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IFSMA

NEWSLETTER

The Shipmasters' International Voice



Saharan dust plume in the Mediterranean Sea, Copernicus Sentinel-3 - 29 August 2023



Dust, dust and more
See page 14
EU, Copernicus Sentinel-3 imagery ©



PROGRAMME OF THE
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Readers are reminded that the opinions expressed in the IFSMA Newsletter are those of the various authors and providers of news and are not necessarily in accord with IFSMA policy.

Secretary General's Report

As I write towards the end of September we are just concluding the meeting at IMO on Carriage of Cargoes and Containers (CCC9). I reported last month that IFSMA was part of the Human Element Industry Group that wrote and co-sponsored eleven papers on the subject of Enclosed Space Safety. These were all accepted and a Working Group was set up to prepare draft amendments to Resolution A.1050(27) – Revised Recommendations For Entering Enclosed Spaces Aboard Ships and also to provide recommendations for the way ahead for the industry.

It is my hope that this will lead to a new output at the Maritime Safety Committee in the near future. This effort is much needed as we try to improve the safety in this area which has become the biggest killer of the maritime workforce of seafarers, dockers and other shore staff. I was pleased that David Appleton of Nautilus International (NI) represented us in the group. I will keep you informed with an update next month.

There are now only four weeks before our Biennial General Assembly in Tokyo, hosted by the Japanese Captains' Association. The programme has just been finalised and will be issued shortly. Should you wish to attend this exceptional, well organised and interesting programme, there is still time to register and your partners will be very welcome. I look forward to seeing many of you there.

I send you fair winds and a following sea,

Jim Scorer
Secretary General

From the News Editor

UK Hydrographic Office

At the end of August the UK Hydrographic Office issued its 2022-2023 Annual Report and Accounts which reflected on another strong year for the UKHO.

Contained within the report is a performance review, outlining how the organisation has performed against its corporate plan; financial statements for the financial year 2022 to 2023; a corporate governance report; and a sustainability report detailing initiatives and commitments to achieve Net Zero.

The report also includes a number of case studies showcasing successes and achievements from across the organisation. This year's highlights include providing innovative support to its defence customers, developing its digital navigation solutions, and working with stakeholders to further its understanding of changing customer needs.

At 16MB the forty-page publication is available for download here: <https://tinyurl.com/yxzdt9nm>

An active year with a strong performance

Highlights of the year



Supporting Ukraine

To support safe navigation for Ukrainian vessels, the UKHO delivered specialist training and pledged £1.6m worth of hydrographic equipment and software to the State Hydrographic Service of Ukraine. It is hoped this will support safety and security within their ports and home waters amid the nation's ongoing war with Russia.



UK Centre for Seabed Mapping

2022 saw the launch of the UK Centre for Seabed Mapping, an initiative administered by the UKHO that aims to increase the coverage, quality and accessibility of seabed mapping data through collaboration. Comprising over 20 members, this community coordinates the collection, management and access of publicly funded data.

Investors in People

This year we were proud to have once again achieved the Investors in People accreditation at 'Silver' level, showing how we are continuing to lead, improve and support our people across the whole organisation.



Distributor Conference

77 delegates from 36 different organisations joined us in Dubai for our Distributor Conference in September. Together, we discussed the priorities for the future of navigation and shared insights on the challenges and opportunities within our markets.



The UKHO is an executive agency of the Ministry of Defence and a trading fund, meaning it operates as a self-funded organisation at no additional cost to the taxpayer. This paper was laid before Parliament in response to a legislative requirement or as a Return to an Address and was ordered to be printed by the House of Commons.

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> Find out more on page 20

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Hurricane forecasting

Forecasting the hazards of a hurricane and their potential impacts starts with data. Hurricane Specialists at NOAA's National Hurricane Center (NHC) analyse satellite imagery, other observations, and computer models to make forecast decisions and create hazard information for emergency managers, media and the public for hurricanes, tropical storms and tropical depressions.

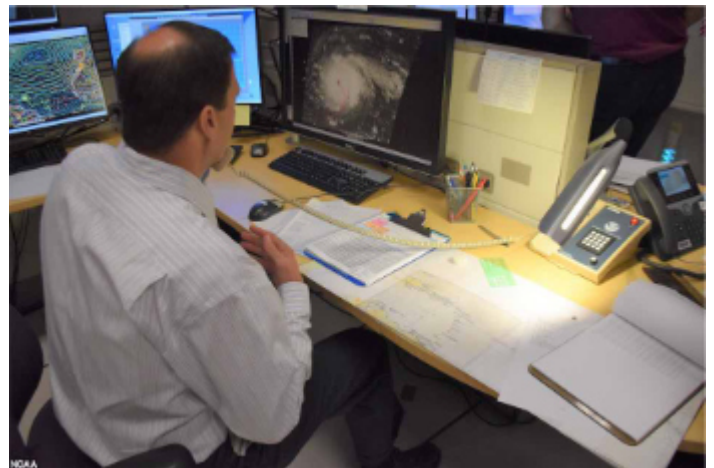
Orbiting satellites

Key data come from NOAA satellites that orbit the earth, continuously observing tropical cyclones from start to finish. Polar-orbiting satellites fly over the storm about twice a day at a lower altitude, carrying microwave instruments that reveal storm structure.

If there is a chance the cyclone will threaten land, NHC sends US Air Force Reserve and NOAA Hurricane Hunter aircraft to fly through the storm to take detailed observations. NHC's Hurricane Specialists also analyse a variety of computer models to help forecast tropical cyclones. Each storm is different, and no one model is right every time, so the Specialists' experience with these different models is crucial to making the best forecast. On average the NHC forecasts are more consistent and have lower errors than the individual global models used in track forecasting.

Tropical Weather Outlook

Before a system forms, NHC issues Tropical Weather Outlooks every six hours to discuss areas of disturbed weather and their potential for development for the next seven days. The Tropical Weather Outlook is issued routinely from 15 May until the end of the hurricane season on 30 November.



NHC Warning Coordination Meteorologist and Senior Hurricane Specialist Dan Brown.

Image credit: NOAA/Dennis Feltgen.

When a tropical cyclone threatens the US coast, NHC confers with meteorologists at NOAA's National Weather Service Weather Forecast Offices in the path

of the storm to coordinate any necessary watches and warnings in those communities.

Every six hours NHC will issue updated text and graphics that include track and intensity forecasts for the following five days, storm surge watches and warnings, coastal tropical storm and hurricane watches and warnings for wind, along with the chances of and time of arrival of tropical storm force winds at specific locations. A potential storm surge flooding map, peak storm surge graphics, and storm surge watch/warning graphic are included. NHC also posts the same information on social media to ensure a wide distribution.

When watches or warnings are posted for the US coastline, NHC opens a television media pool to give live interviews to national news outlets and local TV stations in the path of the storm. NHC also provides live streams ahead of the television media pool to provide information on potentially threatening storms to the general public.

To learn more

Up to date information from NOAA's National Hurricane Centre and the Central Pacific Hurricane Center is to be found here:
<https://www.nhc.noaa.gov/>

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 ©

The Global Environment Facility

IMO promotion

IMO-led projects supported by the Global Environment Facility (GEF) and the United Nations Development Programme (UNDP) were highlighted during a side-event co-hosted by the three organizations at the GEF's Seventh Assembly¹ in Vancouver, Canada from 22 to 26 August.

The side-event showcased the successful GLO-X partnership model of collaboration which underpins the work of the GloMEEP², GloBallast³, GloFouling⁴ and GloNoise⁵ projects. These projects have driven – and continue to drive – innovation to tackle key environmental issues. These include (i) greenhouse gas (GHG) emissions reduction; (ii) invasive aquatic species transferred through ships' ballast water and biofouling on ships, and (iii) underwater radiated noise in the marine environment.

Representatives from 185 countries

The GEF Assembly saw government ministers and officials, business leaders, environmentalists, leaders of international agencies and environmental conventions from 185 countries brought together to discuss ways of building upon recent breakthroughs

on biodiversity loss, toxic chemicals, and the high seas.



IGO and NGO representation

At the side event, IMO's Fredrik Haag, Head, Office for London Convention/Protocol and Ocean Affairs spoke about the range of projects executed and implemented by IMO. Also speaking were representatives from GEF, UNDP, GloFouling Partnerships' Global Industry Alliance for Marine Biosafety, BIMCO and WISTA International.

- ¹ <https://tinyurl.com/mr4245p9>
- ² <https://tinyurl.com/thh53yd8>
- ³ <https://tinyurl.com/msf3kp39>
- ⁴ <https://tinyurl.com/4b2fzv98>
- ⁵ <https://tinyurl.com/yxr3amzm>

Oil spill preparedness convention

Supporting Viet Nam's accession

The development of a roadmap for Viet Nam's accession to the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC)¹ was the aim of a National Workshop held in Hanoi from 22 to 25 August. Viet Nam's accession to the Convention would mark a significant development in enhancing oil spill preparedness and response in the ASEAN region.



At the event key stakeholders gathered to enhance understanding of the international framework for oil spill preparedness and response by raising awareness of the treaty's key elements. The event also provided a platform for the fostering of regional cooperation to ensure the OPRC's effective implementation. It was attended by forty delegates from government bodies, the oil and gas industry and the shipping sector.

The OPRC provides a framework for international co-operation and mutual assistance in preparing for and responding to major oil pollution incidents.

The Workshop was delivered through the Global Initiative for Southeast Asia (GISEA) Project² which is led jointly by IMO and IPIECA³, which works to advance the oil and gas industry's environmental and social performance and contribution to the energy transition.

¹ <https://tinyurl.com/yeyksjta>

² <https://www.gisea.org/#home>

³ <https://www.ipieca.org/about>

Green shipping in Latin America

Unlocking opportunities

Latin American countries' high renewable energy potential, the importance of bringing the maritime and energy sector together, and the investment opportunities on the production, upscaling and eventual bunkering of green shipping fuels and port infrastructure were at the core of the debates during the IMO Green shipping conference in Latin America held on 28 and 29 August.

Significant contribution of Latin American countries

Speaking at opening of the Conference held at ECLAC's* headquarters in Santiago, Chile and co-organized by the Government of Chile, Mr Arsenio Domínguez, Marine Environment Division, IMO, highlighted the significant contribution of Latin American countries during the negotiations on the adoption of the revised IMO Strategy on Reduction of GHG Emissions from Ships, in July 2023¹.

Mr Dominguez commented: *'Within the Strategy, which demonstrates the need for decarbonization and transition, with a special emphasis on exploring opportunities, the Latin American region plays a crucial role, as shown during the two weeks of Strategy deliberations. There was significant cooperation and acknowledgment of the need for action.'*

Relevance of unity and collaboration

The relevance of unity and collaboration towards decarbonisation of shipping in Latin American countries was emphasized by Ms Claudia Sanhueza, Under-Secretary for International Economic Relations, Ministry of Foreign Affairs, Chile. She added: *'The Chilean export sector is highly interested in exporting products that are sustainable to different*

international markets. But they cannot do this alone. International shipping needs to have a low carbon footprint (...). In this framework, we value the Strategy adopted last July to reduce GHG emission from ships.'

Admiral Juan Andrés De La Maza Larraín, Commander in Chief of the Chilean Navy, gave focus on national legal framework and pointed out that: *'Since the adoption of the IMO GHG Strategy, the Chilean Maritime Authority has developed several initiatives for its compliance. The incorporation of technical and operational measures on Chilean-flagged ships makes it possible to reconcile the objectives of combating climate change with efficient maritime transport that keeps the supply chain active, in an economy that is highly dependent on the sea for its international trade.'*

Focus on GHG Strategy implementation

The IMO Green Shipping Conference in Latin America focused on *Implementing the 2023 IMO GHG Strategy by unlocking opportunities and investments.'* It included panel sessions on the following subjects:

- IMO's efforts to reduce GHG emissions from shipping and climate action in Latin America.
- Shipping as enabler of climate action and energy transition.
- Enabling shipping decarbonisation across the maritime value chain.
- National perspectives on the opportunities offered by the decarbonisation of shipping.
- Financing the decarbonisation of the shipping sector and the up-scaling of renewable fuels production in Latin America.
- Capacity building and partnerships for a decarbonised maritime sector.

Common themes

Common themes throughout the panel sessions were the opportunities for Latin America, as a continent, in terms of producing and trading zero and near carbon bunker fuels; the national challenges; and the technology solutions to achieve an equal and inclusive decarbonization.

Broad attendance

The conference was attended by national representatives of the following States:

Argentina
Bolivia
Brazil
Chile
Costa Rica
Cuba
Dominican Republic
Ecuador
El Salvador
Guatemala
Honduras
Mexico
Nicaragua
Panama
Uruguay
Venezuela

The following international organizations were represented:

Economic Commission for Latin America and the Caribbean (ECLAC)

Inter-American Development Bank (IBD)

Latin American Energy Organization (OLADE)

Central American Integration System (SICA)

Non-profit institutions:

CECACIER

Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping

RMI

And from the industry: Maersk.

Participant countries outlined their ongoing national work to reduce greenhouse gas emissions (GHG).



During the closing remarks Dominguez outlined that: *'Decarbonisation will require mid- and long-term measures, both technical and economic, to achieve the objectives we adopted in the 2023 Strategy. This is not an easy task, but I am sure that together we will be able to achieve it in an equitable way.'*

ITCP and Chile

The conference was organized by IMO, through IMO's Integrated Technical Cooperation Programme (ITCP)², in collaboration with the Government of Chile.

The two-day programme with presentations is available here: <http://tinyurl.com/4a3snkha>

IMO's list of its previous climate events to move towards greener and more sustainable shipping in line with the IMO Strategy on Reduction of GHG Emissions from Ships is to be found here: <http://tinyurl.com/yc5xt47x>

The 2023 World Maritime theme is **MARPOL at 50 – Our commitment goes on.**

More is available here: <http://tinyurl.com/bdfuzbkf>

*Economic Commission for Latin America and the Caribbean.

¹ <http://tinyurl.com/2xcxr2x2>

² <http://tinyurl.com/5n8acu9w>

A new video

Importance of the global ship recycling Convention

From IMO it was announced on 1 September that the treaty regulating ship recycling will enter into force in June 2025.

The Hong Kong Convention

Giving it its full title, the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (the Hong Kong Convention) will introduce global regulations to ensure ships at the end of their operational lives are recycled safely and without posing unnecessary risks to human health and the environment.

It is understood that the date of the Convention's entry into force was triggered when Bangladesh and Liberia became Contracting States to it, marking the moment that all necessary criteria were met.

Readers are invited to see more here: <http://tinyurl.com/24dvwfjd>

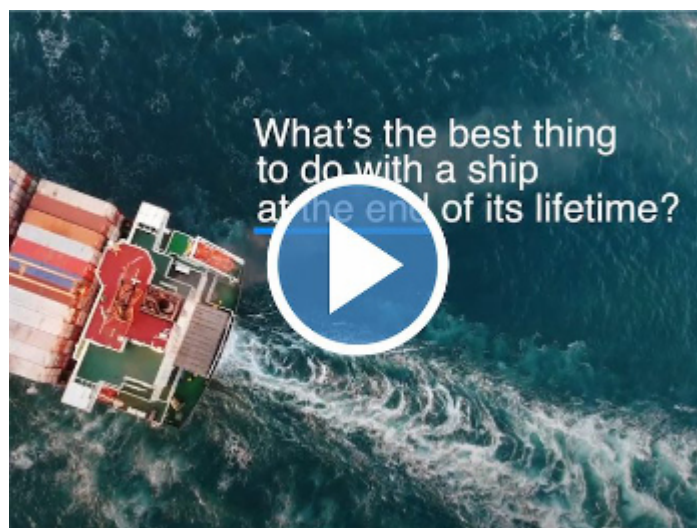
A 2:55 video

IMO has now produced a video which outlines the need for universal ship recycling regulations. The film also explains how IMO is helping Member States improve the environmental and safety standards in their ship recycling industries in line with the requirements of the Hong Kong Convention.

The video is available with the link here: <http://tinyurl.com/5xbn3zsv>

Five countries recycling

Almost all ship recycling worldwide is carried out in five countries: Bangladesh, China, India, Pakistan and Türkiye, three of which – Bangladesh, India and Türkiye – are Parties to the Hong Kong Convention.



Bangladesh is one of the world's largest ship recycling countries by capacity. To help it to reach the point where it was ready to accede to the Hong Kong

Convention IMO provided the country's government with support through the Norwegian-funded project on Safe and Environmentally Sound Ship Recycling in Bangladesh (SENSREC).

The SENSREC project provides legal policy support and on-the-ground assistance in recycling yards which has helped Bangladesh improve its ship recycling standards and ensure the safety of its workforce in one of the country's most important industries.

Readers are furthermore invited to learn more of the issue of ship recycling and the Hong Kong Convention by this link: <http://tinyurl.com/5amy7csv>

Maritime security in Cameroon

Promoting the Whole of Government Approach

A workshop to assist the Cameroon Government improve its national maritime security decision-making, policy development and implementation took place in Edea, Cameroon from 4 to 8 September.

To use its full title the National Workshop on the IMO's Whole of Government Approach to Maritime Security* aimed to develop and/or enhance the country's national maritime security committee, risk register and security strategy. It was reported by IMO at the close of the event that this was the first time such a workshop had taken place in Central and Western Africa. It followed regional workshops in Eastern and Southern Africa, in Central America and in the South Pacific Islands.



Hosted by Cameroon's Ministry of Transport, the event was opened by the Director of Maritime Affairs on behalf of the Minister of Transport. Senior officials from several Government Ministries and agencies attended.

To learn more

For more information on the National Maritime Security Strategy readers are invited to see here: <https://tinyurl.com/3y92z4m9>

*The IMO Whole of Government Approach to Maritime Security is an innovative advanced programme of integrated workshops and tailored support to develop a National Maritime Security Committee, Risk Register and Security Strategy.

A cross-government committee draws together all key stakeholders and the Risk

Register provides a powerful tool to aid the committee to objectively identify security gaps and prioritize where to steer future policy development and capacity building effort.

The National Maritime Security Strategy explains how the Member State will address the risks identified in the Risk Register, and its long term vision for the security of the maritime domain, with its development overseen by the Committee.

IMO on Judicial Sale of Ships

IMO has welcomed the signing of the UN Convention on the International Effects of Judicial Sales of Ships which took place at a ceremony in Beijing, the People's Republic of China, on 5 September.

UNCITRAL

The Beijing Convention on the Judicial Sale of Ships, as it is now known, was developed by the United Nations Commission on International Trade Law (UNCITRAL) to address the problem of *bona fide* new owners and those financing the purchase of vessels who, for instance, find themselves dealing with previous creditors laying claim to the ship as security for a loan.



The Beijing Convention establishes a harmonized and simplified regime that secures cross-border recognition of judicial sales of ships, ensuring the smooth operation of international trade. To facilitate the operation of the recognition regime, and to safeguard the rights of parties with an interest in the ship, a notice of judicial sale and a certificate of judicial sale must be issued in the State in which the sale takes place.

IMO as repository

IMO is supporting the establishment of the Convention by acting as the repository for these notices and certificates of judicial sale. Information on pending and completed judicial sales of ships will be accessible online via a dedicated module on IMO's Global Integrated Shipping Information System (GISIS) platform.

With the Convention on the International Effects of Judicial Sales of Ships having now been adopted, IMO is encouraging its Member States to ratify the agreement. Article 21 of the Convention provides that it will enter into force 180 days after the date of the deposit of the third instrument of ratification, acceptance, approval or accession.

Fifteen states signed

The Convention was signed by fifteen states: People's Republic of China; Burkina Faso; Comoros; El Salvador; Grenada; Honduras; Kiribati; Liberia; Sao Tome and Principe; Saudi Arabia; Senegal; Sierra Leone; Singapore; Switzerland; and Syrian Arab Republic.

IMO was represented at the signing ceremony by Jan Engel de Boer, Senior Legal Officer. He went on to deliver a keynote speech at the international Symposium on the Beijing Convention organized by the Supreme People's Court of the People's Republic of China which followed the signing.

London International Shipping Week

Disasters in Morocco and Libya

As part of the headline conference to London International Shipping Week

Mr Kitack Lim, Secretary-General of IMO gave a welcome address at IMO HQ on 13 September 2023 with the title *Reframing Risk in a Complex Market* and highlights are published here:

'IMO, as the global forum for shipping regulations, is the perfect venue for this important event that has become a pivotal moment in our shipping calendar.'

'Even in these times of unprecedented global challenges and uncertainties, the international shipping industry continues to function efficiently, ensuring the seamless movement of goods worldwide. It is the engine that powers the global economy.'

'However, we must also acknowledge and reflect on the profound transformation taking place within our industry.'

'Shipping is undergoing a significant transformation as it grapples with the imperative of combating climate change while embracing the latest technologies in the strive towards digitalization and automation.'

'We can only successfully navigate this major transition and respond to the ever-evolving needs of a green and sustainable maritime sector – and with this

also address any risks related to this transition - if all maritime stakeholders work together.'

'IMO serves as the global facilitator for these collaborations. As the global standard-setting body for shipping, IMO ensures that the maritime sector operates safely, securely, efficiently, and sustainably, all in support of global trade.'

'High standards and robust regulations are indispensable for the effective operation of shipping in the modern world.'

'Therefore, it is crucial that rules and regulations for shipping are adopted and implemented globally through IMO.'



'A significant milestone in this journey is the recent adoption of the 2023 Strategy on the Reduction of Greenhouse Gas Emissions from Shipping by IMO. This groundbreaking achievement sets an ambitious goal of achieving net-zero greenhouse gas emissions by close to 2050.'

'While it may not fully meet the expectations of every member state, it reflects the result of years of strenuous negotiations, unanimously approved by all member states.'

'This would not have been possible without the unwavering cooperation, collaboration, and patience of our Member States and industry representatives. I want to express my heartfelt gratitude to each one of you.'

'However, this is not our ultimate goal.'

'To achieve the net-zero goal, we must proceed with the implementation of the comprehensive measures in accordance with the adopted schedule. Your continued support and cooperation are greatly appreciated.'

'IMO's ambitious strategy aims to incentivize technology development, innovation, and research into low- and zero-carbon fuels. Already, we are witnessing a surge in R&D initiatives worldwide focused on these alternative fuels, alongside examples of technological innovation, with hydrogen and ammonia vessels in pilot stages.'

'The green future holds tremendous opportunities for all.'

'Throughout its history, the shipping industry has successfully navigated many transitions.'

'During my nearly eight years as IMO Secretary-General, I have witnessed not only challenging times for shipping but also for the world at large.'

'Yet, through collaboration within our global maritime community, we have steered through uncharted waters successfully.'

'I extend my deepest appreciation and thanks to IMO Member States and maritime stakeholders for their unwavering support to IMO's work.'

'As we continue our journey toward decarbonising shipping, embracing digitalization and automation, and supporting our seafarers, each action has the potential to shape a better future.'

'Through collaboration—the backbone of all our efforts and successes - we will ensure a successful and equitable voyage, harnessing the strength of the global maritime community.'

'As the global forum for international shipping, IMO will continue to facilitate collaboration among stakeholders in the maritime ecosystem, propelling shipping into a digital, decarbonized, and sustainable future.'

'I am confident in a prosperous future for the maritime sector.'

'Thank you.'

Disasters in Morocco and Libya

On the same day, 13 September, S-G Kitack Lim expressed his deepest condolences to the Government of the Kingdom of Morocco and to all those impacted by the devastating earthquake which struck on 8 September killing nearly 3,000 people.

Also on 13 September a letter of condolence was sent to the Libyan authorities and to the families of those who have lost their lives in the massive flooding in eastern Libya following storm Daniel. It was reported that thousands of lives had been lost with many thousands missing. The S-G emphasised that the IMO community stands ready to support UN relief efforts.

Federal Republic of Somalia

Strengthening maritime security

Enhancing maritime security is a crucial catalyst for the sustainable development of the maritime sector. It supports government efforts to generate revenue, create employment opportunities, and ensure stability, all of which are of paramount importance to the beneficiary states of the Regional Programme on Maritime Security in the Red Sea Area¹. This capacity-building programme focuses on countering piracy, armed robbery against ships, and other illicit maritime activities in the Red Sea area.

Efforts to safeguard the Red Sea area from strategic threats such as maritime terrorism, illegal, unregulated, and unreported (IUU) fishing, the trafficking of drugs, weapons and people, and the illegal wildlife trade is a high priority.



Of growing concern are emerging threats such as cyber security, aerial drones, boat-borne improvised explosive devices, and attacks on ships using limpet mines. If left unchecked, these activities could undermine the value of the maritime sector and the blue economy in the countries of the region.

Three-day workshop

Twenty-five participants, representing relevant ministries and agencies from the Federal Republic of Somalia attended a three-day workshop in Mogadishu held from 10 to 12 September to discuss the importance of multi-agency collaboration, active participation, and engagement of all stakeholders for the effective application of maritime security measures.

Enabling management

Topics covered include how to establish a National Maritime Security Committee structure in line with the requirements of the Jeddah Amendment² to which Somalia is party; how to develop a National Maritime Security Risk Register (NMSRR) using the IMO Risk Assessment methodology; and an explanation of the process to develop the country's National Maritime Security Strategy (NMSS), with the support of IMO.

Strong representation

Workshop participants were from the Office of the Attorney General; the Ministry of Ports and Marine Transport; the Ministry of Justice; the Ministry of Fisheries and the Blue Economy; the Somali Maritime Research Center; Puntland Maritime Police Force; the Puntland Ministry of Marine Transport, Ports and Crime Prevention; and Bosaso Port Administration (BPA).

EU funding

The Red Sea Programme is funded by the European Union and jointly implemented by IMO, the United Nations Office on Drugs and Crime (UNODC), INTERPOL, and the Intergovernmental Authority on Development (IGAD).

Under this initiative, IMO aims to assist participating countries in enhancing maritime security and safety in the Red Sea Area, aligning with the 2050 Africa Integrated Maritime Strategy.

¹ <https://tinyurl.com/yt2e2m78>

² <https://tinyurl.com/vyddyaw9>

It's the size that matters

By Michael Grey, IFSMA Honorary Member

It is, whimpered some “expert” of an unidentified discipline (probably either a climate scientist or a freelance consultant specialising in the promotion of mandatory misery) – one of the “least sustainable ways of going on holiday”. In case you haven't guessed, it is, of course, cruising and the peak of the season in the north has been replete with calls to ban their huge hulls from the places that their passengers most like to visit. It is the pollution, some experts whine, while others merely complain of the numbers of people surging down the cruise ship gangways and shouldering them off the pavements of their besieged towns and cities. To compound the manifold sins of their presence, the blighters don't spend enough when they are ashore, bringing their own sandwiches and rushing back on board in time for dinner.

There is a head of steam building over the problem of too many cruise ships. Venice has voted to ban them from the lagoon, while several US resorts and most lately Amsterdam has resolved to keep them at arm's length. Orkney, with a population which could easily be accommodated in a couple of Mr Arison's biggest babies, has been expressing alarm at being swamped, or even submerged, by ship-borne tourists. Barcelona and other popular ports in the Mediterranean have been complaining for several years. There have been pleas for those responsible for the itineraries of these huge ships to offer something other than the obvious. Can they not market the charms of cruises to places that have yet to be discovered?

There is, of course, something of a dichotomy in the landside approach to visiting cruise ships. Port authorities have energetic marketing departments working night and day to persuade the lines to use

their ports. They spend lots of money on elegant new terminals, wreathed in exotic plants, egged on by the various interests that will profit mightily from the addition of their port to the itinerary of a significant cruise line. Proprietors of motor coaches, taxis, along with the myriad of folk whose prosperity depends on footfall in the local attractions, are delighted when a new customer is announced.

You clearly can have too much of a good thing and the sheer size of the new cruise ship monsters, few of which could be described as elegant by even the most generous of observers, militates against them. And while they may be stopping just a matter of hours, there will be another along to take its place, just as long as the season lasts. If you are not usefully engaged in the business of servicing cruise ships and their passengers, they are a very limited attraction, especially if some huge hulk is blocking up the view from your waterside condominium, with groups of passengers on their balconies audibly commenting on the colour of your curtains.

The cruise lines do the best they can to placate the restive natives in their ports. They try and answer the climate critics by cold ironing to mitigate the noise they make, bunker their ships with LNG and other greener fuels and instruct their masters not to deafen local inhabitants with their mighty sirens. Some of the biggest even have their own ports, where it would be surprising if anyone complained about the frequency of their arrivals.

But it is the sheer size and number of the ships that ultimately act against them, the economics of scale which justify their capacity effectively making as many enemies ashore as they have happy friends afloat. The complaint about “sustainability” is just the latest cudgel to beat up this successful sector, by an activist army that will undoubtedly redouble its offensive and will not rest until the big ships and their particular bugbear of “fly-cruising” are banned.

It is obvious that companies which shell out the best part of a billion dollars on a single huge hull will not cave in to these attacks. They might try rather harder to find newer destinations, and sell them more energetically. And bearing in mind the astonishing ranger of attractions aboard some of the more extravagant monsters, they might be rather more self-contained, and avoid going to way-ports, with their whining and complaining inhabitants, at all.

Michael Grey is former editor of *Lloyd's List*

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The EU has adopted FuelEU Maritime

Background to EU maritime transport

Maritime transport accounts for around 75 % of the Union's external trade and 31 % of its internal trade in terms of volume. 400 million passengers embark or disembark annually in ports of Member States, including around 14 million on cruise passenger ships. Maritime transport is therefore an essential component of the Union's transport system and plays a critical role for the Union's economy.

According to the EU Blue Economy Report, 2022, the EU Blue Economy created a total of approximately 5.7 million jobs in 2014, of which 3.2 million were created through direct employment in the established sectors and an additional 2.5 million were generated via the respective supply chains. That report also states that European Union maritime ports alone create approximately 2.5 million jobs (direct and indirect) in 2014. Of that amount of jobs, only approximately 0.5 million are captured by sectoral statistics, because maritime ports generate employment and economic benefits in other sectors such as logistics and maritime shipping services.

Seven established sectors

The seven established sectors of the EU Blue Economy generated a gross value added of €183.9 billion in 2019. They are:

1. Marine living resources.
2. Marine non-living resources.
3. Marine renewable energy
4. Port activities.
5. Shipbuilding and repair.
6. Maritime transport.
7. Coastal tourism.

On 25 July the EU adopted a new fuel standard for shipping in the form of the FuelEU Maritime regulation.

A link to the regulation at 139-pages is provided here:

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE

COUNCIL on the use of renewable and low-carbon fuels in maritime

transport, and amending Directive 2009/16/EC

<https://tinyurl.com/3tpj99vp>

Introduction by the Danish Maritime Administration (DMA)

In recent weeks DMA has produced an introduction to the FuelEU Maritime Regulation.

The purpose of FuelEU Maritime is to secure the demand for green alternative fuels by gradually reducing the greenhouse gas intensity of ships' fuels by up to 80% by 2050. Maritime transport accounts for 3-4% of the EU's total CO₂ emissions, and therefore

the regulation is an important step towards The EU's climate goal of climate neutrality in 2050.



The agreement enters into force on 1 January 2025 and applies to ships over 5,000 gt and covers around 90% of the CO₂ emissions from shipping in the EU.

Furthermore, rules are established for the infrastructure, which for example requires the use of shore power in selected larger ports.

Facts about the FuelEU Maritime Regulation

- The greenhouse gas intensity of fuels used in shipping will gradually be reduced over time, with a 2% reduction in 2025 and up to 80% reduction by 2050.
- Incentives will be established to promote the use of non-biological renewable fuels (RFNBO) with high decarbonisation potential.
- From 2030, passenger ships and container ships must use on-shore power supply or zero-emission technology for all electricity needs while docked at major EU ports.
- Voluntary pooling mechanism: Ships can join together and collectively achieve average compliance with greenhouse gas intensity limits.
- Time-limited exceptions will be established for special treatment of outer regions, small islands, and areas highly dependent on their foreign connections.
- Revenues generated from economic sanctions will be used for projects supporting the decarbonization of the maritime sector.

US and Republic of Palau accord

New chapter in Pacific maritime security

As part of a continued commitment to enhancing maritime governance and promoting regional sovereignty, representatives of the United States and the Republic of Palau signed an expanded bilateral law enforcement agreement on 23 August, on the sidelines of the Joint Heads of Pacific Security conference in Palau. This was announced by the US Coast Guard news service in Santa Rita, Guam.

In the words of US Embassy Koror's Chargé d'Affaires, Andrew J McLean *'The United States and*

the Republic of Palau share common interests and values supporting a free and open Indo-Pacific. This agreement will help us meet our security commitments in Palau by increasing maritime domain awareness and preventing IUU Fishing within Palau's EEZ.'

USCG to enforce regulations

This significant regional milestone agreement enables the US Coast Guard to enforce regulations at sea in Palau's exclusive economic zone (EEZ) on behalf of Palau without a Palauan officer present.

President Surangel S Whipps, Jr. commented: *'This agreement helps Palau monitor our exclusive economic zone, protect against Illegal, Unreported, and Unregulated fishing, and deter uninvited vessels from conducting questionable maneuvers within our waters. It is these types of partnerships that help us work toward our common goal of peace and prosperity in the region.'*

This advancement follows the similar agreement signed with the Federated States of Micronesia (FSM) in October 2022, under which the US Coast Guard has conducted boardings for FSM.



Illustration per United States Coast Guard news USCG ©.

Additional recent regional security advancements also include the bilateral defence agreement signed with Papua New Guinea in May 2023, recently ratified by the parliament, which will enable US Coast Guard boarding officers alongside their Papua New Guinea counterparts to conduct boardings in PNG's EEZ for the first time later this year.

Operation Blue Pacific

Through Operation Rematau, an integral part of Operation Blue Pacific and led by US Coast Guard Forces Micronesia/Sector Guam, US Coast Guard personnel actively exercise several of the twelve bilateral maritime law enforcement agreements with Pacific Island Countries annually. These agreements, which include the landmark enhanced shiprider arrangement with FSM, reinforce maritime law enforcement operations, bolster maritime domain

awareness, and foster security, safety, sovereignty, and economic prosperity throughout Oceania.

Stringent marine conservation laws

The Republic of Palau, a sovereign nation known for its hospitality, vibrant culture, and stringent marine conservation laws, comprises about 340 islands, islets, and atolls. With approximately 17,000 people, Palau is committed to protecting its rich marine environment, including some of the world's most renowned diving spots. The Palauan economy is mainly based on tourism, alongside an essential fishing industry and small-scale subsistence farming.

Captain Nick Simmons, US Coast Guard Forces Micronesia/Sector Guam commander added: *'We are thrilled to deepen our partnership with the Republic of Palau, an island nation with a rich history and a strong commitment to protecting their maritime resources.'*

'This agreement, in alignment with the Pacific Partnership Strategy, significantly strengthens our collective efforts to counter illicit maritime activities in the region and reflects our shared dedication to safeguarding the people of the Pacific. It provides an avenue for our teams, including our proven Fast Response Cutter crews, to increase our support to our partners in Palau.'

The shiprider programme supports regional coordination and aligns with the Pacific Partnership Strategy, contributing to the US Coast Guard's Operation Blue Pacific and Operation Rematau.

US continuing investment in shared interests

The bilateral agreements enacted in the Pacific convey the United States' ongoing investment in protecting shared resources and an interest in maritime safety and security. They also embody the US Coast Guard's unwavering commitment to maritime safety, security, and stewardship in Oceania. They comprise more than 600 members in Hawaii and 300 members based in Guam and the Commonwealth of the Northern Mariana Islands.

An enduring US Pacific presence; a free and open Indo-Pacific

With this historic agreement, the US continues demonstrating an enduring presence in the Pacific, facilitating increased regional stability, security, and resilience for US partners. This unity of effort with Pacific Island Countries, including the collaboration with Palau, amplifies our collective ability to protect resources and maintain a free and open Indo-Pacific for all nations who observe the rule of law.

Readers are reminded that previous issues of the IFSMA Newsletter may be found on the IFSMA websites here:

<https://www.ifsma.org/newsletters.html>

EMSA and its Remotely Piloted Aircraft Systems Services (RPAS)

Monitoring of port activities

The challenge in EU ports

Keeping ports safe and secure requires a variety of different daily monitoring activities which can be challenging, especially when dealing with a large surface area. Ports engaged in global trade are responsible for the safety and security of the many millions of containers and freight tons which transit yearly through the kilometres of quays and storage areas, interconnecting to other ships and modes of transport (rail, road, waterways).



Large ports may also be close to densely populated areas making it vital to consider the impact of their activities on the surrounding environment.



Remotely Piloted Aircraft Systems can be used to support the day-to-day monitoring of port operations and can be particularly useful when rapid action is needed, to respond to incidents of pollution in a port area, for instance.



The EMSA service

Remotely Piloted Aircraft Systems (RPAS) can be deployed to support the day-to-day monitoring of port operations and rapid response to pollution incidents in large port areas.

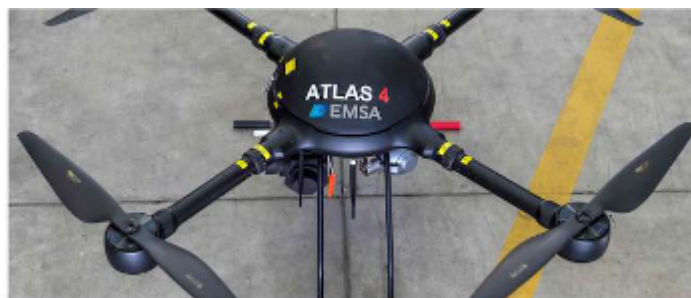
Several use cases can be defined:

- Estimation of size of reported oil spills and litter.
- Support for oil clean-up operations.

- Detection of illegal venting of gasses from cargo.
- Floating debris detection.
- Checking compliance with shore power.
- Checking accessibility for emergency services.
- Support to inspections of fendering and nautical infrastructure.

Flights in port are streamed live to EMSA's RPAS Data Centre where they can be viewed by authorised port users to monitor the situation on the ground and take action as and when necessary.

Each EMSA deployment will be for a minimum of three months and the RPAS will be under the command (operational instruction) of the relevant Member State or port authority or agency.



Actual flight control/management will be undertaken by qualified pilots from the EMSA service provider.

To improve operational efficiency and effectiveness, the relevant Member State authority should provide an appropriate take-off/landing area, as well as support in obtaining the RPAS permit to fly from the national aviation authority for the deployment concerned.

The EMSA service should be requested well in advance (at least six months before the expected start time of operations) and is scalable so that it can be provided to several Member States in parallel, subject to available budget and resources.

Monitoring port activities

Key characteristics

Advantages of using RPAS include:

- Coverage of large port areas and their approaches, including difficult-to-reach areas.
- Rapid flight activation: flights can begin very quickly once the operation has started, and the contractor has been mobilised.
- Flight data can be enhanced with other maritime data available to EMSA and integrated in local or EMSA systems.
- Flights can take place in potentially dangerous environments (e.g. in places with gas emissions) as there is no human pilot on board.

The sensor payload can include the following:

- Electro-optical cameras to record the maritime scene, e.g. photographic evidence linking the plume to the vessel and/or general observing of vessel and port activities and their approaches
- Thermal infrared cameras for plume shape identification, detection of illegal venting of gases

by ships, fire analysis, general observation of vessel and port activities during the day or at night, support to oil slick monitoring and pollution response operations

- Depending on the RPAS type, gas sensors for SO_x and CO₂ emissions monitoring in port or anchorage areas near ports.

New polar research vessel

Ice-classed Azipod® propulsion

At the end of August ABB reported that it had received an order from the Guangzhou Shipyard International to supply an Azipod® DI propulsion system for the new compact icebreaker (GSI) of China's Institute of Deep-sea Science and Engineering.

It is understood that the new vessel is expected to be delivered in 2025, after which it will begin to carry out operations in the Arctic and Antarctic Oceans.

We have been informed that a complete electric propulsion system including two 4.5 MW Azipod® units will drive the vessel through harsh weather and thick first-year ice to enable research on behalf of the Chinese Academy of Sciences.



Furthermore, the 103 metre loa vessel will have a maximum speed of 16 knots, draft displacement of about 9,200 tons, and icebreaking capacity of 1.2 metres ice and 20 cm snow at a continuous speed of two knots.

The vessel is designed to operate both bow first and astern in ice with an enhanced Polar Class 4 (PC4) ice-breaking level. With cruising range of 15,000 nautical miles the icebreaker can accommodate a crew of 80.

China Class

The new research vessel will be equipped to China Classification Society (CCS) LEVEL 2 notation standards on digitalization and fulfil Underwater Rated Noise SILENT A notation.

SILENT A notation covers vessels that are acoustically sensitive, whose underwater noise emissions are controlled to benefit data capture and minimize ecological impact. The criteria are designed to limit high frequency noise while mitigating the

practical challenges of reducing low frequency noise from propellers and the main engine.

According to Mr Guangwei He, Vice Chief Engineer of Guangzhou Shipyard International Company Limited: 'Polar Class vessels represent a growing area of expertise for GSI.'

This order represents the twentieth year since ABB Marine & Ports established itself locally in China, it is reported.

ABB's compact Azipod® DI range, which has been developed for both robustness and simplicity, is said to offer strength and reliability in the most challenging ice conditions.

Working with shipbuilders worldwide, ABB technology has been installed on over 150 ice-class and icebreaking vessels. Azipod® propulsion units have been employed as ice-going power over thirty years.

Dust, dust and more

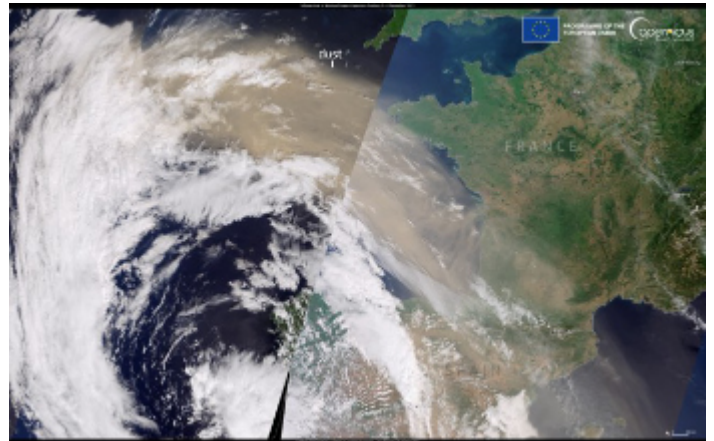
Our image acquired by one of the two Copernicus Sentinel-3 satellites on 4 September shows a massive Saharan dust plume stretching from the Mediterranean to the Bay of Biscay in the Atlantic.

This dust plume, which at the time of the image acquisition extended over about 2,000 kilometres, was travelling in the direction of Northern Europe. According to the forecasts by the Copernicus Atmosphere Monitoring Service (CAMS), in the coming days, it was expected to reach Scandinavia within days.

CAMS monitors and forecasts air quality on a global scale, assessing the concentration and dispersion of atmospheric pollutants and aerosols.

Mediterranean impact

On 5 September, a storm named Daniel formed in the Mediterranean Sea and within a week, it developed into a Medcane or Mediterranean Hurricane.



In the image shown acquired by the SLSTR thermal instrument of the Copernicus Sentinel-3B satellite on 9 September at 20:30 UTC, it is observed that it moved north of Benghazi towards the Libyan coast before making landfall.

Thanks to Copernicus' Sentinel satellites and its tools, scientists and meteorologists have access to a vast amount of data which can be used to mitigate and/or monitor the impact of extreme weather events, which are becoming more intense and more frequent because of climate change.

Marine data products delivered by the Copernicus Marine service are provided free of charge through an interactive viewer and catalogue available here: <https://data.marine.copernicus.eu/products>

Grecian waters

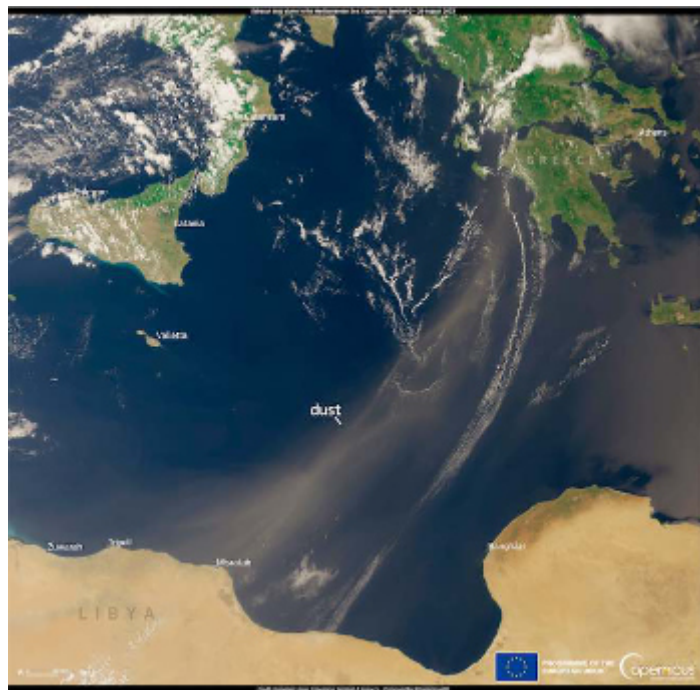
The nearby image shows a plume of Saharan dust reaching Greece and was acquired by one of the Copernicus Sentinel-3 satellites on 29 August. The large plume stretched hundreds of kilometres from the coast of Libya to the shores near the town of Pyrgos in Greece.

These dust plumes have an impact on air quality.

The Copernicus Atmospheric Monitoring Service provides information and forecasts on the movement and distribution of these Saharan dust plumes, informing on air quality, their distribution and assisting local authorities in taking preventive measures to minimise their impact.

Wealth of data

Every day, Copernicus generates tens of terabytes of data through its constellation of Sentinel satellites and information services.



Such a wealth of data has naturally encouraged scientists and engineers from all around the world to develop useful products, applications and services which support various sectors such as urban planning, tourism, agriculture, blue economy, disaster management and so forth.

Copernicus is the Earth Observation component of the European Union's space programme, looking at planet Earth and its environment for the benefit of Europe's citizens.

Med Marine Heat Waves

The Mediterranean Heat Waves Monitoring Service provides daily and historical information about the intensity and extent of the Marine Heat Waves (MHW) in the Mediterranean Sea. The data is updated daily using the Sea Surface Temperature provided by Copernicus Service for the Mediterranean Sea.

Credit:

European Union, Copernicus Sentinel-3 imagery ©.

Hellenic Coast Guard patrol boat order

At the end of August VIKING Norsafe Life-saving Equipment HELLAS reported that it had secured orders from Greece's Ministry of Shipping & Island Policy to deliver thirty-one patrol boats and three high-speed boats to the Hellenic Coast Guard.

EU-backed procurement

It is understood that the orders, covered in three separate contracts with the VIKING Life-saving Equipment subsidiary, are part of an EU-backed Hellenic Coast Guard procurement programme which was initiated four years ago.



Two of the contracts cover thirty-one boats based on VIKING Norsafe's proven Munin S1200 hull form, with the design adapted to meet client requirements. Each of them features two inboard diesel engines to achieve a service speed of 35 knots and top speed of 50 knots.

Thirty-one craft

In the first contract, co-funded by the Operational Programme for Fisheries and the Sea, VIKING will supply ten 11.3m loa, twelve-person patrol boats. In the second, co-funded by the Internal Security Fund (ISF), VIKING will deliver twenty-one boats to uphold border controls; in this case, one boat is also being co-funded by the Ionian Islands Regional Operational Programme.

RHIBs

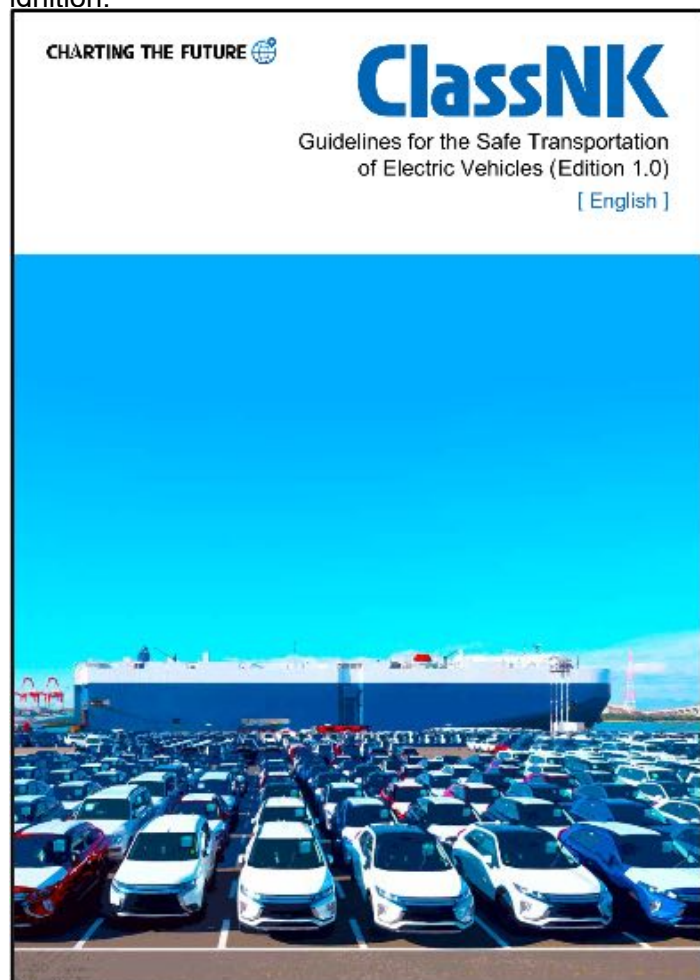
The third contract, also co-financed by the ISF, covers the supply of three high-speed Metis 750 rigid hull inflatable boats (RHIBs), which will be loaded onboard Hellenic Coast Guard vessels to provide rapid patrol and rescue capability. These 7.5m loa, five-person vessels will be equipped with twin outboard 200hp engines, to achieve service speeds of 35 knots and top speeds of 45 knots.

Safety measures for maritime transport of EVs

Class NK guidelines

It was announced from Tokyo on 31 August that ClassNK had released *Guidelines for the Safe Transportation of Electric Vehicles* and *List of Fire Safety Measures for the Maritime Transportation of Electric Vehicles* to support the enhancement of the safety of maritime transportation of electric vehicles.

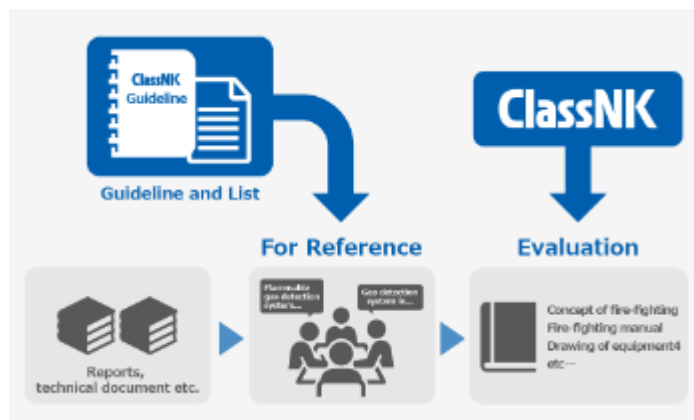
The number of EVs transported by vessels has increased in recent years. However, there are concerns regarding fires in their lithium-ion batteries due to difficulties in extinguishing and the risk of re-ignition.



While the IMO and flag administrations are formulating safety regulations, shipping companies operating vehicle carriers are proactively addressing firefighting measures ahead of such regulatory implementation.

To assist these efforts, ClassNK has developed *Guidelines for the Safe Transportation of Electric*

Vehicles, which describes the characteristics of EV fires and provides guidance on how to respond, built upon dialogue with experts, operators, manufacturers, and other stakeholders, as well as comprehensive literature review. The guidelines also set out requirements for class notations for vessels equipped with additional firefighting measures for transporting EVs.



Furthermore, *List of Fire Safety Measures for the Maritime Transportation of Electric Vehicles* details approximately forty measures for early detection, suppression, prevention of fire spread, and extinguishing. To offer the information for introducing fire safety measures newly and developing related technologies, it presents not only the effectiveness and benefits but also potential issues and points to be considered.

Research findings and industry trends

It is understood that both the guidelines and the list will be updated swiftly in line with future ClassNK's research findings and industry trends. ClassNK is committed to contributing to the establishment and improvement of safety measures for the maritime transport of EVs.

The guidelines and list are available on the following page of the ClassNK website:
<https://tinyurl.com/74n9nfx>

Further reading

Readers are invited to see further relevant documentation to be found here:

EMSA

<https://tinyurl.com/5n858w28>

UK MCA Marine Guidance Note

<https://tinyurl.com/bdevp3s2>

EU-funded LASHFIRE project

<https://lashfire.eu/>

Picture captions:

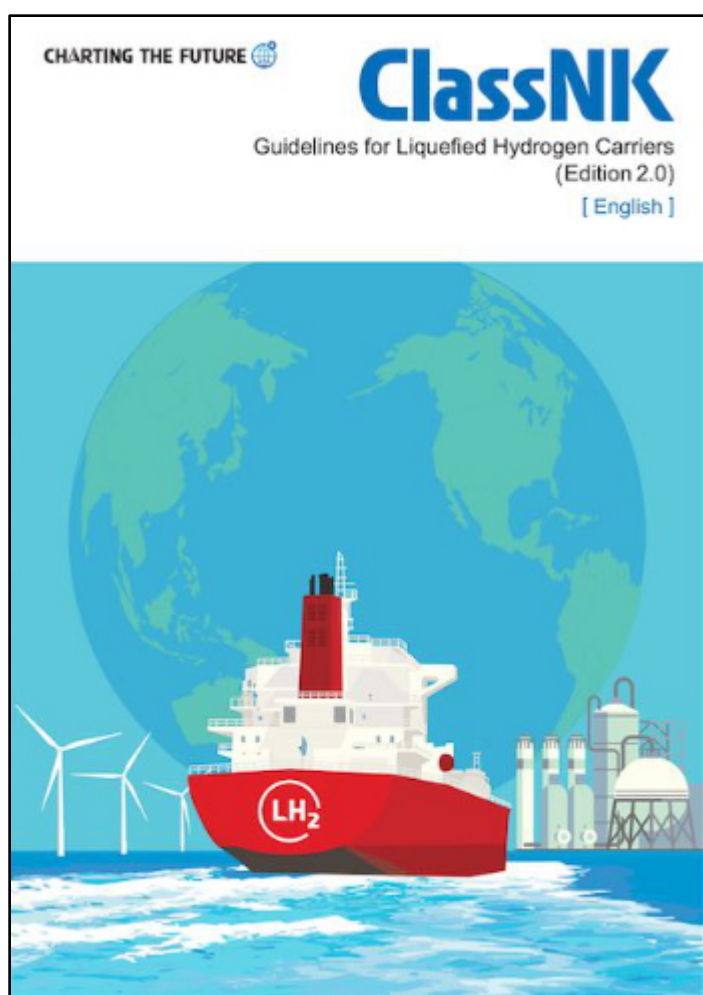
Guidelines for the Safe Transportation of Electric Vehicles (Edition 1.0)

ClassNK Guidelines for Liquefied Hydrogen Carriers

ClassNK announced from Tokyo on 1 September that it had released *Guidelines for Liquefied Hydrogen (LH₂) Carriers (Edition 2.0)* which cover essential details to examine the safety of liquefied hydrogen carriers to spur related technological developments.

To construct a supply chain for hydrogen, which is expected to be a clean energy source in a decarbonised society, the development of liquefied hydrogen carriers that enable large-scale and efficient transportation is progressing actively.

IMO has worked on establishing safety requirements for liquefied hydrogen carriers that must keep cargo at an extremely low temperature of -253deg Celsius, and *Interim Recommendations for Carriage of Liquefied Hydrogen in Bulk* was adopted in 2016 (see Resolution MSC.420(97)).



Based on the interim recommendations, ClassNK's *Guidelines for Liquefied Hydrogen Carriers* published in 2017 set out specific requirements in consideration of related international standards and ClassNK's R&D outcome.

A design review and survey of the world's first liquefied hydrogen carrier, *Suiso Frontier*, was based on these guidelines.

Incorporating insights from experience with the ship and reviews of other concepts currently under development, ClassNK has updated the guidelines to Edition 2.0. In this update, specific requirements were refined for clarity and rationality, and two sets of guidance assisting the process of risk assessment required for each project and the exploration of measures against potential hazards have been added, enhancing the practicality of the guidelines.



Illustration per HESC:

<https://www.hydrogenenergysupplychain.com>

It is believed that required safety of liquefied hydrogen carriers can be ensured by compliance with the safety requirements of the guidelines as well as implementation of measures against the hazards identified in the risk assessments, using the newly added guidance.

The guidelines are available to download from the ClassNK website after registration here: <https://tinyurl.com/2mki66wx>



Kawasaki Heavy Industries, Ltd. announced from Tokyo on 11 December 2019 the naming and launch at Kobe Works of the *Suiso Frontier* the world's first liquefied hydrogen carrier.

This vessel was developed to provide a means of transporting liquefied hydrogen at 1/800 of its original gas-state volume, cooled to -253°C, safely and in large quantities over long distances by sea.

Stena Scandica fire

Danish marine accident report

On 29 August 2022, the Danish Maritime Accident Investigation Board (DMAIB) was informed that a fire had broken out on the Danish-flag ro-ro passenger vessel *Stena Scandica* (built 2005; 222.08 metres loa; 35,456 gt) while en route from Nynäshamn, Sweden, to Ventspils, Latvia. The fire was under control, but the vessel's power supply system had failed, and the ship was drifting towards the Swedish island of Fårö.

Firefighters from shore had been deployed by JRCC Sweden to assist the crew, and rescue boats and helicopters were on standby in the area. In the early evening, it was decided that families with children and elderly people were to be evacuated. The remaining passengers were to stay on board for as long as possible, as this was deemed safer than boarding the ship's lifeboats and rafts.



Figure 12: Fire scene on Deck 4.

At 1900, the evacuation of passengers by helicopter was commenced. While the helicopter transfers were continuing, the ship's crew managed to restore propulsion and steering, and the ship was able to return to Nynäshamn.

Investigation

DMAIB immediately launched an investigation due to the seriousness of the events. Three investigators were deployed to Sweden, where the investigators boarded the ship upon its arrival. In the following three days the investigators collected evidence. DMAIB investigators revisited the ship in December 2022 to carry out additional investigations.

The purpose of the investigation was to:

- Establish the course of the events.
- Determine the cause of the fire.
- Clarify the circumstances of the power supply failure.
- Establish the decision-making concerning the evacuation of passengers.

Learning from the accident

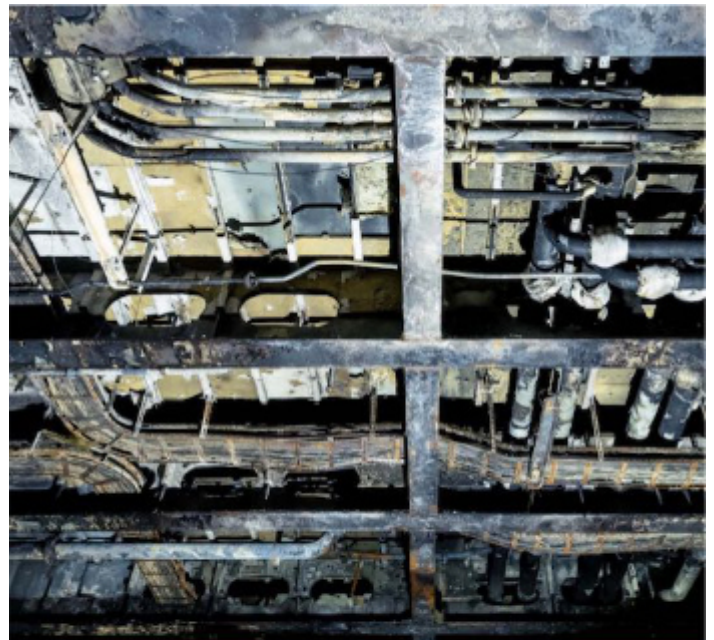
The investigation found that the fire on the vehicle deck was quickly brought under control and extinguished. However, critical electrical infrastructure

with no structural fire protection, or redundancy, was installed below the deckhead above the vehicles and was thereby directly exposed to the fire hazard. The fire therefore resulted in power cables essential to the operation of the ship being damaged. The damaged cables created a cascading effect of major power supply failures, leading to a loss of directional control and immobilisation of safety critical equipment such as fire-extinguishing systems and anchors.



Figure 18: Fire pattern on the truck's right side. Source: DMAIB

The DMAIB report highlights the utility of backup emergency power sources dependent upon an intact power distribution system. To ensure distribution of emergency power, it is important to look at the power system as a whole and identify critical electrical infrastructure such as cabling. To enhance the robustness of the system, critical parts of the electrical infrastructure must be structurally protected or designed with redundancy.



From the cover of the DMAIB report, fire damaged deckhead and cables on Deck 4.

Source: DMAIB

For many years, accident investigation focused on the shortcomings in human performance as a safety-critical issue. The fire and blackout on *Stena Scandica* highlight the opposite: human skill and adaptability can remedy failures and shortcomings of the ship's

systems. This occurs on a daily basis during normal ship operation on a small scale and goes unnoticed.

When a major system failure occurs, such as the power supply failure on *Stena Scandica*, where none of the ship's systems are operational, including the emergency system, it becomes apparent that crew members' adaptive capacities in emergency situations are essential for ensuring the safety of the ship.

DMAIB Report

The 80-page DMAIB report is available in pdf form here: <https://tinyurl.com/yc2xj6yx>

Editor's note:

The text above with accompanying illustrations appear in the Danish Marine Accident Investigation Board's report: *Stena Scandica – Marine Accident Report on fire of 29 August 2022* issued by the DMAIB on 4 September 2023.

Ready access to the report with a press notice is much appreciated.

London Thamesport

A new Euro-Morocco short-sea service

On 4 September it was reported that the short sea trade of Hutchison Ports London Thamesport will be further enhanced with the launch of WEC Lines' transformative weekly Euro-Maroc Service.

It is understood that the new service was due to commencing towards the end of the month (September) as part of a link between the UK, France and Northern Europe to Casablanca replacing their existing NWC Iberia and MOPT services.



WEC Lines Euro Maroc Service Route.

Mark Taylor, Director Hutchison Ports London Thamesport commented: 'London Thamesport is well

established as one of the leading short sea container ports in the Southeast of England, with a proven track record for excellent service delivery. We welcome WEC Lines' Euro Maroc Service connecting Northwestern Europe via France to Morocco.

'Departing twice weekly, Northbound and Southbound from Montoir on a Tuesday and arriving in London Thamesport on a Thursday, the new service will also provide an eco-friendly alternative to truck transport from West France to the UK, as well as, boosting our short sea options.



'Our business is committed to protecting the environment, the new service is another step along our journey to achieving a sustainable port and Net-zero by 2035.'

Roger Megann, Managing Director of WEC Lines UK added: 'We are proud to bring this new product to the market. We continue to listen and understand what our customers need from WEC Lines as we fine tune our networks.

'Consolidating our services in Thamesport has allowed WEC to add a second weekly call from Bilbao and offer fast direct services from Montoir in France and Casablanca directly to Thamesport. Our aim is to assist our clients meet their carbon reduction targets whilst working towards our own.'

3 x 800 TEU vessels

It has been reported that the weekly Euro Maroc Service will be operated by three 800 TEU vessels on a 21-day fixed day rotation, with optimal short sea and hinterland connections.

Port calls

Ports of call on this service will include, London Thamesport, Rotterdam, Antwerp, Montoir, Bilbao, Vigo, Leixões, Setúbal, Casablanca, and Figueira da Foz, creating a vital connection between these key trade hubs.

About Hutchison Ports London Thamesport

Hutchison Ports London Thamesport is located on the River Medway near London, in the heart of SEEngland, 35 miles from Central London.

The terminal provides road and rail links to the UK's important manufacturing and distribution centres and

is ideally positioned to serve as a port of entry for UK-bound short-sea container traffic as well as infrastructure projects around London.

Sand as a strategic resource

UNEP report

Earlier this year it was reported by the UN Environment Programme (UNEP) in Geneva that 50 billion tons of sand and gravel, enough to build a wall 27 metres wide and 27 metres high around planet Earth, is used each year, making it the second most used resource worldwide after water.

Given Man's dependency on it, sand must be recognised as a strategic resource and its extraction and use needs to be rethought, finds a new report by the UNEP.



Sand dredging.

Illustration per Arnaud Vander Velpen ©.

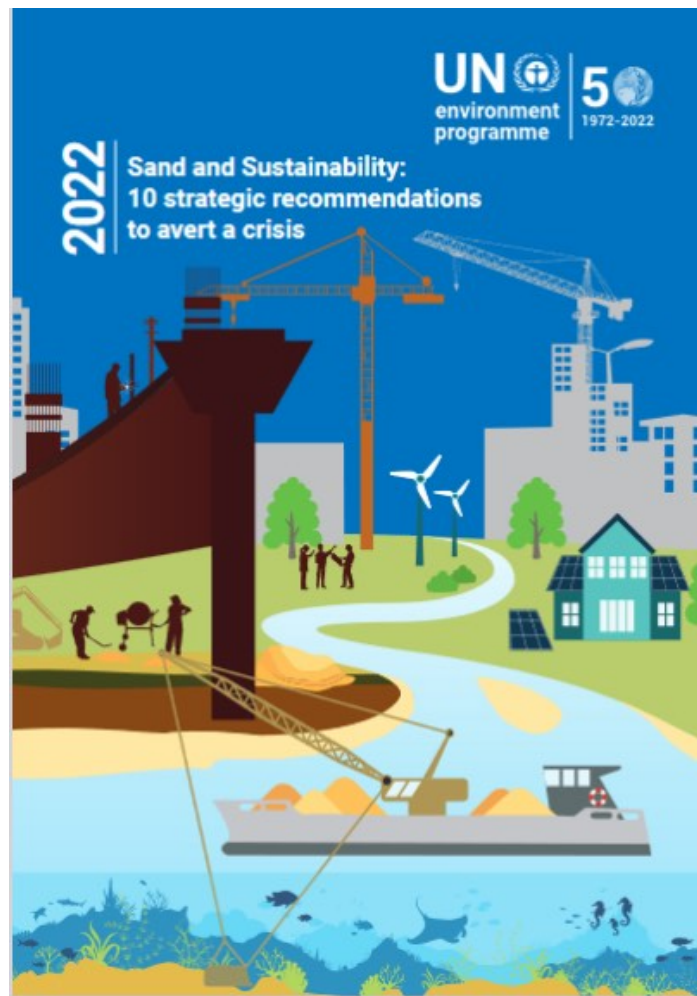
The report, *Sand and Sustainability: 10 strategic recommendations to avert a crisis*, released in April by UNEP's GRID-Geneva team, provided the necessary guidance gathered from world experts to switch to improved practices for the resource's extraction and management. (GRID:Global Resource Information Database).

Extracting sand where it plays an active role, such as rivers, and coastal or marine ecosystems, can lead to erosion, salination of aquifers, loss of protection against storm surges and impacts on biodiversity, which pose a threat to livelihoods through, among other things, water supply, food production, fisheries, or to the tourism industry.

According to the report's authors, sand must be recognised as a strategic resource, not only as a material for construction, but also for its multiple roles in the environment. They stress that governments, industries and consumers should price sand in a way that recognises its true social and environmental value. For example, keeping sand on coasts may be the most cost-effective strategy for adapting to climate change due to how it protects against storm surges and impacts from sea level rise – such services should be factored into its value.

An international standard on how sand is extracted from the marine environment should also be

developed, the report proposes. This could bring about dramatic improvements as most marine dredging is done through public tenders open to international companies. Meanwhile, the report recommends that the extraction of sand from beaches be banned due to its importance for coastal resilience, the environment and the economy.



Pascal Peduzzi, Director of GRID-Geneva at UNEP and overall programme coordinator for this report, commented: *'To achieve sustainable development, we need to drastically change the way we produce, build and consume products, infrastructures and services. Our sand resources are not infinite, and we need to use them wisely. If we can get a grip on how to manage the most extracted solid material in the world, we can avert a crisis and move toward a circular economy.'*

Infrastructure, homes, food and nature at stake

Sand is critical to economic development, needed to produce concrete and build vital infrastructure ranging from homes and roads to hospitals. By providing habitats and breeding grounds for diverse flora and fauna, sand also plays a vital function in supporting biodiversity, including marine plants that act as carbon sinks or filter water. The resource will be crucial to achieving the Sustainable Development Goals and tackling the triple planetary crisis of climate change, pollution and biodiversity loss. However, it is being used faster than it can be naturally replenished, so its responsible management is crucial.

A circular economy is within reach

The authors note that solutions exist for moving towards a circular economy for sand, including banning the landfilling of mineral waste and encouraging sand to be reused in public procurement contracts are among the policy measures cited. Crushed rock or recycled construction and demolition material, as well as 'ore-sand' from mine tailings are among the viable alternatives to sand that should also be incentivised, the report details.

They add that new institutional and legal structures are needed for sand to be more effectively governed and best practices shared and implemented. Sand resources must furthermore be mapped, monitored and reported on, the report recommends. Meanwhile, all stakeholders must be involved in decisions related to the management of sand to allow for place-based approaches and avoid one-size-fits-all solutions, the paper stresses.

The report follows a resolution on Mineral resource governance adopted at the fourth United Nations Environment Assembly (UNEA) that called for actions on sustainable sand management. This mandate was confirmed at UNEA-5 in 2022 in the new resolution titled Environmental aspects of minerals and metals management, adopted by all member states.

For a link to the report see here:

<https://tinyurl.com/5n8sb3a7>

Marine Sand Watch

In September UNEP/GRID-Geneva launched the Marine Sand Watch*, a global platform designed to monitor large vessels engaged in dredging activities in the marine environment. Marine Sand Watch receives support from the University of Geneva and funding from the Swiss Federal Office for the Environment. The platform builds on research that UNEP/GRID-Geneva has been conducting with its research partners, Global Fishing Watch, the University of California Santa Barbara, and Google.

The platform identifies:

- Dredging vessels around the world.
- Areas where sediment is being extracted.
- Estimation of volume of sediment extracted.
- Other types of activities (e.g. cleaning channels, land reclamation projects).

Global maps are provided for the following types of activities:

- Maintenance dredging.
- Sand trading at ports and hubs.
- Potential capital discharging.
- Potential sand mining and concessions.
- Total activities, number of vessels, number of operators, and sediment extraction by 200 nautical mile zones.

About the UN Environment Programme

The UN Environment Programme is the leading global voice on the environment. It provides leadership and

encourages partnership in caring for the environment by inspiring, informing and enabling nations and peoples to improve their quality of life without compromising that of future generations.

*<https://unepgrid.ch/en/marinesandwatch>

US Coast Guard medevacs cruise ship passenger

180 miles from Cape Cod

On 6 September the US Coast Guard's First District Northeast reported that it had medevaced a passenger from the cruise ship *Carnival Legend* 180 nautical miles from Cape Cod, Massachusetts on 4 September.

At 1835 local time First Coast Guard District Command Center watchstanders received a report from *Carnival Legend* that a woman on board the cruise ship was experiencing abdominal pains and had been vomiting throughout the day. The vessel was in route to Greenland from Cape Cod.

A Coast Guard Air Station Cape Cod, MH-60 Jayhawk helicopter crew and a HH-144 Ocean Sentry aircrew were launched to assist.



At 2225 the aircrew arrived on scene, and the Jayhawk's crew safely hoisted patient and the cruise ship nurse at around 2300.

The patient and nurse were transferred to emergency medical services at 0005 the following day, 5 September.

USCG Air Station Cape Cod

US Coast Guard Air Station Cape Cod (ASCC), operates with MH-60T Jayhawk helicopters and HC-144A Ocean Sentry fixed-wing aircraft, and is the only Coast Guard Aviation facility in the northeast.

As such, ASCC is responsible for the waters from New Jersey to the Canadian border. Centrally located at Joint Base Cape Cod, ASCC maintains the ability to launch a helicopter and/or fixed-wing aircraft within 30

minutes of a call, 365 days-a-year, 24 hours-a-day, and in nearly all weather conditions.

SAR

Search and Rescue (SAR) is one of the US Coast Guard's oldest missions. Minimizing the loss of life, injury, property damage or loss by rendering aid to persons in distress and property in the maritime environment has always been a Coast Guard priority.



Coast Guard SAR response involves multi-mission stations, cutters, aircraft and boats linked by communications networks. The National SAR Plan divides the US area of SAR responsibility into internationally recognized inland and maritime SAR regions. The Coast Guard is the Maritime SAR Coordinator. To meet this responsibility, Air Station Cape Cod maintains a constant alert with both fixed and rotary wing aircraft. The Coast Guard is recognized worldwide as a leader in the field of search and rescue.

Twenty years of the DHS

A few days before medevac reported above the US Secretary of Homeland Security, Alejandro N Mayorkas visited Coast Guard Base Boston to host an awards ceremony to employees for their outstanding contributions and to recognize the workforce's achievements while acknowledging the department's twentieth anniversary. The US Coast Guard is part of the Department of Homeland Security. See here: <https://tinyurl.com/mr29wpaz>

USCG is the only military organization within DHS and protects the maritime economy and the environment, defends the US maritime borders, and saves those at risk.

The Coast Guard's 1st District Headquarters in Boston is responsible for Coast Guard activities in Northern New Jersey, New York, Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont and Maine.

Illustrations per Coast Guard First District Northeast News with thanks.

USCG ©.

Baltica 2 offshore wind farm

Boskalis large cable contracts

It was announced on 5 September from Papendrecht in the Netherlands that

Boskalis had acquired two contracts for the transportation and installation of the export and array cables for the Baltica 2 offshore wind farm off the coast of Poland.

The two contracts have a combined value which is considered to be large and they were awarded by a joint venture between PGE Polska Grupa Energetyczna and Ørsted, which are developing the Baltica 2 project. (According to an industry source a large contract refers to one with a value of more than €300 million.)

Scope of the project comprises the transportation and installation of 107 array cables with a total length of more than 150 kilometres in addition to four 275 kV export cables with a total combined length of nearly 300 kilometres.

Furthermore, Boskalis will carry out seabed preparation activities including the levelling of the seabed, pre-trenching and the removal of boulders.



Upon completion of the cable installation activities, Boskalis will protect and stabilize the CPS (cable protection systems) with the placement of rock. Preparatory works will commence in 2025 and the transport and installation activities will commence in 2027, it is understood.

Boskalis will deploy two cable-laying vessels, a construction support vessel, a subsea rock installation vessel and a trailing suction hopper dredger. Due to challenging soil conditions in the Baltic Sea, the cables will be installed in a pre-cut trench using the multi-mode Megalodon plough deployed from Boskalis' construction support vessel *Falcon*.

The Baltica 2 offshore wind farm with a total capacity of up to 1.5 GW is located in the Polish section of the Baltic Sea approximately 40 kilometres off the coast of Poland between Leba and Ustka and will be the country's largest renewable energy project to date.

Boskalis' strategy is aimed at leveraging on key macro-economic factors and supporting the energy transition. With this project and through its client, Boskalis is advancing the energy transition by making offshore renewable energy available.

MAIB Report:

Collision between Scot Carrier and Karin Høj

At 0327 on 13 December 2021, the UK-registered general cargo ship *Scot Carrier* and the Denmark-registered split hopper barge *Karin Høj* collided in the precautionary area adjacent to the Bornholmstrait traffic separation scheme, Sweden. As a result of the collision, *Karin Høj* capsized and its two crew lost their lives.

Safety issues

- *Scot Carrier's* watchkeeper changed course without determining that it was safe to do so.
- Neither watchkeeper on the two vessels reacted to the developing situation, or took action in time to prevent a collision.
- No lookouts were posted on either vessel.
- *Scot Carrier's* watchkeeper was distracted by the use of a personal tablet computer.
- *Scot Carrier's* watchkeeper may have been influenced by alcohol.

When the MAIB Report was published the Chief Inspector of Marine Accidents, Andrew Moll issued a statement here:

'The collision between Scot Carrier and Karin Høj resulted in the tragic deaths of two seafarers. International requirements are clear that posting an additional person on the bridge as a dedicated lookout is vital to safe navigation. However, this investigation is one of many that have found that the watchkeepers were alone on the bridge at night.'



Karin Høj's upturned hull, showing azimuth drive units at the stern.

'This report also highlights the dangers of distraction from watchkeeping duties. While shipping companies may have procedures to address distraction, seafarers are also responsible for acting professionally; watchkeeping is a safety critical task. Shipping companies should empower their crews to make the right decisions, highlighting the impact that distraction has on task performance, and have effective methods of ensuring that an additional lookout is posted at night and in poor visibility.'

'The report makes a recommendation to the Maritime and Coastguard Agency to clarify to the shipping

industry that posting an additional lookout at night and in restricted visibility is a regulatory requirement on UK ships, and all ships in UK waters.'

Recommendations

Scot Carrier's ship management company has been recommended to review the results of its navigational audits to determine additional training and instruction needs.

Karin Høj's owners have been recommended to actively monitor its crewing levels so that they are adequately manned at all times.

The UK Maritime and Coastguard Agency is recommended to advise the shipping industry that the posting of a lookout in addition to a bridge watchkeeper during the hours of darkness and restricted visibility is an absolute requirement in UK waters and on UK ships, and to clarify this in its publications.

Published report

The 70-page MAIB report is available here: <https://tinyurl.com/yuzyjpwf>

Tunnel vision

By Michael Grey, IFSMA Honorary Member

Holidays are nearly over and the thousands marooned overseas because of the glitch on the UK air traffic control must surely have got back home, driving their friends crazy with lurid tales of their ordeals. It made a change from the travails caused by striking French air traffic controllers, but those affected would not have appreciated the difference. But with these regular and almost predictable disruptions to holiday plans, it always occurs to me that those operating alternative modes of transport, such as ferries, miss a trick.

If I was in charge of DFDS or Stena, I would, as the holiday period with its inevitable chaos approached, have crack teams of marketing executives standing by, ready to rush out the attractive alternatives to sleeping in an airport departure hall for several days or queuing for ten hours to be told your flight has been cancelled. At the height of the disruption, there was a rail travel expert putting the case for her favoured mode of transport so poetically, it almost brought tears to my eyes while I was washing up the dishes. All that was missing from her paean of love for the iron road, was its logical conclusion of the train arriving alongside the ferry berth, with a handsome ship alongside.

But all is not sweetness and light in the ferry business. We heard just today that the Shetland Island Council, so fed up at progress in the replacement of its inter-island ferry fleet, much of which is getting long in the tooth, is seriously contemplating connecting some of their islands with tunnels. You have to be slightly suspicious here, as it was only a month or so ago that news came from these northern islands that there was a serious movement to break away from the United

Kingdom and join with their ancestral cousins in Norway. Norway is mad keen on tunnelling – they are even building one as a short cut for ships and doubtless there will be enthusiastic Norwegian civil engineers booking hotel rooms in Lerwick this week.

It is almost pointless to repeat here a sort of litany in favour of ferries when compared to fixed links, because there is an unfortunate fascination about the latter, that leads the authorities into spending eyewatering sums on bridges and tunnels, where ferries would have been infinitely cheaper, quicker to deliver at (usually) the contracted price and of pleasingly variable capacity. If the demand outstrips supply, just build bigger or more of them. What could be simpler? But invariably the beguiling tales from the civil engineers, offering employment, ease of travel and the thrill of ordering up millions of tons of concrete, will persuade the hapless decision-makers.

It could also be something of a ploy to stir the Scottish government in Edinburgh into some positive movement on Shetland ferries, by reminding them of the need to consider the age and infirmity of these useful and important little ships. Mind you, one suspects that just mentioning the word “ferry” to a member of the SNP government will have them rushing to the door, such are the frightful associations it will bring to mind. The ill-fated Calmac duo at Fergusons shipyard on the Clyde seem destined to cause endless embarrassment, and firm delivery dates have once again receded. But this should not be considered typical in the ferry construction world.

But the Shetland need for newer and better ferries emphasises once again the requirement for all island communities to be properly served by decent shipping. The Scottish islands fleet ought to justify a regular rebuilding programme, properly funded, rather than a sort of “make and mend” policy of not doing anything until the situation is absolutely desperate.

It was some months back that a very sensible proposal, involving the Australian designer Stuart Ballantyne and various Scottish associates was to organise the replacement of the considerable number of island ferries on a more systematic basis. It was suggested that the number of ships which were needed would more than justify a modern, local, construction facility, with ships built under cover, in series. Such a successful specialist operation would surely also be able to bid in confidence for export business. It was a well thought out scheme, but did not proceed any further, which might be thought typical these days. There is, regrettably in too many areas, a proliferation of tunnel vision.

Michael Grey is former editor of *Lloyd's List*

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EU's Net-Zero industry policy

On 1 September the European Sea Ports Organisation (ESPO) announced that it welcomes the aim of the European Commission's Green Deal Industrial Plan to ensure that the European Union can become an important player in the production and supply of net-zero products and technologies and a competitive player in these new sectors.

ESPO also believes that a well-established net-zero industrial ecosystem in Europe is an important instrument for progressing fast and efficiently on the energy transition and reaching Europe's climate ambitions.



Port of Split, Croatia per www.espo.be

However, for ESPO, such a plan can only deliver if the whole supply chain is considered on top of the net-zero technology manufacturing projects. This was reported in an ESPO *communiqué* of 1 September. The deployment of net-zero industries and the stepping up of the security of supply of raw materials and spare parts for these industries must be accompanied by a policy to facilitate and support the adaptation and upgrading of the supply chain infrastructure, particularly in ports, hinterland connections and maritime access needs in order to realise this ambition.



The importance of examining the supply chain needs resulting from the development of these new industries in Europe has been clearly recognised by the Committee on Transport and Tourism (TRAN) in its opinion on the Net-Zero Industry Act proposal, voted on 19 July this year. The opinion of the Committee on Transport and Tourism can be found here: <https://tinyurl.com/55yh746m>

Several ports in Europe will, because of their location near sources of raw materials and/or new net-zero industries, see their activities growing in a short period. Many other ports could be ideal locations for these new activities. It is important to ensure that the infrastructure in the port, accessibility to and from the port is adapted following these new needs.

ESPO's initial views on the Net-Zero Industry Plan are available here: <https://tinyurl.com/3u9e54mr>

It is furthermore reported that ESPO looks forward to continuing the dialogue with the European Parliament and Council in view of achieving a final agreement that reflects its concerns.

Annual Report

The ESPO Annual Report 2021-2022 is available here: <https://tinyurl.com/3xe634w8>

Cruise ship grounded, refloated

We were informed by the EU Copernicus programme that on 11 September, the Norwegian cruise ship *Ocean Explorer* had run aground in a remote fjord of the Northeast Greenland National Park 600 km north of the Arctic Circle.



European Union, Copernicus Sentinel-2 imagery ©.

With 200 passengers on board the vessel was waiting for assistance expected to take several days since the nearest vessel capable of helping was approximately 2,000 km distant.

It was understood at the time that local authorities confirmed all passengers were safe and the vessel was intact.

Satellite imagery

The image shown here was acquired by one of the Copernicus Sentinel-2 satellites on 12 September indicating *Ocean Explorer* stranded in the Aple Fjord, on the second day following the grounding.

Copernicus is the Earth Observation component of the European Union's space programme, looking at planet Earth and its environment for the benefit of Europe's citizens.

Copernicus allows monitoring of remote areas of the world, delivering important data for studying global phenomena such as climate change, natural disasters and natural resources.

Refloating

We learnt from *The Maritime-Executive* (www.maritime-executive.com) that *Ocean Explorer* was successfully refloated early on 14 September.

Danish authorities reported that rescue vessels from Danish Defence were dispatched to the scene by the Joint Arctic Command, with the help of personnel from the Sirius Sled Patrol. They ensured that all 206 persons on board were safe.



Foto: Sirius / Forsvaret ©

Arctic Command also dispatched other forms of assistance to the cruise ship. Luftgruppe Vest flew a Challenger surveillance aircraft over the cruise ship. Inspection vessel *Knud Rasmussen* was also sent to the cruise ship.

The vessel was pulled free of the mud by the fishing and ocean research vessel *Tarajoq* operated by the Greenland Nature Institute. The 200ft loa, ice-reinforced ship of 2,800 gt is specifically designed to sail and work in Arctic waters and entered service in 2022 for the government of Greenland.

The Maritime Executive drew attention to what it called unanswered questions about the navigational equipment available to cruise ships sailing in these remote areas which are not well charted.

Furthermore, the journal raised concerns about safety protocols and resources available in these remote areas.

It is understood that the Danish Maritime Authority and the police have reported that they will be investigating why the ship ran aground and whether any laws had been violated.

Obituary: Captain Jack Isbester ExC FNI

A tribute by Julian Parker OBE FNI, IFSMA Honorary Member

It is sad to report that Jack Isbester passed away earlier this year after a series of strokes at the age of 89. He will be remembered widely by his mates in Clan Line where he served his apprenticeship, fellow students in Liverpool where he studied for Extra Masters, pupils at the training school HMS Conway where he was an instructor, and the trainees under his command in the Sail Training Association schooners.

From home he was an active member of the Essex Stragglers Orienteering Society with whom he competed locally, regionally and at national level. He served on the organising committee and was an attentive tutor introducing orienteering to new members of all ages. Jack also gave his time generously to seafarers' disposition and welfare and served for many years on the governing council of The Merchant Navy Officers' Association. He also chose to go back to sea in command of a bulk carrier owned by the Jebson Company of Norway before becoming a much sought after marine consultant and expert witness.

It was during this phase that a rather apprehensive Jack Isbester visited The Nautical Institute because he had heard that Douglas Foy our technical secretary was fronting a campaign to have installed a float free search and rescue beacon on all bulk carriers. The Higgs buoy as it was called had been developed for use in vessels carrying Canadian timber. These ships from time to time simply disappeared with the tragic loss of all hands. The underlying cause was the placing of the timber carrying Plimsoll mark which failed to recognise the extent to which timber deck cargoes absorbed sea water in heavy weather.

With the sudden loss of bulk carriers the consequences were similar but the causes different. The upheavals of the Yom Kippur war in 1973 with the mining of the Suez Canal followed soon after by the Iranian revolution sent shock waves through the oil price as it jumped from \$3 a barrel to over \$40 with a 4% reduction in available capacity. This had a devastating impact on trade and directly on the shipping industry. To save costs owners outsourced their ships increasingly to flags of convenience. These flags were administrative centres with minimum staff (to save their costs too) which delegated ship inspections to the classification societies whose job it was to ensure their structural integrity.

Up to this point a ship could be verified as 'fit for purpose' if the flag state and the classification approval was officially documented. But it was not long before the appalling results of malpractice appeared in shipping statistics. By 1990 a large bulk carrier was being lost every two weeks with loss of 154 seamen and during the next seven years 100 ships foundered with the loss of 650 lives. As Jack observed at the time, the people who suffered the most were the seafarers.

Although Jack visited The Nautical Institute to learn more about the Higgs buoy project, this inevitably led to a no holds barred discussion on the state of the world bulk carrier fleet. Long after closing time Jack revealed that he wanted to write a book about best practice in the operation of bulk carriers. I was able to say: 'If you write the book we will publish it.' I was slightly taken aback by the very fervent handshake which I can still remember today.

In 1993 just after *Bulk Carrier Practice*¹ had been published we noticed an extraordinary demand for copies from organisations and companies throughout the world. It transpired that solicitors working for hull and machinery insurance syndicates who had been paying out astronomically large sums in damages were using this authoritative and independently published guide to challenge the administrative norms and define *seaworthiness* from first principles which they could now do with renewed confidence. In many cases they started carrying out their own inspections. Findings revealed the issuing of certificates without carrying out the inspections and issuing voyage dispensations without follow up so masking a lack of essential maintenance.

In time *Bulk Carrier Practice* has come to be recognised as the most authoritative industry guide providing a valuable source of reference and access to competent seamanship in the widest sense. The second edition of *Bulk Carrier Practice* was published in 2010 with this modest foreword penned by the author: 'It continues to present what my colleagues and I consider to be best practice - procedures which are safe, prudent and efficient.'

Before Jack suffered his stroke he wrote another book entitled *Hard Down Hard Down! The Life and Times of Captain John Isbester from Shetland*². This engaging portrait grown from the roots of his Nordic ancestry describes the life of Jack's grandfather who was a shipmaster in sailing ships. It is an evocative tribute which all sailors can relate to.

Maybe it has been those Shetland qualities of stoicism, resourcefulness and a shared sense of togetherness which have motivated him throughout his life. There is however no denying the immeasurable respect and widespread appreciation for what he achieved in raising standards within the shipping industry and that remains the extraordinary legacy gifted to us by Captain Jack Isbester Extra Master FNI.

In conclusion Jack was an IFSMA Individual Member and is believed to have assisted IFSMA at IMO in connection with bulk carrier safety when it was a hot topic there. He was the sort of person who would have explored all avenues.

¹ <https://tinyurl.com/yckwmvf9>

² <https://tinyurl.com/yxdrvrxh>

Fatal pilot ladder crew transfer accident

ATSB report

Managers of the two vessels involved in a fatal crew transfer accident off Brisbane had not ensured personnel had a common and complete understanding of how the transfer would be conducted, an Australian Transport Safety Bureau (ATSB) investigation has concluded.

On 9 August 2021, crew were being transferred to and from the bulk carrier *Formosabulk Clement*, via the launch boat *PT Transporter*, in the Port of Brisbane anchorage, about five nautical miles offshore.

The operation involved multiple visits from *PT Transporter* to transfer crew on and off the anchored bulk carrier.

While the vessels were separated during a break from transfers before the accident, the bulk carrier turned about its anchor, exposing the transfer area to prevailing weather.

Language difficulties

Language difficulties between the crews meant the bulk carrier's main engine was not used to correct this issue, prior to the launch coming back alongside.

As *PT Transporter* approached, a crewmember of the bulk carrier climbed down the vertical pilot ladder without the knowledge of the ship's master, or the skipper of the launch.

A wave, larger than previously encountered, then lifted *PT Transporter* higher than expected, sufficient for the smaller vessel to make contact with the crewmember who was knocked into the water.

While the crewmember was quickly recovered from the water, they had sustained fatal injuries.

Four hundred days at sea

According to ATSB Chief Commissioner Angus Mitchell: *'This was a tragic accident, involving a seafarer who had been at sea for more than four hundred days due to global border restrictions during the Covid-19 pandemic.'*

The ATSB's report notes the bulk carrier was en route to Newcastle and was not scheduled to call at a Queensland port, but had stopped at Brisbane's outer anchorage to conduct a crew transfer under Maritime Safety Queensland's 'Covid crew transfer' protocols, an equivalent of which was not available in New South Wales.

Mitchell continued: *'At the time, Queensland was considered the most viable jurisdiction in Australia for the transfer and quarantine of ship crew, and more than 9,000 seafarers from almost 1,500 ships had passed through Queensland ports between May 2020 and July 2021, while remaining COVID safe.'*

Clear safety lessons

He said the investigation highlights clear safety lessons for all operators conducting crew transfers like this one, as there was no common or complete understanding amongst the personnel on board either vessel in terms of how the transfer would be conducted.

He added: *'Clear, unambiguous communications within and between workgroups are essential for the safe completion of any task.'*

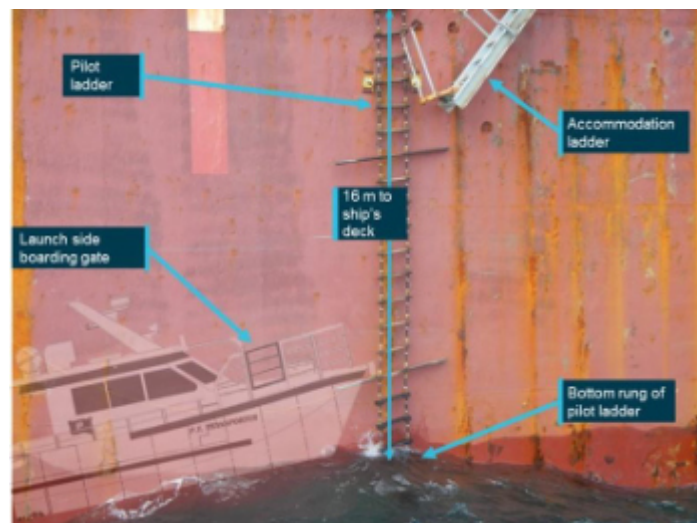
'On this occasion, key personnel misinterpreted the actions and intentions of other parties.'

'Problems with language, translation and interpretation are known risks in international shipping that were not adequately mitigated on this occasion.'

'Both ship and launch crew assumed those on the other vessel understood what was happening and about to happen and were experienced in the transfer operation from each other's perspective – but this simply was not the case.'

Updated procedures adopted

Since the accident, the operator of the launch has updated crew transfer arrangements and procedures, with a traffic light system for operational assessment and control.



*Starboard side boarding site and ladder arrangement
Image per ATSB*

The system is designed to be less constrained by language, and amenable to being shared beforehand to assist in achieving the shared mental model of the task among all participants.

The operator of the bulk carrier has also completed investigations and held multiple safety meetings and training exercises to share details of, and lessons learned from, the accident.

Additionally, Maritime Safety Queensland amended its Covid crew change procedure for vessels at anchor, including limiting crew changes to risk-assessed conditions and daylight hours only.

Reminders issued

In conclusion Mitchell said: *'All parties are reminded of the importance of maintaining active and adaptable communications before and during the planning, co-ordination and control of a complicated task.'*

'Where possible, all parties should share plans and information well before undertaking a task so as to allow all involved to have a common and complete understanding of the planned activity.'

In order to read the report: *Fatal fall from the pilot ladder of Formosabulk Clement, 5 nautical miles east of Caloundra, Queensland on 9 August 2021* readers are invited to see here: <https://tinyurl.com/6csr6u3h>