

Number 49, February 2022

IFSMA NEWSLETTER

The Shipmasters' International Voice



The IMO Sub-Committee on Ship Design and Construction ensures the world has soundly constructed and maintained merchant fleets. See news item on page 5.

Photo: Ambrose Greenway ©



Contents

Secretary General's Report	2
From the News Editor	3
The IMO Digest	3
IMO supports women in Port Management	3
Keeping the Global South safe and secure	4
IMO support for developing countries during the pandemic	4
The IMO Sub-Committee on Ship Design and Construction	5
IMO Awards for exception bravery at sea	7
Updated statistics on Suez and Panama Canals	8
Container shipping market	8
Every Mariner Deserves a Safe Workplace	9
ITF and Women seafarers	11
ICS / ITF Guidance on Eliminating Shipboard Harassment and Bullying	12
Trouble in the tank	12
MV <i>Fabio Duo</i>	13
New ICS Publications	15
General Lighthouse Authorities Differential Global Positioning System (DGPS)	15
Mauritius waters: <i>Wakashio</i> wreck removal	16
Record cargo at the Port of Felixstowe	17
A P Møller-Maersk shares millions of weather observations	18
The Seafarers' Happiness Index	19
Ammonia-fuelled Panamax bulk carrier	20
Latest reported maritime piracy incidents	25
From the IFSMA Office	22

Secretary General's Report

As we move into February, there are very clear signs that reaction to the Covid Omicron variant has been massively overstated as nation after nation is finding that it is very much like ordinary Flu, so let us hope that we can get more easing of restrictions and crew changes can start to return to a more normal state. To this end, I would be most grateful to get some feedback from sea as to what is going on with you and any ideas you may have as we at this end are doing all we can to make your life easier.

In the next few Newsletters, we will endeavour to highlight a few more people factor issues such as harassment at sea and diversity so if you have any thoughts on these issues, please write to Paul and me or indeed if you have any articles you would like to see considered for publication, these are always welcome.



The IMO meetings are now starting to gather momentum and we are hoping that it will not be too long before we can start getting back to normal with meetings in person in London. This is so important as much work is achieved in conversations during the coffee and meal breaks which is just not possible during in the current virtual meeting, although it is better than none at all.

I would like to take this opportunity to thank those that volunteer to help me when I need experts to attend Working Groups or Correspondence Groups and my thanks in particular go to Nautilus International and the Norwegian Marine Officers' Association in this regard.

Thank you as always for your continued support. With fair winds and a following sea.

Jim Scorer.

From the News Editor

The Philippines has benefited from two capacity-building workshops on IMO's key convention on seafarer training, certification and watchkeeping (the STCW Convention). These pilot scheme activities on Assessment and Examination of Seafarers in late 2021 and the Principles of Curriculum Development from December 2021 to January 2022 focused on effective implementation.

As one of the biggest suppliers of seafarers to the world's merchant fleet, these activities were an important part of IMO's ongoing work to support seafarers, under the World Maritime Day Theme for 2021 – *Seafarers: At the core of shipping's future*.

The workshops, which were arranged following a needs assessment and scoping exercise in April 2021, are an example of IMO's continued technical cooperation work during the pandemic – using virtual platforms to assist its Member States. The pilot scheme has helped IMO assess the challenges related to virtual activities, including the need to build up the pool of regional experts who can act as consultants for future capacity building work.

Following this successful set of pilot activities, it is anticipated that IMO will increase use of the virtual learning platforms in its capacity building work.

The IMO Digest

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

Illustrations per www.imo.org ©

Supporting electronic data exchange in Nigeria's ports

IMO is supporting the Government of Nigeria in its efforts to develop a Port Community System (PCS) for electronic data exchange for its ports complex. This was reported by the IMO media service on 10 January.



From January to June 2022 it is understood that IMO will work with the Nigerian Ports Authority (NPA¹) to conduct a detailed needs assessment mission. The assessment team will conduct analysis of the current situation and put forward recommendations on the governance, business model, technology and identify any gaps to be addressed. This will ensure that Nigerian ports benefit from an effective operational country-wide PCS to enhance the economy of the country.

Port Community Systems are neutral platforms that allow the exchange of electronic information between various stakeholders, have become an increasingly important part of simplifying cross-border trade.

The assessment mission is the second phase of a project which began in 2021 with a series of IMO-led webinars (between August and November 2021) which aimed to raise awareness among Nigerian stakeholders about key aspects of a PCS. This series identified opportunities and challenges for developing a national PCS in Nigeria.

More than 60 senior management participants attended from Nigerian Ports Authority (NPA), the Nigeria Maritime Administration and Safety Agency, the country's Customs service, immigration, health services, agricultural services and Ministry of Transportation, as well as port terminal operators, shipping companies, ship agents, importers and exporters.

¹ The Nigerian Ports Authority (NPA) is a Federal Government Agency that governs and operates the Ports in Nigeria. The major Ports include; Lagos Port Complex and Tin Can Island Port Complex both in Lagos State. The Calabar Port Complex in Cross River State. The Delta Ports in Warri, Delta State and the Rivers Port Complex and Onne Port Complex both in Rivers State. The ports' operations are carried out under the supervision of the Federal Ministry of Transportation. It also operates in collaboration with other Government Agencies.

The Head Office of the Nigerian Ports Authority is located at 26/28 Marina, Lagos, Nigeria.

For more see here: www.nigerianports.gov.ng

IMO supports Women in Port Management*

IMO is continuing its efforts to support the careers of women in the maritime sector through delivery of a two-week online course which was held from 17 to 28 January. The Women in Port Management (WIPM) course, which has been running for 18 years in France, is open to women officials from maritime and/or port authorities of developing countries in Francophone Africa. It aims to help attendees improve their skills for management and operational efficiency at the ports they work in. This was reported by the IMO media service on 24 January.

WIPM, held at Institut Portuaire d'Enseignement et de Recherche (IPER), includes lectures on port management, port security, port environment, facilitation of maritime traffic, the ship/port interface, concession contracts, as well as port marketing, tariffs and logistics.

They also learned about IMO's Member State Audit scheme.

Attendees usually undertake a study visit to gain first-hand knowledge of the day-to-day operations of an overseas port. This will allow them to look at implementing similar operating practices back in their respective countries.



Port of Rouen ©.

This year's course was attended by participants from eleven French speaking countries: Algeria, Burkina Faso, Cameroon, Democratic Republic of Congo, Ivory Coast, Gabon, Lebanon, Madagascar, Senegal, Togo, Tunisia. A visit to the Port of Le Havre and the Port of Rouen (both of which fall under HAROPA Port) is being organized in the spring.

The WIPM course is organized under IMO's gender and capacity-building programme*, in collaboration with IPER and HAROPA PORT and held at Le Havre (pictured). It is part of IMO's ongoing efforts to support the UN Sustainable Development Goal No 5: achieve gender equality and empower all women and girls.

*see here: <https://tinyurl.com/yjcshvef>

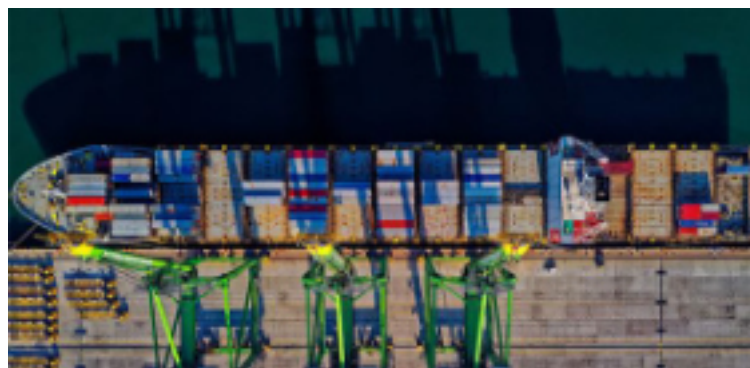
Keeping the Global South safe and secure

South Atlantic and Indian Oceans

Keeping key maritime trade routes safe is critical to ensuring economic development and prosperity of the Global South. The first steering committee of a programme to support safe navigation and security in the South Atlantic and Indian Oceans was held on 19-20 January, with participation online and in-person. This was reported by the IMO media service on 24 January.

This meeting provided participants with assistance to strengthen their strategic directions. The steering committee agreed on monitoring tools to assess the overall performance of the programme including the financial side, communications and reporting methods. The event also looked at a range of issues including port

security legislation, data exchange system on cargo and passengers and response capacities of law enforcement agencies in the region.



The Programme on Port Security and Safety of Navigation* in Eastern and Southern Africa and the Indian Ocean region is sponsored by the European Union, under the overall strategic direction of the Indian Ocean Commission (IOC). The project is being implemented by IMO, jointly with the International Criminal Police Organization (INTERPOL) and the United Nations Office on Drugs and Crime (UNODC).

Officials from nine beneficiary countries** attended the meeting, along with representatives from international organizations and the implementing partners: IMO, INTERPOL and UNODC.

*For more information readers are invited to see the IMO website here: <https://tinyurl.com/2p8bk47n>

**Angola, Comoros, Kenya, Madagascar, Mauritius, Mozambique, Namibia, Seychelles and United Republic of Tanzania.

IMO support for developing countries during the pandemic

Throughout the pandemic IMO continued to roll out many varied technical assistance activities around the globe within its Integrated Technical Cooperation Programme (ITCP) and thematic long-term projects.

In mid-January IMO issued its latest annual technical cooperation report publication covering the impact of the pandemic and the new ways of working. Furthermore, it emphasised the great spirit of collaboration to continue supporting IMO Member States towards better and more effective implementation of IMO regulations.

Readers wishing to inspect the IMO Technical Cooperation Annual Report 2020 are invited to see here: <https://tinyurl.com/ym443ut8>

In his foreword to the report Kitack Lim, IMO Secretary-General said: *'Despite the unprecedented challenges facing the world in 2020 due to the COVID-19 pandemic, IMO continued to roll out many varied activities around the globe within its Integrated Technical Cooperation Programme (ITCP).'*

‘Through new ways of working and a great spirit of collaboration, we supported our Member States towards better and more effective implementation of IMO regulations.’



‘I remain convinced that the maritime sector will be critical in ensuring global post-COVID-19 economic recovery and, in the longer term, achieving the 2030 Agenda and the Sustainable Development Goals.’

‘It is imperative that Member States and development partners continue to invest in maritime development and training, both by supporting the ITCP and through direct support to our global training institutions – the World Maritime University and the IMO International Maritime Law Institute.’

‘The responsibility to implement IMO regulations lies with governments, but IMO, as an organization, has a firm commitment to supporting those in need of assistance. IMO’s technical cooperation efforts remain at the heart of our work. They are key to supporting safe, secure and efficient shipping and to preventing marine and atmospheric pollution from ships.’

The IMO Sub-Committee on Ship Design and Construction (SDC 8)

17-21 January 2021

The Sub-Committee on Ship Design and Construction (SDC 8) was the first IMO meeting of 2022. This was reported by the ever helpful IMO Media services. Below readers will find a summary of the sub-committee’s business over the five-day meeting.

Reducing underwater noise from ships

Meeting in remote session from 17-21 January the IMO Sub-Committee on Ship Design and Construction (SDC 8) began its work to review the 2014 Guidelines for the reduction of underwater noise from commercial shipping to address adverse impacts on marine life (MEPC.1/Circ.833). The guidelines focus on primary sources of underwater noise, namely on propellers, hull design, onboard machinery, and various operational and maintenance recommendations such as hull cleaning.

This review has been initiated after the issue was raised at the IMO Marine Environment Protection Committee (MEPC). The international community recognizes that underwater-radiated noise from ships may have both short and long-term negative consequences on marine life, especially marine mammals. The aim of the review is to provide updated recommendations based on the latest developments in ship design and technology and to address the barriers to their uptake in an effort towards a significant and measurable reduction of underwater-radiated noise from ships.

A working group discussed a number of submitted documents and developed a work plan and terms of reference for a correspondence group, which were agreed by the Sub-Committee.

The correspondence group is tasked with, inter alia, (a) enabling engagement of Inuit and other indigenous communities and the incorporation of Indigenous Knowledge; (b) identifying comparable and common means of measuring, analysing and reporting of underwater radiated noise emissions from ships (e.g. existing and developing ISO and other international standards); (c) identifying actions to further prevent and reduce underwater noise from ships, including options to integrate new and advancing technologies and/or vessel design solutions taking into account geographical characteristics; (d) considering the impact and interrelation of the proposed actions in the context of achieving other regulatory goals, including ship safety, energy efficiency, as well as the vision and mandate of the Organization to reduce pollution from ships; (e) amending the 2014 Guidelines; (f) considering ways to promote the work of the Organization to increase the awareness, the uptake and implementation of the Guidelines and identifying the most appropriate tools to do this; (g) identifying areas that require further assessment and research and (h) considering the next steps and maintaining and updating a list of reports and documents provided in a submission to the Sub-Committee to produce a new Compendium on Underwater Noise from Commercial Shipping.

The work plan envisages that recommendations for the next steps to be undertaken to establish international solutions for the reduction of underwater noise could be submitted to the Marine Environment Protection Committee (MEPC 80) in 2023.



The Sub-Committee endorsed the Working Group's recommendation to invite all relevant IMO bodies to note the work on underwater radiated noise, in particular, where there are linkages, impacts or co-benefits.

The Sub-Committee was updated on a new project bid to the Global Environment Facility by the Secretariat's Department for Partnerships and Projects (DPP) to seek funding for a project (*Global Partnership for Mitigation of Underwater Noise from Shipping (GloNoise Partnership)*), with the overall objective to establish a global stakeholders' partnership, with a strong developing countries' focus, in order to deal with underwater noise from shipping.

New regulations and Code to address safety of industrial personnel agreed

A new Code and requirements in the International Convention on the Safety of Life at Sea (SOLAS) to ensure the safety of people transported to work on offshore facilities were agreed.

The Sub-Committee finalized the draft texts of the new SOLAS chapter XV and the associated new Code for Industrial Personnel, both of which provide mandatory provisions for ships carrying industrial personnel to ensure the safety of such personnel on ships carrying them.

The draft texts will now be submitted to the Maritime Safety Committee (MSC) for approval and adoption, with a view to entry into force on 1 July 2024.

The aim is to provide mandatory minimum safety standards for ships that carry industrial personnel, as well as for the personnel themselves, addressing specific risks of maritime operations within the offshore sectors, such as personnel transfer operations. Such personnel may be engaged in the construction, maintenance, decommissioning, operation or servicing of offshore facilities, such as wind farms, as well as offshore oil and gas installations, aquaculture, ocean mining or similar activities.

Unified interpretations for noise levels on board ships agreed

The Sub-Committee agreed draft unified interpretations of SOLAS chapter II-1, the 1988 Load Lines Protocol and the Code on noise levels on board ships.

Draft Explanatory Notes to Interim guidelines on second generation intact stability criteria agreed

The Sub-Committee agreed draft Explanatory Notes to the Interim guidelines on second generation intact stability criteria which are being used on a trial basis, following their approval by MSC (MSC 102). The Explanatory Notes provide Administrations and the shipping industry with specific guidance to assist in the uniform interpretation and application of the Interim Guidelines.

Mandatory criteria and recommended provisions regarding intact stability are set out in IMO's 2008 Intact Stability (IS) Code, which is mandatory under chapter II-1 of the SOLAS Convention and the 1988 Load Lines Protocol. Advanced computer technology and intensive research have enabled second generation intact stability criteria to be developed, for a comprehensive safety assessment of ship dynamics in waves.

The Interim Guidelines address vulnerability criteria, direct stability failure assessment and operational measures and contain performance-based criteria for assessing five dynamic stability failure modes in waves: dead ship condition, excessive acceleration, pure loss of stability, parametric rolling and surf-riding/broaching. The reference to second generation derives from the fact that they are based on first principles and latest technology, as opposed to predominant use of casualty records which form the basis of the mandatory intact stability criteria.

Draft amendments to the ESP Code finalized

The Sub-Committee finalized draft amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (ESP Code), intended to address safety issues that were identified during the flag State's marine safety investigation of the loss of mv *Stella Daisy*, (ROK-flagged very large ore carrier (VLOC) that sank in 2017 in the South Atlantic off the coast of Uruguay while on passage from Brazil to China) by increasing the frequency of inspections of void spaces, based on the condition of hard coatings.

The draft amendments stipulate that void spaces should be inspected annually when the condition of coatings are less than good (as determined in the ESP Code).

Performance standards for water level detectors revised

The Sub-Committee agreed to a draft revision of the Performance standards for water level detectors (resolution MSC.188(79)/Rev.1). The revision expands the

application of the performance standards to water level detectors on multiple hold cargo ships other than bulk carriers and tankers as prescribed in new SOLAS regulation II-1/25-1, which is expected to enter into force on 1 January 2024 and will require the installation of such water level detectors.

The revision adds two new sections to the Performance standards with respect to the use of bilge alarms as water level detectors on multiple hold cargo ships for compliance with new SOLAS regulation II-1/25-1 and the periodic testing of water level detectors on board. It was agreed that the draft revised performance standards should apply to water level detectors installed on or after 1 January 2024.



The Sub-Committee on Ship Design and Construction (SDC) considers a wide range of technical and operational matters related to ship design and construction, including subdivision and stability. The Sub-Committee also covers testing and approval of construction and materials, load lines, tonnage measurement, safety of fishing vessels and the carriage of industrial personnel. Without these activities at IMO the world would have no viable merchant or fishing fleets.

Photo: Ambrose Greenway ©.

Guidelines on alternative design and arrangements for SOLAS chapter II-1

SOLAS provisions allow the approval of alternative designs and arrangements, provided that they meet the intent of the requirements concerned and provide an equivalent level of safety. To support the development of new designs and alternative technology, IMO has been developing goals and functional requirements.

The Sub-Committee agreed, in principle, to the draft goal, functional requirements and expected performances for SOLAS chapter II-1, part D on electrical installations.

The draft goal for alternative designs and arrangements is: *"To ensure adequate availability of electrically-powered services for safe operation of the ship and protect the persons on board from hazards of electrical origin in normal and emergency conditions."*

In 2019, MSC approved Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III (MSC.1/Circ.1212/Rev.1), outlining the methodology for the engineering analysis required by SOLAS regulations II-1/55 and III/38 on Alternative design and arrangements,

applying to a specific engineering or life-saving system, design or arrangements for which the approval of an alternative design deviating from the prescriptive requirements of SOLAS chapters II-1 and III is sought.

Prohibiting asbestos on mobile offshore drilling units

The Sub-Committee established a correspondence group to develop draft amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units (MODU Code) (2009 MODU Code (resolution A.1023(26), as amended), the 1979 MODU Code (resolution A.414(XI), as amended) and the 1989 MODU Code (resolution A.649(16), as amended)) to prohibit the use of materials containing asbestos, including control of storage of such materials on board all MODUs.

This would align the MODU Code with the provisions of SOLAS regulation II-1/3-5.

IMO Awards for exceptional bravery at sea

IMO is currently accepting nominations for exceptional acts of bravery performed at sea during the period 1 March 2021 to 28 February 2022.

Since the amendment of the Award Guidelines in 2018, nominations may now also involve displays of extraordinary seamanship skills in very difficult conditions or any other acts of outstanding courage at sea.

The nomination form can be submitted by any UN Member State, intergovernmental organization or non-governmental international organization in consultative status with IMO. Submissions are open until 15 April 2022. The Nomination Forms and Guidelines can be downloaded from this page <https://tinyurl.com/bdep4kzu>

Submissions are open until 15 April 2022.

Members are requested to send their nominations for IMO Awards for exceptional bravery at sea to the IFSMA Secretariat in the first instance.



Updated statistics on Suez and Panama Canals.

Leth Agencies rounds up the year

Since its inception doing business with vessels transiting the Suez Canal in 1924, trade by Leth Agencies has expanded into a global services provider to the world's shipping industry.

Seizing an early prominent market position in the Suez Canal enabled expansion to the transit hubs of the Turkish Straits, the Panama Canal, the Danish Straits and Singapore waters. Extent of Leth Agencies' operations in these waterways can be found in the labels at the head of the home page here: <https://lethagencies.com/>

Shortly into the New Year the company issued statistics for transits of the Suez Canal and the Panama Canal.

Suez Canal

Excel spreadsheet show the number of vessels per category in 2021 compared with 2020 numbers.



Photo: Christia. Hellerud, Leth Agencies.

Leth reported that 2021 was the best year for the Suez Canal since 2008 with a 10.2% rise in vessels in transit. Capesize vessels have seen the largest increase, that is 46.3% more transits compared with 2020. In all 56.5 vessels transited daily in 2021 and it was found that December 2021 saw 20% more vessels than the previous December, 2020.

Shortly before the recent Christmas holiday, the Suez Canal Authority announced that the fixed rebate scheme was extended with minor changes. Details of valid fixed rebates for the period from 1 January to 30 June 2022 may be found here: <https://tinyurl.com/4myc3vm6>

On 4 November last year the Authority announced an increase in canal tolls of 6% with effect from 1 February 2022. This will apply to all types of ship, except LNG carriers and cruise ships. For more information readers are invited to see the SCA news item to be found here: <https://tinyurl.com/4kwd9y6n>

Other news from the Suez Canal Authority shows that two new tugs have been taken into service in the tug fleet assisting vessels transiting the Suez Canal: *Svitzer Suez 1* and *Svitzer Suez 2*. More information on these valuable assets is available here: <https://tinyurl.com/yckpwpvy>

Panama Canal

Records show that 38.4 vessels transited the Canal each day in December 2021.



Photo: Jacob Guldager, Leth Agencies.

The average northbound transits each day totalled 19.8 with 18.5 southbound.

For news from Canal de Panamá readers are invited to download the publication *Propelling the Canal Forward*, the outlook by the Panama Canal leaders for 2022, here: <https://tinyurl.com/47mmhb7r>

December 2021 and the year in view

Leth Agencies are investing considerable time and financial resources into improving client services. By going online before most competitors in order to ease clients' access through user-friendly communication tools, was a milestone in the transit agent industry, it was reported.

The agency's Internet based, online Suez Toll Calculator set new standards for cost and time-operations some 15 years ago, and was widely used by clients, ship operators at large as well as by the competition. Today clients have the benefit of conducting all their transit-related management tasks via the website.

Container shipping market

Freight association calls for investigation

On 5 January, the British International Freight Association (BIFA) announced that it was joining the chorus of voices from many sectors of the international supply chain for governments and other relevant authorities to investigate the recent and ongoing activities of the principal container

shipping lines. BIFA claims that the market is unfairly distorted.

BIFA has written to the UK government asking it to investigate the state of competition within the current deep sea container shipping market.

The UK's main trade association for freight forwarding and logistics companies says that its members are concerned that certain practices undertaken by the principal container shipping lines, as well as easements and exemptions provided to them under competition law, are distorting the operations of the free market to the detriment of international trade.



In a letter to Robert Courts MP, Parliamentary Under Secretary of State at the Department for Transport, BIFA's Director General Robert Keen expressed the trade association's concern that during a period of well-documented chaos within the container shipping sector, commercial power is becoming increasingly concentrated, resulting in diminished market choice and competition, and distorted market conditions.

Keen commented: *'BIFA members fully accept that a free market economy is open to all, but are increasingly concerned that the activities of the container shipping lines, and the exemptions from legislation from which they benefit, are distorting the operations of that market to the shipping lines' advantage, whilst adversely and unfairly affecting their customers, especially freight forwarders and SME businesses.*

'The facts speak for themselves. During a period that has seen EU block exemption regulations carried forward into UK law, there has been huge market consolidation.

'In 2015, there were 27 major container shipping lines carrying global containerised trade, with the largest having a 15.3% market share. Today, there are 15 shipping lines, organised into three major alliances carrying that trade, with some analysts observing that the market share of a single alliance on certain key routes could be over 40%.

'The pandemic has highlighted and accelerated this development, which has also contributed to dreadful service levels, and hugely inflated rates, with carriers allocating vessels to the most profitable routes with little regard to the needs of their customers.

'Drewry recently issued a profit forecast of more than \$150 billion for 2021 for the main container shipping lines for which financial results are available.

'To put that into perspective, this is more than has been achieved in the previous 20 years combined, and many BIFA members consider it to be a case of blatant profiteering.'

BIFA is joining a growing number of organisations, including CLECAT¹ and FIATA², the US Federal Maritime Commission³, and the Australian Productivity Commission⁴, in calling for governments at a national and pan-national level to give careful consideration to the evolving business arrangements in the container shipping market to see whether they are in breach of competition law.

¹ CLECAT, the European Association for Forwarding, Transport, Logistics and Customs Services. See www.clecat.org

² International Federation of Freight Forwarders. See www.fiata.org

³ US Federal Maritime Commission. See www.fmc.gov

⁴ Australian Productivity Commission. See www.pc.gov.au

Every Mariner Deserves a Safe Workplace

We publish here with grateful thanks a letter from Don Marcus, President of the Masters, Mates & Pilots fraternity, the MM&P, to his members. Thanks are also due to Captain Manny Aschemeyer who kindly raised the topic with us. He is an IFSMA Member and Immediate Past National Secretary / Treasurer of CAMM.

Union Sisters & Brothers,

Our industry is being shaken to the core by a recent anonymous allegation of a sexual assault that took place aboard an MM&P contracted vessel two years ago.

On October 13, the MM&P General Executive Board issued a letter clearly stating MM&P's commitment to making our workplaces – and our shipboard homes – safe. Every vessel must be free of gender-based or any type of assault, harassment, bullying or unlawful discrimination. Our letter has been posted on our website.

In the weeks that have followed the publication of the allegation, MM&P has taken numerous steps to address unacceptable conditions that should never occur aboard MM&P vessels. There is no room for destructive behavior that oppresses fellow mariners, driving them from careers at sea and destroying the quality of life aboard ship.

With the full support of my administration, we have organized a Women's Caucus. We will establish training programs that will enable our members and

representatives to recognize and combat assault, harassment, bullying and unlawful discrimination. A resource package is being developed for our members and this subject will be the primary theme of our upcoming membership meetings.

The Women's Caucus is initially composed of five outstanding female MM&P representatives, one representing each of our five membership groups (Offshore: Agent-Pacific Ports Melany Weaver; United Inland: Alaska Representative Shannon Adamson; Atlantic Maritime: Representative Paulina Czernek; Federal Employees: Government Representative Randi Ciszewski; Pilots: Gulf Coast Regional Representative Kristi Taylor) as well as a female representative of MITAGS (Faculty Member Catie Gianelloni). We are reaching out to all female, transgender, cisgender and nonbinary members to participate in this initiative, which will be developed by the members of this caucus.

At the heart of the collective failure of the industry to ensure a harassment-free workplace is a lack of trust, accountability, and timely remedial action. Incidents will continue to go unreported if there is little trust in the senior officers aboard ship, union or company officials, the company's Designated Person Ashore (DPA), law enforcement authorities or, in the case of cadets, the applicable maritime academy administration. Mariners should not suffer in silence due to a lack of trust in the institutions that are supposed to look out for them or due to fear of the consequences of reporting.

In recent weeks there have been numerous virtual and in-person meetings about sexual harassment at sea with key figures in business, government, and labor. Many analogies have been made with the dramatic change in attitudes about drinking aboard ship that took place after the 1988 Exxon Valdez disaster. It should not be forgotten, however, that this cultural shift did not occur because offending individuals suddenly saw the error of their ways. It changed because of stringent drug and alcohol testing that purged substance abusers from the ranks.

The same thing will happen when anyone who abuses, harasses or bullies their shipmates is held strictly to account. For the foreseeable future, the principal objective of the Department of Transportation, MARAD and the U.S.C.G. will be to ensure that those who harass others are held accountable. The alarm has rightfully gone off and as an industry, we bear collective blame. MM&P is fully committed to using all available resources to address this problem. All mariners deserve protection from the hazards of the sea, including any caused by malicious shipmates who would seek to abuse others.

It must be said that there are currently few procedural tools available to unions working to swiftly and effectively address harassment. Take, for example, the grievance and arbitration procedure. If an employer delays or otherwise obstructs the process, it can take an outrageous amount of time to get an arbitrator's decision or a settlement on a harassment claim. Today MM&P has a sexual harassment claim that after two

years is still awaiting resolution. Other harassment grievances brought by MM&P have been resolved, but the contractual remedy in no way compensates for the harm, stress and trauma suffered by the individual pursuing the grievance. Unions are not investigative agencies: we rely on voluntary witness statements, and we are constrained by the remedial limitations of any given collective bargaining agreement. Furthermore, claims may be barred by the timeliness of the grievance. If the claim is not brought promptly, it may be barred by contract language. Is it any wonder that a person might hesitate to bring a harassment complaint to the union? Similarly, if an aggrieved mariner turns to the Equal Employment Opportunity Commission, which does have investigative authority, the statute of limitations is normally six months (if the EEOC has jurisdiction, which it often does not).

Such hurdles are often compounded by other deficiencies in the system. While the Designated Person Ashore (DPA) is a part of the international regulatory scheme, there is no guarantee that the DPA will respond appropriately – or even be available when called. Further, if a traumatic event has taken place, will a victim decide to call a hotline number posted on the bulkhead with little or no knowledge of the person on the receiving end of the call??? If an assault occurs, however, contacting the U.S.C.G. immediately is the necessary course of action.

Every mariner in the industry needs awareness training, along with better understanding of the resources available and what actions must be taken in the event of assault, harassment, bullying or unlawful discrimination. Everyone must understand that turning a blind eye is not an option: If a mariner experiences or observes this kind of activity, he or she has the affirmative duty, both as a member of Masters, Mates & Pilots and as a decent human being, to put a stop to what is happening and report it immediately.

Going to sea is a rewarding career. Young people of all genders, ethnicities, races, and religions should be welcome to learn the trade, advance their careers and earn their livelihood in safety. This will only happen when a safe and respectful shipboard culture is demanded and enforced by all. Anyone who cannot accept this necessity will need to move on.

Keep in mind, finally, that those of us who earn our living at sea are part of the larger society. There is no excuse for abuse in any workplace, and we know that the closed and isolated environment of a maritime workplace has the potential to become particularly oppressive.

It must also be remembered that our government shares in the responsibility of accepting the status quo for too long. Why hasn't the Maritime Labor Convention of 2006 been ratified by the United States? This Convention of the United Nations' International Labour Organization (ILO), which most maritime nations have ratified, establishes basic rights and benefits for seafarers and sets standards for living and working conditions aboard ship. Why hasn't ILO C190 –

Violence and Harassment Convention, 2019 been ratified by the United States? This Convention calls for workplaces free of violence and harassment including gender-based violence and harassment.

Education and accountability are essential to eliminating gender-based assault, harassment, bullying or unlawful discrimination. MM&P will do our part as a group of professional mariners and as an organization to facilitate these essential changes.

Don Marcus and MM&P ©.

International Organization of Masters, Mates & Pilots
International Headquarters
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Linthicum Heights, Maryland 21090-1953 USA
<https://bridgedeck.org/>

ITF and Women seafarers

It is still rare to find women workers at sea but, largely thanks to trade unions, more women are confronting prejudice and becoming valuable members of ships' crew. The paragraphs below are taken from an informative item on the ITF website.

Why are low numbers of women at sea a problem?

Women make up only an estimated 2% of the world's maritime workforce. Women seafarers work mainly in the cruise and ferries sector, often for Flags of Convenience (FOC) vessels. These are among the worst paid and least protected of jobs at sea. Women also tend to be younger, and fewer are officers than their male crew mates.

Their low number means that women can be subject to discrimination and harassment. The maritime unions are alert to these dangers and strive to protect the interests of women members – who now number about 23,000 worldwide.

What sorts of discrimination do women seafarers face?

Women can face discrimination even getting into seafaring work. In some countries, for example, maritime education and training institutions are not allowed to recruit women to nautical courses. Women tend to enrol on navigation rather than engineering courses. Even once trained, they may have to face prejudice from ship owners who won't employ women.

Once employed, women seafarers may also face lower pay even though they are doing work equivalent to that of male colleagues. Women may also be denied the facilities or equipment available to male workers, which is a form of discrimination.

These are all areas that are concerns of maritime trade unions.

If you are a woman seafarer facing such discrimination, contact your trade union for support and advice.

How should I tackle bullying or harassment?

Bullying and harassment are problems for male and female seafarers alike. Such unacceptable behaviour may come from colleagues or managers, and are known causes of ill health. Although these are issues for many workers, they can be a particular problem if you are employed at sea, where you are isolated from family and friends and other sources of support.

Women seafarers may also have to deal with sexual harassment or even abuse while at sea. Many maritime unions now have policies covering sexual harassment.

You should consult your union for advice if you want to discuss an immediate problem.

What maternity rights do women seafarers have?

- If you become pregnant and wish to take maternity leave, your rights will differ, depending on where you work:
- If you are sailing under the flag of your own country, you will be covered by that country's legislation, and any rights guaranteed under your union's collective bargaining agreements
- If you work on a Flag of Convenience vessel, you will be covered by the legislation of that flag state – which might not give any maternity rights at all. However, ITF-approved agreements do guarantee minimum rights

ITF-approved agreements for merchant vessels stipulate that pregnant seafarers:

- Must be repatriated at the cost of the company.
- Must receive two months' full pay in compensation.

The timing of the repatriation may vary depending on where you work and your stage of pregnancy. Where the ship is trading coastally, or where a doctor is on board, it is generally safer for pregnant women to work later into a pregnancy - in Britain, up to 28 weeks. However, if working on deep sea vessels or very high speed craft, the risks need to be assessed carefully.



Pregnancy should never be treated as a disciplinary offence. Pregnancy testing before you are employed may violate International Labour Organisation (ILO) Convention 183.

If you are concerned about these issues, please consult your union.

What is the ITF doing for women seafarers?

The ITF is calling on employers, the ILO and trade unions to prioritise the following issues that have been identified as vitally important for women seafarers:

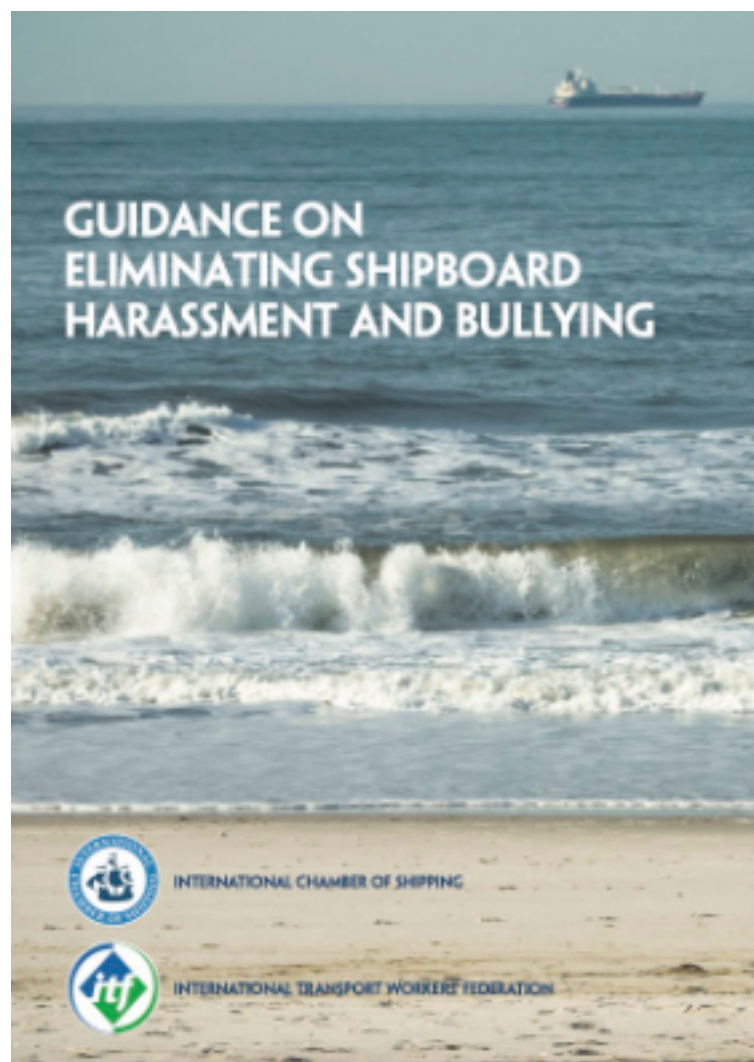
- Reducing gender stereotypes within the industry.
- Provision of sanitary items on board ships.
- Access to confidential medical advice and the contraceptive and morning-after pill.
- Consistent and improved approach to maternity benefits and rights.
- Development of sexual harassment policies and appropriate training, including within cadet training and education.

ICS / ITF Guidance on Eliminating Shipboard Harassment and Bullying

Keeping the topic live

In 2016 the International Chamber of Shipping and the International Transport Workers' Federation jointly issued a publication: *Guidance on Eliminating Shipboard Harassment and Bullying*.

Attention of the maritime community was again drawn to this in May 2021 by MaritimeUK. It is important that this topic is kept within the view of us all.



At the time of the initial issue Guy Ryder, the then Director-General of the International Labour Organization, warned that harassment and bullying on board ships can have serious consequences for the physical and emotional health of seafarers. This in turn can lead to decreased motivation and increased sickness. Furthermore, it can compromise cohesive and effective teamwork. It can also have negative effects for companies, resulting in a deterioration of working conditions and potential organisational, economic and legal consequences.

In recent years, awareness of this issue within the maritime workplace has increased and for some time it is has been of concern to all ILO Member States.

It is important to note that Under the Maritime Labour Convention, 2006, each Member State is required to satisfy itself that the provisions of its law and regulations respect the fundamental right to the elimination of discrimination in respect of employment and occupation.

The 16-page publication is freely available here: <https://tinyurl.com/3m9tjc8w>

Trouble in the tank

By Michael Grey MBE MNM, Honorary Member of IF SMA

You would be, to say the least, extremely angry, if your car came to a grinding halt and the nice person from the emergency services looked up from the engine compartment and told you the engine had been wrecked because of the fuel you had been supplied by the filling station. Your sentiments might be even more extreme if your aircraft engines suddenly emitted choking noises and stopped at 30,000 feet, because the quality of the fuel was in some way deficient.

The fact is that you are able to count on the quality of what comes out of the filling station pumps, or is supplied while the aircraft lies alongside its pier, secure in the knowledge that some quality controller, or expert chemical engineer has done their job and you don't have to worry unduly. So why is the chief engineer of a ship approaching its bunker station chewing his or her nails with concern, as they prepare to take on board hundreds, or even thousands, of tonnes of fuel into the vessel's tanks? Doesn't the quality of marine bunkers matter just as much, if you consider that the ship itself could be lost, or the engine wrecked by off-specification fuel? The fact is, the answer does not appear to be in the affirmative,

As you read this the 6,662TEU container ship *SM Busan* will be lying alongside a pier in the port of Ogden Point with the crew and machinery specialists pumping ashore her fuel into road tankers after the ship was completely disabled a short distance into her Pacific crossing from Portland to South Korea. She had lost propulsion on Christmas Eve and drifted for more than two days in a gale, before limping back to the coast, with tugs in attendance.

It was interesting to note that the latest journal of the International Salvage Union, published just before the holiday, noted a slew of large vessels disabled off the South African coast and rescued by salvage tugs. Indeed “disabled” ships requiring tug support featured quite largely in the reports from salvors around the world and it would be a fair assumption that at least some of these were suffering from “fuel problems”. And there is plenty of evidence that these fuel problems are often caused by mandatory changes to or from low sulphur fuel, or something nasty such as fines or chemicals in the fuel itself.



Will they get to port with no fuel problems? Will they have the best quality bunkers?

Ambrose Greenway ©.

But surely prudent owners will be employing expert fuel testing laboratories to make sure that the tiger in their tanks will not bite them? Certainly, that’s the advice, but it tends to be the case that the charterer who is buying the fuel may be unwilling to pay for these analysts. The fuel the charterer has sourced is an absolute bargain and it’s not his engine they will be pouring the stuff into. And maybe the owner or manager will not shell out for these services automatically, hoping that the voyage will be accomplished without problems. That’s the old percentage game, that is increasingly played in our industry, where the troubles all happen to somebody else, except when they don’t.

The trouble is that keeping engines running smoothly is getting much more complicated, with different grades of fuel having to be carried, and even though there may be all sorts of earnest injunctions about not using fuel that hasn’t been given the green light by the laboratory, accidents do happen.

And it is going to get ever more complicated as the industry becomes involved with ever-greener fuels and fuel of very different characteristics to the simple old sludge diesels once digested. If we can’t trust the bunker supplier to provide fuel that won’t wreck the machinery today, will the situation be better, or worse, when many more people are buying bio-fuel, or LNG, or methanol, hydrogen or ammonia? You would like to think that bunkering such sophisticated stuff shouldn’t be a matter

involving such angst and the quality of ships’ fuels should be beyond speculation, like fuel supplied to other industries. But you wouldn’t put money on the emergence of the reliable and high quality system that other modes of transport enjoy.

We shouldn’t have big ships’ machinery coughing and spluttering as the pilot tries to manoeuvre it in tight port situations, as is regularly reported these days. More to the point, we really shouldn’t have to depend on the ultimate insurance of powerful salvage tugs to keep disabled ships off lee shores, after their machinery has failed.

Editor’s Note

This article first appeared in *Maritime Advocate* (<https://themaritimeadvocate.com/>)

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(The author is a former editor of *Lloyd’s List*)

MV Fabio Duo

**Serious injury to a crew member, during crane operations in the port of Santa Margherita Ligure, Italy
11 January 2021
Transport Malta Safety Investigation report No 02/2022**

Malta-flagged *Fabio Duo* was engaged in the strengthening and lengthening of the outer breakwater of Santa Margherita Ligure Harbour.

The vessel’s crane was being used to transfer boulders from the cargo hold and place them in position at the breakwater. The master, who was on duty at the

time, walked forward to check on some maintenance, which the crew had carried out earlier. On his way back to the accommodation, he decided to check on the status of the cargo hold.

While checking on the cargo, the crane turned towards the breakwater and trapped the master in between the body of the crane and the hatch coaming. Consequently, the master sustained serious injuries to his torso.

The Malta Safety Investigation Unit (MSIU) has issued four recommendations to the Company aimed at addressing the safety on the deck when the crane is in operation

About the vessel *Fabio Duo*

Fabio Duo was a general cargo hopper dredger of 2,080 gross tonnage, owned by Intesa Sanpaolo S.P.A. and operated by Monegle Shipping Ltd. of Malta (the Company).

The vessel was built by Cantiere Navale Vittoria, Adria, Italy, in 2012 and was classed with Registro Italiano Navale (RINA). The vessel had a length overall of 80.90m,

a moulded breadth of 16.00m and a moulded depth of 5.50m.

Fabio Duo had a crane on her main deck, capable of lifting a maximum load of 250 metric tonnes, and which was installed forward of her single cargo hold. The vessel's cargo hold measured 40.0 m by 11.0 m by 6.5 m and was not provided with a hatch cover.

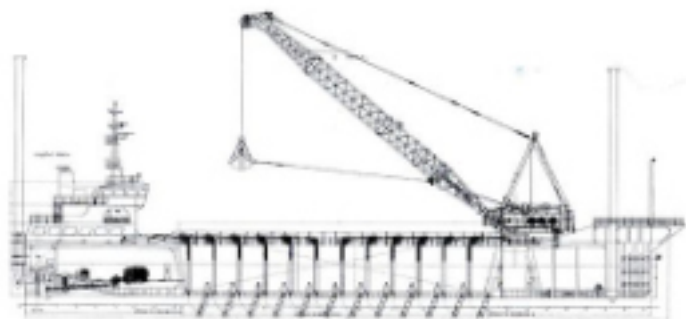
Access to the cargo hold was via a basket, transferred by the vessel's crane.

Propulsive power was provided by two highspeed, 16-cylinder, four-stroke, N.2 Cummins KTA50M2 marine diesel engines, which produced a combined power of 2,386 kW at 1,800 rpm. These drove two fixed-pitch propellers, enabling the vessel to reach a service speed of ten knots.

The crew

The Minimum Safe Manning Certificate (MSMC) of *Fabio Duo* stipulated a crew of eight. However, when the vessel was engaged in coastal voyages not exceeding 12-hour duration and within 20 nautical miles (nm) from the coast (restricted area 3), the chief mate and two deck ratings were considered optional.

At the time of the occurrence, the vessel was manned by a crew of five as per the restricted area 3 condition of the MSMC. The crew consisted of Italian, Albanian and Romanian nationals. The working language on board was English.



General Arrangement drawing of Fabio Duo.
Illustration per Transport Malta's Safety Investigation Report No 02/2022

Credit: Transport Malta ©.

The master who was a Romanian national, embarked on *Fabio Duo* at La Spezia, Italy, on 29 December 2020. He had 20 years of experience at sea, two of which were served in the rank of a master. His STCW1 Certificate of Competence as a master was issued by the Romanian Government in 2014. This was the master's first contract with the Company, which was for the duration of one month. The master's working hours were during the day, usually starting at around 0700 and finishing at around 1700 with an hour of rest in between.

The chief engineer was an Italian national and had embarked on the vessel from Livorno, Italy, on 14 July 2020. He held an STCW III/2 Certificate of Competence as a chief engineer which was issued in 2010 by the Italian

Authorities. The chief engineer had 30 years of seafaring experience and had been employed with the Company for 10 years in his current rank.

The third officer was a Romanian national. He had embarked *Fabio Duo* on 29 December 2020 from La Spezia, Italy. He had started his seafaring career in 2010 and had about nine years of experience as an Officer of the Watch. His STCW II/1 Certificate of Competence was issued in 2011 by the Romanian authorities. The third officer had been working with the Company for only a few months. During his time on board *Fabio Duo*, he also had the role of a safety officer.

The Italian crane operator was not considered part of the crew. He had been working with the Company for the last ten years. He held a crane driver licence issued by the Italian authorities, which was last renewed on 18 June 2019. The crane operator had embarked in Chioggia, Italy, on 29 December 2020.

Environment

At the time of the accident, the vessel was experiencing calm sea and wind conditions. The sky was clear, and a very good visibility was recorded. The air and sea temperatures were 15 °C and 10 °C, respectively

Conclusions

1. The master was trapped between the coaming and the body of the crane while he was looking inside the cargo hold.
2. The master may have missed the instruction in the SMS Manual that crew members were prohibited free access to the open deck when the crane was in operation.
3. The leadership style adopted on board the ship by the crew members was a factor, which contributed to an eroded communication structure, motivated a silo approach and (consequently) encouraged unilateral decisions.
4. The weak communication structure may have also contributed to a lack of trust between the key crew members, making communication more difficult across all levels of the organisation.
5. The black and yellow markings, which indicated the crane's swinging area, were missed by the master.

Safety actions taken during the course of the safety investigations

Following the accident, the Company revised the HAZID document which identified potential major hazards associated with the operation of the vessel.

Recommendations

Monegle Shipping Ltd is recommended to:

02/2022_R1 Install physical barriers systems to all deck accesses and around the crane prior to the commencement of crane operations.

02/2022_R2 Ensure that joining officers do not find themselves in a situation where they are expected to

assume responsibility without getting a detailed handover and prior knowledge of critical aspects of the ship's operations.

02/2022_R3 Assess the risks related to access to the crane's cabin from starboard side, taking into consideration the open cargo hold.

02/2022_R4 Ensure that crew employed on board, with special reference to officers, can communicate in English, and that all crew members can communicate in the determined working language.

Editor's note:

This article is based on material contained in Transport Malta's Safety Investigation Report No 02/2022 of January 2022 and is reproduced with Transport Malta's generous assistance.

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New ICS Publications

- [1. Shipping Industry Guidance on Pilot Transfer Arrangements](#)
- [2. ICS Bridge Procedures Guide](#)

1. Shipping Industry Guidance on Pilot Transfer Arrangements

This third edition of guidance is intended to remind seafarers and companies of the vital importance of adhering to the rules and established procedures concerning the provision of safe boarding arrangements for pilots.



Pilots have the right to decline to board vessels offering defective boarding arrangements, which can result in serious delay. Pilots are also entitled to report defects in boarding arrangements to port state control authorities, which could lead to a full port state control inspection with the risk of delay and financial penalties.

A pilot who has climbed a correct ladder, well rigged, and attended by an officer and a deck party will be in the right frame of mind to give their best attention to the safety of the vessel.

The International Chamber of Shipping (ICS) and International Maritime Pilots' Association (IMPA) have produced this guidance in collaboration with industry partners; Baltic and International Maritime Council (BIMCO), Cruise Lines International Association (CLIA), International Group of Protection and Indemnity Clubs (IGP&I), The Nautical Institute), INTERCARGO, International Transport Workers' Federation (ITF) and ourselves at IFSMA.

New in this edition

A new section outlining the IMO guidance on combination embarkation platform arrangements has been added. At 768KB the publication **Shipping Industry Guidance on Pilot Transfer Arrangements** may be downloaded here: <https://tinyurl.com/2p9xu9km> (Free download.)

[2. ICS Bridge Procedures Guide](#)

The new 6th edition of the ICS Bridge Procedures Guide has been written to reflect the rapid technological advances taking place in the shipping industry and to equip users to deal with the digital transformation taking place on the bridge. For over 40 years, this bestselling Guide has reflected and defined current best practice on the bridges of merchant ships operating in all sectors and trades. Now in its sixth edition, it is widely acknowledged as the leading industry guidance on safe bridge procedures and is a recommended carriage on all vessels by the IMO.

Bridge Procedure Guide. Price £160.

General Lighthouse Authorities Differential Global Positioning System (DGPS)

Discontinuation

Trinity House has reminded vessel owners, operators and masters of the contents of previously issued Notice to Mariners 19/2020.

After careful consideration of the results of a comprehensive user consultation process, the General Lighthouse Authorities for the UK and Ireland have concluded that their Differential Global Positioning System (DGPS) is no longer required and have made the decision that the system will be discontinued from 31 March 2022.

The (DGPS) Service for UK and Ireland was established at a time when the publicly available GPS signal was intentionally degraded, resulting in large position errors.



Augmentation was necessary to correct for these errors and meet minimum requirements for maritime positioning and navigation. In the year 2000, the intentional error in GPS positioning was removed. Since then, system technology has improved and the GPS constellation has been modernised. Observed positional accuracy for unaugmented GPS now consistently meets IMO requirements for accuracy around the coast of the UK and Ireland for marine navigation.

How will the discontinuation impact navigators?

For the vast majority of maritime users, the discontinuation of DGPS service for the UK and Ireland will not impact the accuracy of satellite positioning. DGPS receivers will no longer receive the DGPS signal in areas where it was previously available. This may generate a 'lost signal' alarm, but receivers will still provide a GPS derived position.



Further Navigation Warnings will be issued when the above changes take place.

Similar notices have been issued by the Commissioners of Irish Lights in Dublin:

<https://tinyurl.com/mryyibcv>

and the Northern Lighthouse Board in Edinburgh:

<https://tinyurl.com/4hrnuasf>

Illustrations per Irish Lights and Northern Lighthouse Board ©

Mauritius waters: *Wakashio* wreck removal

Team completes offshore operations

Technical operations to remove the wreck and all the associated debris from the *Wakashio*, offshore of Point d'Esny, Mauritius, were concluded on 16 January. The final actions of the wreck removal team were to recover sections of ship debris that were lying up to 500 metres from the stern section, it was reported in mid-January. Readers will recall the grounding and total loss of this Japan-owned, Panama-flagged bulker in July 2020.

The whole wreck removal operation has not been without its challenges. The exposed, shallow water, high energy location was difficult for the team and the crane barge to operate at and provided numerous technical challenges.



Impressive craneage

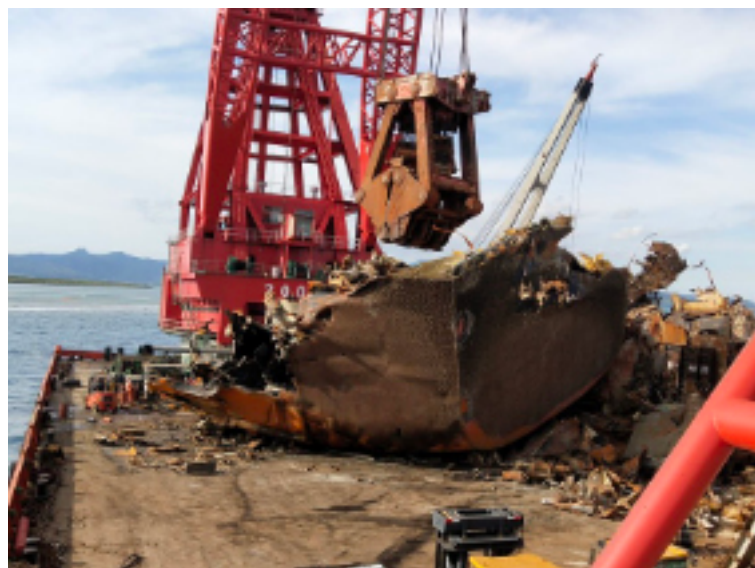
Nonetheless, the impressive and unique crane barge, *Hong Bang 6*, proved to be the right tool for the job. Once sea conditions allowed, the crane barge and its powerful grab, with a massive 5,000 ton closing force, were able to dismantle the wreck and remove the wreck piece by piece. The tenacious team of Lian Yuangang DALI Underwater Engineering worked hard over the past four months to bring this special mission to a successful conclusion.

As the vessel was declared a total loss and the authorities in Mauritius had issued a wreck removal order, the Owners and their protection and indemnity insurer, Japan P&I, turned to specialist marine consultancy firm brand MARINE CONSULTANTS (bMC) based in Germany and operating worldwide (see here: <https://www.brand-marine.com/services.html>).

In October 2020, bMC was requested by the vessel's owners and Japan P&I to assess the available options, to carry out the difficult task of wreck removal and give its expert opinion on the options. Following an in-depth review of all possible methods and suitable equipment, bMC was convinced that *Hong Bang 6* would prove to be the most effective tool available.

That has now been shown to be the case. The consultant bMC remained in Mauritius since the initial incident, giving uninterrupted assistance to the Owner and insurer.

Following conclusion of the offshore recovery operation, senior bMC consultant Captain Ajay Prasad commented: *'The removal of the aft section of the Wakashio from this location was always going to be a tough task, and it certainly proved to be so. The key for us was to identify the fastest method for the removal of Wakashio and we are pleased that removal works were completed safely after just 30.7 days of crane operations at the worksite. The sea conditions at the site have been difficult as expected. Added to that, the team have had to manage logistics in this remote location and considering some of the restrictions brought about by the pandemic, it has added another layer of problems for us all to solve. But, after a huge effort by the whole team, we are there.'*



The project suffered setbacks, such as delays in assets arriving at the work site which pushed the removal into a two-season operation. But there have been some exciting times too.

Adeline Goh, Naval Architect of bMC said: *'Getting the main engine of the Wakashio out was a real buzz. After months of planning and countless hours of modelling and calculations, to see the 600 ton engine safely sitting on the deck of the Hong Bang 6 was a proud moment'.*

Local support

The project was very well supported by local companies: POLYECO

(<http://www.polyecogroup.com/category/news/>) and IMMERSUB (<https://www.immersub.com>) also by CELERO and SAMLO.

According to the last report received on 21 January what remained to be completed was the dismantling of the scrap at the shore base in Port Louis, to allow transport of the metal by road to a smelting and production facility operated by SAMLO. At that time shore side works were expected to take approximately one more month. *Hong Bang 6's* imminent departure was anticipated and it was due to be loaded aboard a semi-submersible heavy lift vessel for carriage back to China.

A great job done

Captain Dennis Brand, Managing Director of Brand Marine Consultants, recently arrived in Mauritius to witness first-hand the final stages of the project. He summed up his thoughts: *'I am proud of the whole team here and I thank them for all their efforts. Lian Yuangang DALI have done a great job. So have every one of the contractors working on the project. The Mauritius people and numerous Island companies have lived and breathed this project with us. Without their support and patience, the job would not have been possible, and I am glad that things can go back to normal now.'*



Illustrations of the wreck removal per Elaborate Communications: www.elabor8.co.uk



Illustration of the grounded vessel per IMO media service, August 2020. IMO ©.

Record cargo at the Port of Felixstowe

In mid-January Hutchison Ports Port of Felixstowe reported that it had handled what is believed to be the largest number of containers ever on a single ship in Europe.

The port stated that a total of 23,773 TEU were handled on the 24,000 TEU *MSC Diletta* which completed operations and sailed from the port on 12 January.

Commenting on the record the following day, Robert Ashton, Operations Director at the Port of Felixstowe, said: *'The size of container ships has been increasing for many years and with growing demand for services into the Port of Felixstowe we are seeing ever greater container exchanges.'*

'We are also seeing a trend to consolidate cargo on fewer ultra-large ships. The MSC Diletta is operated on the 2M Alliance Griffin/AE55 Far East Asia to North Europe service. We are very pleased with the performance on this call and to have been able to work with the 2M partners to help achieve their objectives to supply the current high demand for Far East imports to UK consumers.'

The 2M Alliance consists of Maersk and Mediterranean Shipping Company (MSC), the world's two largest shipping lines.

Increasing the channel depth

Work is underway to further increase the port's ability to handle the world's largest container ships. Harwich Haven Authority is dredging the main approach channel to increase the depth from 14.5 metres to 16.0 metres.

Work commenced last year and is due to be completed in 2023. The port is also increasing the depth at its deep-water berths. Berth 7 was deepened to 16.5 metres in 2021 and Berth 6 will also be dredged to 16.5 metres in 2022 at the same time as Berths 8&9 are increased to 18.0 metres.

About Port of Felixstowe

Hutchison Ports Port of Felixstowe is strategically located on the UK's South East coast and within easy reach of major ports in North West continental Europe.



A new record has been set at the Port of Felixstowe where 23,773 TEU were handled on a single vessel.

Photo: Hutchison Ports Port of Felixstowe. ©.

As the UK's first purpose-built container-handling facility, it is also the largest and busiest container port in the country. With three rail terminals, it also has the busiest and biggest intermodal rail freight facility in the UK. The latest phase of development, Berths 8&9, provides additional deep-water capacity for the world's largest container ships.

Hutchison Ports Port of Felixstowe is a member of Hutchison Ports, the port and related services division of CK Hutchison Holdings Limited. Hutchison Ports is said to be the world's leading port investor, developer and operator with a network of port operations in 52 ports spanning 26 countries throughout Asia, the Middle East, Africa, Europe, the Americas and Australasia.

Over the years, Hutchison Ports has expanded into other logistics and transportation-related businesses, including cruise ship terminals, distribution centres, rail services and ship repair facilities.

A P Møller-Maersk shares millions of weather observations

An aid to climate science

It was announced from Copenhagen on 27 January that AP Møller-Maersk now releases all historical and future ocean weather observations into the public domain for free use by the scientific community around the globe.

This data, which has been collected by Maersk vessels since 2012, increases publicly available ocean weather data by 28%, it was reported.

It is understood that the goal is to aid climate research and weather forecasting by providing weather data from the world's oceans, where ground level data coverage is slim, and most data comes from satellite observations which have their limitations.



Aslak Ross, Head of Marine Standards at Maersk, commented: *'Maersk crews and vessels have collected weather observations for years, and we are proud that we now can share these data and help researchers in gaining a better understanding of the impact climate change has on our surroundings.'*

Among other things such observations can give a more precise picture of how surface-level ocean conditions and the interaction with the atmosphere has evolved since 2012.

Ross added: *'Climate change is without doubt one of the biggest challenges the global community is facing.'*

'We have set an ambitious strategy for our business to achieve net zero greenhouse gas emissions in 2040, but we have also as a part of our Environmental, Social and Governance (ESG) strategy committed ourselves to contribute to climate and ocean science with data gathered from our vessels. An opportunity being our digitized weather observations.'

Nine million observations

The data – more than nine million observations – will be shared via the Global Ocean Observing System (GOOS), run jointly by UNESCO and the World Meteorological Organization (WMO). GOOS collects ocean weather observations for climate science and provides input to weather forecasts.

Dr Johannes Karstensen of GEOMAR, the Helmholtz Centre for Ocean Research in Kiel, Germany, commented: *'As a member of the scientific community, I am thrilled that we get access to this unique data set. The data will help to better constrain past ocean surface conditions but also help to improve future predictions - from weather to climate.'*

With all 300 Maersk-owned vessels sharing data many times each day, Maersk daily shares more than 7,000 observations. Some vessels are even live feeding data to weather services around the globe.

As an example, in collaboration with the National Meteorological Service of Germany, Maersk has installed Automated Weather Stations on several of its vessels. These are calibrated research-grade measurement stations which collect a greater variety of data points at a higher quality, even further improving the contribution to weather forecasting and climate science.

The Seafarers' Happiness Index

Quarter 4 2021 and Annual Review

From the Mission to Seafarers*

The Seafarers Happiness Index (SHI) is the shipping industry's ongoing barometer of the key issues facing those at sea today. Seafarers were asked ten key questions every quarter, sharing their views about specific issues affecting their life and work.

This latest report from the Mission to Seafarers highlights not only the findings of the Q4 2021 data but serves to review the annual feedback through 2021. Throughout the year the charity heard from crews all over the world, and is grateful to each not simply for assisting with the survey, but for their efforts in keeping trade flowing in these most difficult circumstances.

Again, it is clear that they do so with professionalism, care and resolve. However, as has been seen in many reports before, there are clear frustrations and challenges being faced. The Mission to Seafarers is also hearing even louder calls for seafarers to be recognised as key or essential workers. These calls cannot and should not be ignored, and without an adequate response it seems likely that many may be seeking to leave their seagoing careers.

Q4 2021: Riding the Covid Waves

In its introduction to the 32-page report the charity expressed its gratitude to the many seafarers who took the time to share their experiences with it. This generated vital data and written submissions which allowed the Mission to report back to the industry. In addition, through the Mission to Seafarers network of seafarer centres and social channels there also was seen a range of online interactions with thousands of seafarers, and it was able to harness their thoughts.

Crews from across the world took time to share their views, feelings, experiences, and comments about life at sea, providing incredibly powerful and important insight into key issues for seafarers today. The overall average was 6.41 down from 6.59 in the previous quarter.



Impact of Omicron Covid

There were some rises in areas such as shore leave, connectivity, training and food. However, these were very small increases, and overall the trend was far less positive. The impact of the latest Omicron Covid variant and the rush to close borders hit seafarers especially hard in the final month of 2021. This was especially unfortunate given the timing around the Christmas and New Year holiday period. It appears that the yo-yo nature of Covid had a serious impact on mental health and drove negative sentiment on board. Seafarers raised concerns about the draconian nature of repeated testing and expressed concerns about the quality of quarantine provision.

There has been a growing sense that Covid had moved the issue of internet connectivity forward, and there were signs of progress. With regard to shore leave, however, it was noted that seafarers do not expect to get ashore, and the pandemic has changed the dynamic further. There are signs of growing tension, as vaccinated seafarers feel that they should be able to get ashore.

Sharing shipping's gains

On the issue of wages, there was a perception from respondents that shipping's financial gains were not being adequately shared amongst seafarers.

When it came to food, it was learnt from some seafarers who felt that not all their needs were being taken into account. Meanwhile, the knock-on effect of more time spent on board meant that facilities came under more scrutiny and pressure. Unfortunately, it often seemed that

the chance to exercise and keep healthy was being negatively impacted.



Respondents reported a growing emphasis on training and that seafarers were very pleased to receive instruction on board or be given access to courses. However, there were also those who felt that standards are dropping.

Tensions on board

It has been a significant part of the Covid yo-yo effect that relationships and interactions on board became strained as uncertainty and concerns rose. More tensions were evident towards the closing weeks of 2021.

However, it was not all negative. Those who had positive experiences wrote about conditions on board and of the actions and activities which seemingly helped to ensure better cohesion.

Watchkeeping unease

A number of detailed and troubling responses were received from seafarers regarding watchkeeping and also hours of work and rest. They reported a rise in six-on/six-off watch patterns, something which is not felt to be sustainable.

The engine room's point of view

There were also a number of comments from engineers who felt that planned maintenance on board was not being completed, and on occasions not to necessary standards. In addition, there were indications of 'job creep', as duties were seemingly passed around.

To inspect the 32-page report produced in association with Wallem and the Standard Club readers are invited to see here:

<https://tinyurl.com/2cbaccej>

What makes your crew happy at sea? See www.happyatsea.org

The Mission to Seafarers is now able to run bespoke Happiness Surveys for crew, so those concerned can benchmark their quality of care against the international survey.

Ship Masters interested in finding out more are invited to contact: ben.bailey@missiontoseafarers.org

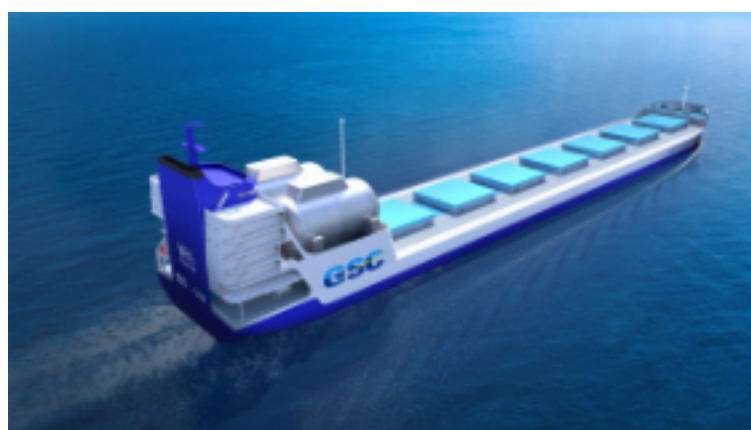
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Ammonia-fuelled Panamax bulk carrier

ClassNK issues Approval in Principle (AiP)

In mid-January it was announced from Tokyo that leading Classification Society ClassNK had issued an Approval in Principle (AiP) for the design of an ammonia-fuelled Panamax bulk carrier developed by the Planning and Design Center for Greener Ships (GSC).



Ammonia is expected to be used as decarbonized fuel for ships since it does not emit CO₂ when burned. However, adequate safety measures have to be implemented due to its characteristics of being toxic to humans and corrosive against materials.

While international standards for using ammonia as ship fuel are yet to be developed, ClassNK published its *Guidelines for Ships Using Alternative Fuels* in August 2021 to minimize the risks related to ammonia-fuelled ships for the ships, crew, and environment by stipulating requirements for installation, controls, and safety devices.

For the design developed by the GSC, ClassNK reviewed the ammonia treatment measures, piping diagram of the fuel supply system, identification of hazardous area taking into account the flammability and toxicity of ammonia, and evacuation routes in case of emergency in line with the Guidelines.

Verifying the conformity to their requirements, ClassNK has issued the AiP. GSC member shipbuilders in Japan are expected to employ the approved basic design information for their forthcoming product development of ammonia-fuelled bulk carriers.

ClassNK will continue participating in new initiatives related to decarbonisation. By incorporating the expertise obtained from the collaborative work with frontrunners into its rules and guidelines, ClassNK will support the decarbonisation of the entire industry, it is claimed.



Footnote

Readers may be interested in this publication available here below which sets out some of the aims of the Japan shipbuilding industry and was issued last year: <https://tinyurl.com/54uzesfx>

Images of ammonia-fuelled Panamax bulk carrier (courtesy of GSC).

Lowest reported maritime piracy incidents

Caution urged

It was announced simultaneously in London and Kuala Lumpur on 13 January that maritime piracy and armed robbery attacks reached the lowest recorded level since 1994. This was disclosed in the annual piracy report of the ICC International Maritime Bureau (IMB), published that day.



IMB attributes the drop in incidents to vigorous action taken by authorities but has called for continued coordination and vigilance to ensure the long-term protection of seafarers.

IMB Director Michael Howlett said: 'While the overall reduction in globally reported incidents is welcomed the IMB Piracy Reporting Centre urges coastal states to acknowledge the inherent risk from piracy and armed robbery and robustly address this crime within the waters of their exclusive economic zone. The IMB Piracy Reporting Centre remains committed to actively engage and exchange information with coastal states to promote safety for seafarers and trade.'

In 2021, the IMB Piracy Reporting Centre received 132 incidents of piracy and armed robbery against ships.

Incidents comprise 115 vessels boarded, 11 attempted attacks, five vessels fired upon and one vessel hijacked.

Gulf of Guinea remains world's piracy hotspot

The increased presence of international naval vessels and cooperation with regional authorities has had a positive impact – including, commended, robust actions of the Royal Danish Navy in neutralising a suspected pirate action group in late November.



The overall reduction in reported incidents in 2021 is attributed to a decline of activity reported within the Gulf of Guinea region which has seen a decrease from 81 reported incidents in 2020 to 34 in 2021. However, while kidnappings at sea dropped 55% in 2021, the Gulf of Guinea continues to account for all kidnapping incidents globally, with 57 crew taken in seven separate incidents.

While the regional decrease is welcomed the IMB Piracy Reporting Centre warns that the threat to seafarers persists and continues to urge crews and vessels plying these waters to be cautious as the perpetrators remain violent and risk to crews remains high. This is evidenced by the kidnapping of six innocent crew from a container vessel in mid-December.



Howlett added: 'The IMB commends the robust actions of the international navies and regional authorities in the Gulf of Guinea which appears to have positively contributed to the drop in reported incidents and ensuring continued safety to crews and trade.'

'While the IMB applauds these actions it further calls on the coastal states of the Gulf of Guinea to increase their collaboration and physical presence in their waters to ensure a long term and sustainable solution to address the crime of piracy and armed robbery in the region.'

Attacks on the rise in the Singapore Straits

Thirty-five incidents against vessels navigating the Singapore Straits were reported to the Piracy Reporting Centre in 2021, a 50% increase from 2020 and the highest number of reported incidents since 1992. Vessels were boarded in 33 of the 35 incidents, considered mostly to be opportunistic thefts, though two crew were injured in two separate cases. Knives were also reported in 13 incidents and guns in a further two.



The continued efforts of the Indonesian Marine Police are credited for maintaining reduced levels of incidents in the Indonesian Archipelagic, reports received in 2021 were down to nine from 26 in 2020 and the lowest since 1993. Of the reported incidents four were off Jakarta and knives were reported in at least five, in which one crew was threatened.

Two perpetrators killed in the Caribbean

In December, at Port au Prince, Haiti, four robbers disguised as fishermen and armed with guns and knives boarded a bulk carrier and threatened the duty crew. The locally appointed armed guards exchanged fire resulting in two perpetrators being killed.



South American ports in Brazil, Colombia, Ecuador and Peru, and ports in Mexico and Haiti continue to be affected by incidents of armed robbery at sea. Thirty-six incidents were reported in 2021 compared to 30 in 2020, with six crew threatened, four taken hostage and two assaulted. Thirty-one vessels were boarded in total, the majority at anchor, figures for the region include three reported attempted boardings and two vessels being fired upon. Incidents in the Peruvian anchorage of Callao have more than doubled from eight in 2020 to 18 in 2021.

Continued improvements off Somalia

While the direct threat of attacks from Somali based pirates appears to have decreased – along with a further revision and reduction of the High Risk Area in September – the IMB Piracy Reporting Centre continues to encourage

vigilance among shipmasters, particularly when transiting close to the Somali coast.

About the IMB Piracy Reporting Centre

Since its founding in 1991, IMB Piracy Reporting Centre remains a single point of contact to report all crimes of maritime piracy and armed robbery, 24-hours a day. In line with ICC's purpose to enable business to secure peace, prosperity and opportunity for all, the Centre's prompt forwarding of reports and liaison with response agencies, broadcasts to shipping via GMDSS Safety Net Services and email alerts to CSOs, all provided at no cost, help the response against piracy and armed robbery, promoting the security of seafarers globally and facilitating global trade.



IMB encourages all shipmasters and owners to report all actual, attempted and suspected global piracy and armed robbery incidents to the Piracy Reporting Centre as a vital first step to ensuring adequate resources are allocated by authorities to tackle maritime piracy.

For further information

Readers are invited to contact for further information: Michael Howlett, Director, ICC International Maritime Bureau; Telephone: +44 207 423 6960; e-mail: mhowlett@icc-ccs.org

Illustrations per IMB Piracy Reporting Centre©.

From the IFSMA Office

With the Covid-19 pandemic still at a high level in the UK the IFSMA Office at present is more of a virtual entity with almost everything being carried out online.

As part of the precautions most office workers have worked from home and the train services are severely restricted due to large numbers of drivers and conductors being off work with Covid infections.

It would be good to get back to normal but as I write this the UK Covid statistics yesterday showed 88,085 new cases with 534 deaths. Not a good situation. In Europe only France has more infections than UK with about the same population.

Fortunately most who want to communicate with IFSMA do this online. Mail in the office is checked infrequently at present, if you have written to us you will get a reply, eventually.