages, among other items, the development of guidelines for ships using hydrogen as fuel; the development of guidelines for ships using liquefied petroleum gas as fuel, the possible development of guidelines for ships using ammonia as fuel; and the development of draft amendments to the IGF Code for ships using natural gas.

The work plan also envisages future discussions on the development of mandatory instruments regarding the use of methyl/ethyl alcohols as fuel and the development of mandatory instruments regarding fuel cells.

### **Draft amendments to the IMDG and IMSBC Codes agreed**

The Sub-Committee agreed the next set of draft amendments to the International Maritime Dangerous Goods (IMDG) Code and the International Maritime Solid Bulk Cargoes Code (IMSBC Code), which will be submitted to MSC 105 for adoption, following finalization by the Editorial and Technical (E&T) Group.

The draft amendments to the IMDG Code include those required to take account of changes to the United Nations Recommendations on the Transport of Dangerous Goods which sets the basic requirements for all transport modes.

The matters relating to safe transport of charcoal and review of maritime special provisions will be continued inter-sessionally by a correspondence group established by the Sub-Committee.

The draft amendments to the IMSBC Code include

- ❖ Reclassification of ammonium nitrate-based fertilizer, including draft new individual schedules for ammonium nitrate-based fertilizer MHB and ammonium nitrate-based fertilizer. These follow consideration of following up the recommendations of the report of the incident of the bulk carrier *Cheshire*, which suffered a fire while carrying a cargo of ammonium nitrate in 2017. (For Isle of Man Ship Registry report into the fire see here:

<https://tinyurl.com/j6fnj63k> )

- ❖ Addition of new definitions relating to the phenomenon of dynamic separation, which means the means the phenomenon of forming a liquid slurry (water and fine solids) above the solid material, resulting in a free surface effect which may significantly affect the ship's stability. Cargoes which may undergo dynamic separation are cargoes which contain a certain proportion of fine particles and a certain amount of moisture and may undergo dynamic separation if shipped at a moisture content in excess of their transportable moisture limit. This follows research into dangers related to the carriage of bauxite<sup>5</sup>.
- ❖ Addition of a new individual schedule for clam shell. This cargo of whole clam shells is a by-product generated in the process of clam farming.
- ❖ Addition of a new individual schedule for leach residue containing lead, which is an intermediate by-product formed as a result of the hydro-metallurgical production of zinc and/or zinc-compounds.

### **Revised inspection programmes for cargo transport units agreed**

The Sub-Committee agreed the revised inspection programmes for cargo transport units carrying dangerous goods (MSC.1/Circ.1442, as amended by MSC.1/Circ.1521), in order to broaden the inspection programmes for CTUs.

The objective of the Guidelines is to assist in the implementation of a uniform and safe inspection programme for the inspection of CTUs) carrying goods for international transport by sea, and to provide guidance relating to such inspections in accordance with applicable IMO instruments, such as the International Convention for the Safety of Life at Sea (SOLAS), the IMDG Code, the International Convention for Safe Containers (CSC) and related recommendations including the IMO/ILO/UNECE Code of Practice for Packing Cargo Transport Units (CTU Code).

Furthermore, the guidelines cover various aspects of inspection including: documentation; structural safety; cargo, including marking and packaging; targeting methodology to identifying undeclared or misdeclared dangerous goods; general safety and pest contamination considerations.

The revised guidelines will be submitted to MSC 105 for approval.

### **Draft unified interpretations of the IGC Code agreed**

The Sub-Committee agreed draft unified interpretations of the IGC Code, for submission to MSC 105 for approval.

<sup>1</sup> <https://tinyurl.com/5akte3mx>

<sup>2</sup> <https://tinyurl.com/249uw5fv>

<sup>3</sup> <https://tinyurl.com/4p2uxwpx>

<sup>4</sup> <https://tinyurl.com/e4bjapb>

<sup>5</sup> <https://tinyurl.com/ywsmwkkc>

## Maritime sector's commitment on climate change

### Highlight of new IMO video

'The IMO community is highly committed to tackling climate change,' IMO Secretary-General Kitack Lim said in an interview for *Making Waves: The Future of Shipping*, a news-style video launched at IMO Headquarters on 13 September as part of London International Shipping Week.

This programme showcases the collaborative efforts already in place across the maritime industry to decarbonise.

The IMO segment outlines the latest mandatory energy efficiency measures for ships, including the ship carbon intensity indicator rating system. The video explains how IMO is supporting efforts to look at alternative fuels and the application of new technologies, highlighting the global projects which aim to ensure no one is left behind in shipping's transition.

*The Future of Shipping* sends a clear message about the need for action in tackling climate change to reduce the international shipping industry's footprint on the environment.

This programme was produced in collaboration with the UK Chamber of Shipping (<https://www.ukchamberofshipping.com/>), the British Ports Association (<https://www.britishports.org.uk/>) and Content With Purpose (<https://contentwithpurpose.co.uk/>).

Readers are invited watch the interview with IMO Secretary-General Kitack Lim here:

<https://www.youtube.com/watch?v=CreVXPycBpc>

Then see here the IMO segment, *Cutting shipping's GHG emissions – IMO's role*:

<https://www.youtube.com/watch?v=hOexcriuPxI>

And finally, the full programme, *The Future of Shipping* may be downloaded here:

<https://www.youtube.com/watch?v=DATIzcPNmc8>

**At IFSMA we believe that the IMO news-style video should be on the agenda of schools and colleges the world over in order that the next generation may be encouraged to take the maritime route in their careers.**

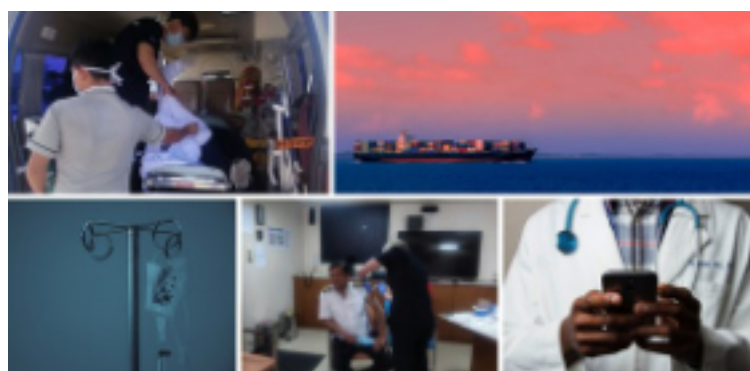
## Seafarer access to medical care a matter of life and death

### Joint Statement by IMO and ILO highlights need for prompt access to medical assistance for vital key worker seafarers

On 24 September the Secretary-General of the IMO and the Director-General of the ILO issued a joint statement calling for port and coastal States to facilitate the prompt disembarkation of seafarers for medical care as a matter of 'life or death': to prioritize seafarers for Covid-19 vaccination; and to designate seafarers as key workers, recognizing seafarers' valuable contribution to world trade.

In the joint statement (Circular Letter No.4204/Add.42), IMO Secretary-General Kitack Lim and ILO Director-General Guy Rider said seafarers are facing difficulties in accessing medical care and highlighted the: *'...moral obligation to ensure seafarers can access medical care ashore without delay, whenever they need it, and to extend medical assistance on board should the need arise by allowing qualified doctors and dentists to visit ships. It is also important that a medical assessment be conducted prior to administering any treatment, which could include telemedicine assessment provided by international health providers.'*

The Secretary-General and Director-General, respectively, continued by saying: *'Receiving such care can be a matter of life or death for seafarers who fall ill while working on ships. The international community should do its utmost to support those who have maintained the global supply chain under pandemic conditions over the last 18 months and keep carrying on often despite enormous personal hardships.'*



The joint statement noted that: *'...almost 14 months after issuing the 'Recommendations for port and coastal States on the prompt disembarkation of seafarers for medical care ashore during the Covid-19 pandemic' (Circular Letter No.4204/Add.23), seafarers are still struggling to access such care when needed. Advocacy from Member States, the maritime industry, social partners and seafarers themselves has once again brought the plight of seafarers to the fore.'*

### Remembering the MLC

As enshrined in ILO's 2006 Maritime Labour Convention (MLC 2006), it is incumbent upon Member States to ensure seafarers on board ships in their territory are given access to medical facilities ashore, should they require immediate medical care, including dental care (See the Resolution concerning the implementation and practical application of the MLC, 2006 during the Covid-19 pandemic, adopted by the Special Tripartite Committee of the MLC, 2006 in April 2021.) The legal obligation to render assistance to seafarers in distress, including medical assistance, is also an intrinsic component of IMO conventions, namely the International Convention for the Safety of Life at Sea (SOLAS); the International Convention on Maritime Search and Rescue (SAR); and the Convention on the Facilitation of International Maritime Traffic (FAL).

The joint statement once again urges Governments to recognize the strategic importance of the maritime sector

and, in line with UN General Assembly resolution A/75/17 adopted on 1 December 2020, to designate seafarers as key workers and to treat them as such by providing access to medical care.

Circular Letter No.4204/Add.35/Rev.7 contains the current list of IMO Member States having notified IMO that they have designated seafarers (and other marine personnel, as appropriate) as key workers.

### To prioritize seafarers

Governments are urged to prioritize seafarers in their national Covid-19 vaccination programmes, in accordance with the WHO SAGE Roadmap for Prioritizing uses of COVID-19 Vaccines in the Context of Limited Supplies, as updated on 16 July 2021, and to offer WHO-approved Emergency Use Listing (EUL) vaccines to ensure their vaccination status is recognized internationally.

The list of WHO-approved EUL vaccines is accessible at <https://tinyurl.com/y39j4tn6>

The ILO and IMO heads also encouraged Governments to recognize the role other marine personnel play in facilitating global trade and, wherever possible, to also vaccinate them on a priority basis.

Information received by IMO and ILO indicates that 24 countries have thus far answered the clarion call by implementing seafarer vaccination programmes, or signalling their intent to do so, in designated ports within their jurisdictions.

A list of these countries and their constituent ports is accessible at <https://icma.as/vaccines/>

The joint statement said: *'We are extremely grateful to these countries but urge more to step forward to accelerate, in particular, the vaccination of seafarers serving international shipping. Government agencies, industry, labour and seafarer welfare groups continue to work assiduously to facilitate and/or deliver vaccines for seafarers. However, much remains to be done. We shall continue to work with our sister UN agencies, Governments and industry bodies to address the ongoing needs of seafarers and to safeguard their basic rights, so that they may continue to facilitate the global economy.'*

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## World Maritime Day

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### IMO spotlights the role of seafarers

On 30 September 2021, IMO and the global maritime community came together to celebrate the annual World Maritime Day, with a focus on this year's theme: **Seafarers: At the core of shipping's future.**

As part of the celebrations, which are a fixture in the global shipping calendar, four seafarers joined in an interactive webinar to discuss issues of importance to the future of the sector.

In addition, the IMO HQ in London was one of several iconic landmarks to be illuminated in blue, kicking off an

annual initiative to unite the maritime community and raise awareness of the vital contribution of shipping to the world. It will also draw attention to seafarers and their core role in shipping and its future.

To quote IMO Secretary-General, Kitack Lim: *'Shipping drives world trade and that trade simply does not happen without seafarers. While the challenges of automation and digitalization – not to mention decarbonisation – will drive change in shipping, we will always need well-trained and motivated seafarers. We must ensure a diverse and expert workforce for the ships of the twenty-first century and beyond.'*

The 2021 theme was chosen as part of a year of action for seafarers, who play a vital role as key workers for global supply chains but are facing unprecedented hardship due to the Covid-19 pandemic.

During 2021, IMO has interviewed several seafarers about topics of importance to them and the future of the sector. The profiles (on the IMO website [www.imo.org](http://www.imo.org) and social media channels: Twitter, Facebook, LinkedIn and Instagram) spotlight issues related to the human element of shipping, including the safety and security of life on board ships, seafarers' well-being, and the importance of ensuring an appropriately trained and qualified workforce, ready to meet the challenges and opportunities of digitalization and automation.

### Interactive webinar

On World Maritime Day, seafarers Ayse Basak, Yrhen Balins, Marwa Elselehdar and Thomas Madsen were the seafarer panellists during a webinar which focused on issues such as crew change, diversity, safety, and the environment.

To join the webinar readers are invited to visit the World Maritime Day page.

### Illuminating in blue

This year IMO will launch a new annual initiative to unite the maritime community and raise awareness of the vital contribution of shipping to the world by bathing the IMO building in blue light on World Maritime Day. The Memorial to Seafarers, which was inaugurated 20 years ago in 2001, will be lit up at sunset, along with the IMO emblem on the building. A video feed will be shared on social media. This symbolic effort, supported by the International Transport Workers' Federation (ITF), will be echoed around the globe with many maritime stakeholders joining in and sharing their images and videos on social media using the hashtag #WorldMaritimeDay.

Secretary-General Lim invited IMO Member States, intergovernmental organizations and non-governmental organizations in consultative status to join in this annual initiative by lighting up their most iconic buildings, bridges, maritime ports, ships, monuments, museums and other landmarks on World Maritime Day each year.

### Social Media



IMO welcomed participation in World Maritime Day events from stakeholders on social media, especially seafarers. Individuals and organizations have been encouraged to share images on social media channels using the hashtag #WorldMaritimeDay. Photographs can also be sent to: [media@imo.org](mailto:media@imo.org)

## World maritime theme for 2022

**New technologies for greener shipping** has been chosen as the World Maritime theme for 2022, reflecting the need to support a green transition of the maritime sector into a sustainable future, while leaving no one behind.

## To find out more

Click World Maritime Theme 2021 ([www.imo.org](http://www.imo.org)) to read more about World Maritime Day 2021 and find the message from the Secretary-General, a video and more.

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## DNV's new 'decarbonisation stairway' model

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### Navigating new build dilemmas

On 1 September DNV launched its latest *Maritime Forecast to 2050*, part of the Energy Transition Outlook (ETO) suite of reports.

Conceived to help ship owners navigate the technologies and fuels needed to meet global greenhouse gas (GHG) targets, the report features an updated carbon risk management framework, including a new 'decarbonisation stairway' model to help owners map a path to sustainability.

This 80-page report aims to assist an industry facing the dual challenge of increasingly stringent climate change targets and regulations coupled with uncertainty over future fuel choices, technology, and supply.

It is, according to DNV Maritime CEO Knut Ørbeck-Nilssen; *'The grand challenge of our time.'*

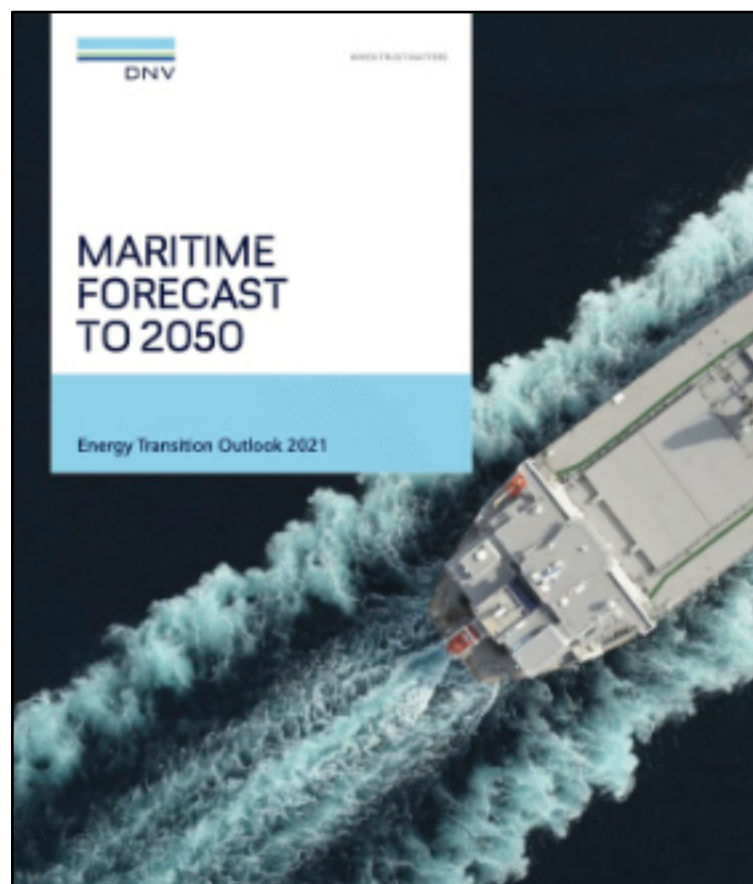
He added: *'Choosing the right fuel today for operations tomorrow is a daunting task that all owners must face up to. The business environment is changing in line with the natural one, leading not just to increased regulatory requirements, but also to new cargo owner and consumer expectations and more rigorous demands from capital investors and institutions.'*

*'A misstep today in new build fuel strategies can have damaging consequences for businesses and assets in the future. So, owners need practical, expert advice and smart solutions to ensure vessels stay competitive, compliant and commercially attractive over their lifetimes. This is where the Maritime Forecast to 2050 can help turn strategic uncertainty into confident decision-making.'*

This report maps the shifting regulatory landscape, provides a status update on technology and alternative fuels, and views the energy transition from a wider

perspective – investigating the financing of green on board investments, as well as the need for rapid development of supply-side capacity for new fuels.

To support ship owners, DNV provides an updated framework for managing carbon risk in new building designs, a techno-economic evaluation of fuel strategies, and the vessel design implications of those chosen approaches. The 'decarbonisation stairway', it is understood, is introduced to show how individual owners can adapt to stay below the required GHG emission trajectories.



*DNV's new Maritime Forecast to 2050 features an updated carbon risk management framework, including a new 'decarbonisation stairway' model to help ship owners map a path to sustainability.*

Linda Sigrid Hammer, DNV Maritime Principal Consultant and *Maritime Forecast to 2050* report lead author, commented: *'With between 1,000 and 2,000 ships expected to be ordered annually through 2030, there is a real need for informed decisions that consider a diverse array of factors; from cost, to fuel storage and propulsion, through to flexibility in design, strategic approach, and fuel ready solutions. And of course, all of this is underpinned by the need for safety.'*

*'Our revised framework allows for detailed assessments, providing support and expertise to mitigate the risks and uncertainties facing owners. The carbon neutral destination for the industry is clear, but the pathway is not. This report will help owners chart their way forwards.'*

The new *Maritime Forecast to 2050* – the fifth edition of its kind – features detailed case studies to help evaluate fuel

and technology scenarios and compare competing solutions. The report finds that the maritime energy transition is already gaining momentum, with around 12% of new builds currently ordered with alternative fuel systems. This is double the 6% revealed by DNV's 2019 Maritime Forecast report, it is understood. However, less than 1% of ships currently in operation use alternative fuels, with the huge majority plying short-sea routes.

DNV forecasts that total capital expenditure (CAPEX) for on board technology investments required to satisfy IMO decarbonisation ambitions will range from US\$250-800 billion (dependent on fleet size) between 2020 and 2050.

The DNV full *Maritime Forecast to 2050* document can be downloaded on application here:

<https://tinyurl.com/7fs6ben9>

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## NTSB Report

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**Lack of effective monitoring of position at anchor leads to \$16.9million marine accident: Lower Mississippi River, May 2020**

**On 11 August the US National Transportation Safety Board (NTSB) Office of Safety Recommendations and Communications issued Marine Accident Brief 21/15 available here: <https://go.usa.gov/xF7ZY>**

In summary a bridge team's lack of effective monitoring of their position while at anchor led to a cargo ship colliding with an anchored bulk carrier and striking a chemical dock on the Lower Mississippi River near New Orleans.

US NTSB Marine Accident Brief 21/15 details the NTSB's investigation of the 8 May 2020 collision of the anchored general cargo ship *Nomadic Milde* with the anchored bulk carrier *Atlantic Venus*. *Nomadic Milde* then struck a nearby chemical dock and grounded on the bank. The accident resulted in about \$16.9 million in damages. There were no injuries.

*Nomadic Milde* anchored in the Lower Mississippi River just upriver of the *Atlantic Venus* during high water conditions. After setting the starboard and port anchors, the vessel's positions and headings suggest that the ship did not hold in its original anchor position and likely dragged towards the bank while the ship's pilot was departing the ship. It then dragged for a second time downriver and closer to *Atlantic Venus*, to about half the original distance between the two vessels.

In its report, NTSB said there was no evidence of either watch officer of *Nomadic Milde* checking the ship's position at frequent intervals or by means other than the electronic chart and information display system (ECDIS) watch alarm to determine if the ship was secure at anchor. According to NTSB, there was sufficient evidence to alert the bridge team that *Nomadic Milde* was not holding well, and had this been detected, the master could have been alerted earlier. This would have allowed for sufficient time to undertake necessary measures to address the problem.

The NTSB determined the probable cause of the collision was the bridge team on *Nomadic Milde* not effectively monitoring the vessel's position, and therefore not detecting that the vessel was dragging anchor and had moved from its original position during high water conditions in proximity to other vessels.

NTSB's report said; *'Monitoring a ship at anchor, especially in an area where the risks of nearby hazards and weather and current are present, requires a continuous state of vigilance and the use of all available means to determine whether a vessel is dragging or not.'*

*'Although ECDIS is a useful tool in determining a ship's position at anchor, the ship's radars would have provided information for the crew to determine or crosscheck if the range to a vessel or object had decreased, or if the ship had moved while at anchor.'*

It is reported that the investigation delivered more than 1,300 pages of factual information, including photographs and other investigative materials.

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## Coast Guard cooperation

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**USCG and JCG deploy together**

It has been announced that US Coast Guard<sup>1</sup> staff in the Alameda-based Coast Guard Cutter *Munro* participated in a cooperative two-day deployment with the Japan Coast Guard<sup>2</sup> in the Japan Coast Guard vessel *Aso* in the East China Sea on 24 and 25 August.



*U.S. Coast Guard Cutter Munro and Japan Coast Guard Patrol Vessel Large Aso transit together on 25 August to strengthen alliances and partnerships and improve maritime governance and security in the region.*

*(Photo courtesy of Japan Coast Guard©)*

This engagement followed *Munro*'s port visit in Sasebo, Japan, from 20 to 24 August and included: crew exchanges; two-ship communication, formation, manoeuvring and navigation exercises; joint and cooperative maritime presence; maritime law enforcement training and exercises; and several variations of large ship and small boat operations.



Captain Blake Novak, CO of Munro commented on this cooperation with: *'These at-sea engagements with one of our longest-standing partners in the Indo-Pacific region provided excellent opportunities for our crews to train together and learn from each other, further strengthening our alliances and maritime partnerships.'*

*'Conducting operations and exercises leverages our strong and trusted relationships while expanding our regional security cooperation initiatives and bolstering collaboration in the Indo-Pacific.'*

The US and Japan Coast Guards have a long history of cooperation and several recent engagements. In June 2021, the sea services conducted search and rescue training together in Honolulu before teaming up to search for a missing free diver off Kauai, Hawaii.



Earlier this year, the US Coast Guard Cutter *Kimball* and Japan Coast Guard Ship *Akitsushima* conducted drills together near Japan's Ogasawara Islands working with helicopters and unmanned aerial vehicles to practice interdicting simulated foreign vessels operating illegally inside Japanese waters.

Vice Admiral Michael F McAllister, Commander US Coast Guard Pacific Area reflected: *'Partnering with like-minded maritime forces to cross train and expand multi-nation expertise in search and rescue, maritime environmental protection and maritime law enforcement allows our nations to promote regional stability, confront malign activities and threats, and uphold the international rules-based-order underpinning our shared security and prosperity.'*

*Munro*, a 418ft loa national security cutter, departed its homeport of Alameda, California, for a month-long deployment to the Western Pacific. Operating under the tactical control of US Seventh Fleet, the cutter and ship's company are engaging in cooperative maritime activities, professional exchanges, and capacity-building exercises with partner nations and will patrol and conduct operations as directed.

As both a federal law enforcement agency and an armed force, the US Coast Guard routinely deploys worldwide its cutters, boats, aircraft and deployable specialized forces.

The US Naval Service does not compete, deter, or fight alone. The Navy, Marine Corps and Coast Guard team are an integral part of the Joint Force and work closely with allies, partners, and other government agencies.

<sup>1</sup>See: <https://www.uscg.mil/>

<sup>2</sup>See: <https://tinyurl.com/hv46xfuk>

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## Application and usability of ECDIS

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### Anglo-Danish collaborative study published

On 2 September the UK Marine Accident Investigation Branch (MAIB) and the Danish Maritime Accident Investigation Board (DMAIB) publishes a study to generate an understanding of the practical application and usability of ECDIS and to support future ECDIS design, training strategies and the development of best practices.

**The title of the document is: *Application and usability of ECDIS: A MAIB and DMAIB collaborative study on ECDIS use from the perspective of practitioners.***

This study follows a qualitative methodology, primarily based on semi-structured interviews with 155 ECDIS users and observation data gathered between February and July 2018 during sea voyages in European waters on 31 ships of various types.

### Joint statement

A joint statement by Oessur Hilduberg, Head of the DMAIB and Andrew Moll, Chief Inspector of Marine Accidents, MAIB has been issued and reads: *'Investigation of groundings since 2008 have repeatedly shown that where ECDIS was the primary means of navigation it was not being used to its full potential.'*

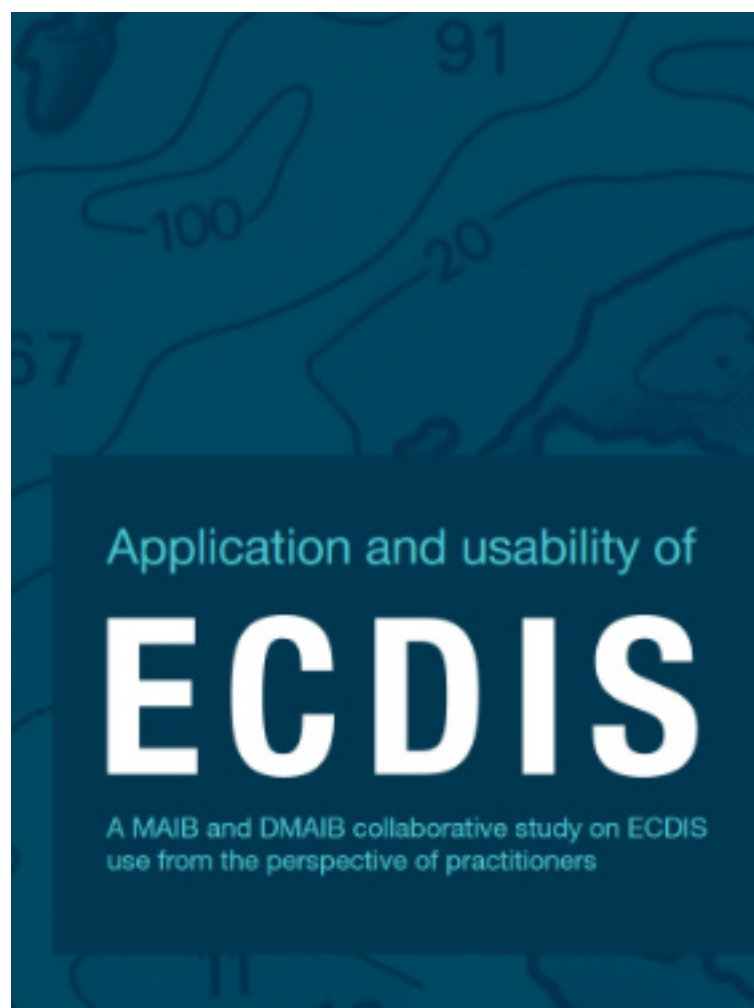
*'There was a significant mismatch between the intention of the performance standards and system designers, and the way the watchkeepers were using the system. This study set out to understand whether the findings of accident investigations could be extrapolated as representing the wider marine industry and, if so, why.'*

*'Unsurprisingly, the study found a wide spectrum of ECDIS integration and usage, and users were unanimous that the real-time positioning provided by ECDIS was a major contributor to safe navigation. However, thereafter the picture was bleak. Despite being in service for nearly two decades ECDIS could, at best, be described as being in its implementation phase.'*

*'Specifically, most of the automated functions designed to alert the watchkeeper to impending dangers were not easy to use and lacked the granularity for navigation in pilotage waters. The consequent high false alarm rate eroded confidence in the automated warning, and most operators disabled the alarms or ignored alerts.'*

*'To be an effective tool for safe navigation, ECDIS needs a high degree of operator input but many watchkeepers appeared to have limited understanding of the systems they were using, and in the main only used them to the extent they felt necessary.'*

*'Current system shortcomings, compounded by limited bathymetry data, make safe navigation challenging and do not augur well for future automation of the navigation function.'*



*'The study does not make specific recommendations but is intended to act as a catalyst for change.'*

*'Improvements can be made at every level, from the agile setting of performance standards, through human-centred design to ensure users interface effectively with complex technological systems, down to operator training and the setting of procedures and best practice.'*

*'Most importantly, if improvements are to be made, digital navigation needs to become the primary means of navigation across the industry.'*

Readers wishing to read the ECDIS study are invited to see here: <https://tinyurl.com/6ndf7zmm>

## Thome wins SAR award

On 1 September the Maritime and Port Authority (MPA) of Singapore has announced that the Thome Group has won its Outstanding Contribution to Search and Rescue Efforts in 2020 award during a virtual live streamed ceremony as part of the Authority's International Safety@Sea awards 2021.

The MPA of Singapore was impressed with Thome's rescue operation involving one of its managed vessels, *KSL Santiago*, (HK-flag; 95,000gt; 292m loa).



By working closely with the US Coast Guard, the crew of the bulker managed to rescue two people from a sailboat that had been disabled by bad weather 300 nautical miles east of Cape Hatteras, North Carolina.

In the announcement the MPA of Singapore praised the actions of the Master and crew of the *KSL Santiago* which immediately changed course to go to the rescue of the sailing boat after having received a weak Mayday message. The bulker also answered a call from a search and rescue crew aboard a C-130 Hercules aircraft asking for assistance with the rescue.

Thankfully no injuries were sustained by the rescued sailors who were able to board *KSL Santiago* by way of an embarkation ladder lowered by the crew.



Although the award was not presented in person due to the current pandemic restrictions in Singapore, the MPA will be sending Thome Group a certificate and letters of appreciation to crew members.

Olav Nortun, Chief Executive Officer of the Thome Group commented: *'I am really proud of the way the Master and crew of the KSL Santiago reacted in this emergency situation. While we do train for these sorts of eventualities, it is gratifying to know that our action plans and procedures in a real-life emergency situation have resulted in a successful outcome.'*

## EU maritime transport

**First environmental impact report acknowledges good progress towards sustainability and confirms that more effort is needed to prepare for rising demand**

Maritime transport plays and will continue to play an essential role in global and European trade and economy. In recent years, the maritime sector has taken significant measures to alleviate its environmental impacts. Ahead of a projected increase in global shipping volumes, a new report reveals for the first time the full extent of the impact of the EU maritime transport sector on the environment and identifies challenges to achieving sustainability.



With 77 % of European external trade and 35 % of all trade by value between EU Member States moved by sea, maritime transport is a key part of the international supply chain. Despite a drop in shipping activity in 2020 due to the effects of the Covid-19 pandemic, the sector is expected to grow strongly over the coming decades, fuelled by rising demand for primary resources and container shipping.

### Shipping and GHGs

Against this background, the European Maritime Transport Environment Report, launched on 1 September by the European Environment Agency (EEA) and the European Maritime Safety Agency (EMSA), marks the first comprehensive health-check of the sector. The report shows that ships produce 13.5 % of all greenhouse gas emissions from transport in the EU, behind emissions from road transport (71 %) and aviation (14.4 %). Sulphur dioxide (SO<sub>2</sub>) emissions from ships calling in European ports amounted to approximately 1.63 million tonnes in 2019, a figure which is expected to fall further over the coming decades due to stricter environmental rules and measures.

Maritime transport is estimated to have contributed to the fact that underwater noise levels in EU waters more than doubled between 2014 and 2019. However, even though the volume of oil transported by sea has been steadily increasing, only eight accidental medium to large oil tanker spills out of a worldwide total of 62 occurred in EU waters over the past decade.

The joint report assesses the current state of emerging maritime transport sustainability solutions, including

alternative fuels, batteries and onshore power supply, and provides a comprehensive picture of their uptake in the EU. It also outlines future challenges posed by climate change for the industry, including the potential impact of rising sea levels on ports.



In the words of Adina Vălean, EU Commissioner for Transport: *'Our Sustainable and Smart Mobility Strategy makes clear that all transport modes need to become more sustainable, smarter and more resilient including shipping. Although maritime transport has improved its environmental footprint in past years, it still faces big challenges when it comes to decarbonising and reducing pollution. Based on all the latest evidence, our policies aim*

- **Air pollution:**

In 2019, sulphur dioxide (SO<sub>2</sub>) emissions from ships calling in European ports amounted to around 1.63 million tonnes, approximately 16 % of the global SO<sub>2</sub> emissions from international shipping.

- **Underwater noise:**

Ships create noise which can affect marine species in different ways. It is estimated that between 2014 and 2019, the total accumulated underwater radiated noise energy more than doubled in EU waters. Container ships, passenger ships and tankers generate the highest noise energy emissions from propeller use.



- **Non-indigenous species:**

Overall, since 1949, the maritime transport sector has accounted for the largest proportion of non-indigenous species introduced into seas around the EU close to 50 % of all species, with the largest number found in the Mediterranean. A total of 51 species are all classified as high impact, meaning that they can affect ecosystems and native species. The report also notes the limited data available in assessing the full impact on habitats and species.

- **Oil pollution:**

Out of a total of 18 large accidental oil spills in the world since 2010, only three were located in the EU (17 %); better monitoring, enforcement and awareness is helping to reduce oil pollution events even though the amount of oil transported by sea has been steadily growing for the past 30 years.

### **Navigating towards sustainability**

EU maritime transport faces a crucial decade to transition to a more economically, socially and environmentally sustainable sector.

Already, most ships calling in the EU have reduced their speed by up to 20 % compared to 2008, thereby also reducing emissions, according to the report.

In addition, non-traditional fuels and energy sources, such as biofuels, batteries, hydrogen or ammonia, are emerging as possible alternatives for shipping, with the potential to decarbonise the sector and lead to zero emissions. Onshore power supply (where ships shut down their engines and connect to a power source on land while berthed at port) can also provide a clean source of energy in maritime and inland navigation ports.

### **Links**

**For a link to the joint report and more material readers are invited to see here:**

**EEA:** <https://tinyurl.com/m9m3jyn8>

**EMSA:** <https://tinyurl.com/b2as9aby>

**There is an appropriate introductory film here:** <https://tinyurl.com/b2as9aby>

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## **Australian-first Covid vaccinations for international seafarers**

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### **Application in Queensland**

**Queensland will become the first Australian jurisdiction to administer Covid vaccines to all international seafarers arriving in local ports, with a trial programme commencing in the coming weeks aimed at reducing the risk of serious illness and community transmission.**

Maritime Safety Queensland, working with QLD Health, has developed a vaccination programme that will commence with high risk vessels, ships that visit

Australian ports on a regular schedule, those that carry liquid fuels, and finally all other vessels arriving at QLD ports.

The International Transport Workers' Federation (ITF), along with employer organisations Maritime Industry Australia Ltd and Shipping Australia, have welcomed the initiative that will not only protect the health of seafarers, but strengthen Australia's supply chains. This was reported on 2 September.

ITF Australia Coordinator Ian Bray said ten per cent of the world's sea trade passes through Australian ports, with maritime supply chains responsible for delivering essential goods and taking Australia's exports to the world.



International seafarers are the backbone of the economy, but a growing number of Covid outbreaks on vessels arriving in Australian ports highlights the need for urgent action to protect the health of these workers, reduce the risk of community transmission, and strengthen supply chain resilience.

Bray said: *'Many of the vessels that travel through Australian ports visit regularly — often on the same routes — making it easy to administer both doses of vaccine to seafarers over a period of months.'*

*'Even for crews that only visit an Australian port once, the health advice is that a single dose of vaccine significantly reduces the risk of them requiring hospitalisation.'*

ITF President and Maritime Union of Australia National Secretary Paddy Crumlin said the Australian Government should immediately take the model to the National Cabinet so that it can be rolled out around the country.

He commented: *'This Australian-first model developed by Maritime Safety Queensland and QLD Health has the potential to save countless lives and should be taken to National Cabinet as a matter of urgency so it can be implemented around the country.'*

*'Without ships, Australia's economy would grind to a halt, which is why COVID testing of all international seafarers arriving in Australian ports, the provision of healthcare to sick workers, and a national plan to vaccinate the entire workforce is so important.'*

*'This approach would also be consistent with Australia's legal obligations as a signatory to the Maritime Labour Convention, which make it responsible for the health and welfare of the seafarers that arrive in our ports.'*

## UK MAIB interim report

### Investigation of the engine room fire and subsequent fatality on board *Moritz Schulte*

Antwerp, 4 August 2020

In August the UK Marine Accident Investigation Branch (MAIB) issued an interim report into the engine room fire and subsequent fatality on board the Isle of Man-flagged LPG tanker *Moritz Schulte* in Antwerp on 4 August 2020.

The information contained below is based on investigations to date. It has been emphasised by MAIB that new evidence may become available that might alter the circumstances as depicted in the Branch's interim report.

#### Factual information

On 4 August 2020, the Isle of Man registered LPG tanker *Moritz Schulte* (129m loa; 8234 gt; built 2002) on a voyage from Braefoot Bay, Scotland to Antwerp with a cargo of ethylene had an engine room fire while discharging a cargo at Antwerp. The fire broke out between two of the tanker's diesel generators, close to a fuel filter that was being cleaned by the tanker's third engineer (3/E).

Prompt actions by the crew to shut down the space limited the spread of fire; however, the crew muster identified the 3/E was missing. This prevented the release of the fixed CO<sub>2</sub> fire-extinguishing system, and the master ordered the fire party to enter the engine room and search for the missing engineer.

The crew's initial attempt to find the 3/E was unsuccessful, but he was later found lying unconscious on the deck close to an escape ladder by a shore fire team and he was recovered ashore. The 3/E died in hospital eight days later due to smoke inhalation.

#### Investigation

This investigation is being carried out by the UK MAIB on behalf of the Isle of Man Administration in accordance with the Memorandum of Understanding between the MAIB and the Red Ensign Group Category 1 registries of Isle of Man, Cayman Islands, Bermuda and Gibraltar.

This investigation has considered all aspects of the accident to determine the causes and circumstances of the fire and the 3/E's death. It has also considered underlying factors that might have contributed to both events.

#### Actions taken

In response to the accident, the vessel manager has completed its own internal investigation and has taken immediate action to reduce the likelihood and consequences of further engine room fires.

#### Continuing action

A draft report of the MAIB investigation is being compiled and will be distributed to key stakeholders for a 30-day consultation in due course, it was reported in August.

#### Editor's note

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## Thome Group and the Covid-19 pandemic

The Covid-19 pandemic remains prevalent – and with its new variants such as Delta and Lambda, key to staying safe and protect others is to get vaccinated.

Taking part in the Covid-19 vaccination is not just about getting the protection your body needs but also a social responsibility. Thome Group ([www.thome.com](http://www.thome.com)) encourages its seafarers and employees to get vaccinated as it helps weaken the spread of the virus. The protection that vaccines provide to our bodies also extends to our loved ones and the community.



Illustration per Freepic.com

According to the World Health Organization (WHO [www.who.int](http://www.who.int)), getting vaccinated is safer than getting infected: 'Vaccines train our immune system to recognize the targeted virus and create antibodies to fight off the disease without getting the disease itself. After vaccination, the body is ready to fight the virus if it is later exposed to it, thereby preventing illness.'

Here are some scientific facts on why getting the Covid-19 vaccines are essential:

- The Covid-19 vaccines give you layers of protection on resisting the virus.
- In case you get Covid-19 despite being vaccinated, the risk of getting a more severe infection is slimmer.
- Approved Covid-19 vaccines provide a high degree of protection against getting seriously ill and dying from the disease, although no vaccine is 100% protective. The WHO approved the following vaccines: Pfizer/

BioNTech, Oxford/AstraZeneca, Sinopharm, Sinovac, and Johnson & Johnson.

- A fully vaccinated person can help protect the unvaccinated persons in their household because of the added immunity. However, it is still best if everyone in the family can be vaccinated.
- According to the WHO, the Pfizer vaccine is suitable for people aged 12 years and above. Children aged between 12 and 15 who are at high risk may be offered this vaccine alongside other priority groups for vaccination.
- Widespread vaccination will limit spread through communities and restrict the virus's opportunity to continue mutating into new variants.

**The virus does not care how old you are, how fit you may be, or what nationality you are, it can strike anyone at any time so getting vaccinated is important for your health and to stop the disease from spreading as some people may have the virus but show no symptoms, so could be spreading the disease unknowingly. Some of the approved vaccines require two shots so make sure you get both as your level of protection increases dramatically after your second jab. For two-shot vaccinations, you need to wait for a minimum of eight weeks between the first and second dose.**

Those who are willing to get vaccinated may contact their Crewing Manager, HR Department, and/or register to their local government units in their respective countries for free vaccine administration.

**Vaccine works. Vaccine protects. Let's all take our part to achieve global herd immunity,**

**Editor's note:**

**Sources:** [www.who.org](http://www.who.org) and [www.hopkinsmedicine.org](http://www.hopkinsmedicine.org)

**The text here is based on material kindly provided by the TGN Editorial Team and the assistance of Thome Group is much appreciated in connection with this article.**

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## Hapag-Lloyd introduces worldwide electronic Bills of Lading

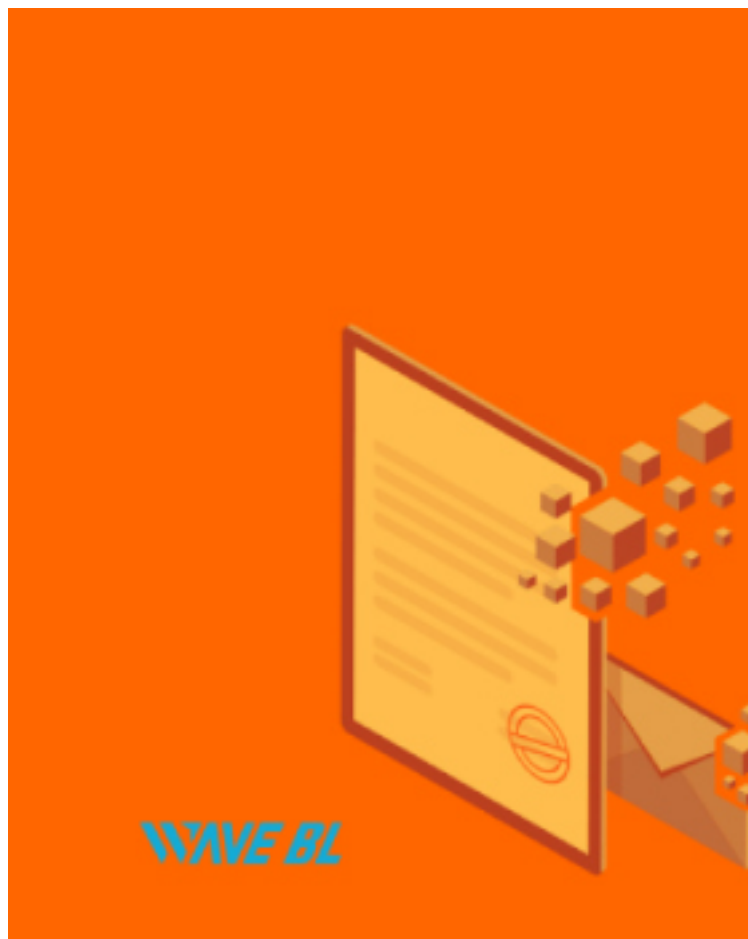
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It was announced from Hamburg on 10 September that Hapag-Lloyd would commence offering its worldwide customers the use of electronic Bills of Lading.

In this connection it was reported that in cooperation with WAVE BL, a digital platform for supply chain partners, customers can go paperless not only with the Bill of Lading, but also with other vital trade documents.

By using the WAVE BL network, printing, signing, and releasing paper-based documents will come to an end. The platform optimizes the flow of cargo in a blockchain-backed digital infrastructure, taking the place of manual workflows in exchange for a more secure, automated

solution, where carriers can issue, possess, transmit and sign documents within minutes, it is understood.



To quote Juan Carlos Duk, Managing Director Global Commercial Development of Hapag-Lloyd: *'We are reaching the next milestone in our journey of being a premier digital carrier by providing a much needed electronic Bill of Lading release solution to our customers.'*

*'The new tool will enable the secure and speedy electronic release of these documents. By partnering with Wave BL, we continue to expand our offers of e-tools, committing to our promise of adding value to our customers, improve the customer experience and being number one for quality.'*

With the new provision Hapag-Lloyd is one step further in going paperless with shippers. Physical documentation sharing on paper has high costs and exposes risk of forgery and loss in an industry that grosses over US\$19 trillion in goods, annually.

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## US Coast Guard Cutter Eagle

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### A busy year for Coast Guard cadets

It was announced last month that the US Coast Guard Cutter *Eagle*, "America's Tall Ship," would be on an East Coast passage later in the month.

At 295 feet loa, *Eagle* is the largest tall ship flying the stars and stripes and the only active square-rigger in United States government service.



*Eagle* has served as a classroom at sea to future Coast Guard officers since 1946, offering an at-sea leadership and professional development experience as part of the US Coast Guard Academy curriculum.



Photograph kindly provided by the USCG Fifth District Public Affairs.

In the summer of 2021 Coast Guard Academy Cadets completed a transatlantic voyage with port calls in Azores, Iceland, and Bermuda.

*Eagle* is a three-masted barque with more than 22,300 square feet of sail and six miles of rigging. The cutter was constructed in 1936 by the Blohm and Voss Shipyard in Hamburg. Originally commissioned as the *Horst Wessel* by the German navy, *Eagle* was a war reparation for the United States following the Second World War.

For more information about USCGC *Eagle*, including port cities, tour schedules, and current events, readers are invited to follow the "United States Coast Guard Barque EAGLE" Facebook page or on Instagram @barqueeagle.

## Struggling seafarers need more mental health support from employers

Cases of seafarers struggling with their mental health will continue to rise unless shipping companies take more responsibility for encouraging crew members to talk openly with a colleague, family member or friend about their problems. This was the view in a statement issued on behalf of Mental Health Support Solutions (MHSS) on 9 September.

In the run up to World Suicide Prevention Day last month (10 September), MHSS called on employers to provide more support to mariners facing intense pressure to keep delivering cargoes globally amid the Covid-19 pandemic.

Charles Watkins, Managing Director and Clinical Psychologist at MHSS reflected: *'Shipping companies should focus on the preventative measures for suicide by creating awareness, talking about it and breaking the taboo of bringing it up.'*

The company, which provides round the clock professional mental health support, year in, year out, to the shipping sector, saw calls from seafarers to its phone line surge by 60% between April and June 2021. Issues raised during the calls included anxiety, bullying or crew

conflict arising from limited experience with different cultures or nationalities.

Watkins also urged the maritime industry to make crew members aware that help is available through services such as MHSS.

He continued: *'Offering people the opportunity to talk about their issues is vital – but they need to be aware of the help available to them. We can assess a person's wellbeing by simply giving them a chance to talk.'*

*'We can also follow up with anyone on board who is affected by suicidal ideation, be it the person dealing with mental health issues or seafarers impacted by a colleague who is feeling anxious, depressed or suicidal.'*

Sobering statistics from the World Health Organization show that more than 700,000 people globally die by suicide each year, most commonly through ingesting pesticides, hanging or using firearms on themselves. For every suicide, there are more than twenty attempts of people trying to take their own lives, it has been reported.



Moreover, suicide is the fourth leading cause of death in 15-19-year-olds, something shipping companies with young cadets need to be aware of, according to Watkins.

Encouraging seafarers to share their problems and directing them to services such as MHSS are some of the actions shipping companies should take.

Sophia Onken, Partner and Clinical Psychologist at MHSS, also believes they can support crew members by helping them to understand and debunk various myths around suicide, such as the following points:

- Someone who talks about suicide will never attempt to take their own life
- Talking about suicide will encourage others to consider killing themselves
- Suicide attempts happen without warning
- Once someone wants to complete suicide, there is no way to stop them
- Only certain types of people become suicidal
- Depression and self-destructive behaviour are rare in young people.

**Readers are invited to visit the MHSS website for more information about how it supports people in maritime who are struggling mentally.**

See here: <https://www.mentalhealth-support.com/>

# The International Bargaining Forum concludes negotiations

## Seafarers' Covid sacrifice recognised

The International Transport Workers' Federation (ITF) and the Joint Negotiating Group (JNG) met from 1-3 September for important negotiations on seafarers' wage increase and other cost elements.

Due to the pandemic, the social partnership had agreed to defer the start of the negotiations for the period 2021-2022, initially scheduled for March 2020.

It was reported in week commencing 5 September by ITF that negotiations were particularly challenging due to the profit variations in the maritime industry, as well as the increased operational costs due to the pandemic.

However, both parties acknowledged the need to recognise the sacrifices that seafarers have made during the pandemic, continuing to keep global trade moving while unable to return home following the expiry of their contracts, and receiving no wage increase in 2021.

The negotiations were successfully concluded with the following agreement:

- An increase on wages and compensations of 3% from 1 January 2022.
- An increase on wages and compensations of 1.5% from 1 January 2023.
- An increase in JNG members' rebate from the ITF Welfare Fund to 20% to contribute to the IBF Seafarers' Support Fund.

Prior to the negotiations it was reported that the social partners have had a period of exceptionally close cooperation, with both sides being deeply frustrated by the treatment of seafarers during the Covid-19 pandemic by the world's governments.

## Hardships encountered

Blocked from accessing crew change to go home at the end of contracts, and even barred from many countries' hospitals; labour and employer groups have been engaged in joint efforts to ensure seafarers' rights are restored.

## Crew change crisis a global scandal

ITF Seafarers' Section Chair Mr David Heindel was the ITF spokesperson and chaired the talks. He commented: *'From the initial risk the pandemic posed to seafarers, to the ongoing challenge of seafarers sometimes being denied emergency medical treatment by port states, to the global scandal that is the crew change crisis: through the last 18 months seafarers have shown exceptional professionalism and commitment. Therefore, we are proud we have managed to deliver increases to seafarers' income. Their daily sacrifices to keep supply chains moving, delivering the goods critical to our recovery to billions of consumers and businesses is recognised.'*

## Recognition of seafarers' efforts

Spokesperson for the Joint Negotiating Group of maritime employers (JNG), Captain Belal Ahmed echoed Mr Heindel's message that the industry was thanking seafarers in very real terms. He added: *'Employers in the maritime industry, the ship owners, the management agents: the difficult and stormy waters of this pandemic have brought us closer to the crew. We see the sacrifices they have made, and, where within our means as businesses committed to being around in the future: we have endeavoured to recognise the seafarers' efforts.'*



Illustration per [www.itfglobal.org](http://www.itfglobal.org) ©

Also from the employers' side of the table, Chairman of JNG and IMMAJ Mr Toshihito Inoue reflected that: *'The pay agreement locks in stability in the seafarer wage market going forward, allowing employers to better weather the volatilities in demand being experienced in various shipping markets since 2020.'*

## Commitment from employers highlighted

ITF President and Dockers' Section chair Mr Paddy Crumlin concluded with: *'This is an important outcome not only for seafarers, but all maritime workers, as it shows commitment from reputable employers to the continued global collective bargaining process that is essential for the global supply chain. Multinationals in other sectors should strive to ensure proper framework agreements for their direct and indirect employees in their global supply chain.'*

## About the IBF

The IBF was established in 2003 as a mechanism for collective bargaining between maritime employers and unions to agree the wages and conditions of seafarers working aboard vessels flying the flag of an open register designated as flag of convenience by the ITF. With more than 9,200 vessels expected to be covered by the deal struck this week, the ITF-JNG IBF is the largest private sector collective pay agreement in the world.

## About the ITF

The International Transport Workers' Federation (ITF) is a democratic, affiliate-led federation recognised as the world's leading transport authority. It fights passionately to



improve working lives; connecting trade unions from 147 countries to secure rights, equality and justice for their members.

## About the JNG

The Joint Negotiating Group (JNG) allows for the coordination of the views of employers from across the world in the maritime industry. The JNG today consists of the International Maritime Employers' Council (IMEC), the International Mariners' Management Association of Japan (IMMAJ), the Korean Shipowners' Association (KSA) and Taiwan-based company Evergreen.

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## US-Russia counter pollution cooperation

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### Bering Sea and Chukchi Seas

Members of the US Coast Guard and the Marine Rescue Service Russian Federation held their 43<sup>rd</sup> joint planning group meeting and exercise from 31 August to 2 September in Anchorage. This was held under the 2020 Joint Contingency Plan of the United States of America and the Russian Federation in Combating Pollution on the Bering Sea and Chukchi Seas (see: <https://tinyurl.com/3mc7a5a2> ).

US Coast Guard representatives from Headquarters, Pacific Area, the 17<sup>th</sup> District and Sector Anchorage worked with their Russian Marine Rescue Service counterparts to review the Joint Contingency Plan and update a 2021-2023 joint work plan. The latter stands for improving preparedness and cooperation between the US Coast Guard and Marine Rescue Service of the Russian Federation in spill response in the Bering and Chukchi Seas.



*Members of the US Coast Guard hosted members of the Marine Rescue Service Russian Federation for the 43<sup>rd</sup> Joint Planning Group meeting and exercise, 31 August to 2 September, in Anchorage, Alaska.*

*Photo by Petty Officer 1<sup>st</sup> Class Nate Littlejohn  
US Coast Guard District 17  
USCG ©.*

The purpose of this joint work plan is to:

- Implement the Joint Contingency Plan (JCP) of the United States and the Russian Federation on

combating pollution in the Bering and Chukchi Seas in Emergency Situations.

- Develop sustainable infrastructures for marine environmental protection and response to oil and hazardous substance incidents.
- Develop greater cooperation and understanding between the United States and the Russian Federation; specifically, between the responsible government agencies and private sector entities that take part in response to oil and hazardous substance incidents.
- Develop methods and techniques for preparedness and response to oil and hazardous substance incidents.
- Encourage compatibility of response systems in terms of command-and-control techniques, equipment, training, exercises and related preparedness and response issues.
- Maintain a two-year work plan cycle to permit efficient planning for budget and personnel scheduling. Identify and address risks associated with the shipment of hydrocarbons across or near the shared maritime boundaries.
- Maintain an up-to-date training and exercise schedule.
- Identify topics and initiatives for discussion during joint planning group meetings and teleconferences.

The group toured the Alaska Wildlife Response/ International Bird Rescue Center and observed an equipment demonstration at Alaska Chadux Network to learn more about response systems and capabilities.

Rear Admiral Nathan A Moore, Commander 17<sup>th</sup> District commented: *'Meeting our Russian counterparts face-to-face and exchanging information strengthens our shared commitment to environmental protection.*

*'The U.S.-Russia maritime boundary is adjacent to heavily-travelled routes for ships carrying hydrocarbons. I rest a bit easier at night knowing that we have developed working relationships with our neighbours and are preparing ahead of time for a pollution incident that we hope does not occur.'*

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## Another day another World's Largest

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### Port of Felixstowe welcomes world's largest container ship

*Ever Ace*, as at 13 September, the world's largest container ship, has made its maiden call at Hutchison Ports, Port of Felixstowe.

Operated by Taiwanese line Evergreen Marine, the 24,000TEU capacity vessel arrived at the UK's largest container port from Hamburg, having commenced its voyage at Qingdao, China, in July.

Commenting on the arrival, Chris Lewis, Chief Executive Officer at the Port of Felixstowe, said: *'We are delighted to welcome the Ever Ace on its maiden call at the Port of Felixstowe. Our relationship with Evergreen dates back to 1979 when Evergreen launched its first Asia-Europe*



service. The scale of growth since then has been nothing short of staggering; those first ships had a capacity of just 1,200TEU, one-twentieth of the number the Ever Ace can carry.



*'It is particularly fitting that the arrival coincides with the start of London International Shipping Week which promotes the best of the UK maritime sector. The Port of Felixstowe has long been the country's No.1 container port and we are continuing to invest to secure that position long into the future.'*

### Channel dredging

Work is due to commence in the autumn to increase the depth of the main approach channel into the port. Undertaken by Harwich Haven Authority and due for completion in 18 months, the £120 million scheme will increase the depth of the channel from 14.5 metres to 16.0 metres below chart datum.

The channel deepening will give Felixstowe unrivalled access for the largest container ships and complements work completed in July to deepen Berth 7 at the port to 16.5 metres.

Further work to deepen Berths 6, 8 & 9 is scheduled for 2022.

### Class of twelve

*Ever Ace* is the first of twelve 24,000-TEU class container ships ordered by Evergreen. The A-type vessel is 400 metres loa and 61.5 metres wide, has a design draft of 14.5 metres and can cruise at speeds up to 22.6 knots. With a nominal carrying capacity of 23,992 TEU, *Ever Ace* is one of the largest container ships in the world.

## ClassNK releases Guidelines for Ships Using Alternative Fuels

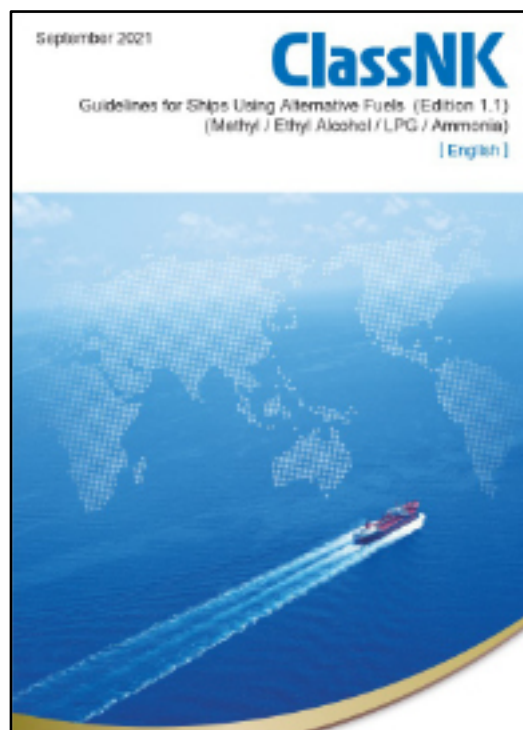
(Edition 1.1)

### Adding safety requirements for ammonia-fuelled ships, and revising "Alternative Fuel Ready" notation

It was reported from Tokyo on 13 September that ClassNK is committed to providing comprehensive services to

support the industry's efforts for the transition to zero-emission of shipping business.

In support of measures for GHG emissions reduction, ClassNK has released *Guidelines for Ships Using Alternative Fuels*. They are the updates with safety requirements for ships using ammonia as fuel on previously issued *Guidelines for Ships Using Low-Flashpoint Fuels* covering LPG/Methanol/Ethanol, and provide comprehensive information on requirements for alternative fuel ships.



Ammonia has captured attention as a zero carbon fuel. Appropriate safety measures are required for ammonia as it is toxic to humans and corrosive to materials, while specific international standards for the use of ammonia as a marine fuel have not yet been established. ClassNK has described the requirements for installation, controls, and safety devices of an ammonia fuelled ship to minimizing risks for the ship, crew, and the environment, and added it to the guidelines.

In addition, ClassNK has revised the existing "LNG-Ready" notation to "Alternative Fuel Ready", and outlined the requirements for the new notation indicating that a ship is designed and partially equipped for future use of alternative fuels.

It is understood that the guidelines are reflecting the current technology trend and will be updated regularly along with developments of new technologies and research.

Readers are advised that the guidelines are available to download via ClassNK's website [www.classnk.com](http://www.classnk.com) for those registered for the ClassNK "My Page" service.

To register for the "My Page" service free of charge readers are invited to go to the ClassNK website [www.classnk.com](http://www.classnk.com) and click on the "My Page Login" button.

## Norwegian green ship projects' finance

Norwegian export credit agency Eksfin (formerly Export Credit Norway and GIEK) is playing a major role in accelerating the 'green shift' at sea, providing loan guarantees approaching 1 billion Euro for the construction of 35 eco-friendly vessels over the last four years – including *Le Commandant Charcot*, said to be the world's most exclusive polar exploration cruise ship and was recently delivered to French cruise line PONANT by Norwegian shipbuilder VARD.

### Milestone figure

In the words of Eksfin CEO Ms. Tone Lunde Bakker: *'Our job at Eksfin is to promote Norwegian exports globally and boost the financial capacity of Norwegian industry. In the shipping space we are helping ship owners, shipyards and equipment sub-suppliers to finance an increasing number of vessels featuring alternative fuels or new technologies that reduce harmful emissions.'*



*'We are now close to the milestone figure of NOK 10bn and will continue to pursue projects with a strong environmental profile reflecting the industry trend towards more sustainable operations.'*

The delivery from VARD Søviknes of *Le Commandant Charcot* serves to highlight Eksfin's decisive role in financing such projects. VARD won the PONANT contract thanks in part to Eksfin's state-backed loan and risk guarantees.

Ms. Lunde Bakker added: *'I am very proud of Eksfin's involvement in securing this project for one of Norway's top maritime exporters. Our export financing package was important in influencing the shipowner's choice amid fierce competition between shipbuilders in Finland, German and Norway.'*

Marseille-based PONANT contributed a significant amount of the contract position from its own resources, with Eksfin providing the outstanding monies in cooperation with French banks. The Eksfin loan amounted to €162.4m, with risk guarantees totalling an even higher €182.7m.

PONANT CFO Alexis Blavette added: *'PONANT aims at proposing purposeful and sustainable luxury experience aboard small ships. 'Le Commandant Charcot' is the latest and the most iconic member of our fleet with an ultra-luxurious vessel sailing in never-yet-cruised destinations with unique environmental features. Eksfin's efficient assistance together with our lenders helped to make this extraordinary ship a reality.'*

### One of a kind

Eksfin earlier contributed to the financing of six expedition cruise ships also built by VARD for PONANT, but this seventh ship is unique and, as the world's first hybrid-electric, LNG-powered vessel with icebreaking capacity, the first ever of its type, it is claimed.

Ms. Lunde Bakker concluded by saying: *'The delivery of Le Commandant Charcot and its superior environmental credentials reinforces Norway's position as a leading producer of high-value, high-end vessels and technology. It is a great example of how we can work together with exporters and financial institutions to facilitate winning bids.'*

### Environmentally-friendly technology

PONANT estimates that using LNG will reduce emissions of sulphur oxides (SOx), nitrogen oxides (NOx) and carbon dioxide (CO<sub>2</sub>) by 95%, 85% and 25%, respectively, compared to conventional cruise ships. *Le Commandant Charcot* is also designed for optimal energy efficiency and minimal footprint using innovative systems engineered by VARD's specialized business units. The ship's comprehensive electrical solution features state-of-the-art battery technology from Norway's Corvus Energy.

### Clean Ship classification

PONANT will deploy the 245-passenger ship on polar cruises to the Arctic and Antarctica. Shipping activity in these highly remote areas is subject to strict regulation. In line with PONANT's strong emphasis on environmental considerations across its activities, *Le Commandant Charcot* has been certified by French classification society Bureau Veritas not only with PC2 polar ice class, but also with 'Clean Ship' and 'Comfort Class' status thanks to cutting-edge technologies that reduce not only environmental impact but also noise and vibration while ensuring the highest level of safety.

### Facilitating polar research

*Le Commandant Charcot* is also equipped with research facilities that will enable the scientific community to study and analyse water, air, ice and biological diversity at the extreme poles.

It will access some of the world's remotest spots including the Geographic North Pole (90° North), Northeast Greenland National Park and the Svalbard archipelago in the Arctic and the Bellingshausen Sea, Peter I and Charcot Islands and the Larsen Ice Shelf in Antarctica.



## Blazing green trail

Other Norwegian companies made use of Eksfin's financing for green ship projects including Hurtigruten for hybrid cruise ships; ferry operators Norled, Boreal and Fjord1 for diesel-electric, hydrogen-electric and fully electric ferries; Color Line for what is the world's largest hybrid cruise-ferry; fishing company Cetus for onshore power connection; and tanker operator Alterra Shuttle Tanker for LNG-powered tankers with volatile compound (VOC) emissions recovery.

## The UK DfT Maritime successes 2019-2021

As part of its support for London International Shipping Week, 2021 (LISW 21) the UK Department for Transport issued its biennial report outlining the Government's maritime achievements for 2019 to 2021.



September 2019 saw the fourth LISW take place in the capital, supported strongly by the Department. Since the first event in 2013, the week-long schedule of activity to promote the UK's maritime proposals has grown year on year and is now a bustling hive of activity welcoming over 20,000 delegates to over 200 events across five days.

*Maritime Biennial Report April 2019-May 2021* is a pdf of 80 pages (7.52MB) available to download here: <https://tinyurl.com/2pycrpm5>

The report also sets out the government's maritime priorities in line with the themes of Maritime 2050: Navigating the Future.

Roberts Courts MP, Parliamentary Under-Secretary of State for Maritime, Aviation and Security, writing in his foreword: *'The last 18 months demonstrated more clearly than ever the critical role the maritime sector plays in all our lives. Each and every person in the industry has played a role in supporting the nation: our port workers, international ferry providers, global shipping lines, lifeline services, cruise operators, professional services providers, and of course our heroic seafarers; these and many more have worked tirelessly and deserve our thanks.'*

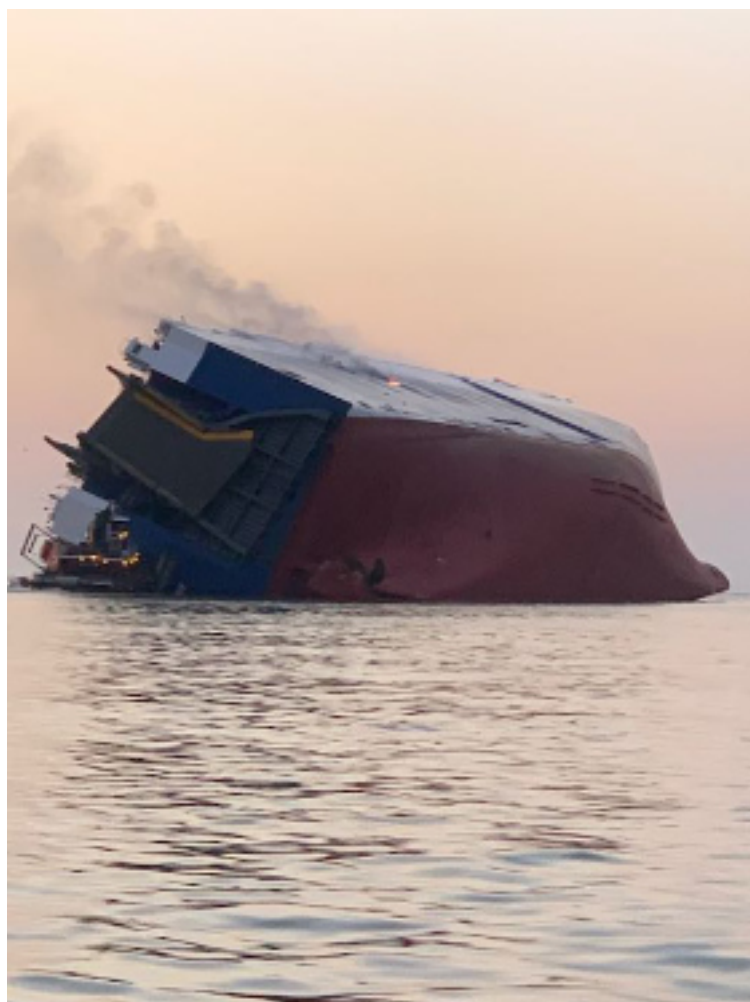
## Vehicle carrier Golden Ray

### Inaccurate stability calculations caused capsizing

#### NTSB report

It was announced by the US National Transportation Safety Board Office of Safety Recommendations and Communications in Washington on 14 September that inaccurate stability calculations caused the capsizing of vehicle carrier *Golden Ray* that resulted in \$200 million worth of damages. It is understood that more than 4,100 vehicles were lost in the accident.

The US NTSB Marine Accident Report details the Board's investigation of the 8 September 2019 capsizing of the roll-on/roll-off vehicle carrier *Golden Ray* as it transited outbound through St Simons Sound near Brunswick, Georgia.



*Stern view of Golden Ray six hours after the heeling event. Flame and smoke emanate from cargo decks on the starboard side of the vessel.*

*Photo reproduced by kind courtesy of the US Coast Guard ©.*

All 23 crew members and one pilot on board were rescued, including four engineering crew who were trapped in the vessel for nearly 40 hours. Two crew members sustained serious injuries. *Golden Ray* sustained significant damage due to fire, flooding and saltwater corrosion and was declared a total loss estimated at \$62.5 million. An estimated \$142 million worth of cargo was also lost.



Less than 40 minutes after leaving port, the 656 ft loa *Golden Ray* began to heel rapidly to port during a 68 degree turn to starboard. Despite attempts by the pilot and crew to counter the heel, the rate of turn to starboard increased, and the vessel reached a heel of 60 degrees to port in under a minute before it grounded outside of the channel.

The NTSB determined the probable cause of the capsizing of *Golden Ray* was the chief officer's error entering ballast quantities into the stability calculation programme, which led to his incorrect determination of the vessel's stability and resulted in *Golden Ray* having an insufficient righting arm to counteract the forces developed during a turn while transiting outbound from the Port of Brunswick through St Simons Sound. Contributing to the accident was G-Marine Service Co. Ltd.'s (the vessel's operator) lack of effective procedures in their safety management system for verifying stability calculations.

The NTSB concluded that *Golden Ray* did not meet international stability standards at departure and possessed less stability than the chief officer calculated.

According to the NTSB, after the vessel capsized, open watertight doors allowed flooding into the vessel, which blocked the primary egress from the engine room, where four crewmembers were trapped. Two watertight doors had been left open for almost two hours before the accident. No one on the bridge ensured that the doors were closed before departing the port.

The report said: *'The circumstances of this accident show that even when transiting in protected waters, watertight integrity is critical to the safety of the vessel and its crew. It is essential that the operator ensure that crews verify that all watertight doors are closed in accordance with safety management system procedures.'*

As a result of its investigation, the NTSB issued two safety recommendations to G-Marine Service Co. Ltd to:

- (i) Revise its safety management system to establish procedures for verifying stability calculations and implement audit procedures to ensure their vessels meet stability requirements before leaving the port; and
- (ii) Revise its safety management system audit process to verify crew adherence to the Arrival/Departure Checklist regarding the closure of watertight doors.

The public docket for the investigation contains more than 1,700 pages of factual information, including interview transcripts, photographs and other investigative materials and is available online at <https://go.usa.gov/xFKfT>

The Marine Accident Report is available here: <https://go.usa.gov/xMWcn>

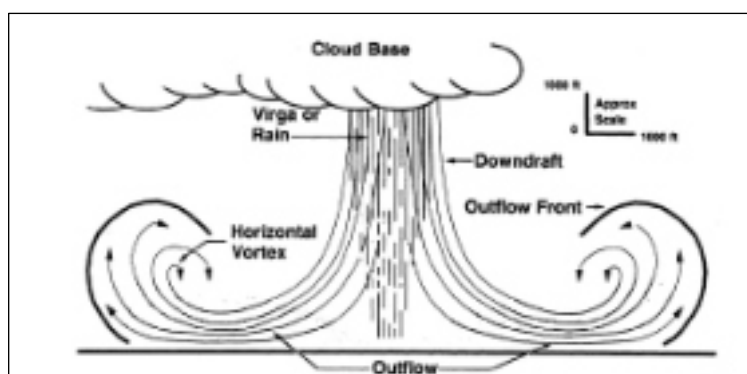
## Breakaway of containership *CMA CGM Bianca*

### Port of New Orleans

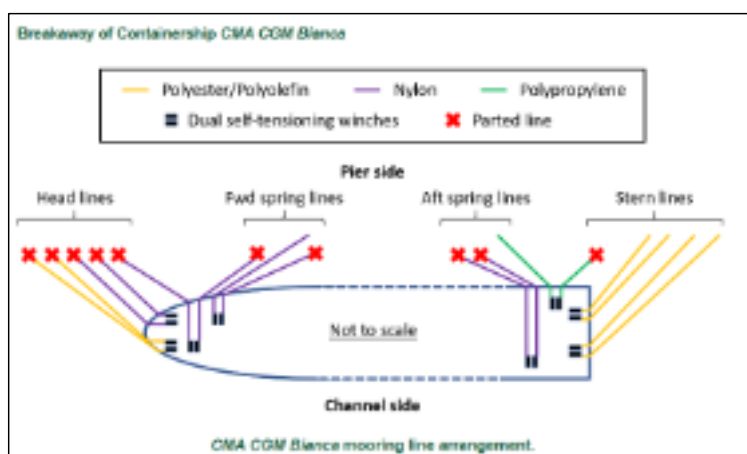
### US NTSB report

Severe, unforecast winds caused a containership to breakaway from a pier and damaged equipment at the Napoleon Avenue Container Terminal in New Orleans on 2 August 2020, according to the National Transportation Safety Board's Marine Accident Brief 21/18, issued on 16 September 2021.

As longshoremen loaded and unloaded cargo from containership *CMA CGM Bianca* (Malta flag; 1,099ft loa) a sudden, localized thunderstorm passed through the area. Ten of the vessel's sixteen mooring lines parted in the high winds, and the ship moved away from the pier.



Exemplar diagram of a downburst.



*CMA CGM Bianca* mooring line arrangement.

Illustrations per: <https://www.nts.gov/>

Containers lifted by shoreside gantry cranes struck the ship. One damaged container dropped in the water spilling a cargo of plastic pellets, known as nurdles. A crane operator suffered a minor injury. Damages totalled approximately \$15.1 million.

In its report, the NTSB said the crane operators and *CMA CGM Bianca*'s crew reported extreme high winds that came on in seconds during heavy rains. These were heavy enough to completely obscure the visibility of security cameras at the terminal.

Although the closest official weather station recorded winds peaking at 31 mph, a vessel located very close to the accident reported a wind gust at 73 mph. *CMA CGM*

*Bianca's* master said that the storm was: 'in the form of a *tornado*.' According to the NTSB report, the evidence suggests that *CMA CGM Bianca* was struck by outflow winds from a downburst.

The US National Weather Service classifies downbursts as: 'Powerful winds that descend from a thunderstorm and spread out quickly once they hit the ground. These winds can easily cause damage similar to that of a EF0 (65–85 mph winds) or even EF1 (86–110 mph winds) tornado and are sometimes misinterpreted as tornadoes.'

Investigators determined the probable cause of the accident to be the sudden onset of unforecast severe winds likely originating from the outflow of a thunderstorm generated downburst.

The NTSB Marine Accident Brief 21/18 in respect of this incident is available online at <https://go.usa.gov/xMBKr>

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## Elimination of marine plastic litter

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### Jamaica takes significant steps

The Government of Jamaica has demonstrated its commitment to reduce and eliminate marine plastics from our oceans through its selection as one of ten Lead Partnering Countries globally in an IMO- and FAO-supported global project.

This project, entitled: Building Partnerships to Assist Developing Countries to Address the Issue of Marine Plastic Litter from Sea-based Sources – more commonly referred to as the GloLitter Partnerships Project – aims to build capacity in nations to enable them to tackle ocean pollution.

Studies have estimated that between 4.8 million and 12.7 million tons of land-based plastic waste from coastal countries ends up in oceans every year, impacting on marine species, human health and maritime industries such as tourism and fisheries.

The GloLitter Partnership Project was officially launched in Jamaica in July this year with the establishment of a multi-agency National Task Force and a meeting with members of the Project Coordinating Unit from the IMO and the FAO. The National Task Force comprises representatives from the Ministry of Transport and Mining and other Government ministries and agencies with responsibility for fisheries, maritime transport, women's affairs and the protection of the marine environment, and will act as a steering group providing oversight for the project's implementation.

It is understood that the project will enable capacity building and the creation of tool kits for the development of national policies and strategies and the engagement of a local consultant to support legal, policy and institutional reforms for the prevention and reduction of marine plastic litter and in particular plastic marine litter generated from the maritime transport and fisheries sectors.

It will address issues such as the retrieval of lost and discarded fishing gear from the oceans, and establish fishing port facilities and initiatives for the recycling and reuse of marine plastic litter.

Commenting on the Project, Rear Admiral (Ret'd) Peter Brady, Director General of the Maritime Authority of Jamaica, said: 'As a *Small Island Developing State (SIDS)* with an open economy and heavy dependence on the blue economy for trade, tourism and fishing, Jamaica is well placed to benefit from the project and as a Lead Partner Country we will have the responsibility to share our experience and best practice gained from the project, with the rest of the Caribbean and other SIDS.'

The three-year project, which extends to 2024, is initially funded by the Government of Norway and the Maritime Authority of Jamaica with support from the National Fisheries Authority which will take the role of the lead agency responsible for its implementation in Jamaica.

The MAJ is Jamaica's maritime administration, with responsibility for the development of shipping and the protection and safety of the marine environment.

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## Monitoring sulphur emissions by EMSA drone

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### Strait of Gibraltar

On 21 September the European Maritime Safety Agency (EMSA) reported that remotely piloted aircraft are assisting Spanish authorities in actively monitoring sulphur emissions from ships transiting the busy Strait of Gibraltar.

Over the summer EMSA's remotely piloted aircraft have been monitoring the level of sulphur oxides released by ships transiting the Strait of Gibraltar, one of the world's busiest shipping lanes.



Nordic Unmanned ©.

The operation reported here was carried out by the Spanish General Directorate of Merchant Marine, under the direction of the Spanish Ministry of Transport, Mobility and Urban Agenda, and marks the first time these emissions have been monitored by drone outside the special designated emission control areas in Northern Europe.

### From July to October

It is understood that the flights have been in operation since mid-July from a base in Tarifa and will continue until the end of October.



We learn that the project designed to test the effectiveness of drones in measuring pollutant emissions from ships was set up by the Spanish Ministry of Transport, Mobility and Urban Agenda (MITMA), in collaboration with the Algeciras Maritime Captancy and the General Directorate of Merchant Marine.

Using EMSA's remotely piloted aircraft systems (RPAS), the goal is to detect sulphur oxide emissions above a certain level indicating a possible breach of the International Convention on Maritime Pollution (MARPOL – Annex VI). The current limit for sulphur oxide in ship fuels is 0.50% by mass.

The aircraft used is a CAMCOPTER® S100 and it is under contract to EMSA from the consortium of Nordic Unmanned, Norce and UMS Skeldar. It has several features making it a useful tool for the service, including the ability to take off and land vertically from an area less than 25 square metres, flight endurance of over six hours and a range of more than 100 km.

To help detect the gases generated by fuel combustion and expelled through ship funnels, the aircraft is equipped with gas sensors and cameras that cover both optical and infrared spectral ranges.

### Two flights / ten inspections per day

Since 12 July, the RPAS has been carrying out daily two flights with an average of ten inspections per day. Current figures show that of 294 vessels controlled some 27 were found in possible breach of the limits of sulphur content in their fuel. The measurements and records are automatically encoded in the information exchange system which triggers an alert in the EMSA THETIS-EU database here:

[www.emsa.europa.eu/thetis-eu.html?acm=1393\\_531](http://www.emsa.europa.eu/thetis-eu.html?acm=1393_531)

While this does not confirm non-compliance directly, it does help port authorities target ships for inspection and proceed with the lab testing necessary for any eventual sanctions.

### About RPAS

Remotely Piloted Aircraft System (RPAS) services are offered free to all EU member states by EMSA. They have been developed to assist in maritime surveillance operations and ship emission monitoring, and can operate in all seas surrounding the European Union.

RPAS services can provide support to traditional coast guard functions, including search and rescue and pollution prevention and response. The services are offered to member states individually and as part of EMSA's regional RPAS strategy, which allows multiple coast guard functions in several EU member states to be supported by one or more RPAS services.

Further expansion of RPAS regionally is planned in 2021 and 2022. To see where EMSA is flying readers are invited to see here:

<http://www.emsa.europa.eu/rpas-operations.html>

## Fatal crush incident

### General cargo vessel mv *Cimbris*, Antwerp, Belgium

#### Summary

On 14 July 2020 a port stevedore on board the Gibraltar-registered general cargo vessel *Cimbris* was fatally crushed when a hatch cover was moved by the ship's gantry crane. No-one saw the stevedore place himself in a hazardous position between the crane and the hatch cover, and the ship's chief officer did not have a clear line of sight.

The UK Marine Accident Investigation Branch (MAIB) conducted an investigation on behalf of the Gibraltar Government in accordance with the Memorandum of Understanding between the MAIB and the Red Ensign Group Category 1 registries of Isle of Man, Cayman Islands, Bermuda and Gibraltar.

#### Safety issues

The MAIB report provided the following safety issues:

- (i) The hatch cover lifting operation was not properly planned, adequately supervised, or carried out in a safe manner.
- (ii) Banksman were not used and the hatch cover was carried over people working below.
- (iii) Communications between the stevedores and ship's crew demonstrated a weak safety culture.
- (iv) The stevedore placed himself in danger.
- (v) The stevedore was not seen by the gantry crane operator

#### Recommendations

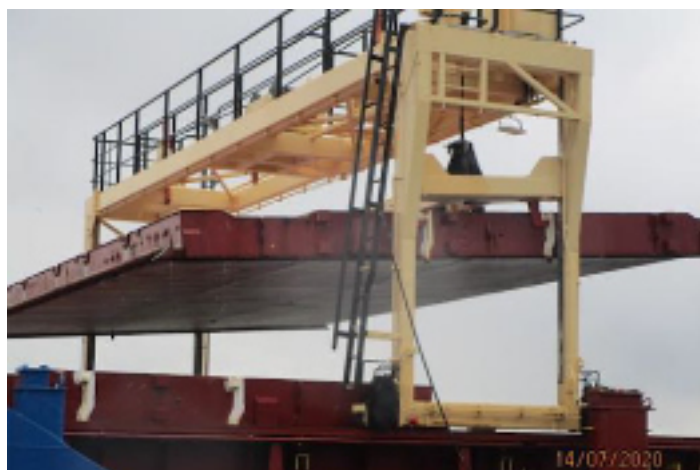
Two recommendations were made by the MAIB.

One recommendation No 2021/126 has been made to Brieze Dry Cargo GmbH & Co. KG to improve the safety culture on board their vessels.

Another, No 2021/127 and No 2021/128 have been made to Centrale der Werkgevers aan de Haven van Antwerpen to improve the safety culture among their port workers and to review compliance with safe working practices on board customer vessels.

Readers who wish to read the MAIB report No 12/2021 into this incident are invited to see here:

<https://tinyurl.com/3dwxky5d>



The illustration here is reproduced from the MAIB Report No 12/2021: *Crush incident on general cargo vessel Cimbris with loss of 1 life. Location: Antwerp, Belgium.* MAIB Crown Copyright 2021 ©.



## The cashless society is here to stay says ShipMoney

There is no doubt that the pandemic has accelerated the use of contactless methods of payment as global retailers favour their use to help minimize the spread of the virus on contaminated cash.

### Reduction in use of cash

The facts speak for themselves with the UK seeing a 35% reduction in cash payments in 2020 with five out of six now being cashless. This type of scenario is being replicated in major economies across the globe and predictions are that cashless payments will continue to increase with cash only being used for minor expenditure and a few coin-operated vending machines and parking meters.

Life at sea tends to reflect life ashore and seafarers want to be able to have the flexibility of managing their money while afloat in the same way as they can when ashore.

### Maritime digital payment platform

ShipMoney (see here: <https://www.shipmoney.com>) listens to clients' needs resulting in the development of a proprietary maritime digital payment platform which offers a range of services for maritime companies to facilitate crew wages, international corporate remittances, money transfers and all other forms of shoreside and onboard payments.

It also transforms the way cross-border foreign exchange (FX) payments are paid, offering significant cost savings and administrative efficiencies, it is claimed.

It is reported that ShipMoney's crew payments service reduces cash-to-master and wire costs allowing seafarers to access and receive their wages simultaneously, anywhere in the world.

Crew can transfer money, schedule payments and use their ShipMoney card for online purchases or make contactless payments when ashore while also benefitting from favourable exchange rates.

Recognizing seafarers' unique circumstances, particularly with regard to the disruption of goods deliveries onboard during the pandemic, ShipMoney also developed a virtual card using Visa's virtual card technology.

The virtual card has the same functionality as a physical ShipMoney card, allowing seafarers to send money, initiate mobile top-ups and card-to-card transfers, as well as to shop online.

### Corporate payments

Shipping companies have also discovered that ShipMoney's corporate payments solution reduces their international wire and foreign exchange costs by allowing them to digitally pay vendors, suppliers and agencies. It can also considerably reduce their administrative burden.

The company recognizes the unique set of circumstances facing the shipping industry particularly relating to seafarer

mental health and wellbeing so has developed a tailored set of solutions to relieve the stress of money management with a tried and tested set of services that brings efficiencies and cost savings to ship operators and crews.

More information on ShipMoney's services can be provided on application here: [sales@shipmoney.com](mailto:sales@shipmoney.com)

## Third International Maritime Congress:



### 500 years since the First Circumnavigation

17-19 May 2022

From our Spanish member, Asociación Vizcaína de Capitanes de la Marina Mercante (AVCCMM) we learn from Captain Javier Zarragoikoetxea Zuazo that this event was postponed due to Covid-19 restriction.

The event to commemorate **500 years since the First Circumnavigation** will now take place from 17 to 19 May 2022 organized by the AVCCMM, Bilbao Port Authority and the Basque Country University (EHU/UPV).

It is understood that this event will serve as a meeting point for professionals in the maritime, port, and cultural spheres, where the most respected opinions of the sector will be expressed.



After the success achieved by Maritime Congresses in 2012 and 2017, next year the focus will be on the sector collaborating with the Port of Bilbao and the University of the Basque Country (UPV/EHU).

### Style of content

Papers are expected to include: Historical content and Technological innovation. Technical or relevant content from the maritime sector will be assessed.

The Scientific Committee reserves the right to refuse documentation that does not comply with the established requirements.

Each presentation will last 20 minutes and there will be time for requests and questions.

**Only one paper by each author or speaker will be permitted.**

### Deadlines

- \* 15 November 2021: Presentation of abstracts.
- \* 15 December 2021: Acceptance communication.
- \* 28 February 2022: Final version of the communication for publication.
- \* 30 March 2022: Final version of the communication for presentation.

Readers are invited to learn more and to register participation here: <https://tinyurl.com/yvyty2mk>

Enquiries may be sent by e-mail to here: [avccmm@avccmm.org](mailto:avccmm@avccmm.org)

## US Coast Guard monitors backlog of anchored vessels in Puget Sound

It was reported from Seattle on 23 September that the US Coast Guard continues to monitor container ships anchored in the greater Puget Sound area due to a logistics backlog affecting the entire West Coast of the US and Canada from Los Angeles to Prince Rupert, British Columbia.

This unprecedented backlog has resulted in a greater number of ships, in particular container ships, at anchorages in Puget Sound.

### Status of anchorages

As of 23 September the following is the status of suitable anchorages for container ships in the Puget Sound area:

#### Anchorage Location Capacity / Currently Present

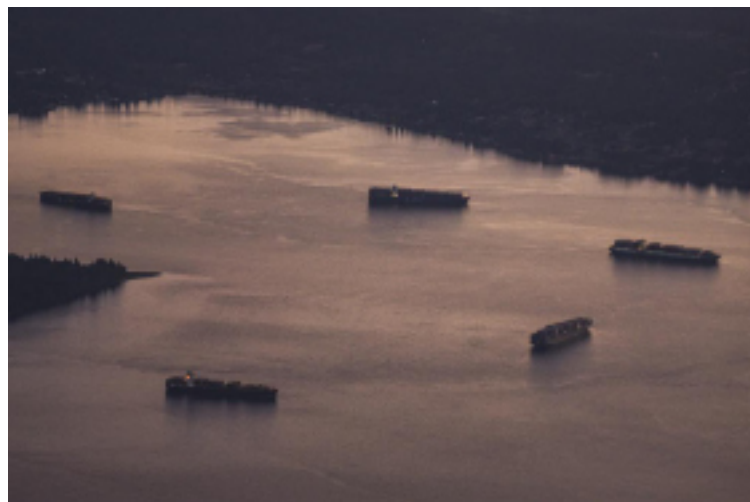
Holmes Harbor	4/4
Bellingham Bay	2/0
Port Gardner	1/1
Elliott Bay West	1/1
Yukon Harbor	5/2

Several factors determine what constitutes a suitable anchorage, particularly for a vessel the size of the large container ships that typically transit through Puget Sound ports.

Laird Hail, director, Puget Sound Vessel Traffic Service commented: *'The Salish Sea and Puget Sound is blessed by deep waters. This helps us avoid disasters of ships running aground with potential oil pollution. However, the deep waters limit the number of locations we can use for anchorages. Container ships have gotten larger since some of our anchorages were established, and as a result,*

*many of the anchorages are no longer suitable for these ships.'*

Holmes Harbor, off Whidbey Island, is one such federal anchorage in the Code of Federal Regulations (33 CFR 210.230). Due to a lack of capacity available elsewhere, it is currently serving as an anchorage. Even though Holmes Harbor is a designated anchorage, the Coast Guard does not generally need to use Holmes Harbor. This is similar to several other anchorages, such as Bellingham Bay and Port Gardner, it was reported.



Bainbridge Island, Washington State, US

Photo by Petty Officer 2<sup>nd</sup> Class Steven Strohmaier

US Coast Guard District 13

USCG ©

Hail added: *'Holmes Harbor is way off the beaten path requiring lengthier rides for vessel pilots and is further from the vessels' ultimate destination. We have only used Holmes Harbor once before on a similar basis in the last 15 to 20 years, and that was during the 2014-2015 slowdown caused by labor disputes resulting in a similar backup. As soon as the congestions resolves to where it is not necessary to use Holmes Harbor, we will return to using it only as an overflow location.'*

### Excessive noise and lights discouraged

Coast Guard Sector Puget Sound has received a number of reports of excessive noise and lights from vessels anchored at various anchorages in Puget Sound. Vessels do not run their propulsion engines unless it is excessively windy (gales and above) and need to use propulsion to avoid dragging anchor. Reports of low-hum noise are likely due to generators, which container ships have to use to produce electricity.

The ships should not be using bright halogen or similar type lights. Deck lights, however, are necessary for the safety of personnel. The pilots discuss light usage before they leave the vessel, and the Coast Guard makes a nightly broadcast over the radio (approximately a half-hour after sunset) to remind vessels to use minimal lighting.

Sector Puget Sound is working closely with Puget Sound Pilots in reviewing criteria that determines which vessels can use specific anchorages. The Coast Guard relies upon the expertise of the pilots in handling ships and their familiarity of the constraints of each anchorage to manage, to the safest extent possible, their use.

The Captain of the Port is encouraging container ship stakeholders such as the Northwest Seaport Alliance, the Pacific Merchant Shipping Association, the Port of Seattle, Port of Tacoma, and terminal operators to develop new processes for container ship queuing to manage vessel arrivals efficiently and reduce the demand and load on anchorages.

### Contact number to report

**In a statement by USCG 13<sup>th</sup> District Public Affairs, we learn that readers are advised if they feel vessels are producing excessive lighting or noise, they are invited to call the on-duty watch supervisor at**

**+1 206 217 6152.**

USCG will contact the vessel or their agent and attempt to have them correct the situation. There is no promise of results as no law or regulation requires such, but good neighbors are encouraged.

**We at IFSMA understand that additional questions or concerns regarding anchored container ships in the Puget Sound area can be emailed to:**

**[D13-SMB-D13-PugetSoundAnchorage-Inquiries@uscg.mil](mailto:D13-SMB-D13-PugetSoundAnchorage-Inquiries@uscg.mil)**

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## Evaluation of Pacific coastal waterway use

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### Determination of future navigation protocols

On 24 September from San Francisco, the USCG 11<sup>th</sup> District (Pacific Southwest) announced that it had requested public participation during the Pacific Coast Port Access Route Study (PAC-PARS).

Federal register notices for the PAC-PARS have been opened for comment.

Comments and related materials must be received on or before 25 January 2022.

It is understood that the PAC-PARS will evaluate the use of coastal waterways by collecting vessel tracking data, environmental data, existing and planned offshore development/infrastructure, historical marine incident data, and public comment.

We learn that this is the first comprehensive evaluation of all vessel traffic patterns that use the Pacific Coast waterway along the coast of California, Oregon, and Washington. The main goal of the PAC-PARS is to evaluate historic and future waterway use to determine navigational risk.

Commander William George, Eleventh Coast Guard District Waterways Management chief commented: *'The primary focus of this study will incorporate all traffic patterns of vessels approaching and departing the major ports and specifically vessel interaction with existing coastal routes.'*

*'The Coast Guard has witnessed a continuous growth of waterway use with current and proposed offshore operations and we are committed to providing the high*

*level of navigational safety that the maritime community expects.'*

The PAC-PARS, along with comments from the public, will determine if current navigation protocols are adequate for existing and future traffic levels.



USCGC George Cobb of 11<sup>th</sup> District Pacific Southwest.

Photo: USCG ©

Lieutenant Nicholas Buch, Eleventh District Waterways Management analyst added: *'District Eleven is excited to begin this opportunity to evaluate all data associated with navigation off the California Coast.'*

*'We are engaging federal, Native American tribes, state, and waterway users to collect any data associated with this study. The public's input is critical in completing a compressive evaluation of the waterway and to provide safe navigational protocols.'*

The Notice of Study was published on the federal register under docket USCG-2021-0345, and can be found by searching the docket here: [www.regulations.gov](https://www.regulations.gov)

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## From the IFSMA Office

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Now we've settled into our new London office, the next important task is organising our Biennial General Assembly scheduled for the 14 and 15 October.

Due to the Covid-19 pandemic we will be holding this using Zoom, which hopefully most of you will be familiar with.

The first day will be for IFSMA Business, the AGM part of the meeting, this will be of particular interest to our IFSMA Association members.

The second day will be for the presentation of papers including a discussion following the first presentation to be given by the Secretary General's of ICS and ITF, the Agenda has been circulated to all members. All members are encouraged to attend of day 2.

See you there.