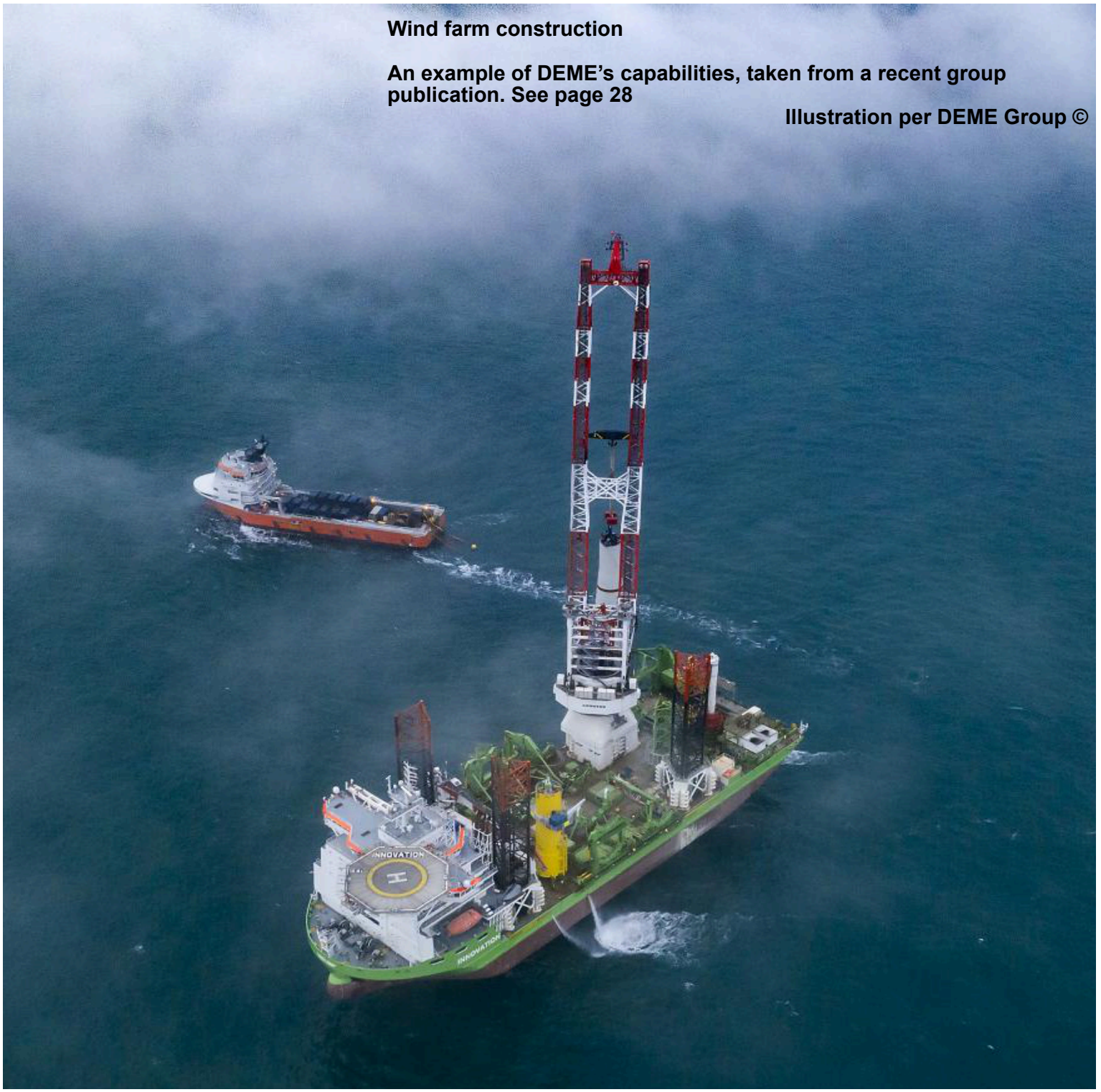
Number 75, April 2024

IFSMA NEWSLETTER

The Shipmasters' International Voice



Wind farm construction

An example of DEME's capabilities, taken from a recent group publication. See page 28

Illustration per DEME Group ©

International Federation of Shipmasters' Associations (IFSMA)

ITF House • 49-60 Borough Road • London SE1 1DR • United Kingdom • Telephone: +44 (0)20 7261 0450 • Editor P. Owen • News Editor P. Ridgway
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Secretary General's Message

This month we attended the IMO Marine Environment and Pollution Committee (MEPC). With the current climate crisis looming this was an extremely popular committee meeting with more than one thousand attendees. These included some IMO members that we don't often see, for example Nepal sent a delegation.

IMO Building, Albert Embankment, London

The agenda included some items of particular interest to members. The IMO Secretary-General in his opening speech (https://tinyurl.com/26tx63dn) covered the continuing attacks by the Houthi's on ships in the Red Sea and approaches. These have implications for pollution from damaged ships, he also called for the immediate release of the hostages on the *Galaxy Leader*. He announced that the World Maritime Day theme for 2024 is "Navigating the future safety first".

Ukraine pointed out that unprovoked attacks on ships by Russia in the Black Sea is causing damage to the environment.

Our view during MEPC, the meeting was full to overflowing.

The subject of risk associated with the use of shaft power limitation on ships was discussed and agreement reached on allowing the use of a ship's power reserve when necessary and the recording of such use. This will be essential when there are strong winds which may endanger the safe navigation of the ship, or other conditions, which requires more shaft power to keep the ship safe. Shaft power limitations

are being introduced to reduce greenhouse gas emissions.

Another subject raised was criminalisation / fair treatment of seafarers in reference to the 'dark fleet' or 'shadow fleet' where masters and the crew have no say in what cargo their ship may be required to carry, yet they may still be held accountable by some States when ships are detained.

On 25 March we heard of the disaster when the container ship *Dali* collided with the Francis Scott Key* bridge in Baltimore which collapsed with loss of life for maintenance workers on the bridge at the time. The casualty is still under investigation with many speculating as to what went wrong on the ship, we will have to wait, probably for some months, for the results of the investigation. In the meantime, the entrance to the port of Baltimore is blocked with at least fifteen ships trapped inside the port. It is reported that there were no injuries to the crew of the *Dali*. We note from internet videos of the accident scene that at least one anchor was dropped, with the bridge debris sitting of the bow and damage to the structure of the fo'c'sle of the *Dali*. It is indeed fortunate that no crew were injured.

MV Dali, stuck under the collapsed bridge in Baltimore
Photo: US Army Corps of Engineers ©

We wish you fair winds and following seas,

Paul Owen
Assistant Secretary General

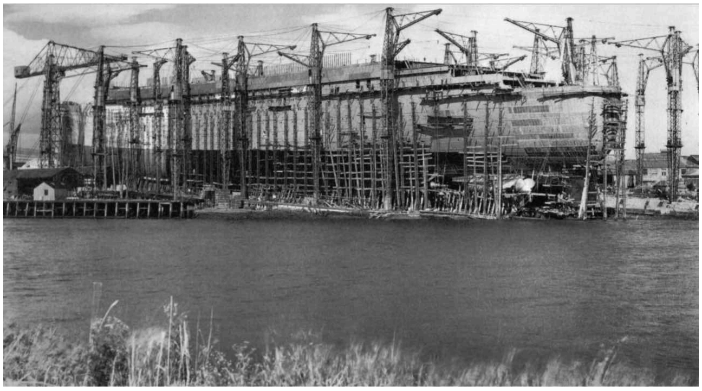
***Francis Scott Key** (1779 – 1843) was an American lawyer, author, and poet best known as the author of the text of the American national anthem *The Star-Spangled Banner*.

From the News Editor

RMS *Queen Mary* (1930)

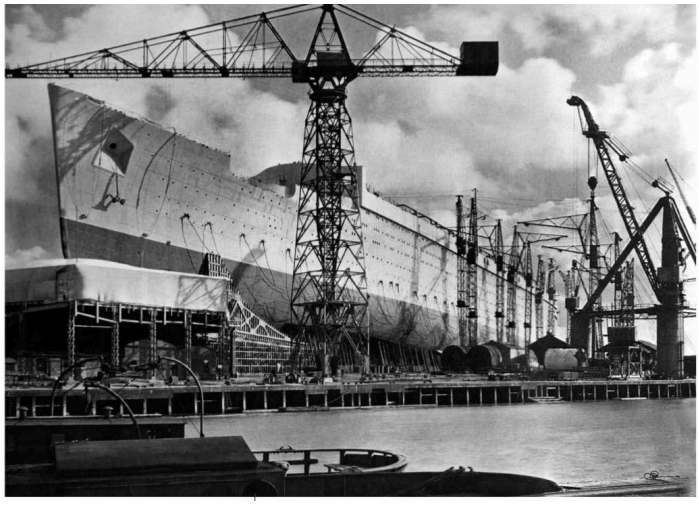
From Seaforth Publishing (www.pen-and-sword.co.uk) has come *RMS Queen Mary: the World's Favourite Liner*, by David Ellery, 240 pages. ISBN: 978 1 399053051 Price £32.00; e-pub £19.99 (80.5MB)

Laid down in 1930, *Queen Mary*'s construction was severely delayed by the Great Depression. But the early 1930s was a bleak period in world economics. Britain, like everywhere else, was in the worst recession in history; it was the Great Depression, which had begun in October 1929 with the crash of the US stock market. Cunard her owners had been able to continue trading, and even make a profit, but the company could no longer carry on funding construction of No. 534.



As Yard No 534, on the stocks at John Brown & Co's yard on Clydebank.

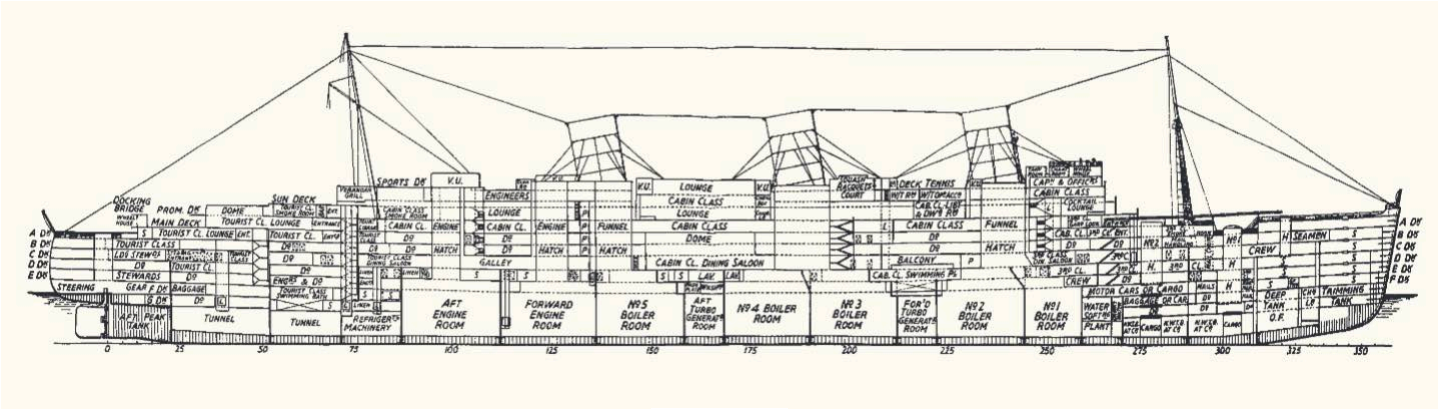
It was a bitter blow when work came to a halt just months before the liner was ready for launching. An estimated 3,800 men employed directly in the construction of the ship, and up to ten thousand contractors and subcontractors employed in a range of industries supplying items for the vessel, were immediately out of work.



Almost ready for launching with much of the scaffolding removed.

Eventually completed in 1936, the ship was an instant success, capturing the famous Blue Riband for the fastest crossing of the Atlantic later that year, and regaining it in 1938.

Probably the most famous, and certainly one of the best-loved ships in the world, the Cunard transatlantic liner RMS *Queen Mary* has now been preserved at Long Beach, California as a floating hotel and tourist attraction for more than fifty years, comfortably longer than her thirty-one-year career as an ocean liner. Nine chapters cover the vessel's life from concept, design and construction through to delivery, when she achieved 29.3kts, transatlantic trade, wartime trooping, postwar revival, the competition from the airlines and then eventual decommissioning and move to California with the huge effort at conversion to what we see today.



GA. In 1936 Queen Mary at 80,773 gt was the largest ship on the British Register and the first British ship in history with a length of more than 1,000 feet. She was of 1,020 feet (310.7metres) loa with a beam of 118ft (35.96metres).

During the Second World War she served as a troopship, carrying a total of 810,730 troops and also setting the record for the most individuals carried in a single voyage – 16,683 – which stands to this day.

By the time she ceased passenger service in 1967, superseded by the airliner as the preferred mode for international travel, *Queen Mary* had carried nearly three million people, from royalty, politicians and film stars to emigrants and cruise passengers.

The bridge of Queen Mary: some alterations have been made, but this area of the ship is largely original and a clear reminder of the liner's illustrious past.

After her sale to the city of Long Beach she underwent a major conversion for her new life as a visitor attraction, a role she has continued ever since. During this time however, her story has been far from straightforward, with controversies over management, funding and even the structural integrity of the ship. She now remains the only 1930's superliner in the world.

This is a new and expanded edition of a volume published in 1994 and has been completely revised and brought up to date to describe the ship's last twenty-five years, and it incorporates a wealth of new photography.

Lavishly produced and well-illustrated throughout with views of the ship under construction, at sea in her heyday and at rest in Long Beach, it will appeal to ocean liner enthusiasts, students of marine engineering and naval architecture, the general reader and those fascinated by the heyday of transatlantic travel.

The foreword is by Susan Tennant, daughter of Captain John Treasure Jones, the ship's last Captain.

In wartime 'crab fat' grey paint. With her impressive speed capability, Queen Mary could comfortably outrun German U-boats, much to the frustration of their captains.

The reader is informed that today much of John Brown's shipyard site has been built over, with the huge cantilever crane and the yard's fitting-out basin the only reminder that here was built so many significant ships. One of the yard's greatest achievements now lies in Long Beach, California, testament to the great and bountiful days of the British shipbuilding and maritime prowess. Lest we forget.

Queen Mary at her permanent berth Pier J, Long Beach. Scorpion, a former Soviet submarine can be seen in the foreground and a Carnival ship is berthed astern of QM.

It is a little known fact that a former Transport Minister in the UK parliament served in the ship's Catering Department. John Prescott, now Lord Prescott of Kingston upon Hull, was Deputy Prime Minister from 1997 to 2007 and represented the city as its Member of Parliament for over forty years.

Footnote by Assistant Secretary General

When I (Paul Owen) joined the IFSMA Office Admin Team in 1996 the then just retired IFSMA Treasurer was Captain Bill Warick who had served as Master of the RMS *Queen Mary*. Also, while attending my Pre-Sea training school (T.S. *Mercury*) on the River Hamble near Southampton, we made a trip down the river in one our our wooden Cutters (oar powered) to Southampton Water to bid a final farewell to the Queen Mary as she left Southampton for the last time. A memorable occasion.

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 ©

Bulk carrier True Confidence

IMO S-G statement on the attack

On 6 March following the attack on *True Confidence* the IMO Secretary-General Arsenio Dominguez issued the following statement:

'*It is deeply saddening to follow the horrific reports of the casualties on the merchant vessel True Confidence, following an attack on the ship southwest of Aden, in Yemen.*

'*I extend my deepest condolences and those of the entire IMO family to the families of those who have lost their lives, and our thoughts are with those who have been injured. Innocent seafarers should never become collateral victims.*

'*I want to thank the efforts of all ships in the area in assisting the vessel and particularly its crew. We all need to do more to protect seafarers.*

'*I once again call for collective action to fortify the safety of those who serve at sea. International trade depends on international shipping and international shipping cannot go on without seafarers*.'

Readers are invited watch the IMO video here:

www.youtube.com/watch?v=phRsx6shwAo

The Jeddah Amendment

Bahrain signs

IMO reported on 7 March that the Kingdom of Bahrain has signed the Jeddah Amendment to the Djibouti Code of Conduct (DCoC-JA), a regional initiative to combat piracy, armed robbery against ships and other illicit maritime activities in the Western Indian Ocean and the Gulf of Aden.

HE Shaikh Fawaz Bin Mohammed Al Khalifa, Ambassador of Bahrain to the United Kingdom, deposited the instrument with IMO Secretary-General Arsenio Dominguez at IMO Headquarters in London the previous day.

Eighteen signatory states

Bahrain joins seventeen other Signatory States in working together to develop a common regional maritime security strategy, coordinate a robust information-sharing network and strengthen capacity-building programmes on various thematic areas, from human trafficking to port and ship security.

IMO supports the implementation of the DCoC-JA, alongside other partners, with funding from donor States.

Crucial role in the region

The Jeddah Amendment plays a critical role in ensuring communication and cooperation among countries in the region, with Signatory States meeting regularly to discuss key issues and challenges.

An Extraordinary Session was held in December 2023 in response to the increased volatility and attacks against international shipping in the Red Sea area. Since then, the DCoC-JA States have drawn up an eight-point action plan to further boost capacity in the region to tackle maritime security threats.

The DCoC-JA builds on the Djibouti Code of Conduct (DCoC), which was first adopted in 2009 to tackle piracy and armed robbery against ships. This scope was significantly expanded since 2017, with the

revised Djibouti Code of Conduct, known as the Jeddah Amendment (DCoC-JA).

Broad range of measures covered

The Jeddah Amendment covers measures for suppressing a range of illicit activities, including illegal, unreported and unregulated (IUU) fishing, arms trafficking, trafficking in narcotics, illegal trade in wildlife, crude oil theft, human trafficking and smuggling, and illegal dumping of toxic waste.

Signatory States have embraced the IMO's 'whole of government' approach to maritime security. This includes the establishment of national maritime security committees, development of national maritime security risk registers and producing national maritime security strategies by all participating States, with support from IMO.

Wide regional spread of signatories

Of the twenty Signatory States to the original DCoC, seventeen have signed up to the expanded DCoC-JA, including: Comoros, Djibouti, Ethiopia, Jordan, Kenya, Madagascar, Maldives, Mauritius, Mozambique, Oman, Saudi Arabia, Seychelles, Somalia, South Africa, United Arab Emirates, United Republic of Tanzania and Yemen.

Bahrain is the first Member State to join beyond the signatories of the first DCoC.

To find out more about the Djibouti Code of Conduct and the Jeddah Amendment readers are invited to see here: https://dcoc.org/

IMO and MENA regional training

Seafarers' assessment, examination and certification

Officials responsible for the assessment, examination and certification of seafarers updated their knowledge and skills during a regional training course held from 25-29 February and delivered by IMO along with the Jordan Maritime Commission (JMC*). This was reported by IMO on 7 March.

The course covered the provisions of training, assessment, examination and certification of masters, officers and ratings under the International Convention for Standards of Training, Certification and Watchkeeping of Seafarers (STCW).

Implementation of these provisions under national laws; the selection of assessment methods; and the organization of assessments and the issuance and control of certificates were all considered.

STCW Code and Convention

A key part of the course involved the sharing of knowledge and experience in administering, supervising and monitoring the training, assessment and certification of seafarers, in accordance with the relevant provisions of the STCW Convention and Code.

Participants included thirty-one from training and academic institutions and Maritime Administrations in seven countries in the region.

Five of the participants attended as a result of outreach to the Arab Women in Maritime Association (AWIMA**), in line with the IMO efforts to support and empower women in accordance with the Sustainable Development Goal (SDG 5) on Gender Equality.

A side meeting was held with the Jordan Women in Maritime Association in the margins of the course.

The event was hosted by HE Eng. Omar Mustafa Al-Dabbas, Director General of the JMC.

*https://jma.gov.jo/en/home/
**http://www.arabwima.org/en/home

Gender equality

Maritime industry urged to do more

IMO Secretary-General Arsenio Dominguez has called on the maritime sector to take greater steps to support gender equality and women's empowerment.

Ahead of International Women's Day on 8 March, Mr Dominguez opened an event the previous day at IMO HQ in London, focusing on the theme, *Invest in women: Accelerate progress*.

He said: '*I have made diversity, including gender equality, one of my priorities. I am counting on your support to transform the maritime sector. The first thing is to lead by example*.'

Citing a study by IMO[1] and the Women's International Shipping & Trading Association (WISTA)[2], Mr Dominguez noted that women currently account for only 29% of the overall workforce in the general maritime industry and 20% of the workforce of national maritime authorities in member states. The number of female seafarers is even smaller, with just 2% of approximately two million seafarers worldwide being women.

Need to do better

The S-G added: '*We need to do better. We must intensify our efforts if these figures are to improve. I look to each and every one of you, to Member States, to industry and to all colleagues to join in the efforts to accelerate progress in this critical endeavour for the industry*.'

Mr Dominguez outlined actions the IMO Secretariat is taking to address the issue, including through the work of internal Gender and Diversity Group, mainstreaming gender in the delivery of projects and programmes and striving towards achieving gender parity amongst staff.

He has appointed a gender-balanced senior management team and initiated a policy of refraining to participate in panels or events unless gender representation is respected. He encouraged the maritime community to follow this example.

Enhancing women's leadership and visibility

Female students studying for a career in maritime expressed their hope for the future through video messages.

Ms Faith Maraga, a Kenyan student at the World Maritime University (WMU)[3] in Malmö, Sweden, expressed that investing in women is a '*strategic investment in the future*', and said : '*My wish for the future include breaking down barriers to leadership because representation enables women to bring their vast perspectives to decision making processes, leading to more inclusive and efficient outcomes*.'

Ms Mame Ndella Faye, a Senegalese student at the IMO International Maritime Law Institute (IMLI)[4] in Malta, said: '*It will be important for [women] to see themselves being represented in places of visibility that will open their eyes into the many opportunities that lie within this industry*.'

Challenges and experiences

Further discussions by a panel of leading maritime professionals acknowledged the challenges in the male-dominated industry and explored solutions. Moderated by Ms Galuh Rarasanti, Senior Maritime Advisor at the IMO, the panel featured Ms Maria Dixon, CEO of ISM Shipping Solutions; Ms Gina Panayiotou, Founder and Chair of the World ESG Forum; Ms Miatta-Fatima Kromah from the IMO Gender Network; and Mr Peter Broadhurst, Vice President of INMARSAT.

Panellists shared their personal and professional experiences working in maritime and discussed ways to overcome existing gender gaps, including: changing mindsets at the board level; building supportive networks and communities; enhancing mentorship programmes; promoting more education and training opportunities; and developing women's skills and confidence.

To read the Secretary-General's speech readers are invited to see here: https://tinyurl.com/2smm2dwm

[1]. https://tinyurl.com/4ju6svdb
[2]. https://wistainternational.com/
[3]. https://www.wmu.se/
[4]. https://imli.org/

Iraq accedes to maritime safety and security treaties

The Republic of Iraq has now acceded to IMO treaties covering search and rescue, and safety of maritime navigation.

These documents include:

- The International Convention on Maritime Search and Rescue, 1979 (SAR)*.

- The Protocol for the Suppression of Unlawful Acts Against the Safety of Fixed Platforms Located on the Continental Shelf, 2005 (SUA PROT)**.

SAR Convention

The SAR Convention covers the coordinated search and rescue of persons in distress at sea. The world's oceans are divided into thirteen search and rescue areas, with countries having delimited search and rescue regions for which they are responsible.

Safety of fixed platforms

The SUA Protocol of 2005 ensures that appropriate action is taken against persons committing unlawful acts against offshore fixed platforms, including oil platforms.

HE Mohammad Jaafar Mohammad Bakr Al-Sadr, Ambassador Extraordinary and Plenipotentiary, Permanent Representative of Iraq to IMO, (pictured, left) met IMO Secretary-General Arsenio Dominguez at IMO Headquarters to deposit the instruments of accession on 6 March.

* https://tinyurl.com/mr29b8ca

** https://tinyurl.com/4kpdc7j4

The full title of the document is here:

Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation, Protocol for the Suppression of Unlawful Acts Against the Safety of Fixed Platforms Located on the Continental Shelf.

IMO and Tunisia

Port security audit training

Senior officials from Tunisia have completed training in conducting port facility security audits. This was reported by IMO on 12 March.

SOLAS + ISPS Code

The IMO National Training Course for Port Facility Security Auditors, held in Tunis from 4 to 8 March covered relevant provisions of the International Convention for the Safety of Life at Sea (SOLAS) Chapter XI-2 and the International Ship and Port Facility Security Code (ISPS Code)*. These instruments form the basis for a comprehensive mandatory security regime for international shipping, including assistance on how to conduct port facility security audits and the effective preparation of reporting and follow-up actions those generate.

Twenty-four participants from the Designated Authorities (DA), which are specified organizations responsible for port security nominated by the national Government, Port Facility Security Officers and their deputies gained the knowledge and skills to effectively conduct oversight, in line with IMO maritime security measures.

UK-funded

The training was hosted by the Office of Merchant Marine and Ports (Ministry of Transports), Tunisia, with the General Directorate of Maritime Transport and Merchant Marine. It was funded by the UK Department for Transport and closed with a keynote address by the Minister of Transports of Tunisia, Mr Rabie Majidi.

* https://tinyurl.com/266u8c9x

IMO and Madagascar

Duties and obligations of a Flag State

Government officials in Madagascar have gained the essential skills and knowledge required to fulfil the duties and obligations of a Flag State. This was reported by IMO on 14 March

A team of experts from IMO delivered a national training workshop on Flag State Implementation held from 4 to 8 March in the capital Antananarivo.

Outlining responsibilities and obligations

The aim was to equip the Malagasy maritime administration with a thorough understanding of its responsibilities and obligations, in line with the IMO Instruments Implementation Code (III Code), and to

ensure compliance with IMO mandatory rules and regulations.

Thirty-three participants, including ten women, from various divisions of the maritime administration joined the workshop. They discussed the government's obligations under relevant IMO Conventions on the issues of maritime safety, security and marine pollution prevention. Also highlighted were the needs of the Member State to carry out those obligations.

The official opening was attended by Mr Valery Ramonjavelo, Minister of Transport and Meteorology; Mrs Dina Hariniry Rakotomalala, Director-General of Maritime, Aerial and Waterways Transport at the Ministry of Transport and Meteorology; and Captain Jean Edmond Randrianantenaina, Director-General of the Agence Portuaire, Maritime et Fluviale.

ITCP

Training was delivered through IMO's Integrated Technical Cooperation Programme (ITCP)* with financial support from the Republic of Korea, and collaboration with the Agence Portuaire, Maritime et Fluviale (APMF) of Madagascar.

* https://tinyurl.com/9cy88awc

Seafarers as key workers

IMO – WHO meeting

IMO has participated in the Ninth meeting of the Intergovernmental Negotiating Body (INB 9) for a World Health Organization (WHO) instrument on pandemic prevention, preparedness and response, held from18 to 28 March in hybrid format at the WHO HQ in Geneva.

Seafarers as essential workers

On behalf of IMO Mr Jan de Boer, Senior Legal Officer, highlighted the importance of designating seafarers as essential workers, given their critical role in the supply chain at all times.

Welfare, safety, freedom of movement

Seafarers' welfare and safety, as well as their rights to cross borders, should be protected, delegates heard. IMO Member States are encouraged to raise the concerns regarding protection of seafarers during the current meeting.

The content of the draft text of the new instrument is currently under negotiation between WHO Member States. It is expected that the text of the draft WHO Pandemic Agreement will be finalized before too long.

Read more on the INB here:
https://tinyurl.com/yeykm6zk

At INB8, Member States requested the INB Bureau, formed by six officers, one from each of the six WHO regions, to develop a revised draft of the negotiating text of the WHO Pandemic Agreement. This draft was expected to be the basis of textual negotiations at INB9.

IMO Regional Office Fiji

IMO has announced that it will open its seventh Regional Presence Office (RPO), in Suva, Fiji, to serve countries and territories in the Pacific Islands region.

MoU signed

IMO Secretary-General Mr Arsenio Dominguez and the Minister for Public Works, Meteorological Services and Transport of the Republic of Fiji, Honourable Ro Filipe Tuisawau, signed a Memorandum of Understanding (MoU) at the IMO HQ in London on 18 March, confirming this arrangement.

Supporting Pacific Islands' region's needs

The Regional Presence Office will support the maritime needs and priorities of countries in the Pacific Islands region, aligning IMO actions with national and regional development policies, while providing advice on key maritime issues such as training, safety and security, legislation and marine environment. The Office will facilitate active field-level

engagement in the delivery of IMO's technical cooperation framework.

Comment

On behalf of the Fijian Government Minister Tuisawau said: '*The IMO Pacific Regional Presence Office provides an opportunity to address critical issues, including the challenge of providing an efficient inter-island shipping service, to ensure the safety of our Pacific people in inter-island shipping.*

'*As host of this regional office, Pacific Member States will be assisted in addressing global standards for ships, and compliance issues related to energy efficiency, safety equipment and maintenance of safety systems according to IMO standards*.'

Pacific Island governments have highlighted the need for more opportunities in the sector, especially for young people, including certification for seafarers and wider employment prospects.

IMO Secretary-General Dominguez commented: '*I welcome this opportunity to enhance the global presence of the IMO as well as our ability to work in step with the Pacific region and Member States. In addition to Fiji as host country, I would like to thank the Governments of Australia, Papua New Guinea and Solomon Islands for their generous financial and in-kind support which has helped make this collaboration a reality*.'

To complement existing offices

The new office in Suva will be IMO's seventh Regional Presence Office, to be headed by a Regional Coordinator. It will complement existing offices in Abidjan, Côte d'Ivoire for West and Central Africa (Francophone); Accra, Ghana for West and Central Africa (Anglophone); Nairobi, Kenya for Eastern and Southern Africa; Manila, the Philippines for East Asia; Port of Spain, Trinidad and Tobago for the Caribbean; and Alexandria, Egypt for the Middle East and North Africa.

SIDS + LDCs

There are fourteen IMO Member States in the Pacific Islands region, including Australia and New Zealand. Twelve of them are small island developing States (SIDS), three of which are categorized as least developed countries (LDCs).

Cruise ship security

Antigua and Barbuda training

IMO reported on 22 March that maritime authorities in Antigua and Barbuda are using specialised security test piece equipment as part of an innovative IMO training programme to ensure passenger and baggage security on ships.

This specialised equipment includes inert explosives and other Improvised Explosive Device components, inert firearms, and knives, used to test how screening equipment at ports is being maintained and to enhance the screening and search detection skills of port security staff.

Activity described is part of a nation-wide training programme held from 18 to 22 March by IMO, in partnership with Antigua and Barbuda's Department of Marine Services and Merchant Shipping (ADOMS), the Maritime Administration.

Some twenty-five participants gained practical skills in using walk-through metal detectors, X-ray machines and other equipment. This includes security staff, their supervisors, port facility security officers, the Designated Authority and other government agency workers.

Enhancing screening

The real-life training conducted at the Antigua Cruise Port facilities will enhance the effective screening and searching of vessel passengers, crew, port users, and their baggage, to detect prohibited articles, including improvised explosive devices and firearms.

Comment ADOMS + IMO

Ambassador Dwight Gardiner, Director/Registrar General, ADOMS, commented: '*With increased maritime traffic comes augmented security risk, which means we must ensure that proper guardrails are in place to both militate and mitigate against all security threats, both real and perceived. It is therefore welcoming to note that the workshop content is very extensive, covering a wide spectrum of critical theoretical topics mixed with practical hands-on training*.'

Speaking to participants, Mrs Cynthia Jacobs Browne, Officer in Charge, Antigua Cruise Port, said: '*Let us embrace this workshop as a platform for collaboration, innovation, and growth, knowing that our efforts will have a tangible impact on the safety and well-being of guests at sea and the resilience of our maritime industry as a whole*.'

Mr Andrew Clarke, Technical Officer, Maritime Security Section at IMO said: '*We are delighted to be delivering this workshop in partnership with colleagues in Antigua and Barbuda. The cruise industry is critical to the growth of the blue economy in many Member States and safeguarding this sector against acts of terrorism and transnational organized crime is extremely important*.'

IMO's Global Maritime Security programme

The use of highly specialised equipment in this hands-on workshop marks a milestone in IMO's Global Maritime Security programme. The programme supports countries in enhancing security measures to protect ships and ports from threats posed by terrorism; piracy and armed robbery; smuggling of arms, drugs, and illicit goods; and other illicit activities.

Record cruise ship calls

This training comes as Antigua and Barbuda is receiving record numbers of cruise ship calls while anticipating regular calls from the world's largest cruise ship class.

In 2023, Antigua and Barbuda recorded 3422 vessel arrivals (both cruise ships and yachts) with a total close to 670,000 passengers. There are growing opportunities for cruise ships to be permanently based in Antigua and Barbuda as a home port, it has been reported.

Future availability

It is understood that once piloted, the IMO Practical Maritime Person and Baggage Screening and Searching training will be available to all Member States.

Maritime net-zero framework

IMO agrees possible outline

IMO reported on 22 March that it had agreed on an illustration of a possible draft outline of an 'IMO net-zero framework' for cutting greenhouse gas emissions (GHG) from international shipping.

This news was issued as the IMO Maritime Environment Protection Committee (MEPC 81) was concluding its session which commenced in London on 18 March and ran through the week.

A step forward

There is a marked a step forward in the legal process towards adopting global regulations, referred to as 'mid-term GHG reduction measures', that will help achieve the targets contained in the 2023 IMO Strategy on the Reduction of GHG Emissions from Ships, it was reported.

At the conclusion of the eighty-first session of the Maritime Environment Protection Committee (MEPC 81), IMO Secretary-General Mr Arsenio Dominguez said: '*Your Committee is indeed a forum to consider issues of critical relevance for all parts of the marine environment, and this week you made very important progress*.'

The draft outline illustration of a possible IMO net-zero framework lists regulations under the International Convention for the Prevention of Pollution from Ships (MARPOL), which will be adopted or amended to allow for a new global fuel standard and a new global pricing mechanism for maritime GHG emissions.

MARPOL Annex VI

These may include a proposed new Chapter 5 of MARPOL Annex VI containing regulations on the IMO net-zero framework, to include:

- A goal-based marine fuel standard regulating the phased reduction of the marine fuel's GHG intensity.
- An economic mechanism(s) to incentivize the transition to net-zero.

The goal-based marine fuel standard and pricing mechanism are mid-term GHG reduction measures specified in the revised IMO Strategy on the Reduction of GHG Emissions from Ships, adopted in July 2023. Several different proposals of what these measures should entail are currently being considered.

The possible draft outline for the IMO net-zero framework will be used as a starting point to consolidate the different proposals into a possible common structure, to support further discussions with the understanding that this outline would not prejudge any possible future changes to it as deliberations progress.

Other environmental issues considered by the MEPC appear below

The MEPC:

- Approved the establishment of two new **Emission Control Areas** (ECAs), in Canadian Arctic Waters, for Nitrogen Oxides, Sulphur Oxides and Particulate Matter; and in the Norwegian Sea for

Nitrogen Oxide and Sulphur Oxides. These will be submitted to MEPC 82 for adoption.

- Approved new recommendations for the **carriage of plastic pellets** by sea in freight containers, covering stowage, packaging and correct transport/cargo information.
- Endorsed, in principle, the draft action plan for the **reduction of underwater noise** from commercial shipping, with a view to further consideration and final endorsement at MEPC 82;
- Endorsed the updated work plan for the development of **guidelines for new alternative fuels**, including the development of guidelines for hydrogen and ammonia as fuels, low flash-point fuels and mandatory instruments for methyl/ethyl alcohols.
- Endorsed the list of provisions and instruments for revision and/or development under **the Ballast Water Management Convention** and approved the interim guidance on the application of the BWM Convention to ships operating in challenging water quality conditions, as well as the Guidance for the temporary storage of treated sewage and/or grey water in ballast water tanks.

IMO Training in Romania

Preparation for mandatory audits

It was reported on 27 March that IMO is assisting Member States as some prepare to undergo audits this year under IMO's Member State Audit Scheme (IMSAS)*.

Mandatory requirement

IMSAS requires all Member States to undergo a mandatory audit within the seven-year audit cycle. An audit determines to what extent the audited Member State is implementing and enforcing the applicable IMO instruments.

Regional training courses

To support Member States in this exercise, an IMO regional training course for auditors was held in Constanta, Romania from 20-22 March, primarily for countries in Eastern Europe.

Ten States participated

Sixteen officials from ten Member States participated in the programme, including: Azerbaijan, Georgia, Israel, Lithuania, Montenegro, Poland, Republic of Moldova, Romania, Türkiye, and Turkmenistan.

The course equipped qualified officials with the necessary knowledge and skills to prepare their respective administrations for audits, by carrying out internal audits.

Including e-learning

The three-day in-person training, combined with an e-Learning preparatory course, provided the latest guidance for audit officers on issues such as drafting statements of findings and observations during an audit.

Audits are coordinated by the IMO Secretariat. Audit teams comprise qualified officials (nominated as auditors by Member States) and audit officers from the IMO Secretariat, where necessary. Member States are invited to nominate qualified auditors, particularly women, to enrich the roster of auditors under IMSAS.

Consistent and effective implementation

The IMO Member State Audit Scheme aims to promote the consistent and effective implementation of the applicable IMO instruments, and to assist Member States to improve their capabilities and overall compliance with these instruments. IMSAS began as a voluntary Scheme in 2006 and became a treaty obligation in January 2016. Since it became mandatory, 120 mandatory audits have been successfully conducted.

* https://tinyurl.com/4bawe4kj

West Africa's GTA LNG project

Arrival of FLNG vessel

Major milestone reached

The floating liquefied natural gas (FLNG) vessel that is a core component of the Greater Tortue Ahmeyim (GTA) LNG project has arrived at its destination on the Mauritania and Senegal maritime border. This was reported by BP in mid-February.

Gimi

It is understood that the FLNG vessel, *Gimi*, is at the heart of the GTA Phase 1 development, operated by BP with partners, Kosmos Energy, PETROSEN and SMH.

Furthermore, it was reported that GTA Phase 1 is set to produce around 2.3 million tonnes of LNG per year. This innovative project is expected to produce LNG for more than twenty years, enabling Mauritania and Senegal to become a global LNG hub.

Emil Ismayilov, BP's senior vice president, Mauritania and Senegal commented: '*The successful and safe arrival of the FLNG vessel is another step forward for GTA Phase 1 and is testament to our team and partners' commitment to safely delivering this project.*

'*The people behind the project have delivered through many challenges, including the pandemic, to orchestrate a major feat of engineering. We are fully focused on safely completing the project and beginning a new energy chapter in Mauritania and Senegal*.'

FPSO employed

The GTA Phase 1 project will produce gas from reservoirs in deep water, approximately 120km offshore, through a subsea system to a floating production and storage offloading (FPSO) vessel, which will initially process the gas, removing heavier hydrocarbon components.

Gimi, seen here believed in Qidong, PRC, contains more than 81,000 tonnes of steel, 37,000m of pipe spools and 1.52 million meters of cable. It was systems are reported to have undergone more than 330,000 inspection.

The gas will then be transported by pipeline to the FLNG vessel at the GTA Hub where it will be cryogenically cooled in the vessel's four liquefaction trains and stored before transfer to LNG carriers. *Gimi* can store up to 125,000 cubic metres of LNG.

Owned and operated by Golar LNG, the FLNG vessel *Gimi* set sail from Singapore in November 2023, travelling 9000 nautical miles to site. More than 36 million hours were spent on its construction, it has been reported.

Africa's deepest subsea infrastructure

With wells located in water depths of up to 2850m, the GTA Phase 1 development has deepest subsea infrastructure in Africa. The multibillion-dollar investment has been granted the status of National Project of Strategic Importance by the Presidents of both Mauritania and Senegal.

Gimi

In January last year (2023) the FPSO set sail from Qidong, People's Republic of China, after successfully completing a series of sea trials following construction over the previous three and half years.

It then steamed 12,000 nautical miles via Singapore to its final destination reported here, where it is on station around 40km offshore on the maritime border of the neighbouring countries Mauritania and Senegal.

The majority of the gas will be liquefied by the FLNG facilities, enabling export to international markets, while some is allocated to help meet growing demand in the two host countries. Condensate will be periodically transferred from the FPSO to shuttle tankers for export to market.

The FPSO will have up to 140 staff on board during normal operation and serve as home for the project's production team.

About BP

BP's purpose is to reimagine energy for people and the planet. It has set out an ambition to be a net zero company by 2050, or sooner and help the world get to net zero, and a strategy for delivering on that ambition.

Kongsberg Discovery's new multibeam echo sounder

The Norwegian ocean science provider Kongsberg Discovery, which specialises in the development of underwater robotics and sensor technology, has reported a very positive market response to its new EM 2042 MBES first launched at the FEMME* conference in Edinburgh in September 2023.

It is understood that thanks to its lightweight, robust construction and ease of installation, the EM 2042 enables optimal seabed data gathering in remote, challenging environments.

EM 2042 mounted and in use by Clinton Marine.
Photo: Clinton Marine

Purpose-designed to support the sustainable management, monitoring and development of the ocean space, its unique flexibility extends operational weather windows while delivering high quality data for customers seeking to understand, protect and utilise the ocean floor, it has been reported.

Making a hard job easier

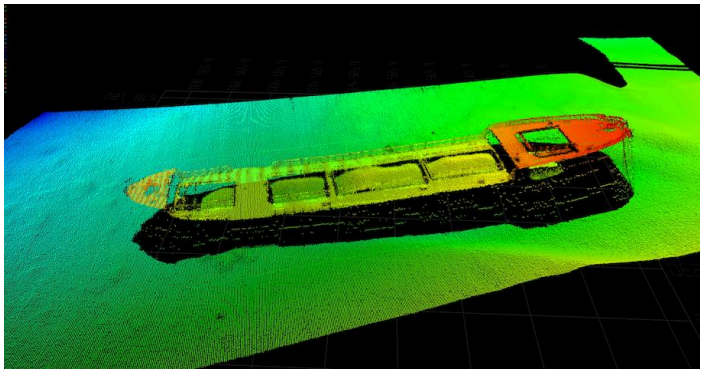
As an important addition to Kongsberg's MBES product family, the EM 2042 is designed to simplify the complex challenges customers face in sustainable

infrastructure development including offshore wind parks and subsea cables.

Mapping the seafloor, especially in remote areas, must often be carried out in tough weather conditions with narrow operational windows where it can be difficult to acquire clean, accurate data on first runs. There is also the ever-present risk of damage to expensive equipment and optimal configuration of equipment.

Versatile, efficient and robust

The EM 2042 is engineered to ensure easy configuration and deployment on a range of vessel sizes, including unmanned surface vehicles (USVs), as well as easier handling in adverse conditions, with less power consumption, it is reported.



The EM 2042 delivers 'clean' data with high density and resolution thanks it is claimed to a new level of beam steering.

Photo: Kongsberg Discovery.

The unit is easily mounted within a vessel hull or over the side, with a customised mount from Kongsberg Discovery, needing only one cable connecting it to the topside. It has also been carefully designed to reduce repair time and costs should any damage be sustained during survey operations.

Exceptional data quality

The EM 2042 really stands in delivering market-leading clean data acquisition, with high data density and resolution thanks to a new level of beam steering. This is claimed to be a key enabler for safer, smarter decision making and competitive advantage for demanding customers.

The EM 2042 also offers embedded, export licence-free Kongsberg Seapath™ motion sensor technology, true multifrequency backscatter and true real-time stabilization of all axes.

Anders Wikmar, Survey and Technical Manager at Gothenburg, Sweden-based offshore survey experts Clinton Marine, commented: '*We have been using the EM 2042 echo sounder since January 2024. The size and weight of the entire system allows us to use the EM 2042 across our entire fleet, including small platforms such as work boats and USVs. Streamlining to a single supplier for echo sounders and positioning enable us to take advantage of the inherent synergies*.

'*We really appreciate the simplicity of the complete set-up, with the mini-MRU (motion reference unit) mounted and pre-aligned inside the sonar head and the tight integration with Seapath.*'

About Kongsberg Discovery

Kongsberg Discovery's portfolio spans hydro-acoustics with sonars and echo-sounders, marine robotics, inertial navigation, communication, underwater and above-surface position reference systems using laser, radar and GNSS technologies.

*Forum for the Exchange of Mutual Multibeam Experiences.

Humanitarian aid to Gaza

US military to construct temporary pier

According to Matthew Olay compiling US Department of Defense news at the end of the week commencing 3 March the Department will undertake an emergency mission to establish a temporary pier on the coast of Gaza to deliver up to 2,000,000 humanitarian aid meals per-day. This was announced by the Pentagon on 8 March and at the time of writing plans were well-advanced.

This announcement came less than a day after the State of the Union address, when President Joe Biden called on the military to lead such an operation.

Pentagon Press Secretary Air Force Major General Pat Ryder holds a Press briefing.

Illustration published by kind courtesy of the US Department of Defense. ©.

The mission, which will be under the command of US Central Command and conducted by the 7th Transportation Brigade from Joint Base Langley-Eustis, Virginia, and other forces, was due to deploy DOD's Joint Logistics Over-the-Shore capability, or JLOTS, with a goal of beginning delivery operations in approximately sixty days.

Floating pier, causeway and logistic support

Components of the JLOTS include a floating pier, an approximately 1,800-foot-long causeway that will be attached to the shore, and a group of logistic support vessels and barges that will transport the aid from the

pier to the causeway. Once the aid has reached the two-lane causeway, it can be transported to the land and distributed to Gaza, according to Pentagon Press Secretary Major General Pat Ryder, who explained the planned JLOTS mission in a media briefing on 8 March.

This is part of a larger operation by the United States to not only focus on working on opening up and expanding routes via land, which are the optimal way to get aid into Gaza, but also by conducting air drops, said Ryder, in reference to the more than 100,000 meals that have been air-dropped into Gaza by the US and Jordan during week commencing 3 March.

Ryder commented: '*As the President has said, not enough aid is getting in [to Gaza] so [JLOTS] is a capability... that we are going to execute and enable us to get... up to 2,000,000 meals in a day*.

'*The ability to do this without putting forces on ground is due to the fact that the causeway is essentially modular, built at sea, and then driven into the ground from offshore*.

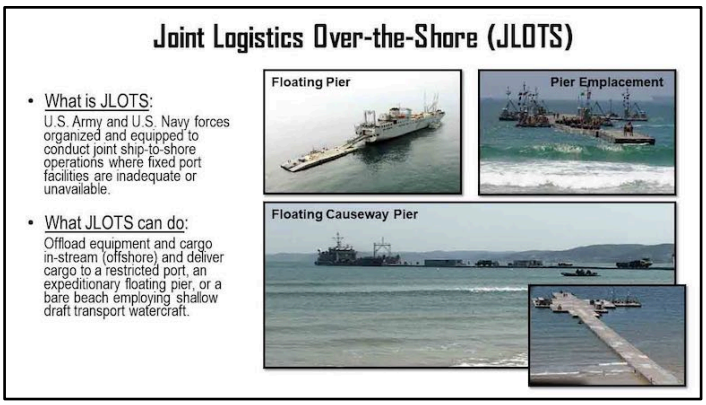
'*We'll be working with partners in the region to be on the receiving end of [the JLOTS installation], but at no time will we require U.S. forces to actually go on the ground. Our role will be essentially to provide the service of getting [the aid] to the causeway, at which point it will then be distributed*.'

No US Forces personnel ashore

Ryder added that mission planners have suggested Cyprus as one possible location where aid could be loaded onto commercial vessels for transport to the floating pier off Gaza. He stressed that, just as now, there will be no US boots on the ground when the JLOTS mission begins.

Security

In terms of security for JLOTS and who will provide it, Ryder said DOD is currently working with partners in the region, including Israel, to make that determination.



The JLOTS Plan.

Normandy's Mulberry Harbours come to mind, created by the Allies eighty years ago this June.

Illustration published by kind courtesy of the US Department of Defense. ©.

To conclude General Ryder said: '*Certainly, one of the key things that we're going to be focused on is the security of our personnel and working with partners in the region to ensure that the aid that is delivered can be distributed in a safe and secure way*.'

The sixty-day timeline for JLOTS to become operational off Gaza includes the time it will take to transport some of the JLOTS components from Virginia to the Middle East, it was reported.

Past use of the capability

JLOTS capabilities have been deployed by DOD in many countries and regions in need of humanitarian aid and disaster relief over the years, with the most recent deployment being in support of Exercise Talisman Sabre, a large-scale joint defence exercise between Australia and the United States.

VARD cable-layer

MacGregor cranes order

On 7 March MacGregor reported that it had received a large order for cranes to be installed in a state-of-the-art cable layer due delivery from global shipbuilder VARD.

It is understood that this contract has been booked into Cargotec's first quarter 2024 order intake, with crane supply scheduled for the third quarter of 2025.

Order for 100T + 20T + 3T

MacGregor will deliver a 100-tonne active heave-compensated (AHC) crane, a 20tonne offshore crane and a 3tonne deck crane to Prysmian (https://www.prysmian.com/en), to equip the Italian owner's third NB970 cable laying vessel from VARD.

VARD cable layer for Prysmian.

In addition, MacGregor has been contracted to supply its OnWatch 24/7 technical service support worldwide.

Dynamic positioning

Developed for advanced subsea operations, the 190 metre loa Prysmian cable layer will be capable of complex installation works, including simultaneous lay and burial with heavy-duty ploughs. It is equipped with advanced DP3 positioning and seakeeping systems.

At 19,000 tonnes, the vessel will take its place among the highest cable-loading capacity ships in the market.

It is reported that MacGregor's wide range of well proven AHC cranes, including its subsea cranes, offer accurate lifts in all conditions, including extreme environments with temperatures from plus to minus 40°C. They can be delivered with hydraulic or electric winch drives.

The initial phase of construction on the new vessel will take place at Vard Shipyards Romania in Tulcea, with completion in Norway and handover to the owner due by the beginning of 2027.

Collision between general cargo vessel *Scot Explorer* and gas carrier *Happy Falcon*

UK MAIB report

Preliminary assessment

Synopsis

At 1043 on 24 October 2023, the general cargo ship *Scot Explorer* collided with the gas carrier *Happy Falcon* about twelve nautical miles NW of Thyborøn, Denmark.

Both vessels had departed ports in Sweden the previous day and were bound for the UK and the Netherlands, respectively. *Happy Falcon* had overtaken *Scot Explorer* overnight along the northern tip of Denmark and both vessels proceeded south-westerly along the Danish coast.

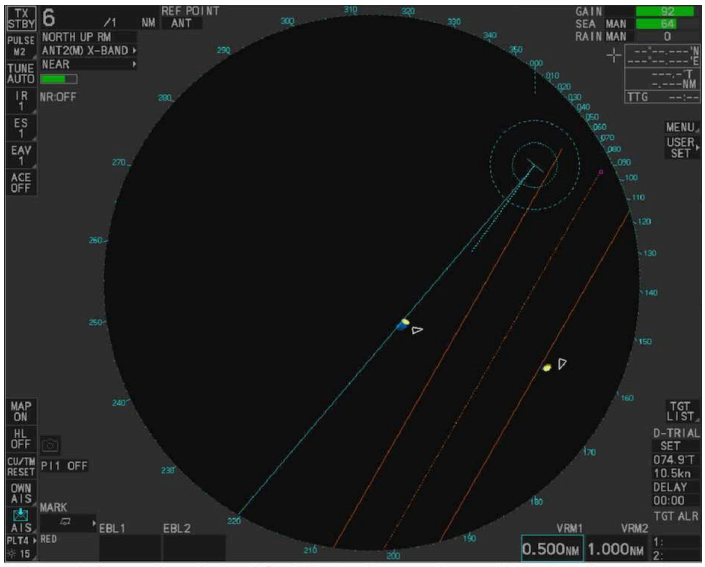


Figure 1: Screenshot of one of *Scot Explorer*'s two radars at 1018 when *Happy Falcon* had stopped. The target echo and relative trail were shown on the display, but the target had not been acquired by ARPA

Screenshot of one of Scot Explorer's two radars at 1018 when Happy Falcon had stopped -The target echo and relative trail were shown on the display, but the target had not been acquired by ARPA.

At 1012 on 24 October, *Scot Explorer* was proceeding at 12 knots on a 216° course with the master alone on the bridge when *Happy Falcon*, which was fine on *Scot Explorer*'s port bow and 5nm ahead, began to slow down due to a technical fault on the main engine.

At 1018, *Happy Falcon* came to a stop and started to drift while repairs were being made, but the required 'vessel not under command' signals were not displayed; the vessel's navigational status was not updated on the automatic identification system (AIS); and a maritime safety information message was not broadcast. Meanwhile, *Scot Explorer* maintained its course and speed, with a steady bearing and decreasing range to *Happy Falcon* (See Figure 1).

Over the next twenty minutes, *Scot Explorer*'s master was undertaking other duties on the bridge and was not monitoring nearby traffic. The master made two minor course alterations with the autopilot, but this did not affect the closest point of approach (CPA) with *Happy Falcon*, which was almost zero. At 1042, a crew member, who had been working on deck, ran to the bridge and alerted the master to the developing close-quarters situation. By then, *Happy Falcon* was about 200m away, with a CPA of 20m in just forty seconds. Still making good a speed of 12kts, the master immediately used the autopilot to initiate a turn to starboard before switching to hand steering to increase the rudder angle, but the turn was not enough to avoid the collision ten seconds later. *Scot Explorer*'s port side struck *Happy Falcon*'s starboard quarter, resulting in hull damage to both vessels above the waterline (seeFigure 2). No injuries were sustained on either vessel and there was no pollution.

Preliminary assessment

The MAIB's preliminary assessment identified that:

- The officer of the watch on neither vessel was keeping an effective lookout; using all available means to determine if a risk of collision existed; or acted in time to prevent a collision in accordance with the COLREGs.
- Although *Happy Falcon* was unable to manoeuvre as required by the COLREGs or keep out of the way of another vessel, its crew had not taken the appropriate actions to inform other vessels of the situation.
- *Scot Explorer*'s master was alone on the bridge and distracted by other duties that interfered with keeping a safe navigational watch, contrary to UK Marine Guidance Note (MGN) 315 (M).
- *Scot Explorer*'s electronic navigation aids were not being monitored, nor were they optimally set or used in accordance with the best practice described in MGN 379 (M+F). This included:
- Both Electronic Chart Display and Information System (ECDIS) units were set to silent mode, with all audible alarms deactivated while underway.
- Although *Happy Falcon* was visible on both of *Scot Explorer*'s radars, the target had not been acquired by an automatic radar plotting aid (ARPA) (Figure 1).
- *Happy Falcon*'s slowdown was not observed on board *Scot Explorer*, despite being readily apparent on the AIS.

- The absence of a dedicated lookout on *Scot Explorer*'s bridge meant there was no one immediately available on the bridge to assist the master as the situation developed by activating hand steering and taking the helm. This was again contrary to MGN 315 (M), which highlighted that '*when the vessel is in automatic steering it is highly dangerous to allow a situation to develop to the point where the OOW is without assistance and has to break the continuity of the look-out in order to take emergency action*'.
- The initial use of the autopilot by *Scot Explorer*'s master instead of using hand steering to conduct the emergency manoeuvre resulted in a smaller rudder angle being used and, therefore, a slower rate of turn to avoid the collision.
- *Scot Explorer*'s general emergency alarm was not sounded to alert the crew about the collision or activate the ship's emergency response.

Figure 2: Damage sustained to *Happy Falcon* (left) and *Scot Explorer* (right)

Damage sustained to Happy Falcon and Scot Explorer.

Actions taken

The Chief Inspector of Marine Accidents has written to Intrada Ships Management Ltd about the standards of watchkeeping on *Scot Explorer* and reiterated the recommendation from a previous investigation made following the collision between *Scot Carrier* and the split hopper barge *Karin Høj* on 13 December 2021 (See MAIB report 5/2023).

Ship particulars in brief

Scot Explorer, UK-flag, general cargo, constructed 2019, 3457gt.

On passage Varberg, Sweden to Rochester, UK.

Cargo: Palletised cement and packaged timber.

Happy Falcon, Danish-flag, gas carrier, constructed 2002, 3366,gt.

On passage Brofjorden, Sweden to Rozenburg, Netherlands.

Cargo: Propylene.

Editorial note

Two centuries of the RNLI

On 4 March the Royal National Lifeboat Institution (RNLI) celebrated 200 years of saving lives at sea – thanks to volunteers giving their time to save others, all funded by public donations.

The RNLI has been saving lives at sea around the UK and Ireland for 200 years, since the charity was founded in 1824, its volunteer lifeboat crews and lifeguards have saved an incredible 146,277 lives.

River Mersey RNLI flotilla.

\To mark the significant milestone a Service of Thanksgiving was held at Westminster Abbey in the presence of HRH The Duke of Kent as President of the RNLI and attended by representatives from every RNLI lifesaving community around the UK and Ireland. The service took place at the same time the RNLI founding papers were signed back in 1824.

Mersey and Tyne flotillas

There were also a number of events in areas where the RNLI operates and means so much to the communities it serves. Flotillas took place during the day, on the River Mersey which saw lifeboats from the area come together to recreate a picture from 25 years ago, and on the River Tyne. Lifeboats from Penarth, South Wales, RNLI were paraded through their town centre to remember past volunteers to symbolise a time when lifeboats were hauled by horses.

Two special stamps from An Post, which depict the charity's lifesaving work in Ireland, were issued. Dublin based artist David Rooney has created two images which show the moment of rescue between the lifeboat crew member and the person in the water.

In appreciation of the RNLI and its brave volunteers across the coast, national monuments and historical buildings were lit up in yellow on the evening of 4 March. This included the London Eye, Dover Castle, the Millennium Bridge in Newcastle and Broughty Ferry lifeboat station in Scotland. There was a special

birthday message displayed across the BT Tower in Central London.

Celebrities such as Dermot O'Leary, Jo Brand, Griff Rhys Jones, Dr Ranj, Fern Britton, Reverend Kate Bottley and Dave Berry took to social media to join the celebrations and share their birthday messages to the RNLI.

Launch of Cromer Lifeboat.

RNLI Chief Executive, Mark Dowie, commented: '*It has been an honour and a privilege to be at the helm of the RNLI for the past five years, and to see the charity reach its bicentenary. For a charity to have survived 200 years based on the time and commitment of volunteers, and the sheer generosity of the public donating to fund it, is truly remarkable. It is through the courage and dedication of its incredible people that the RNLI has survived the tests of time, including tragic losses, funding challenges, two World Wars and, more recently, a global pandemic.*

'(This week) *we marked the bicentenary of the RNLI. We remembered the achievements and commitment of all those who have been part of the RNLI family over the past two centuries; we celebrated the world-class lifesaving service we provide today, based on our 200 years of learning, expertise and innovation, and we hope to inspire future generations of lifesavers and supporters who will take the RNLI into its next century and beyond.*

'*I am immensely grateful to everyone who is involved with the charity – our volunteers, supporters and staff. This is our watch and it is our role to keep our charity safe and secure so it can continue to save lives into the future, as we strive in our vision to save every one.*'

More events are scheduled through the year to mark the RNLI's bi-centenary, to find out more about what is happening go to: rnli.org.uk/200

Historical notes

Founded in a London tavern on 4 March 1824 following an appeal from Sir William Hillary, who lived on the Isle of Man and witnessed many shipwrecks, the RNLI has continued saving lives at sea throughout the tests of its history, including tragic disasters, funding challenges and two World Wars.

Two centuries have seen vast developments in the lifeboats and kit used by the charity's lifesavers – from the early oar-powered vessels to today's technology-packed boats, which are now built in-house by the charity; and from the rudimentary cork lifejackets of the 1850s to the full protective kit each crew member is now issued with.

Dedication and professionalism personified.

The RNLI's lifesaving reach and remit has also developed over the course of 200 years. Today, it operates 238 lifeboat stations around the UK and Ireland, including four on the River Thames, and has seasonal lifeguards on over 240 lifeguarded beaches around the UK. It designs and builds its own lifeboats and runs domestic and international water safety programmes.

While much has changed in 200 years, two things have remained the same – the charity's dependence on volunteers, who give their time and commitment to save others, and the voluntary contributions from the public which have funded the service for the past two centuries.

For more see here: https://tinyurl.com/yjpby928

Key facts about the RNLI

The RNLI charity saves lives at sea. Its volunteers provide a 24-hour search and rescue service around the United Kingdom and Republic of Ireland coasts. The RNLI operates 238 lifeboat stations in the UK and Ireland and more than 240 lifeguard units on beaches around the UK and Channel Islands. The RNLI is independent of Coastguard and government and depends on voluntary donations and legacies to maintain its rescue service. Since the RNLI was founded in 1824, its lifeboat crews and lifeguards have saved over 142,700 lives.

Illustrations reproduced by kind courtesy of the RNLI 2024©.

Leading with kindness

By Michael Grey, IFSMA Honorary Member

You would not think that in these enlightened times that you need to suggest that people who are treated better, deliver better, or that kindness and consideration can be a motivator for greater productivity. But, there again, we have seen the emergence of what might be termed the Sir Alan Sugar "kick ass" school of management, where

aggression is regarded as an important asset and fear a useful catalyst for the promotion of profitability.

A few years ago, at some grand shipping dinner, my wife, a small and forthright New Zealand lady, found herself sitting next to the CEO of a large shipping company, who spent some time explaining his philosophy of management to her; which largely consisted of instilling terror 24/7 into those afloat, along with the shivering wretches who worked in his head office. Eventually her composure cracked and she gave him a salutary piece of her mind, suggesting that he might find that people would work more happily and productively for the company, if he was rather kinder and less of a b…….. He was not, she thought, the sort of person who would respond positively to such advice, but as she reported, it happily spoiled the enjoyment of his pudding and petit fours.

I thought of this encounter reading about a report from The Marine Professional Council of the UK on what they have identified as "Kind Leadership" and recommend as a key to improved productivity, the transformation of safety culture and an improvement of health and well-being in those who are exposed to it. It is well worth reading for its thought-provoking messages, redolent in common sense, as it discusses the whole basis of leadership training for the next generation, who frankly are put off by blame culture, authoritarian, top-down aggressive management, bullying and will only stay around until they can find something better.

Indeed, the recommendations of this report, which involved extensive interviews, research and a survey, suggest that Kind Leadership strategies are incorporated into the cadet curriculum, implanted in employers and shipping companies in their mentoring practices and used to improve teaching practice. It is timely because both the Merchant Navy Training Board and Maritime & Coastguard Agency have issued revised guidance for Human Element, Management and Leadership (HELM) training.

There are still people who strongly believe that leadership is something that is innate (the "leaders are born, not made" school), but this is hopefully dying out in the face of more enlightened ideas of leadership training. While the armed forces are very good at their development of leaders, the shipping industry has not historically offered anything other than what might be described as training by example, which can range from appalling, authoritarian and relentlessly hierarchical, down to very good, (if the recipient is very lucky with senior officers and a well-run management). The report recognises that leadership is something that is demonstrated by behaviour, skills, and mindsets.

It emphasises the qualities of the kind leader, as somebody who is people-centred, accountable, a role model, a good communicator; encouraging dialogue and establishing clear chains of command, while being caring and respectful of team members. It makes something of a distinction between the day-to-day routine leadership requirements and what might be needed to respond to a crisis of any kind, with the best leader able to effortlessly segue between the varying demands. It suggests that the ideal leader will create harmony and understanding, especially in the sort of multi-cultural/national situations that will be familiar in today's environment.

All of which is sound common sense to anyone with an average intelligence and sensitivity, but how do you produce an atmosphere of kindliness and positive leadership in an environment of over-pressure, under-manning, remote management, casual employment, with shore and sea thinking, if not saying, unkind things about each other, with the charterer, port authority, regulators etc relentlessly following their "me first" philosophy. It probably makes things harder, when there is the facility of easy global communication with little attention paid to time-zones. As mobile telephony proves daily, it is a lot easier to be remotely unpleasant, than in a face-to-face encounter. There is, it is sadly suggested, no room for kindness in a pressurised, under-resourced existence.

The responses from those surveyed by the authors are frank and realistic, incorporating a somewhat bleak picture of existing training in leadership. It is described as "patchy, poorly taught and insufficiently reinforced at important career stages." Somebody says that what training there is currently available, is insufficient and ought to be more "immersive." Sadly, one comment refers to a belief that company policy, culture aboard, commercial pressure and politics undermine the best leaders and it would not be difficult to find some measure of agreement for such a view.

It is sensibly pointed out that training courses alone are not enough and there is a need to apply what has been learned. A certain cynicism is detected about company leadership programmes, and there is the suggestion that kind leadership will work only when it is ingrained in both the ship and the shore as a team. It is pointed out that blueprints from other industries may not transfer to the maritime world. There is clearly, to sum up, room for improvement, although the survey demonstrates an overwhelming support in favour of this fundamentally common-sense perspective of leadership.

It is well worth reading this report, which ought to make everyone, whether a current or future leader, think, which one supposes is one of its initial aims. It is not "woke" to think about the way people are treated, how a new generation is not turned out of our industry in disgust, and not least the conviction of the authors that Kind Leadership can pay for itself in so many different ways, from hard cash to the quality of working life in general. Its adoption would surely represent a culture change for the better.

Kind Leadership – a report for the Marine Professional Council of the UK. Interviews, research, survey and compilation carried out by Professor Carole Davis, Captain John Wright, Steve Cameron and the Nautical Institute. It can be accessed on
https://tinyurl.com/5a5nvjct

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

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APM Terminals Maasvlakte II expansion

ABB and crane builder Kuenz, headquartered in Austria, have secured the largest single order of Automatic Stacking Cranes (ASC) ever made by a European terminal, as part of the groundbreaking Phase 2 expansion of APM Terminals Maasvlakte II (APMT MVII) facility in Rotterdam.

It is understood that the companies will deliver 62 ASC and one Intermodal Yard Crane equipped with the latest electrical and automation technology enabling the terminal to double container capacity at APMT MVII. The financial details of the order were not disclosed.

Formalized at a signing ceremony in Rotterdam on 13 March, involving APMT MVII, Kuenz and ABB, the contract gives testament to the continued trust in ABB to deliver yard crane automation for APMT MVII, following the success of the first phase which dates from 2012.

Expansion of Maasvlakte I

For the expansion, APMT MVII is building on the achievements of the existing facility which deploys the highest level of yard crane automation, with fully automated stacks, automated guided vehicle (AGV) transfer zone as well as fully automatic handling of external trucks.

Forecast image of Maasvlakte II after expansion. Illustration per APM Terminals Maasvlakte II.

In the words of Hans Jongejan, Project Director MVII-Expansion: '*This is an important step in the expansion for APMT MVII. ABB and Kuenz once again proved to be the best solutions for the handling of our containers.*

'*The combination between the reliable automatic handling provided by ABB and Kuenz's aerodynamic cranes makes this a sustainable choice. This allows us to not only become the most modern gateway to Europe but also the most efficient and sustainable. We look forward to another successful cooperation*."

High level of automation

The high level of automation with the separation of personnel and handling operations delivers safety as well as efficiency gains. Experience from the current facility also underlines how automation enables smoother and machine-friendly operations with less risk of damage to equipment, demonstrated in record-low maintenance hours for the terminal.

A big list

The scope of delivery from ABB includes control and information systems, automation sensors and software, and remote control capability to optimize the crane efficiency for remote crane management. Continuous development and solid revision management make it possible for APMT MVII to run both the existing facility and the expansion as a unified efficient facility at a high automation and performance level.

Ranged along 1,000 metres of new quay, the APMT MVII expansion will significantly increase the capacity of APMT MVII during 2027, strengthening APMT MVII's position among Europe's leading container terminals. Yard operations will be highly sustainable as well as automated, with each all-electric crane optimized for 1 over 6-high stacking to make most efficient use of land.

NATO Mediterranean Exercise

Dynamic Manta

From Northwood, NW London, NATO has reported the conclusion of its anti-submarine and anti-surface warfare exercise Dynamic Manta (DYMA24) in Catania, Italy, on 8 March.

Led by Commander, Submarines NATO at Allied Maritime Command (MARCOM) in Northwood, Dynamic Manta converged ships, submarines, aircraft, and personnel from nine Allied nations in the Mediterranean showcasing the Alliance's commitment to collective defence.

Variety of scenarios

According to Public Affairs Office at MARCOM participating units had the opportunity to conduct a variety of exercise serials across multiple warfare domains including a submarine emergency surface, winching exercise between both Spanish and Turkish helicopters and submarines, and extensive tactical communication and manoeuvring drills. Submarines took turns hunting and evading, closely coordinating their efforts with the air and sea surface units. By fostering increased proficiency and interoperability among member nations, DYMA24 underscored the Alliance's readiness to address evolving security challenges in the maritime environment.

Special forces operations

This year, for the first time at a tactical level within DYMA, Special Operations Forces (SOF) added another layer of complexity to the exercise. Greek maritime Special Operations Forces rehearsed daytime and nighttime boarding operations at sea with an Italian submarine and then conducted a special reconnaissance training ashore, increasing the Alliance's readiness for discreet insertions and extractions when and where required.

The exercise involved units and personnel from nine NATO nations: surface ships from Greece, Italy,

Spain, Türkiye, and the United States including the ships assigned to Standing NATO Maritime Group 2; submarines from France, Greece, Italy, Spain and Türkiye; maritime patrol aircraft from Canada, Germany, Greece, Türkiye, the UK, and the US; and maritime patrol helicopters support from Italy.

Hosted by Italy

As the host nation, Italy provided support in Catania and Augusta Harbours, the naval helicopter base in Catania, Naval Air Station Sigonella, and Naval Base Augusta.

NATO concluded its anti-submarine and anti-surface warfare exercise Dynamic Manta (DYMA24) in Catania, Italy, on 8 March.

MARCOM's In-stride Debriefing Team was an invaluable training tool and provided immediate feedback to participants. This capability optimized the training experience enabling real-time adjustments and improvements.

In the words of Commander, SNMG2 Italian Navy Rear Admiral Pasquale Esposito: '*This kind of major exercise allow us to understand where our doctrine can be improved, and where the technology has to improve, giving us the chance to find the key factors of development that deserve research efforts.*

'*In the complex scenarios that our units have to face, technological superiority is a key factor that has to be maintained, and this kind of exercise allow us to lead the improvements where they are needed*.'

Annual maritime exercises

DYMA is one of nearly a dozen MARCOM-led maritime exercises held each year in addition to numerous national exercises that increase readiness in defence of the Alliance. Its sister exercise, Dynamic Mongoose, is held in the cold waters of the Greenland-Iceland-United Kingdom (GIUK) Gap.

About MARCOM

MARCOM is the central command of all NATO maritime forces and the MARCOM Commander is the primary maritime advisor to the Alliance. Like its land and air counterparts (LANDCOM and AIRCOM), MARCOM reports directly to NATO's Allied Command Operations (ACO), located in Mons, Belgium.

Intense storm: Portugal

In week ending 9 March Portugal was in the grip of an intense storm that originated in the North Atlantic Ocean.

As the area of low pressure moved from the Bay of Biscay southwards, it unleashed a score of extreme weather phenomena across Portugal, resulting in heavy rain, sporadic snow, and strong winds.

Along Portugal's west coast, waves reached heights of six to eight metres. At the famous Praia do Norte in Nazaré, renowned for its towering waves, waves swelled to an astonishing ten metres.

Copernicus Sentinel satellites allow for accurate and frequent monitoring of wind patterns and their impact on coastal areas.
Credit: European Union, Copernicus Sentinel-2 imagery.

This image, acquired by one of the Copernicus Sentinel-2 satellites, shows the foam of the enormous waves at Praia do Norte on 9 March.

Indian Register of Shipping

Autonomous vessels and Green Energy

Indian Register of Shipping (IRS), a leading international classification society,

announced in mid-March that it had signed a Memorandum of Understanding (MOU) with Garden Reach Shipbuilders & Engineers Limited (GRSE) earlier in the month. This partnership marks a significant step towards fostering innovation and sustainability in the maritime industry, it was reported.

The MOU was signed in the presence of Mr Arun Sharma, Executive Chairman IRS and Commodore P R Hari (Indian Navy Ret'd), Chairman and Managing Director GRSE.

Under the MOU, IRS will provide guidance and expertise to GRSE in developing autonomous and green energy vessels. The collaboration aims to

ensure that vessels designed and developed by GRSE comply with evolving safety standards, rule requirements, design specifications and mandatory compliances for autonomous and green energy vessels. Leveraging IRS insights and recommendations, GRSE will ensure the vessels are designed and developed in compliance with the latest industry standards.

On this occasion, Executive Chairman, IRS also presented CMD, GRSE with a product certificate for their AI-enabled NDT- Intelligent Weld Inspector.

Commodore Hari commented: '*Taking cognizance of the changing technology landscape, GRSE while continuing its focus on conventional shipbuilding, has created a separate vertical for autonomous vessels and green shipping. The MoU with IRS will facilitate this foray in the new technology arena, while further cementing the long-standing relationship that GRSE shares with IRS*.'

Sharma added: '*The partnership with GRSE emphasizes our commitment to promoting innovation and sustainability in the maritime sector. Our objective is to combine our expertise with GRSE's capabilities to develop autonomous and green vessels aligned with the industry's changing needs and environmental targets*.'

New survey vessel

INS *Sandhayak*, the first in the class as Survey Vessel Large (SVL), was commissioned into the Indian Navy with due ceremony at the Naval Dockyard, Visakhapatnam on 3 February.

The primary role of the ship is to carry out full scale hydrographic surveys of ports, harbours, navigational channels/routes, coastal areas and deep seas, towards enabling safe marine navigation. In its secondary role, the ship will be capable of undertaking a range of naval operations.

In his address Shri Rajnath Singh, the Raksha Mantri (Defence Minister) termed the Indian Ocean as a hotspot for global trade. He said: '*Many choke points like the Gulf of Aden are present in the Indian Ocean, through which a large amount of international trade takes place. Many threats remain at these choke points, the biggest being from pirates*. He continued by referring to the hijack attempts on merchant vessels in the Arabian Sea and the Indian Navy's courage and promptness to rescue the ships from the pirates.

Shri Rajnath Singh assured that those involved in maritime piracy and smuggling will not be tolerated under any circumstances, describing it as the pledge of New India.

At the commissioning ceremony of the Minister lauded the Indian Navy for providing security not only to the Indian ships, but also those from friendly countries. He referred to the recent drone attack on a British ship in the Gulf of Aden which resulted in the oil tankers catching fire. He commended the Indian Navy for its prompt response in extinguishing the fire, stating that the effort was recognised and appreciated by the world.

Sandhayak, of 3,400 displacement tons and 110 metres loa, is understood to be the largest survey vessel built and commissioned in India.

Kolkata-based GRSE's origins can be traced back to 1884.

Pictures credit:
INS *Sandhayak* images per You Tube at: https://tinyurl.com/2cph3vs8

IINO Kaiun Kaisha

Low-/zero-emission ships

Under Zero-Emission Accelerating Ship Finance which is jointly operated by Development Bank of Japan Inc. (DBJ) and ClassNK, ClassNK evaluated the ammonia carrier *Gas Innovator* which was designed and built based on the basic certification for ammonia-fuel-ready ships and is owned by IINO Kaiun Kaisha, Ltd. (IINO Lines). DBJ provided financing to IINO Lines.

Strict environmental regulations

In the shipping industry, where environmental regulations are becoming stricter as the industry moves towards decarbonisation, ClassNK evaluates ships based on a comprehensive scoring model jointly developed with DBJ from the perspective of '*decarbonisation, environmentally friendly performance, and innovativeness*,' and DBJ provides investment and financing. The project supports initiatives that contribute to the transition to decarbonization from both IR and financial perspectives.

Lines carriage of LPG, ammonia, LNG

IINO Lines has for many years been engaged in the transportation of liquefied gases such as LPG, ammonia, and LNG, and in recent years has been focusing on the realization of more environmentally friendly and sustainable transportation, including the development of alternative fuel–powered ships.

Gas Innovator, Panama-flag, was built at Hyundai Mipo Dockyard and delivered to IINO Lines in February this year. The vessel with a capacity of 23,000 cubic metres is an environmentally friendly ammonia carrier capable of being converted to become ammonia-powered sometime in the future.

Assessment of the vessel

The following points were highly evaluated in this assessment of the vessel:

1. The ship is designed for conversion to ammonia fuel (ammonia-fuel-ready) to enable zero-emission in the future.
2. The ship is compliant with the Energy Efficiency Design Index (EEDI)* Phase 3 requirements achieved prior to the enforcement of the regulation and meets the NOx Tier III regulation.
3. An air seal system is used on the stern tube to prevent the outflow of lubricating oil, and environmental soundness at its recycling is addressed by planning to develop and maintain an Inventory of Hazardous Materials required by the Ship Recycling Convention.

The ship was given an 'A' rating as a '*ship with high decarbonization, environmentally friendly performance, and innovativeness*,' recognising that adequate environment-related investments have been made.

The ammonia carrier Gas Innovator.
Photo: Published by courtesy of IINO Lines, with thanks. ©.

Through the expansion of the Under Zero-Emission Accelerating Ship Finance Program, DBJ and ClassNK will support shipping and shipbuilding companies' efforts to contribute to the transition toward decarbonisation and work together to accelerate the transition toward decarbonisation in the entire maritime industry.

About IINO Lines

IINO Lines was founded in 1899 and is headquartered in Tokyo and runs oceangoing, domestic and short-sea shipping and real estate businesses.

In the oceangoing shipping business, IINO Lines is a shipowner and operator specializing in the transport of energy resources and related products such as crude oil, LNG, LPG, petrochemical products and dry bulk, and provides transport services worldwide.

As at the end of December 2023, the company was owned and operating a total of 92 vessels, including four VLCCs, 36 chemical tankers, 20 dry bulk carriers, 8 large gas carriers and 24 small gas carriers.

*The EEDI regulations require new ships to be evaluated in accordance with the uniform fuel efficiency index and to attain the required level. The required level for each ship type will be tightened incrementally, it is understood.

EU space news: EGNOS

Safety of Life Assisted Service for Maritime Users ESMAS

On 13 March the EU Agency for the Space Programme (EUSPA)* announced the launch of the new EGNOS Safety of Life Assisted Service for Maritime Users known as ESMAS.

EUSPA Executive Director Rodrigo da Costa explained: '*Although GNSS is the primary means of obtaining positioning, navigation and timing information while at sea, these signals must be augmented using ground-based signals like DGNSS.*

'*Designed to complement ground-based augmented signals, ESMAS adds another layer of protection against errors while also increasing the accuracy and ensuring the integrity of the GNSS signal*.'

DGNSS is an enhancement to GNSS that was developed to correct errors and inaccuracies in the GNSS system and thus allow for more accurate positioning information.

da Costa added: '*ESMAS takes this one step further, providing an augmentation solution even in areas where DGNSS services are unavailable, not deployed or are out of the maritime user's range*.'

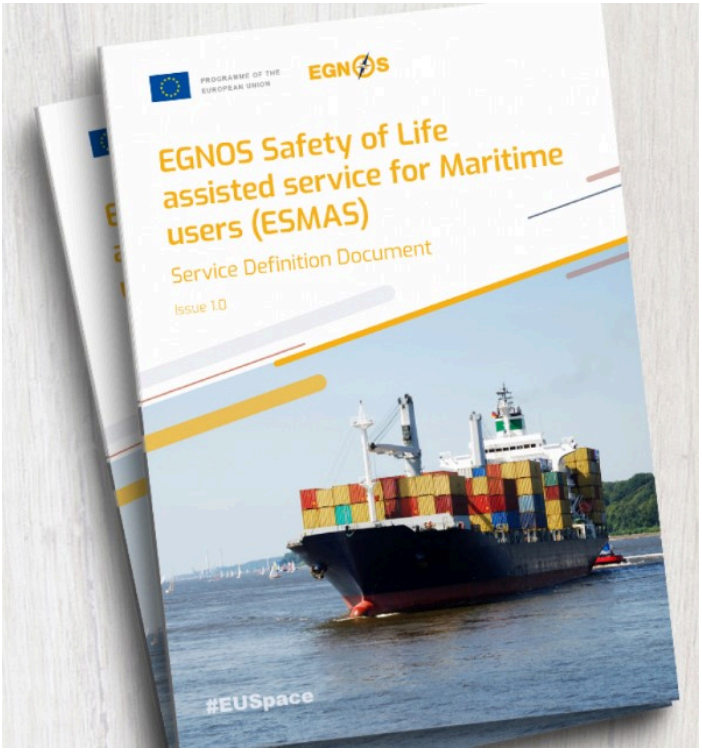
Ocean, coastal, harbour approaches and entrances navigation provision

Because it does not require any additional infrastructure, ESMAS is well-positioned to support navigation in ocean and coastal waters, including harbour approaches and entrances. All that is needed to utilise the service is an SBAS-enabled GNSS receiver developed according to International Electrotechnical Commission (IEC) standards. With such a receiver onboard, a vessel can navigate with increased accuracy and can receive alerts signalling errors on GNSS with the objective to avoid an unsafe situation. Furthermore, EGNOS interfaces NAVAREA coordinators, to timely provide Maritime Safety Information (MSI) – the navigational warnings and other urgent safety related messages – that could be broadcast to the ships using conventional channels.

Although the service targets merchant vessels, the ESMAS signal is available free of charge to all SOLAS-conforming vessels from EU Member States, Iceland, Norway and Switzerland in line with the IMO Resolution A.1046 (A Worldwide Radionavigation System).

Expanding the EGNOS service portfolio

Used to improve the performance of global navigation satellite systems such as Galileo and GPS, EGNOS provides several navigation services to the aviation, maritime, rail, surveying and agriculture sectors, along with a range of other land-based users.



The new ESMAS is in addition to the already available EGNOS Open Service, which is used by mass-market receivers and common user applications: the EGNOS Data Access Service (EDAS), which offers ground-based access to EGNOS data through the internet; and the Safety of Life Service (SoL), which is used for safety-critical aviation applications that require enhanced, guaranteed performance and an integrity warning system.

Unlike these other EGNOS services, which are delivered by ESSP (https://www.essp-sas.eu/) under a contract with EUSPA, ESMAS will be delivered directly by EUSPA.

Web and Helpdesk provided

An ESMAS webpage (https://edas-maritime.gsc-europa.eu/), contains real-time service performance, and information about the service's historical performance, along with all relevant documentation (for example Service Notices). Users can also pose questions related to the service via the site's helpdesk. For urgent issues, a 24/7 hotline is available.

* The EU Agency for the Space Programme (EUSPA) provides safe and performant space services, enabling synergies, EU innovation, sustainability, and security.

Editor's note

This feature is republished with grateful thanks to the source: the European Union Agency for the Space Programme (EUSPA). EUSPA ©.

Methanol-fuelled vessels

New safety rules needed

A new fire safety study by global equipment and services provider Survitec has revealed that existing fire-fighting methods used to extinguish machinery space spray and pool fires on conventionally-fuelled vessels are inadequate when dealing with methanol-based fires.

This follows extensive comparative fire tests on dual-fuel marine engines using diesel oil (DO) and methanol, carried out amid growing interest in methanol as an alternative marine fuel.

In the words of Michal Sadzynski, Product Manager, Water Mist Systems, Survitec: '*Our tests confirm that traditional water mist fire suppression mechanisms do not perform as expected on methanol pool fires and methanol spray fires. A completely different approach is required if these ships are to remain safe*.'

Methanol is a methyl alcohol (CH_3 OH) that burns in a completely different way than hydrocarbon fuels and has a much lower flashpoint of 12°C (54°F). However, while there are established fire safety regulations and testing standards for diesel fuels, clear test protocols for alcohol-based fuels such as methanol and ethanol have yet to be developed.

Sadzynski added: '*We believe this is a high-risk situation that needs immediate action. Methanol fires are far more aggressive than fires involving traditional hydrocarbon fuels. Methanol fires have different physicochemical properties and so they cannot be extinguished as easily or with the same approach*.

'*We had to completely rethink nozzle placement, spacing and other factors to make water mist suppression effective on methanol. For instance, the range for nozzle installation height is much lower than that needed to put out a diesel fire*.'

The Survitec tests found that while water mist systems are highly effective in absorbing heat and displacing oxygen on diesel fires, they do not produce the same results on methanol fires.

Fire-fighting overhaul / redesign needed

This finding indicates that if existing vessels are retrofitted to run on methanol, they would need to overhaul and redesign their fixed fire-fighting arrangement completely.

For bilge areas, statutory rules formulated in IMO MSC.1/Circ.1621* establish a requirement for an approved alcohol-resistant foam system for ships

running on methanol. For the first time, a fixed, low expansion foam system is mandatory under the rules when it comes to protecting machinery space bilges.

Tests confirm that traditional water mist fire suppression mechanisms do not perform as expected on methanol pool fires.

It is understood that Survitec's tests demonstrated that standard discharge devices do not properly extinguish methanol pool fires in the confined bilge space. It is, the company established, crucial to deliver properly expanded foam on the methanol pool fire, not an easy task within such a narrow space where throw length is limited.

IMO document MSC.1/Circ.1621 provides a starting guideline although it is said to be very general and open to interpretation. Apparently methanol compliance for Local Application Firefighting (LAFF) systems is not yet covered and Survitec believes there is a need for development of comprehensive and robust fire test standards and safety rules tailored to methanol's properties.

Survitec's investigation has come at a time of increasing orders for methanol-fuelled ships. It has been reported that orders for methanol-fuelled newbuilds increased by 9% in the last twelve months, 2% more than those for LNG-fuelled ships. Analysts suggest the methanol-fuelled fleet will account for 20mgt by 2028.

* https://www.imorules.com/MSCCIRC_1621.html

ICS paper: Guidance on vehicle carriage

In March the International Chamber of Shipping (ICS) with the International Group of P&I Clubs (IGP&I) with TT Club sponsored and issued a six-page 2 MB publication with this title: *Common Guidance on the Presentation and Loading of Vehicles*.

The publication was supported by: Gram Car Carriers; Liberty Maritime Corporation; Zodiac Maritime; Spliethoff Group; MOL; F.Laeisz; SS Marine; YILPort Holding Inc and SIEM Car Carriers

Comprehensive

This comprehensive set of common guidelines and accompanying checklists help stakeholders streamline the process of vehicle transport on vessels while placing paramount importance on the safety and security of terminal and vessel personnel, as well as the protection of property.

Safety measures

Critical to the maritime sector's ability to effectively manage the risks associated with the shipment of vehicles, including electric and hybrid variants, is the meticulous execution of various safety measures. These measures are pivotal not only upon arrival at the terminal but also during the preparatory phases for loading and throughout the duration of the voyage.

Shipowners and operators across the industry are strongly urged to integrate these guidelines into their operations. By doing so, they can ensure the mitigation of any risks linked to vehicle transportation, thus fortifying the safety of terminal and vessel personnel while safeguarding property, including the vessels themselves.

Guidelines and checklist

The guidelines and checklist define the information that should be provided and the checks to be carried out at:

- The time of the booking.
- When the vehicles arrive at the terminal.
- During loading and stowing.
- Throughout the voyage.

These guidelines are intended to be used in conjunction with specific procedures from individual vehicle manufacturers, shippers, terminals or carriers in respect of information such as vehicle separation on board the vessel or emergency response.

The document is available here:
https://tinyurl.com/5n958pfp

Shipboard safety culture

The AMSA approach

In a recent AMSA Maritime Safety Awareness Bulletin under the heading of Managing Risk to Safety some valuable topics were presented and they are outlined below.

How acceptable is unacceptable?

Over time, seafarers may develop informal practices and shortcuts to circumvent deficiencies in equipment design, poor procedures or policies that are incompatible with the realities of daily operations. If seafarers are continuously exposed to these practices, they are more likely to perceive the risks as low. This leads to a situation where poor practices and risky activities repeated over time are perceived as being normal.

Additionally, if supervisors and operators allow risk-taking behaviour to continue unchecked and have not effectively addressed these poor practices or shortcuts, these practices will often be deemed as acceptable behaviour by seafarers. This can create unsafe and poor working conditions onboard.

Importance of safety culture

Safety culture broadly refers to the shared perceptions of safety policies, procedures, behaviours and practices of seafarers and the companies in which they work. It is now well known that safety culture is a significant determinant of safety outcomes and is a leading indicator of accidents and injuries. It is important to note that having a safety procedure does not create a safety culture.

Seafarers carry out tasks in a cross-cultural working environment. To establish a positive safety culture, operators need to recognise cultural biases that may arise due to the different cultures of the seafarers and shore-based staff as doing so will ensure they can effectively address these differences or barriers.

Safety culture cannot be established without clear leadership and a prioritisation of safety. Effective leaders communicate clearly on safety standards and hazard identification and motivate the shipboard team to make safety a priority.

Communication and consultation

When a risk has been identified, it needs to be controlled. Both the identification and implementation of risk controls are likely to be more effective when different perceptions are recognised and taken into consideration. It is important that the seafarers on board are consulted and that their views together with other knowledge of risk are taken into account in the risk management process.

People's individual perceptions may influence:

- Willingness to consider new information.
- Confidence or trust in such information.
- The relative importance given to information.

Effective communication and consultation will ensure everyone involved understands the basis on which decisions are made and the reasons why particular actions are requested.

Commitment to safety

The success of a safety culture depends on cooperation and commitment from all involved and this commitment to safety must come from the top.

Leaders can start by ensuring tasks are adequately supervised, training is provided, workload and fatigue are managed effectively, and policies clearly prioritise safety above time pressures. **Seafarers can contribute by following procedures, always using safety equipment, reporting defects, not taking undue risks because it takes less effort and remembering that even work that is done frequently can be dangerous.**

This in effect leads to all parties being committed, not just because of rules and regulations but through individual choice, to safe actions and behaviours at all times, both during work and recreational activities on board.

Editorial note:

Vestdavit: Offshore energy davit demand

Vestdavit announced in mid-March that it had recorded a new annual sales record for another consecutive year after seeing its order book surge by a massive 76% in 2023 following high demand from the offshore wind, and oil & gas sectors, as well as increased sales in its core naval market.

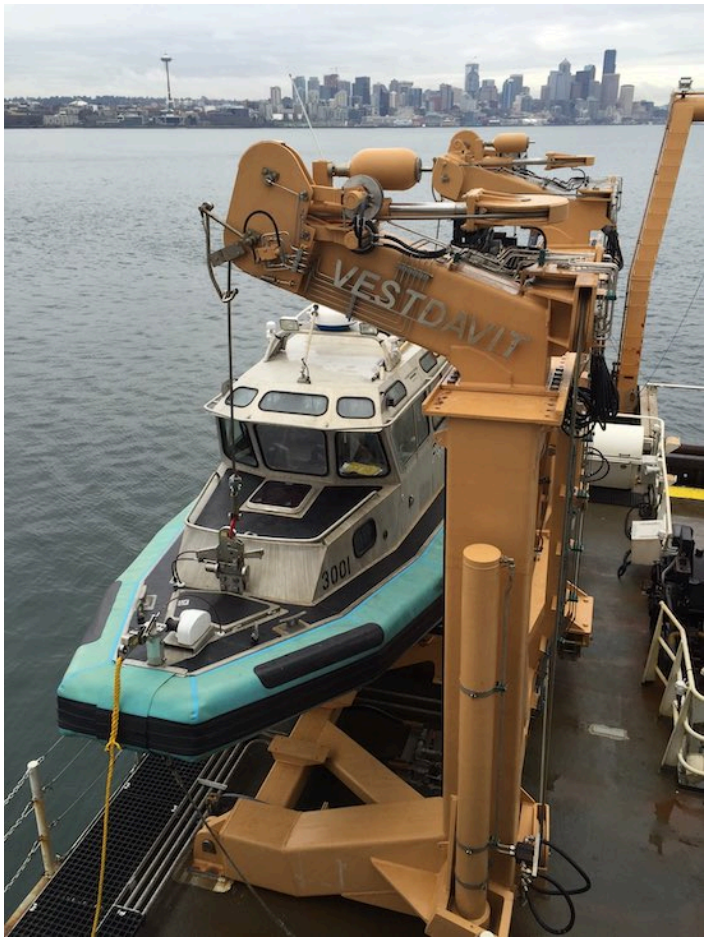
This Norwegian davit manufacturer and supplier has expanded its market position in offshore wind after both gaining new customers and winning repeat orders with existing clients, including Esvagt and Rem Offshore, with orders in this sector accounting for more than Nkr100m, (US$9.23m) or 30% of the overall sales volume.

It is claimed that the company has in the region of 80% of all offshore wind farm vessel operators using its davits.

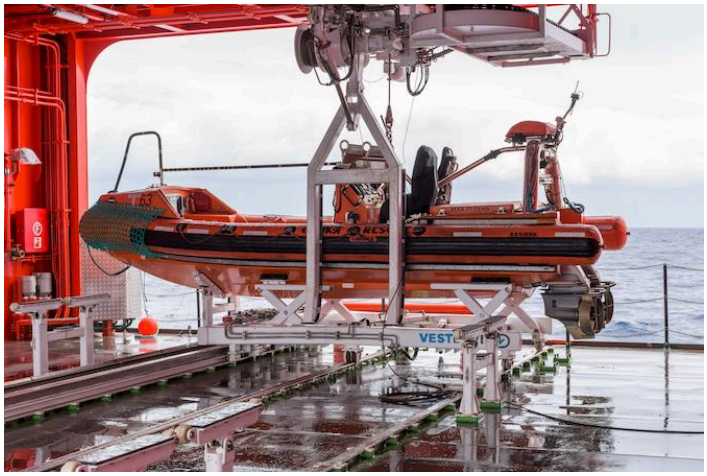
Forthcoming prototype projects

Furthermore, the company has secured a much higher number of orders for prototype davit projects, which reflects the increasing demand for customized solutions. Vestdavit has sold fifteen davits over the past year and a half for the offshore wind sector alone.

With rapid expansion of the global offshore wind industry, there are now increasing orders for construction service operation vessels used for installation and maintenance of wind turbines, and these require workboat davits for routine use on a daily basis.



Deploying workboats with maintenance crews can be more suitable in certain weather as such craft have greater mobility than the walk-to-work gangways that require frequent manoeuvring by the mother vessel to take personnel back and forth.



Vestdavit is also increasing deliveries to the oil & gas industry that accounted for 15% of its orders last year, up significantly from 2022, with its davits mainly being installed on construction support vessels used to develop field projects, as well as cable-laying vessels.

Upswing in naval ordering activity

The global naval sector remains the biggest market for Vestdavit, currently accounting for about 50% of sales, and the company has secured further orders to consolidate its leading position, which reflects upon a 40-year track record of supplying innovative davit systems with proven reliability for navies around the world, including those of Australia, the UK and US.

While the US is the company's biggest naval market, its davits are in use by the vast majority of navies within the NATO Alliance and it also secured its first naval orders in Canada and Colombia last year.

Vestdavit is seeing higher naval ordering activity as countries expand their fleets as part of increased military investments due to the geopolitical situation.

Samskip's new Spain-UK-Rotterdam service

It was announced from Rotterdam on 21 March that Samskip had launched a shortsea container service connecting Santander, Tilbury and Rotterdam to provide intermodal transport to customers throughout Spain, aided by local customer support.

This new service was anticipated to be launched from Rotterdam on 2 April offering customers a weekly Spain-Tilbury-Rotterdam shortsea option that is said to be cost competitive against road-ferry alternatives while providing greater reliability and substantially lower CO_2 emissions per tonne mile.

Samskip's new Spain – UK – Rotterdam service.

Samskip has a strong local presence with mulitimodal and intermodal logistics planning in Rotterdam and the UK. In addition the company has a newly opened office in Bilbao set up to support the recently launched Santander-Dublin-Liverpool service.

Ólafur Orri Ólafsson, Head of Network Optimization & Iberia Trade at Samskip, said: '*This new service connecting Northern Spain to the London economic area and the logistics hub of Rotterdam will provide a significantly enhanced reliable service for our customers, compared to what exists today in the Bay of Biscay.*

'*Calling at the new BMT Santander terminal, which is located inside the natural bay of the Port of Santander, gives us a great advantage along the notoriously stormy northern coast, as the terminal is protected and able to operate continuously – even with very high winds*.'

World's first onboard CCS installation

Evergreen's Neopanamax *Ever Top*

It was reported from Tokyo on 21 March that ClassNK had granted its SCCS-Full*1 class notation to *Ever Top*, a Neopanamax container vessel owned by Evergreen. The notation signifies that the vessel is now equipped with an onboard CO_2 capture and storage (CCS) systems, marking it as the world's first Neopanamax container vessel to be retrofitted with such systems.

The CCS systems, designed and developed by Shanghai Marine Diesel Engine Research Institute, were installed at Huarun Dadong Dockyard Co., Ltd. (HRDD).

Ever Top

Photo: Courtesy HRDD ©.

ClassNK reviewed the system components and the installation plan, aligning with its comprehensive *Guidelines for Shipboard CO_2 Capture and Storage Systems*.

The risk assessment through Hazard Identification (HAZID) and the onsite installation process were also examined. Following confirmation of compliance with the relevant requirements, the ground-breaking SCCS-Full notation was duly affixed to the vessel.

Masaki Matsunaga, Corporate Officer / Director of Plan Approval and Technical Solution Division, ClassNK commented: '*As the crucial action of first movers, ClassNK deeply respects the ambitious and practical application of CCS systems taken by Evergreen and involved parties to advance GHG abatement technology implementation.*

'*It is our great honour to be a part of this outstanding collaboration, and we are committed to supporting proactive initiatives toward decarbonisation by providing appropriate standards, surveys, and certifications*.'

*1 Shipboard Carbon dioxide Capture and Storage-Full

Shore connection technology

Port of Vlissingen

Towards the end of March ABB reported that it had won the contract to provide a complete shore connection installation for the DEME* Base in Vlissingen. Shore connection enables the diverse fleet of dredgers, offshore construction and support vessels to avoid carbon emissions by shutting off their engines and drawing on shore power while at berth. With HQ in Zwijndrecht, Belgium, DEME is a leading contractor in the fields of offshore energy, environmental remediation, dredging and marine infrastructure.

DEME has set itself a goal of cutting 40% from the greenhouse gases generated by its fleet by 2030 compared to 2008, moving significantly ahead of the revised emissions reduction target set by the IMO in 2023.

ABB will install shore power to connect to suitably equipped vessels calling at Vlissingen's DEME base by the end of 2024, as part of the Temporary Shore Power Grant Scheme for Marine Vessels 2022 – 2023, a government-supported initiative that stimulates the construction and use of shore power facilities in Dutch seaports.

Offering a key route for ship owners to make measurable progress towards decarbonisation, connecting to shore power for energy needs while at berth is expected to become mandatory at main EU ports listed in the trans-European transport network from 2030, under FuelEU Maritime regulations.

According to Marc De Boom, Department Manager, DEME Base Vlissingen: '*This project is part of DEME's wider strategy to integrate its sustainable business goals with daily operations.*

'*DEME has high ambitions regarding CO_2 reductions, and we are proud to be the first Belgian marine contractor who achieved the highest level of the CO_2 performance ladder, which is widely used in the Netherlands and Belgium.*'

Ultimately planned as a 2MvA converter, ABB's shoreside shore connection will run at a lower 1.75MvA until the local grid can deliver sufficient capacity between the substation and the power outlet at the dock. In a straightforward installation, the entire solution will be housed in two ISO containers – one 40-ft unit and one 20-ft unit.

Established as the market leading supplier of shipside shore connection solutions, ABB delivered the world's first shore power supply system to the Swedish port of Gothenburg in 2000 and the first shipside installation in 2001. ABB shore connections are installed on a standardized, pre-assembled basis for integration with all shipboard electricity requirements.

*https://www.deme-group.com/