Number 56, September 2022

IFSMA NEWSLETTER

The Shipmasters' International Voice

A UK National Strategy for Maritime Security

See page 16

IFSMA

International Federation of Shipmasters' Associations (IFSMA)
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Readers are reminded that the opinions expressed in the IFSMA Newsletter are those of the author and not necessarily in accord with IFSMA policy.

Secretary General's Report

Well here at the HQ in London, summer is drawing to a close and the nights are starting to get longer. The IMO is due to start back next week and meetings will be fully hybrid so that we can get back to face-to-face meetings for those prepared to make the trip to London. The IMO has spent the last six months fine tuning the new system so that we do not have to use our own computers to be in the meeting, but those that need to work from elsewhere will be able to do so and see us all on their screens and to be able to interact as if they were present in person. We hope to be able to resume normal UK working hours of 0930 to 1730 daily which will mean we can get back to doing some serious work and catch up. There is much that needs to be done. I hope that some of you will volunteer to help us in the various Working Groups or indeed come and witness the plenary sessions.

Last month I reported that IMO were hoping to be able to open up shipping corridors from Ukraine for them to export grain and fertiliser which has been sitting in those warehouses not destroyed by the Russians as they try to invade Ukraine. With the assistance of the Turkish Government who are carrying out inspections of ships to and from Odesa, under the coordination of an Operations Centre in Turkey with IMO Secretariat observers, this has been formally agreed with the support of the Russians. The first few ships have now departed Odesa, fully laden with grain and over the coming weeks we hope this will increase. I will keep you informed although it is so extremely sad that Russia still has not relented in their determination to invade despite the very fierce and tenacious defence by Ukraine. Sadly the Russians will not listen to the worldwide condemnation of their actions. We all hope that common sense will prevail and our thoughts are with all Ukrainians effected by these circumstances. We think also of our maritime colleagues who are unable to work as they defend their country. The world is becoming an ever more dangerous space and this has highlighted yet again how important the Maritime Industry is and the need for shipmasters around the world.

Take care and fair winds and following seas.

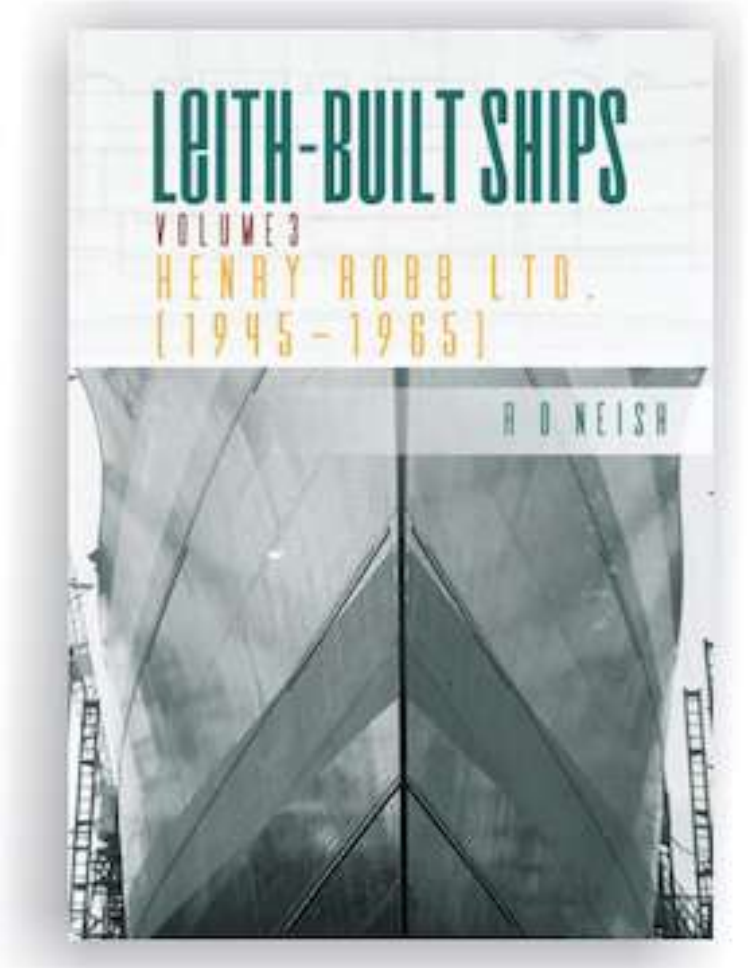
From the News Editor

A new book about Scottish ship-builder Henry Robb

The story of Leith-built ships continues from Scotland-based Whittles Publishing with a third volume in a series taking the chronology from the end of the Second World War to 1965. That was a different world the men came back from the war and those women who had been working in the shipyards lost their jobs.

At the time shipyards were experiencing full order books, replacing, or repairing tonnage lost or damaged in the conflict. The industry was changing albeit slowly at first. The advent of electric welding would eventually change the way ships were built leading to the demise of the Rivet

Squad, which was replaced as a cost- cutting exercise as it became the accepted method of ship construction.



Henry Robb Shipyard participated in the massive new shipbuilding programme with a great many vessels being ordered from two of the largest customers of the yard. Many orders came from the giant Ellerman Lines, while a great many more were ordered by other customers, such as the Union Steamship Company of New Zealand.

The title is *Henry Robb Ltd. (1945-1965), Leith Built Ships, Vol. III* by R O Neish and contains a memorable collection of photographs of the post-War golden era of shipbuilding and the ensuing industry changes

The sterling price is £17.99. Orders may be placed here: info@whittlespublishing.com

We regret we are unable to take book orders at IFSMA.

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 ©

IMO and Mauritius

Mauritius Ports Authority news

A port facility security assessment was held in Port Louis, Mauritius from 1-5 August led by a team of IMO experts.

This assessment was carried out under IMO's EU-funded Port Security Project[1] with a view to preparing port facility security plans.

It is understood that during the five-day mission, staff of the Port Authority – specifically, Port Facility Security Officers of Mauritius – were assisted in the assessment of the port's compliance with IMO's ISPS Code[2] requirements.

Members of the Mauritius Ports Authority, the Captain and crew of the MV Kota Nanhai, PIL representatives as well as Scott Shipping International, the agents of PIL in Mauritius.

Photo: www.mauport.com

Officers were supported in conducting ISPS Code port facility security assessments and in the reviewing of current assessment approaches. In addition they received expert advice on necessary improvements encountered.

Port Louis maiden call

On 26 July Port Louis saw the return of the Pacific International Lines (PIL) through the maiden call of the mv *Kota Nanhai*. The Mauritius Ports Authority's Acting Director General, Mrs Aruna Bunwaree-Ramsaha (***pictured***) presented a shield to Sulaiman Khan, the Master of *Kota Nanhai*, welcoming the prospects that this additional service and line will offer to the Mauritian economy.

Annual report 2020-2021

The latest annual report of Mauritius Ports Authority, for 2020 – 2021 is now available at: https://tinyurl.com/y7a4d6v3 .

[1] https://tinyurl.com/2p8bk47n
[2] https://tinyurl.com/266u8c9x

IMO mission to Malawi

22-26 August 2022

Towards the end of August IMO reported that it had conducted a needs assessment mission to the SE African state of Malawi to evaluate and support the country's maritime sector.

Recommendations

As well as identifying gaps in the Malawian maritime administration, the objectives of the mission were to make recommendations on the enactment of regulations to support and provide an oversight function to the marine college by the relevant government ministry – in line with the provisions of IMO's International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention).

The IMO team met senior government officials from the Ministries of Transport and Public Works, Foreign Affairs, and various key stakeholders including the marine college and other related government bodies.

This visit followed a request by the Malawian government for IMO to assist the country's fledgling maritime sector with the necessary human and institutional capacity building to support the country in enhancing the operational efficiency of its maritime administration.

Landlocked

Malawi is a landlocked country with no direct access to the sea but linked through land and rail corridors to Dar Es Salaam Port in the United Republic of Tanzania and Nacala Corridor in Mozambique. However, Malawi has the navigable Lake Malawi stretching some 570 kilometres from north to south and some rivers on which both cargo and passenger vessels travel.

Women in Maritime

In line with IMO's programme on Women in Maritime, the IMO team met with women from Malawi's maritime sector with a view to encouraging and supporting them to establish a so-called national chapter. This national chapter would then feed into the regional association of Women in Maritime in Eastern and Southern Africa (WOMESA) as an important platform for synergy and cross fertilization of ideas on issues relating to women in the maritime sector in the member countries.

International shipping

New regulations to reduce greenhouse gas emissions

AMSA invites comment

In mid-August AMSA invited the maritime community to have its say on proposed changes to *Marine Order 97 (Marine pollution prevention – air pollution)*, which establish new requirements to improve energy efficiency and reduce greenhouse gas emissions from international shipping.

It is understood that the updates build on work undertaken earlier in 2022 to review MO97 to ensure consistency with MARPOL Annex VI, which deals with preventing air pollution from vessels.

The updates proposed of MO97 through this review mainly look to give effect to the new short-term measure adopted by the IMO to reduce the carbon intensity of international shipping by 40% by 2030, compared to 2008 levels.

To find out more about the short-term measure, including which vessels are affected, readers are invited to visit the website: https://tinyurl.com/3t6c4a4h

Proposed changes also introduce procedures for granting exemptions to UNSP barges from certain survey and certification requirements relating to the International Air Pollution Prevention (IAPP) certificate.

The changes to MO97 are available on the AMSA website here: https://tinyurl.com/4c68sk84

Ship owners, ship managers and seafarers are encouraged by AMSA to their say by completing the feedback form on the Consultation Hub.

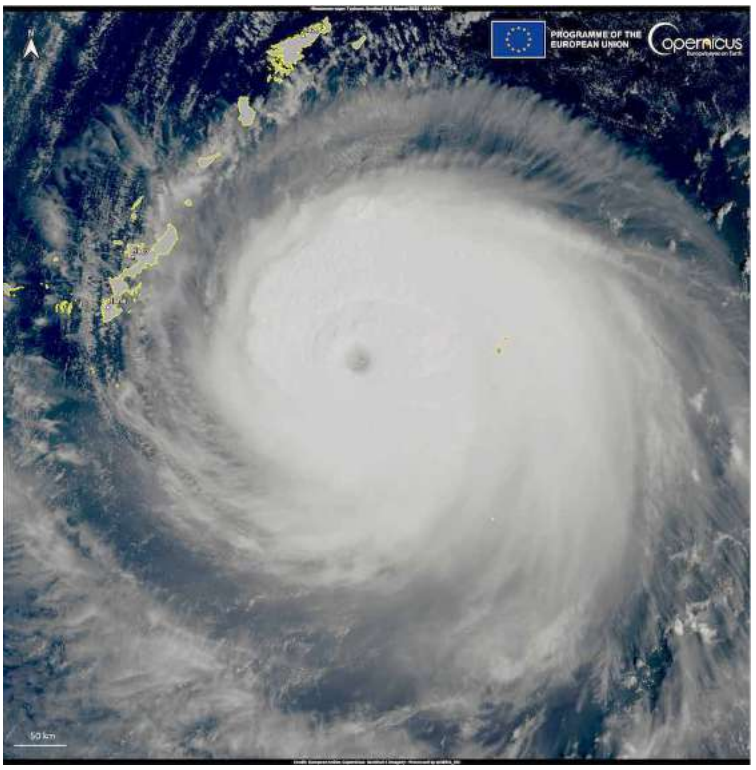
The consultation closes at midnight on 9 October 2022

Super typhoon Hinnamnor in the Pacific Ocean

This image, acquired by one of the European Union's Copernicus Sentinel-3 satellites on 31 August 2022 at 01:24 UTC, shows Typhoon Hinnamnor in the Pacific Ocean, when it was 250 km east of Okinawa Prefecture in Japan.

Hinnamnor is the strongest tropical cyclone[1] of the 2022 Pacific typhoon season. Its strength has been determined to be equivalent to a Category 5 major hurricane[2] on the

Saffir–Simpson Hurricane Wind Scale. According to the latest forecasts[3], Hinnamnor could impact the Korean Peninsula or southwest Japan in early September.



Credit: European Union, Copernicus Sentinel-3 imagery.

Data derived from images acquired by the Copernicus Sentinel-3 mission enable improvements in the scientific understanding of the composition of the atmosphere and extreme weather events.

[1]See extract from the Washington Post: https://tinyurl.com/28c5e2u8

[2] see Twitter feed on this weather system: https://twitter.com/UWCIMSS/

[3] See here from Accuweather: https://tinyurl.com/4bax9pf

Container lashing

Victory for seafarers' safety

Dutch court sides with unions

ITF reported early in July that unions had secured an important victory in the campaign for seafarers' safety as a Dutch court ruled that ship managers, ship owners and charterers must honour a clause that prevents seafarers from being assigned dangerous lashing work where professional dock workers are available.

In 2020, the ITF, FNV Havens and Nautilus NL took the case against Marlow Cyprus, Marlow Netherlands and Expert Shipping over their refusal to adhere to the Non-Seafarers' Work Clause to court in the Netherlands. The companies signed up to the agreement in 2018 and the clause came into force two years later.

The ruling from the Rotterdam District Court means that the companies who employ seafarers on shipowners' behalf, must ensure that cargo handling has to be performed by trained local dock workers where possible, and not given to seafarers as an additional responsibility.

The decision means greater safety for seafarers and also secures jobs for dockers

It was reported by ITF that the court emphasised the importance of the proper implementation of agreements reached through social dialogue and the binding nature of such agreements. It also reaffirmed the 'Albany exemption' which provides that collective bargaining agreements are exempt from certain requirements of EU competition law.

ITF President and Dockers' Section Chair, Paddy Crumlin commented: '*The court makes clear that the parties are bound to the terms of the agreement. Given the weight attached to social dialogue within the European Union, and in the principal statements of companies – it is of paramount importance that they follow through. That starts with employers doing what they say they will*.'

He continued: '*Employers like those we've won this important case against, have been reminded this week by the court about what it actually means to be a social partner. It means doing what you say you'll do. It means keeping your word*.

'*Seafarers, dockers and our unions have upheld our parts of the agreement, which has delivered these companies stable profits. This case is a big step forward in our campaign, but we won't be happy until we get all charterers to respect the clause*.

'*Now, it is time for these employers, particularly short sea shipping charterers, to return to true social dialogue and restore good faith with unions, this must include working with shipowners to implement the Non-Seafarers' Work Clause*.'

Illustration per www.itfglobal.org
©ITF

In conclusion Crumlin said: '*Our industry has important issues to tackle together, and we will continue to be part of the IBF process that has improved wages and working conditions for seafarers for almost 20 years*.'

ITF Dockers' Section vice-chair Niek Stam, who is also the leader of Dutch dockers' union FNV Havens, said the

ruling was both a victory for seafarers' safety and for dockers' jobs.

Stam reflected: '*Those who don't fight will never win. This is the only logical outcome of the lawsuit. Otherwise a signature would no longer be worth anything. A deal is a deal*.

'*Lashing can be extremely unsafe for seafarers, who are often untrained in port operations, such as the dangers of moving cranes. Automated terminals and supply chain pressures have further increased these dangers to ships' crew*.'

ETF General Secretary Livia Spera added: '*This ruling makes clear to shipowners and others that it is a legal requirement to honour the terms of a collective bargaining agreement."*

'*This is the result of years of hard work from the union side and this verdict represents a victory for both seafarers and dockers. It is about the safety of our transport workers, it is about the obligation of the charterers to use the specialised workforce of dockers, and to not exploit seafarers' safety in this way*.'

Key findings of the case

In summary ITF set out the four pints here below as the key findings of the case

I. The clause serves the safety of seafarers. Any secondary effects (such as protecting dockers' jobs) are not relevant.
II. Solidarity between dockers and seafarers is not undesirable.
III. Marlow must ensure that the clause is respected and adhered to by charterers.
IV. The importance of social dialogue is repeatedly highlighted and the need for agreements to be honoured.

American Steamship Company's operating fleet

To be certified by Green Marine

American Steamship Company, a pioneer in Great Lakes marine transportation, is the first domestic ship owner headquartered in the State of New York to participate in Green Marine, the leading voluntary environmental certification programme for North America's maritime industry. This was reported by ASC from Williamsville, New York early last month.

With a fleet of six self-unloading free-flowing dry bulk vessels operating on the Great Lakes, American Steamship Company strives to be recognized as a responsible corporate citizen in the region by meeting the environmental needs of its customers, regulatory agencies, and the local communities. This vision is reflected in American Steamship Company's Community Partnerships Program (CPP), which aims to improve communities by proactively selecting, supporting, or developing programs that will enhance the socio-economic viability of communities where the company has a significant presence.

In the words of Kevin P McMonagle, American Steamship Company's President: '*With more than 115 years of experience, American Steamship Company has responded to numerous changes in Great Lakes shipping.*

'*Today, we are committed to adapting our operations to minimize the environmental impact of our vessels and facilities, and we firmly believe that Green Marine's program will serve us well as a guiding framework to go beyond regulatory obligations to achieve the highest environmental standards*.'

Green Marine's President David Bolduc was delighted to welcome American Steamship Company to the voluntary initiative. He commented: '*By joining Green Marine, American Steamship Company is further strengthening its commitment to sustainability by choosing to benchmark its efforts, and have the results externally verified.*

'*There are nearly 50 Green Marine participants operating on the Great Lakes that are committed to the programme, and they will certainly benefit from American Steamship Company's experience, and I hope, vice versa*.

Illustration per www.americansteamship.com ©ASC.

To achieve Green Marine certification, American Steamship Company will assess its operating fleet's environmental performance through key performance indicators that address such issues as greenhouse gases, ballast water discharge, air emissions, oily water, waste management, and ship recycling. The certification process is rigorous and transparent, with results independently verified every two years, and each participant's individual performance made public annually.

About American Steamship company

American Steamship Company is a longstanding pioneer in Great Lakes vessel transportation. Founded in Buffalo, New York, in 1907, the company has witnessed and responded to dramatic changes in Great Lakes shipping and the industries it serves – many times leading the way with innovative solutions with positive impacts on the overall industry. Its Great Lakes fleet consists of six 1,000-foot self-unloading free-flowing dry bulk vessels capable

of carrying up to 81,000 gross tons of cargo ranging from iron ore pellets to coal, to limestone. During the navigation season, the vessels operate 24/7 with the capacity to unload various cargo at rates of 7,000 to 10,000 net tons per hour.

Film showing the American Steamship Company's self-unloading principle is available here: https://tinyurl.com/cbyf4m5d

Green Marine overview

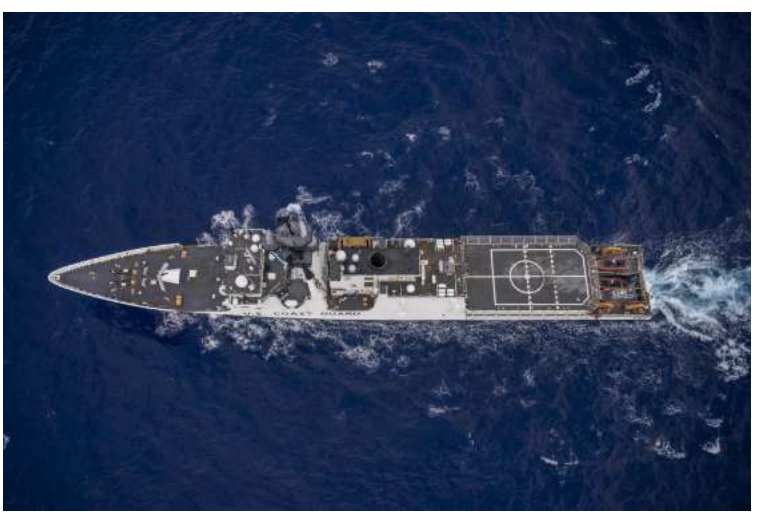
Founded in 2007, Green Marine's North American environmental certification programme is celebrating its fifteenth year as a voluntary effort by the shipping industry to go beyond regulations. There are currently more than 170 ship owners, port authorities, terminal operators, and shipyard managers throughout Canada and the United States participating in the programme. A pivotal element of Green Marine's success from the outset has been the active support from environmental stakeholders, the scientific community, and governments.

A significant number of the more than 90 Green Marine supporters take part in reviewing and shaping the environmental programme.

More details are available at www.green-marine.org

USCG and conclusion of Exercise RIMPAC 2022

Four Hawaii-based Coast Guard units concluded operations contributing to the largest Coast Guard participation in the history of RIMPAC and returned to service of the residents of Hawaii and the Pacific region, on 4 August.



US Coast Guard Legend-class cutter USCGC Midgett transits the Pacific Ocean during Rim of the Pacific (RIMPAC) 2022.
US Coast Guard photo by Petty Officer 3rd Class Taylor Bacon.
USCG ©.

US Coast Guard Cutters *Midgett* and *William Hart*, the Pacific Dive Locker, and Maritime Safety and Security Team (MSST) Honolulu partnered with military members from Australia, Peru, Republic of Korea, Canada, France, and Japan throughout the in-port and at-sea portions of the Rim of the Pacific (RIMPAC) 2022, which ran from late June to early August. The exercise marked a series of firsts for Coast Guard participation.

Coast Guard Cutter *Midgett* conducted a broad spectrum of operations with the Japan Maritime Self Defense Force Ship *Izumo*, the USS *Chafee*, USS *Gridley*, French Navy Frigate FS *Prairial*, and Peruvian Navy BAP *Guise*. The combined team of *Midgett*, *William Hart*, *Izumo*, and USS *Essex* completed RIMPAC's first mass rescue operation, successfully partnering to find, recover, and provide medical assistance to ten simulated people in the water.

Following RIMPAC, *Midgett*'s crew will depart on a western Pacific patrol to build on the regional partnerships demonstrated here and conduct international training and fisheries law enforcement. *William Hart*'s crew will conduct necessary maintenance, complete training, and resume their role as a standby search-and-rescue asset for vessels in distress in the waters around Hawaii, a role she shares with the other two fast response cutters in Honolulu, Cutter *Joseph Gerczak* and Cutter *Oliver Berry*.

US Coast Guard Legend-class cutter USCGC Midgett crewmembers provide take-off instructions to a US Navy MH-60R Seahawk helicopter crew during flight operations during Rim of the Pacific (RIMPAC) 2022.
US Coast Guard photo by Petty Officer 3rd Class Taylor Bacon.
USCG ©.

This year's RIMPAC featured the first Coast Guard-led humanitarian assistance and disaster relief exercise. The exercise tested reopening a harbour that had been struck by a simulated hurricane. A boat crew from Coast Guard MSST Honolulu partnered with underwater survey teams from the US and Royal Australian Navies to conduct underwater scans of Honolulu Harbor to identify hidden hazards. After that, divers from the Coast Guard Pacific Dive Locker collaborated with divers from the US Army and Republic of Korea Navy to remove the hazards and practice maintaining aids to navigation underwater.

Following RIMPAC, the Pacific Diver Locker will focus on training and preparations for annual safety inspections and provide support to local Coast Guard assets and aids to navigation missions. MSST Honolulu will conclude

Operation Koa Moana in Palau, a collaboration with US Marines assigned to I Marine Expeditionary Force and Palau Maritime Force conducting law enforcement subject matter expertise exchange to strengthen and enhance relationships between the US and partner nations/states in the Indo-Pacific Region while remaining Covid-19 safe. MSST Honolulu crews will also provide security and safety zones at Seattle Sea Fair, the Kaneohe Bay Air Show, and ongoing operations at the Southwest Border Maritime Boundary Line.

US Coast Guard 14th District Commander Rear Admiral Michael Day commented: '*This was an incredible opportunity to work alongside our partners in the Blue Pacific to strengthen our relationships.*

'*Our ability to come together for RIMPAC 22, in person, has helped reconnect within and beyond the region. It is through those connections and relationships that we will move forward to bolster impactful engagement opportunities*.'

Twenty-six nations, 38 ships, three submarines, more than 170 aircraft and 25,000 personnel were participating in RIMPAC from 29 June to 4 August in and around the Hawaiian Islands and Southern California.

The world's largest international maritime exercise, RIMPAC provides a unique training opportunity while fostering and sustaining cooperative relationships among participants critical to ensuring the safety of sea lanes and security on the world's oceans. RIMPAC 2022 is the 28th exercise in the series that began in 1971.

New Zealand Marine inquiry

General cargo vessel *Kota Bahagia* cargo hold fire,

Napier Port, 18 December 2020

Key audiences for this report

This report is most relevant to large vessel operators and crew, charterers, freight forwarders, shore-based marine engineering contractors, maritime training facilities and shore-based emergency response agencies.

In brief

Gas cutting material caused ship fire. NZ Transport Accident Investigation Commission (TAIC) calls on Fire & Emergency NZ (FENZ) to improve training in fighting fires on ships. Crucial tactics were not carried out. Valuable time was lost because people lacked good understanding of roles and objectives.

What happened

On 18 December 2020, the general cargo vessel *Kota Bahagia* was discharging a high-value cargo of wind turbine components alongside Wharf 4, Napier Port, New Zealand.

I. **Hot work**: Shore-based workers were on the ship using gas-cutting equipment (hot work) to remove cargo stoppers that were welded to the hold floor to anchor the cargo in place.

II. **Firefighting**: the hot work caused an extensive fire in the cargo hold. People on board were evacuated and there were no fatalities or injuries. The fire was suppressed using the on-board carbon dioxide system and officially extinguished seven days later. There was extensive damage to ship's hold and its cargo.

Why it happened

Hot work

Molten material from the hot work very likely ignited dry sawdust that smouldered and set fire to plastic tarpaulins and fibreglass cargo. The ship's crew did not fully implement hot work precautions. This happened because in this part of the hold it was too hard to stop the molten material going where it should not. The tightly stowed cargo hampered the view and access for the gas-cutting workers.

Firefighting

The suppression of the fire was delayed because the various parties involved did not have a shared and consistent understanding of each other's roles and objectives. The ship's master told Fire and Emergency New Zealand (FENZ) responders that the crucial firefighting tactic was to close the cargo hold cover and release carbon dioxide into the hold. To close the cover, the crew needed to hoist a crane wire and container spreader out of the hold. Valuable time was lost as the master attempted to convey the intended tactics to the FENZ officer in charge of the unified command team. FENZ staff did not initially give due regard to the ship's master's command status and knowledge of the ship and its systems.

Learnings, safety issues and remedial action

Hot work: When thinking about the safety of hot work, consider the area around the hot work as well. Assess risk systematically and monitor the work site to ensure control measures are appropriate and effective. The ship's operator (PIL's) safety management system did not provide for this and the crew did not do it. PIL has told staff on all of its vessels about the fire on board the *Kota Bahagia* and how to prevent a recurrence.

Firefighting: Suppression of the fire was delayed because the parties involved lacked a shared and consistent understanding of each other's roles and objectives.

I. Even if the controller of a co-ordinated response a ship fire is not the ship's master, the master remains the proper decision maker about safety and security of the vessel, safety of life on board, care of the cargo, and protecting the marine environment from ship-borne pollution. Fire and emergency responders should take this into account.

II. In this instance, Fire and Emergency NZ took the lead role and the ship's master followed orders to evacuate crew, knowing that it would delay the use of the vessel's fire-suppression systems.

Safety actions and recommendations

The Commission's reports always identify important safety issues, and its recommendations should be addressed.

Firefighting - Fire and Emergency NZ (FENZ) and Napier Port

The response to the fire on the *Kota Bahagia* revealed safety issues that were similar to those identified by the Commission in its report on a fire on the *Kokopo Chief* in Tauranga, published in November 2018, two years before the fire on the *Kota Bahagia*.

In that report, the Commission recommended that FENZ address its training (existing Recommendation 024/18) and improve understanding of the unique aspects of fighting fires on ships and the responsibilities and obligations of masters and crews (existing Recommendation 023/18).

Readers are invited to see here TAIC's report into the fire in *Kokopo Chief*: https://tinyurl.com/5n8d4m7j

FENZ accepted the recommendations from TAIC in 2018 and indicated that they would complete reviews in 2019. These reviews were not complete when the *Kota Bahagia* fire occurred in December 2020.

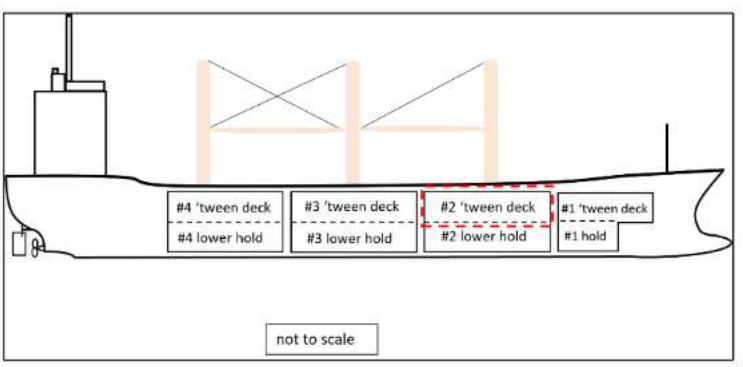


Figure 3: General layout of cargo holds on the *Kota Bahagia*

General layout of cargo holds in Kota Bahagia.
Illustration per NZ TAIC
NZTAIC ©

To completely implement the Commission's 2018 recommendations, FENZ needs to urgently update its training regime so that firefighters know the latest ship fire procedures and guidance.

The Commission welcomes Fire and Emergency New Zealand's safety actions so far, which include:

- **Ship masters**: FENZ documents clarify the status and authority of the master.
- **Firefighting procedures**: FENZ published its new ship fire reference guide in September 2021 and its new ship fire procedure in April 2022.
- **Ports**: FENZ worked with Napier Port and the Port and Harbour Marine Safety Code technical group to establish more formal and collaborative procedures. The Commission encourages FENZ to continue to collaborate with port companies on joint procedures.

NB: While the Commission identified no safety issues with Napier Port's response to the *Kota Bahagia* fire, it welcomes Napier Port's proactive safety actions: Its fire hydrants and firefighting equipment have distinctive new markings, and the Port strengthened relationship with FENZ includes formalised firefighting tactics, site orientation and emergency simulation exercises.

Hot work - Pacific International Lines

The Commission has made one new recommendation – that Pacific International Lines take further steps to ensure that the safety precautions prescribed in its Safety and Emergency Manual are implemented effectively on board its vessels. (New Recommendation 011/22).

TAIC welcomes safety actions taken by Pacific International Lines to date but believes that further action is still required to meet the intent of this recommendation.

No repeat accidents – ever!

The principal purpose of the New Zealand Transport Accident Investigation Commission is to determine the circumstances and causes of aviation, marine, and rail accidents and incidents with a view to avoiding similar occurrences in the future, rather than to ascribe blame to any person.

TAIC opens an inquiry when it believes the reported circumstances of an accident or incident have - or are likely to have - significant implications for transport safety, or when the inquiry may allow the Commission to make findings or recommendations to improve transport safety.

To download the 52-page Final Report on this inquiry readers are invited to see here:
www.taic.org.nz/inquiry/mo-2020-205

News from Anchorage Alaska

A lubricant leak

Dredging

According to a statement from Anchorage, Alaska, on 7 August US Coast Guard personnel have been working with partner agencies to monitor a lubricant leak from a container ship that was on passage to Anchorage the previous week.

On the evening of 4 August personnel at the Coast Guard Sector Anchorage Command Center received a notification that the *Maunalei*, a 645-foot loa container ship, was leaking lubricant while transiting to the Port of Alaska.

The vessel, owned by Matson, Inc., was reportedly discharging a biodegradable, environmentally acceptable lubricant at a rate of approximately six gallons per hour. Given the low toxicity of the lubricant, the strong tidal currents and the slow release rate, threats to the wildlife and resources in the region were anticipated to be minimal.

Captain Leanne Lusk, the Captain of the Port of Anchorage commented: '*The vessel contains perishable cargo and other supplies for distribution throughout Alaska.*

The US Army Corps of Engineers, Alaska District, contracts the Westport, a 2,000-cubic-yard hopper dredge operated by Manson Construction, to keep Cook Inlet safe for navigation by clearing built-up sediments on the seafloor that prevent large ships from coming through.
So far this year, the team has removed 85,000 cubic yards of material from the waterway and expects to see more infill from this point forward.
For the past twelve years, the cumulative volume removed each year from the beginning of spring until end of fall has ranged from 600,000 to 1.2 million cubic yards of material. The Alaska District anticipates being on the lower end of the range for this year's efforts.
US Army photo by Rachel Napolitan.
US Army ©.

The skyline of the city of Anchorage as seen from the dredger the US Army Corps of Engineers, Alaska District, contracts to maintain the Port of Alaska to keep the waterway safe for navigation.
Photo by Rachel Napolitan
US Army Corps of Engineers, Alaska District.
ACE©.

'*After coordinating with federal, state and local stakeholders and balancing the risk to the supply chain with the risk to the environment, I have authorized the vessel to continue its transit into Anchorage*.'

Following discharge of cargo it is understood that Matson employees have arranged for the vessel to transit to dry dock to commence repairs.

USCG multi-faceted tasks

This report and the captions to the pictures illustrate the multi-faceted tasks of the US Coast Guard in making the waterways of the US safe and environmentally sound.

More lifesaving grain shipments authorized to leave Ukraine

Three more ships were given approval to leave Ukraine's Black Sea ports on 5 August, carrying more than 58,000 tons of corn, in a move that will raise hopes further for the success of a UN initiative aimed at lowering prices of essential foods and easing the global crisis. This was reported by the UN on 4 August.

The Joint Coordination Centre (JCC) which is managing the Black Sea Grain Initiative agreed between the UN, Ukraine, Russia and Türkiye, has authorized the departure of three vessels – two from the port of Chornomorsk and one from Odesa, carrying a total of 58,041 tons of corn through the designated maritime humanitarian corridor.

This grain deal facilitated by UN Secretary-General António Guterres following the Russian invasion, amidst concerns over the blockade of Ukraine's valuable food exports via the Black Sea, was signed between the parties on 22 July, in Istanbul.

The JCC announced five days later, was established in order to realise the Initiative, and the first commercial shipment took place on 3 August, when the Sierra Leone-flagged *Razoni* was cleared to leave, bound for the Lebanese port of Tripoli. The JCC's role is to enable the safe transport by merchant ships of grain and other foodstuffs and fertilizers from three key Ukrainian ports in the Black Sea, to the rest of the world.

Corn heading to Türkiye, UK, Ireland

The Istanbul-based JCC, which is made up of representatives from the nations involved in the deal plus the UN, said in a press release that the merchant ship *Polarnet*, anchored in Chornomorsk port, would leave carrying a cargo of 12,000 metric tons of corn destined for Karasu in Türkiye.

The *Rojen*, also anchored in Chornomorsk, was due to leave on 5 August with a cargo of 13,041 tons of corn bound for Teesport, in the north of England, while *Navistar*, anchored in Odesa, was to sail with 33,000 tons of corn, bound for Ringaskiddy, Ireland.

First ship bound for Ukraine

The JCC said it had also authorized the movement, pending inspection, of the merchant vessel *Fulmar S*, inbound for Chornomorsk. *Fulmar S* was, on 4 August, at anchor at the inspection area NW of Istanbul.

A spokesman for the JCC said on 4 August: '*The three outbound vessels are estimated to depart in the morning (*5 August*) from their respective ports. Timings may be affected based on readiness, weather conditions or other unexpected circumstances. Inspection is expected to take place after arrival at the anchorage area in Turkish territorial waters.*'

The JCC added: '*Drawing from lessons learnt during the first movement of mv Razoni, the JCC has authorized this movement as a second proof of concept, testing multi-ship operations in the corridor including an inbound ship. In addition, the corridor has been revised to allow for more efficient passage of ships while maintaining safety.*'

Freeing up the ports

The JCC acknowledged the need for commercial vessels which have been stranded in Ukrainian ports since February, to be allowed to depart to their pre-defined destinations. It stated: '*Their movement will free up valuable pier space for more inbound ships to come in and carry food to global markets in line with the Initiative*.'

It is understood that by pre-agreed procedures, all participants coordinate with their respective military authorities, in Moscow, Kyiv and Ankara, and other relevant authorities to ensure the safe passage of commercial vessels, the JCC emphasized. We learnt that the JCC will monitor closely the safe passage of the vessels through the humanitarian maritime corridor.

IRClass and ISPS training Doha Qatar

IRClass Academy, the training arm of international ship classification society, Indian Register of Shipping (IRS), has provided comprehensive International Ship and Port Facility Security Code (ISPS) training to an array of key stakeholders in Doha, Qatar.

A training session was inaugurated by Dr Saleh Mohsin A R Fetais, Under-Secretary at the Ministry of Transport, Qatar. A variety of topics were covered in the training including maritime security policies, security responsibilities, threat identification and emergency preparedness, drills and exercises.

This training was well attended by personnel from the Coast Guard, the Ministry of Interior, Qatar Navy, Ministry of Transport, Ras Laffan Port Security and Industrial Security who gained insights and provided positive feedback. The training programme was co-ordinated and facilitated by Captain Bijoy Sharma IRS Country Manager for Qatar.

Mr Amit Bhatnagar, Head IRClass Academy at IRS, commented: '*The Middle East is one of our most important strategic markets and it is a pleasure to work closely with key stakeholders in Doha. IRClass Academy is gaining rapid recognition globally and we remain committed to provide the highest quality training around the world.*'

Qatar's Ministry of Transport's activities

According to the Qatar's Ministry of Transport the Maritime Transport Sector is committed to developing and modernizing the sector in line with strategic plans aiming at ensuring a safe maritime navigation that meets all safety requirements and obligations, and keeps pace with international maritime developments through creative and effective application of international maritime instruments and observation of emerging trends and latest publications.

The Maritime Transport Sector is also working on developing the legal framework for maritime activities, and enhancing the technical and administrative aspects of inspection, examination, control and investigation related to accidents.

As part of efforts to achieve the strategic objectives of Qatar's National Vision 2030, the Maritime Transport Sector maintains a close relationship with the IMO and runs constant reviews of national legislation to ensure compliance with relevant international legislation in the best interests of the State of Qatar.

Furthermore, the Sector continuously strengthens coordination and cooperation with different stakeholders through participation in international meetings and working groups.

US Coast Guard recognizes CMA CGM mariners for rescue

At the Port of Guam on 10 August the US Coast Guard recognized mariners aboard the *CGA CGM Herodote* for their action to save lives in March this year.

Captain Nick Simmons, US Coast Guard Forces Micronesia/Sector Guam, presented Captain Donald Moore and the crew a Coast Guard Certificate of Merit for their efforts to rescue fishers more than 100 miles off Japan after their vessel suffered a fire on 21 March.

Simmons said: '*The efforts of Captain Moore and his crew honour the nautical tradition of assisting fellow mariners. Their bias for action and commitment were on display that day. Merchant mariners are an integral part of the global search and rescue enterprise, and especially in the vast Pacific, they are essential to saving lives*.'

CONTD.

The USCG Citation reads:

Certificate of Merit to

Captain Donald M Moore and the crew of mv *CMA CGM Herodote*

The *CMA CGM Herodote* crew are awarded the Coast Guard Certificate of Merit for significant and beneficial contributions to the Coast Guard's Search and Rescue (SAR) mission.

At the Port of Guam on 10 August Captain Nick Simmons, US Coast Guard Forces Micronesia/Sector Guam commander with Captain Donald Moore and the crew of CGA CGM Herodote Charlie Hermosa, general manager in Guam for CGA CGM and APL.

US Coast Guard photo by Chief Warrant Officer Sara Muir.
USCG ©

On 21 March 2022, while underway on a voyage from Saipan, CNMI*, to Hakata, Japan, your crew observed smoke and flames on the horizon from a fishing vessel approximately eight nautical miles from your vessel's position and 107 nautical miles from Tanegashima Island, Japan. You immediately diverted towards the observed fire and discovered the Japanese fishing vessel *Yuujin Maru No. 51* was completely engulfed in flames from the superstructure to the waterline with no visible name or designating marks, and no visible signs of survivors. The crew of the *CMA CGM Herodote* took immediate action to search for survivors, made radio broadcasts for assistance from vessels in the area, contacted USCG District 14 Command Center Honolulu and further coordinated SAR efforts with the Japan Coast Guard. You remained on scene and provided invaluable real-time information to SAR experts. The *CMA CGM Herodote* was joined by the Greece-flagged tanker *Woodside Rogers* to assist with the response and soon located three persons in the water, who were then recovered by the *Woodside Rogers*. It was discovered that a total of eight crewmembers were onboard the *Yuujin Maru No. 51*, comprised of six Indonesian and two Japanese nationals. *CMA CGM Herodote* continued to search for survivors until relieved by Japanese Coast Guard air and surface assets approximately seven hours after the initial sighting. Although no further survivors were found, your efforts preserved the lives of three mariners. The *CMA CGM Herodote* crew are most heartily commended for your exemplary preparedness, excellent communication and coordination skills, and meritorious public service to the maritime community in support of the United States Coast Guard's Search and Rescue mission. Thank you for your selfless efforts and service.

Captain Nick Simmons, US Coast Guard Forces Micronesia/Sector Guam commander, presented Captain Donald Moore and the crew a Coast Guard Certificate of Merit.

US Coast Guard photo by Chief Warrant Officer Sara Muir.
USCG ©.

Simmons added that the crew was very humble about what they had done and only noted the event as required in their logbook, later read by Coast Guard marine inspectors on a routine visit to the ship.

He commented: '*We are very pleased to recognize this team, and without their help, more mariners would have perished that day. Maritime transport is the backbone of the global economy, and we feel that acutely here in Guam, where around 90% of goods come into the island through the port. The partnerships we have with industry here are vital to our way of life and security.*'

The presentation came as *Herodote*'s crew called on Guam for delivery as part of their regular shipping route. Representatives from APL, CGA CGM's parent company,

joined the US Coast Guard team. *CMA CGM Herodote* is a 558-foot loa US-flagged container ship.

*Commonwealth of Northern Mariana Islands.

NATO exercises in the Adriatic and the Med

Souda Bay, Greece

It was announced by NATO Maritime Command (MARCOM) Public Affairs Office on 11 August from Souda Bay, Greece, that Standing NATO Maritime Group Two (SNMG2) with several ships from the task group had arrived for a scheduled port visit.

SNMG2 arrived with its flagship, guided-missile destroyer USS Forrest Sherman; Spanish Navy frigate Almirante Juan de Borbon; Turkish Navy frigate TCG Kemalreis, and Hellenic Navy frigate HS Kountouriotis.

The port visit for the task group came after a week and a half spent operating throughout the Adriatic and the Mediterranean Seas.

Cross-deck helicopter operations were conducted by Standing NATO Maritime Group 2 (SNMG2) and Standing NATO Mine Countermeasures Group 2 (SNMCMG2).
MARCOM Public Affairs NATO ©.

Together, as members of SNMG2, the task group performed unique and tactical events such as exercises in live-fire gunnery, electronic warfare, air defence, and communications. While operating together provides for increased interoperability and improved communications during dynamic exercises, it also directly supports the purpose and principles outlined in the 2022 NATO Strategic Concept.

NATO Heads of State and Government approved a new Strategic Concept for the Alliance in Madrid on 29 June setting out the Alliance's priorities, core tasks, and approaches for the next decade.

Strategic Concept

The Strategic Concept describes the security environment facing the Alliance, reaffirms NATO's values, and spells out NATO's key purpose of ensuring its collective defence. It further sets out NATO's three core tasks of (i) deterrence and defence; (ii) crisis prevention and management and (iii) cooperative security.

In the words of US Navy Rear Admiral Scott Sciretta, commander, SNMG2: '*Standing NATO Maritime Group Two (SNMG2) is dedicated to put into practice the core tasks outlined in the Strategic Concept.*

'*By operating as one team in the Mediterranean, we prioritise focusing on continuous improvement. The Alliance is stronger together and we will continue to demonstrate how our combat-credible, forward deployed fleet is the most potent, flexible and versatile instrument of military power.*

'*Just as we succeed when we operate together at sea, port visits also are key opportunities to continue to build those vital relationships between Allies and Partners.*'

The port visit provided an opportunity for the Group to refuel and resupply. Sailors also had the opportunity to participate in recreational activities and engage with local communities across the island.

Standing NATO Maritime Group Two (SNMG2) is a multinational integrated task group that projects a constant and visible reminder of the Alliance's solidarity and cohesion afloat and provides the Alliance with a continuous maritime capability to perform a wide range of tasks, including exercises and real-world operations in periods of crisis and conflict.

Joint mine countermeasures exercises

Warships from Standing NATO Maritime Group 2 (SNMG2) and Standing NATO Mine Countermeasures Group 2 (SNMCMG2) exercised cross-deck helicopter and small-boat capabilities in the Adriatic Sea to demonstrate and preserve their ability to operate together against the threat of mine attack. This was reported by NATO MARCOM Public Affairs on 11 August

Standing NATO Maritime Group Two (SNMG2) is dedicated to put into practice the core tasks outlined in the Strategic Concept

MARCOM Public Affairs NATO©.

These exercises culminated in a mine lead-through exercise building NATO's high-end mine detection and mine counter measures (MCM) protection capabilities.

SNMG2's flagship US Navy USS *Forrest Sherman* and Turkish Navy TCG *Kemalreis* along with SNMCMG2's flagship Turkish Navy TCG Yuzbası Gungor Durmus, minehunter TCG *Edincik* and Italian Navy ITS *Alghero* participated in the exercise.

Interoperable capabilities Integration of two out of four of NATO's Standing Naval Forces speaks to the importance of interoperable capabilities and demonstrates Alliance cohesion.

Clearing a mine-threat area is a required capability that falls under NATO's strategic goal of ensuring maritime security. The ability to operate jointly with Allied nations from different task groups increases the readiness of NATO's response force.

US Navy Rear Admiral Scott Sciretta, commander of SNMG2, spoke about the importance of interoperability. He reflected: '*It sends a clear message for NATO to have two of its Standing Naval Forces take the time to exercise our ability to conduct joint maritime operations.*

'*Exercises such as these make us capable now and ready for tomorrow*.'

Turkish Navy Captain Yusuf Karagulle, commander of SNMCMG2, spoke about the importance of exercises between SNMG-2 and SNMCMG-2: *'Given the nature of MCM operations, mostly close to shore and in a multi-threat environment, it was a beneficial exercise for SNMCMG2 to increase our interoperability with SNMG2.*

'*Trainings between these groups are force multipliers and provide a collectively trained and interoperable capability that NATO can confidently deploy*.'

SNMG2 and SNMCMG2 are multinational integrated task groups that project a constant and visible reminder of the Alliance's solidarity and cohesion afloat and provide the Alliance with a continuous maritime capability to perform a wide range of tasks, including exercises and real-world operations in periods of crisis and conflict.

This policy sends a clear message for NATO to have two of its Standing Naval Forces take the time to exercise its ability to conduct joint maritime operation. In conclusion Admiral Sciretta said: '*Exercises such as these make us capable now and ready for tomorrow*.'

Montagu acquires Maritime Intelligence from Informa Plc

Montagu, a leading private equity firm with offices in Europe, announced on 4 August that it had agreed to acquire Maritime Intelligence from Informa Plc.

Maritime Intelligence, commonly known as Lloyd's List Intelligence, is a leading provider of maritime data and intelligence, widely used across the shipping world, extending to the finance, legal, academic, insurance, and government sectors. Its products provide reliable, high-quality data and analytics, which help professionals make informed decisions on compliance, risk management and operations.

The business consists of maritime information, insight services, and legal reference sources, including *Lloyd's List*, an industry-leading source for global shipping news with origins stretching back to Lloyd's Coffee House in London's Lombard Street in 1734 and published daily except on Sundays.

Commenting on the acquisition, Maritime Intelligence Chief Executive Michael Dell said: '*We are delighted to join Montagu and the suite of knowledge-led and tech-enabled businesses in their portfolio. Partnering with Montagu supports our continued delivery of innovative maritime analytics for customers, and we are confident of a bright and prosperous future under their leadership*.'

Commenting for Montagu, Edward Shuckburgh, Director added: '*Maritime Intelligence is a unique business with a historic legacy and reputation hard-won over hundreds of years. It is complementary to our portfolio of data and analytics investee companies with strong current growth and revenue acceleration potential. We are pleased to welcome the business to the Montagu family*.'

Lloyd's List has been an online title since 2013. It remains to be seen if the print version will return. The paper was one of the world's oldest continuously running journals. From time to time they published informative supplements and enabled most welcome copies of the daily paper to be available for delegates at shipping conferences.

LNG battery hybrid mv *Auto Achieve* berths at the Grimsby River Terminal

On the UK's East Coast Grimsby River Terminal (GRT) welcomed the first deep sea car carrier powered by a multi-fuel liquefied natural gas (LNG)/battery hybrid engine carrying a cargo of Kia vehicles. This was reported by Associated British Ports (ABP) on 11 August.

Auto Achieve, owned by United European Car Carriers (UECC), was built this year at the Jiangnan Shipyard, China, and is the second pure car and truck carrier (PCTCs) vessel in its sustainable fleet. It is also the first Eukor* vessel to come to the GRT, as these deep-sea carriers usually berth at the Port of Immingham's Humber International Terminal (HIT).

Illustration per www.abports.co.uk

Simon Bird, Regional Director for the Humber Ports said: '*We are delighted that Kia have chosen the Port of Grimsby to bring this car carrier to. This is a great opportunity to see how sustainable vessels can be and LNG fuelled ones are growing in popularity. We expect to see more of them in our ports as operators look to lower their carbon footprint*.'

Paul Philpott, President and CEO of Kia UK Ltd commented: '*At Kia our vision is to become a truly sustainable, responsible and innovative mobility solutions leader, this is outlined in a clear and achievable strategy leading up to 2045 when we have committed to achieve carbon neutrality. Part of this plan focusses on collaboration with our supply chain partners to achieve lower emissions throughout our entire value chain. UECC's mv Auto Achieve vessel is a great example of innovation to enhance emissions reduction and we're proud to have our new electrified vehicles transported via one of the cleanest methods possible today*.'

Daniel Gent, Energy and Sustainability Manager, UECC, added: '*We are delighted to welcome to Grimsby our vessel Auto Achieve, the greenest and most technologically advanced car carrier built to date. Powered by a multi-fuel LNG battery hybrid system, our customers benefit from a carbon reduction up to 40% whilst transporting their cargo onboard.*

'*Additionally, the vessels unique design allows for improved air quality in the port and the local area. Grimsby is an important place that holds more than 30 years of history for our organisation, and we are immensely proud to see our newest vessel here today*.'

According to UECC, these multi-fuel engine vessels enable a carbon dioxide emissions reduction of around 25%, SOx and particulate matter by 90% and NOx by 85% from the use of LNG and are also adaptable for low-carbon fuels such as bio-LNG and synthetic fuels as these become available.

*See here: www.eukor.com

The Learning Curve

The state of artificial intelligence in maritime

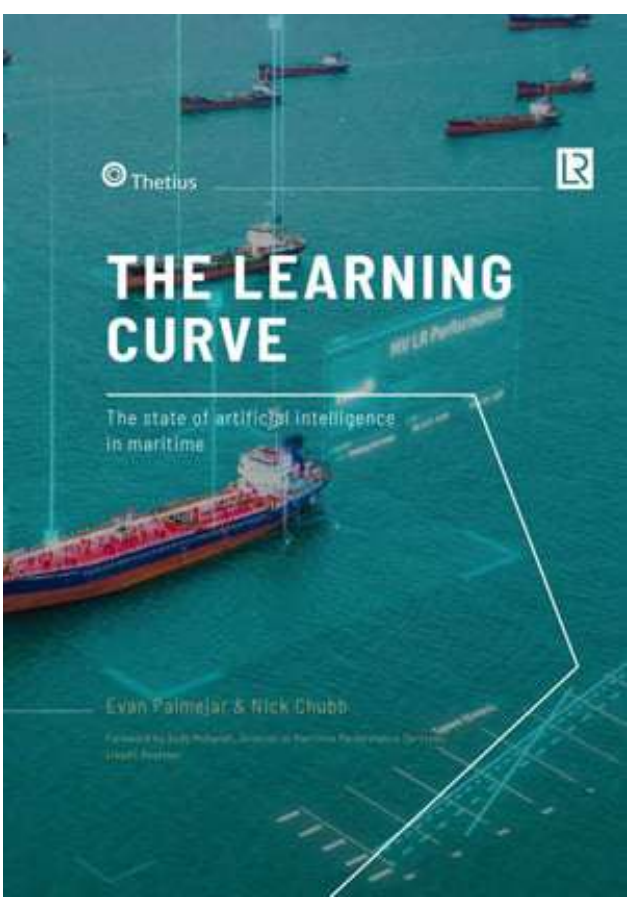
By Evan Palmejar & Nick Chubb

Foreword by Andy McKeran, Director of Maritime Performance Services Lloyd's Register

The maritime industry is built upon centuries of human experience. Combining this human expertise and experience with artificial intelligence will allow the world to process more information more quickly than ever before and ultimately make better decisions.

This new report on Artificial Intelligence has been issued by Thetius with Lloyd's Register.

Lloyd's Register has expressed delight at working in collaboration with Thetius on this report as LR views Artificial Intelligence (AI) as a transforming technology that will allow maritime companies across the maritime asset value chain to not only get ahead of the market but accelerate their digital transformation and meet the challenges of the upcoming energy transition.



The report is available here: https://tinyurl.com/2p8k5jyw

It is understood that the paper will help maritime stakeholders find suitable AI providers and assist with for their business

Contents

The 40-page document has sections concerning:

How artificial intelligence works
Types of AI
Machine Learning/Data-Driven AI
Knowledge-Based AI
Hybrid AI
Natural Language Processing
Neural Networks
Sensor Fusion
As for AI in the Maritime Industry others concern:
Rapid adoption
Maritime use cases for artificial intelligence
Autonomous Navigation
Digital Health Management
Remote Diagnostics
Virtual Commissioning with Conclusions and Recommendations to Industry

Followed by a Glossary of Terms and References.

A UK National Strategy for Maritime Security

(NSMS)

A new document issued by the UK Government on 15 August set out the activity to develop national and global maritime security over the next five years.

See here: https://tinyurl.com/35x7vhaj

This builds on messages from the publications *Global Britain in a Competitive Age: the Integrated Review of Security, Defence, Development and Foreign Policy* and *Maritime 2050* to deliver five strategic objectives to:

- Protect the homeland.
- Respond to threats.
- Ensure prosperity.
- Champion values.
- Support a secure, resilient ocean.

The NSMS sets out how the UK organises and uses its extensive national capabilities across government to identify, assess and address current maritime security challenges. It also outlines commitments to meet those challenges now and in the future. Input was received from across government, academia and industry.

The strategy captures a range of issues including:

- Working to ensure the security of borders, ports and maritime infrastructure with devolved administrations, overseas territories and Crown Dependencies.
- Creating a secure environment that limits the ability of terrorist and organised criminal groups to operate.
- Monitoring chokepoints and strategic seaways to ensure the free movement of goods and trade.
- Upholding and promoting compliance with the rights and obligations of UN Convention on the Law of the Sea (UNCLOS), including freedom of navigation.
- Championing sustainable governance of the ocean, developing maritime security approaches that enforce environmental regulations.

The NSMS is a significant document in setting out the aspects of maritime security the UK deems essential to our continued way of life. The security of our borders, maritime infrastructure and trade routes are essential to our stability and prosperity. Government's expertise at home and abroad is discussed as well as our values in ensuring the continuance of the international order and freedom of navigation across the globe.

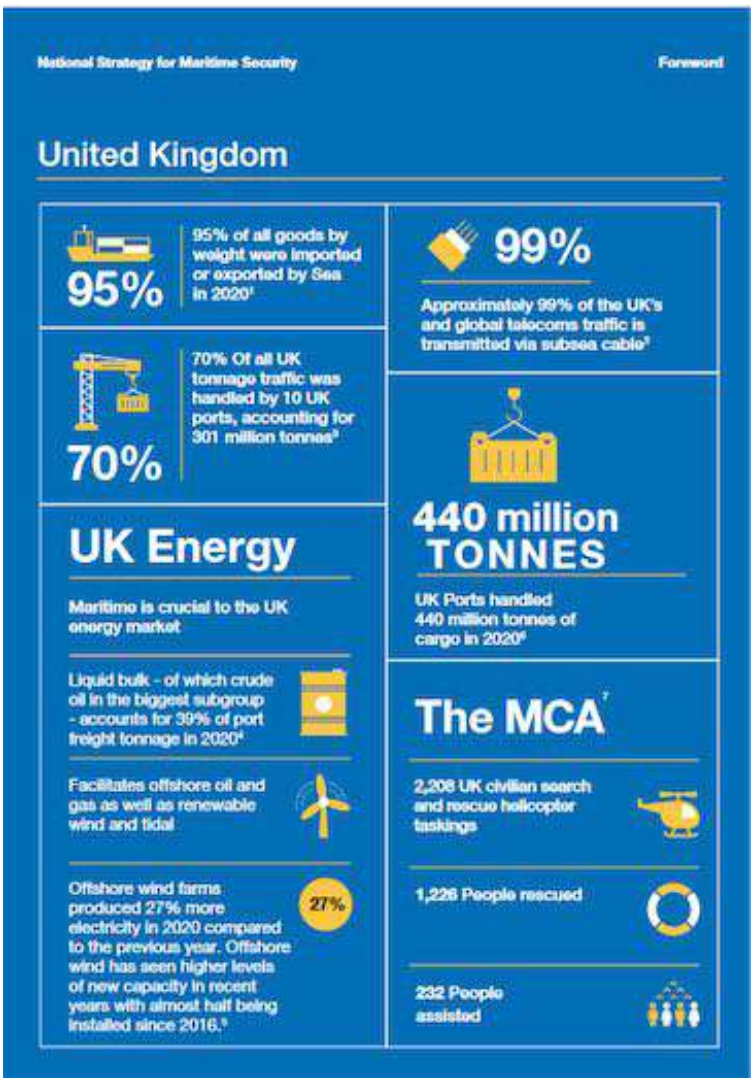
Salient points

Volume of trade

Around 80% of global trade by volume and over 70 % of global trade by value are carried by sea and are handled by ports worldwide.

Trade

In the UK the maritime industry is fourth against EU countries in terms of total tonnage handled as of 2019. The UK's two largest ports, London and Grimsby & Immingham rank 16th and 17th respectively in terms of tonnage handled against all EU ports.



The UK registered trading fleet was 24th largest in the world (in dwt in 2020). The Crown Dependencies were 17th. If taken as a group Red Ensign-flagged shipping was expected to have the tenth largest registered trading fleet in the world at the end of 2021. The UK accounts for 21% of the Red Ensign Group's deadweight tonnage, while the Crown Dependencies (effectively the Isle of Man) account for 45% and the Overseas Territories account for 34%.

Defence

With regard to defence 74 warships are at sea across the seven continents at the time of the Report (August 2022) and it is estimated that the Royal Navy will increase by 50% in tonnage by 2030 compared to 2015

International responsibilities

Championing the United Nations Convention on the Law of the Sea (UNCLOS) as the legal framework within which all activities in the ocean and seas are carried out, the UK Government will:

- Uphold and promote compliance with the rights and obligations of
- UNCLOS including freedom of navigation.
- Work with allies, partners, and multilateral institutions to maintain a free,
- open, and secure Indo-Pacific.
- Lead by example to champion free trade and global cooperation to limit
- instability on the world's ocean.
- In turn such activities will lead to the UK supporting a secure, resilient ocean.
- To work towards an ocean that is effectively governed, clean, healthy, safe,
- productive, and biologically diverse, the UK Government states in this document that it will:
- Champion sustainable governance of the ocean, developing maritime
- security approaches which enforce environmental regulations.
- Consider changes to the nation's climate as integral to supporting a mature
- maritime security approach.
- Work with allies and partners to ensure the conservation and sustainable use of the marine environment.

Asia trade

Emphasis is placed on the South China Sea linking East and West. It covers 1.4 million square miles, and is the main global shipping route between the Pacific

and Indian Oceans, through the strategically important Straits of Malacca.

An estimated 60% of all global maritime trade passes through Asia: of that, one third passes through the South China Sea. This is worth over £2.33 trillion annually, which equates to 2.5% of the entire global economy. The UK is a maritime trading nation, with commercial interests worldwide. The UK is reliant upon the South China Sea for over £91 billion worth of imports & exports passing through it every year – 12% of total UK seaborne trade.

Proportion of all UK Flagged vessels travelling through the straits between Jan 2019 - 2020.[31]

	UK Flagged Vessels	
The Straits	To UK port	From UK port
Malacca Strait	6%	3%
Mandeb Strait	4%	3%
Hormuz Strait	19%	8%
Bosphorus Strait	29%	25%
Oresund Strait	1%	1%

Illustrations from the UK Government's document National Strategy for Maritime Security. This provides a useful reminder of the world's strategic seaways and choke points as here:

1. Panama Canal;
2. Strait of Gibraltar;
3. Bosphorus and Turkish Straits;
4. Suez Canal;
5. Strait of Hormuz;
6. Strait of Bab al-Mandab;
7. Cape of Good Hope and
8. the Strait of Malacca.

Chartlet of the UK marine estate including Overseas Territories and Crown Dependencies. Note maritime zones associated with the British Antarctic Territory are not shown, noting that the UK is party to the Antarctic Treaty. Maritime space is illustrative only as at 1 August 2022. It is without prejudice to future limits and boundaries.

HMS Protector viewed as it makes its way through ice filled seas. HMS Protector is the Royal Navy's Ice Patrol Ship and is deployed for 330 days each year.

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Berg Propulsion and tug order from Türkiye

Power performance edge for propulsion solution proves decisive as Berg Propulsion Eurasia takes its first tug order from İÇDAŞ Shipyard of Türkiye.

It was announced from Hönö, Sweden on 18 August that Berg Propulsion has secured its first new tug order in Türkiye since the opening of Berg Propulsion Eurasia in April 2022 - the entity which has been revitalising the well-known marine equipment brand regionally. The company has been contracted to provide a range of propulsion and control equipment for a harbour tug to be built at İÇDAŞ Shipyard.

The Robert Allan designed RAscal 2000 tug. A compact, efficient, high-performance conventional twin-screw tug designed to perform ship-assist/ harbour tug duties and construction support with a significantly low air draft and a shallow navigational draft.

Built to a Robert Allan design, the newbuild RAscal 2000 tug will join the İÇDAŞ fleet to support drydocking operations and activities in its surrounding port area of Çanakkale on the Dardanelles at the western end of the Turkish Straits.

Power capability was a key factor in selecting the twin BERG MTA 318 Fixed Pitch Azimuth Thrusters, shaft system and control system to work in combination with the tug's 2x1081kW@2000rpm Cat C32 main diesel engine.

In the words of Mustafa Müslüm, General Manager, Berg Propulsion Eurasia: '*We needed to achieve a 35-tonne bollard pull, which is high for a harbour tug of this size, and we could do this competitively because our set up can handle 8% higher input power than comparable systems*.'

For Berg Eurasia, the deal represents not only a first tug propulsion order from İÇDAŞ, but a breakthrough into Türkiye's significant tug market. Berg Propulsion supplied four MPP controllable pitch propellers to the same shipbuilder between 2012 and 2015, for cargo ships.

Fitted with propulsion technology from Berg Propulsion, the new İÇDAŞ tug will support operations in the drydock and surrounding port area of Çanakkale, Türkiye.

Two years after re-emerging as an independent force in marine propulsion and vessel control, Berg Propulsion has been investing strongly in manufacturing facilities in Hönö, Sweden and in its international network. With Berg Eurasia set up to manage sales, service, commissioning and aftermarket support, the Istanbul operation provides a significant example of the company's strategy for enable regional hubs to support local supply and service needs.

The Berg Propulsion Eurasia General Manager added that the supplier was now working hard to ensure regional customers were fully aware of the group's broad-based range of propulsion solutions. These include integrated hybrid diesel-electric systems, electrical drives and a distinctive thruster-to-upper gears interface which offers a straightforward way of securing the benefits of a hybrid diesel with electric motor installation.

Illustrations per Berg Propulsion© and Robert Allan Naval Architects & Marine Engineers ©.

ITF Inspectors recover seafarers' unpaid wages

Last year, union ship inspectors recovered more than US$37 million in unpaid wages owed to seafarers, the International Transport Workers' Federation (ITF) revealed in figures published on 19 August.

The ITF's 125 inspectors and coordinators completed 7,265 inspections in 2021 to support thousands of seafarers with wage claims and repatriation cases, despite Covid-19 restrictions preventing inspectors' ability to board ships for much of the year.

ITF Inspectors get their name because they board and inspect ships. They educate seafarers about their rights and support crew to enforce these rights. The officials cover more than 100 ports across 50 countries.

Burmese seafarers who were left near shipwrecked after a typhoon are pictured on their way home from Hong Kong, after ITF Inspector Jason Lim helped them recover almost US$30,000 in unpaid wages.

Illustrations per www.itfglobal.org ©ITF.

Inspectors are trained to look for exploitation, overwork – even for signs of forced labour and modern slavery. On many vessels, Inspectors have the right to examine wage accounts, employment contracts, and to review recorded hours of work and rest.

In the words of Steve Trowsdale, the ITF's Inspectorate Coordinator: '*It is not uncommon for crew to be paid at the wrong rate by a ship owner, or less than the rate set out in the employment agreement covering the ship.*

'*Crew can generally work out when they are being underpaid. And that is when they contact us. ITF inspectors help seafarers recover what is owed to them*.'

Altogether, the ITF clawed back US$37,591,331 in unpaid wages and entitlements from ship owners in 2021.

Trowsdale added that the makeup of seafarers' wage claims was changing: '*Concerningly, we are seeing a rise in the number of seafarers reporting non-payment of wages for periods of two months or longer, which actually meets the ILO's definition of abandonment*.

'*Seafarers might think it is normal to go unpaid for a couple of months, waiting for a ship owner to sort out financing, but they need to be aware that non-payment can also be a sign that a ship owner is about to cut them loose and leave them abandoned*.'

The ITF reported 85 cases of abandonment to the International Labour Organization (ILO) last year, an historic high. In many of those cases, abandoned crew had already been waiting on several weeks' or months' unpaid wages – including those aboard the storm-hit mv *Lidia*.

ITF inspector based in Hong Kong, Jason Lam, helped eight Burmese seafarers who were crewing the *Lidia* recover almost US$30,000 in unpaid wages after their vessel ran aground in October 2021, after a typhoon had left them close to shipwrecked. The ship owner refused to pay the two months' wages he owed them, abandoning them and ruling out any assistance to get them home.

Weeks of campaigning by Lam on behalf of the seafarers had an impact, and on 2 November 2021, the crew flew home – full wages in hand.

Amidst crew change crisis, ITF inspectors got thousands of seafarers home

Trowsdale said Inspectors did not let Covid-19 barriers stop them from supporting seafarers in need, instead adapting and finding new ways of working.

He commented: '*I am extremely proud of the work of our inspectors have done to support seafarers in the last year, often working in the face of incredibly difficult circumstances.*

'*It has always been incredibly important for our team to be able to physically get to seafarers – to board ships and educate crew on their rights. So, when Covid-19 restrictions presented a challenge to inspectors to board vessels, there was a real question: What will happen to the seafarers who need us*?'

As the crew change crisis worsened in early 2021, a flood of requests filled the ITF's inboxes from crew desperate to sign off and get home. Covid-related border restrictions were the underlying reason for the crew change crisis, which impacted an estimated 400,000 seafarers at the worst point of the crisis. On some ships, other more sinister factors were at play in keeping crew from their families.

Trowsdale concluded by saying: '*There is evidence that some shipowners were using Covid-19 as an excuse to*

keep seafarers working beyond their initial contracts and in complete violation of those seafarers' human and labour rights.

'*Thankfully, our team was wise to what was going on and despite everything we got thousands of seafarers home*.'

Seafarers' rights can be found in a range of sources. All seafarers have rights under the International Labour Organization's Maritime Labour Convention – sometimes called 'The Seafarers' Bill of Rights'. But crew will also likely have rights applicable to them under various national laws, flag State regulations and collective bargaining agreements.

In 2021, the ITF appointed inspectors in Australia, Croatia, Finland, Ireland, Norway, the Philippines, and Spain.

UN Secretary General in Europe

Europe trip with visit to vessels of hope

Completing his trip to Europe on 20 August UN SG António Guterres oversaw the departure of two ships involved in the Black Sea Grain Initiative, a UN-brokered operation to bring urgently needed hunger relief to the Horn of Africa.

Mr Guterres flew into Istanbul on the morning of 20 August from Chisinau, Moldova – where he hosted a working dinner with President Maia Sandu the previous evening – and boarded a pilot boat in the Sea of Marmara, where he sailed by mv *Brave Commander*, the World Food Programme (WFP) ship which had loaded more than 23,000 tonnes of wheat in the port of Yuzhny / Pivdennyi, before making passage to deliver the precious cargo to the Horn of Africa, to help people on the verge of famine.

The Secretary-General, along with a group of inspectors from the Black Sea Grain Initiative UN Joint Coordination Centre for the Initiative (JCC), boarded the vessel *SSI Invincible II*. This ship was on its way to Chornomorsk in Ukraine to load close to 50,000 tonnes of grain – the largest shipment to leave Ukraine since the start of the war.

Joined by the Turkish Minister of Defence, Hulusi Akar, the Secretary-General toured the Joint Coordination Center. He met the Russian and Ukrainian delegations to the JCC separately, and then for an official session of the JCC, where he thanked all the participants for their professionalism and humanity in ensuring that this initiative is a success for people around the world.

Pivotal role of Türkiye

In a press conference with Minister Akar, the Secretary-General thanked the government of Türkiye for their pivotal role in the Black Sea Grain Initiative.

The collaborative work of the teams sitting around the table at the JCC embodies what we can achieve with political will, top operational expertise, and collective effort, Mr. Guterres told journalists.

He described the ships that he had just seen in the Marmara Sea and Istanbul as only the more visible part of the solution. The other part of this package deal, he said, is the unimpeded access to the global markets of Russian food and fertilizer, which are not subject to sanctions.

The UN SG remarked: '*Without fertilizer in 2022, there may not be enough food in 2023. Getting more food and fertilizer out of Ukraine and Russia is critical to further calm commodity markets and lower prices for consumers*.'

The Secretary-General's trip began on 17 August, when he arrived in Lviv, Ukraine, having travelled from New York via Warsaw.

Prior to a trilateral meeting with President Volodymyr Zelensky of Ukraine and President of Recep Tayyip Erdoğan of Türkiye, the Secretary-General briefly visited the Ivan Franko National University of Lviv. He was greeted, and given a tour, by Volodymyr Melnyk, the rector of the university, which is considered a centre for the study of human rights.

In the Sea of Marmara, UN Secretary-General António Guterres observes the WFP ship SSI Invincible II, headed to Ukraine to pick up the largest cargo of grain yet exported under the Black Sea Grain Initiative.
UN Photo/Mark Garten©.

Mr Melnyk explained the important contributions to the world's science, international law and diplomacy made by the university and its scholars. One of the graduates of the School of International Law, Louis Son, is co-author of the UN Charter and Raphael Lemkin, another graduate, coined the term genocide.

Students from this University were later judges in the International Criminal Court or nominated for Nobel Prizes, including Jan Karski, the famous Polish diplomat who alerted the world to the on-going holocaust during the Second World War.

At the time of writing the UN chief was on his way back to New York.

World's first ammonia floating storage and regasification barge

NYK Line, Class NK and IHI joint R&D agreement

It was reported on 22 August on behalf of NYK Line, Nihon Shipyard Co., Ltd. (NSY), ClassNK, and IHI Corporation (IHI) that they had signed a joint research and development agreement for the commercialization of an ammonia floating storage and regasification barge (A-FSRB). Specifically, the parties will work on the R&D of the world's first barge equipped with a floating storage and regasification facility for ammonia.

Background

Since ammonia does not emit carbon dioxide, CO_2, when combusted, it is expected to be a next-generation fuel that contributes to global warming countermeasures. In Japan, technological development is underway for ammonia fuel mixed-combustion power generation at coal-fired power plants as an innovative next-generation thermal power generation technology that contributes to the reduction of CO_2 emissions. On the other hand, when using ammonia in existing thermal power plants, there are issues such as the problem of securing land for new onshore facilities including storage tanks and regasification facilities, and the large initial investment cost.

An ammonia floating storage and regasification barge: A-FSRB.

An A-FSRB is an offshore floating facility that can receive and store ammonia that has been transported via ship as a liquid, warm and regasify ammonia according to demand, and then send it to a pipeline onshore. An A-FSRB offers the advantages of shorter construction time and lower costs in comparison to construction of onshore storage tanks and regasification plants. In fact, the A-FSRB is expected to speed up the adoption of ammonia fuel and contribute to its wider use as a lower-environmental-impact next-generation fuel.

Overview of Joint R&D

In August 2020, NYK Line, Japan Marine United Corporation (which has a 49% share of NSY), and ClassNK started joint R&D of an A-FSRB. However, since the demand for fuel ammonia is expected to increase further in the future, the three parties have concluded a new joint R&D agreement with IHI, an ammonia-related equipment manufacturer.

Collision avoidance trials

Next level of vessel autonomy

ABB and Keppel O&M verify

Digital technologies from ABB have enabled the harbour tug *Maju 510* to become the first vessel in the world to receive Autonomous and Remote-Control Navigation Notation from ABS classification society and first Singapore-flagged vessel to receive the Smart (Autonomous) Notation from MPA.

The notations acknowledge the breakthrough performance of the tug, demonstrating autonomous collision avoidance capabilities in trials conducted at Raffles Reserved Anchorage, off Singapore Island, in March 2022. This progress was reported on 22 August.

Keppel Offshore & Marine (Keppel O&M) is the project lead for the autonomous solutions on the *Maju 510*, which is owned and operated by Keppel Smit Towage, a member of Rimorchiatori Mediterranei.

It is understood that the vessel has already distinguished itself as the world's first vessel to secure the ABS Remote-Control Navigation Notation, following initial remote operation trials at the Port of Singapore in April 2021.

The latest trials verified the next level of autonomy, demonstrating automated situational awareness, collision avoidance, and manoeuvring control provided by ABB Ability™ Marine Pilot Vision and Marine Pilot Control.

The 32-metre loa harbour tug demonstrated its ability to autonomously avoid collisions in various scenarios, such as when two other vessels approach simultaneously on colliding paths and when a nearby vessel behaves erratically. The trials were supervised by an onboard tug master.

In the words of Romi Kaushal, Managing Director, Keppel Smit Towage: '*I had the pleasure of being aboard Maju 510 during the collision avoidance trials and experiencing how smoothly the tug performed in autonomous mode.*

What I found particularly impressive was how the digital system identified one or several risks in the tug's planned path and responded to set the vessel on a new, safer course. The vessel performed as if it was operated by an experienced tug master.'

By allowing the crew to focus on the overall situation rather than on performing specific manoeuvres, the ABB Ability™ Marine Pilot product family enhances safety and efficiency in tug operations, which is particularly important in congested shipping hubs such as Singapore, the world's busiest container port. Furthermore, the systems can be upgraded to enable higher levels of autonomy depending on local regulations and the requirements of the vessel, it is reported.

Aziz Merchant, Executive Director, Keppel Offshore & Marine added: '*As the systems integrator, Keppel O&M collaborated with ABB on customising the autonomous solutions to enhance the vessel's operational safety and*

efficiency. By liberating the crew of time- and energy-consuming tasks and improving accuracy during critical manoeuvres, our autonomous solution has proven its ability to increase safety in even the busiest of ports.

'*The autonomous solutions are future-ready to handle the growing demand of tug operations in Singapore port. Through digitalization, enhanced connectivity, and integrating ABB's technology, we are able to generate high accuracy positioning and manoeuvring, with AI engines for marine object recognition and classification*.'

Juha Koskela, Division President, ABB Marine & Ports concluded by saying: '*We are proud to build on our collaboration with Keppel Offshore & Marine and move yet another step closer to making autonomous tugboat operations a reality.*

'*Our autonomous solutions are designed to support the crew in performing their duties as safely and efficiently as possible. The same technology can be applied to a variety of vessel types including wind turbine installation vessels, cruise ships and ferries*.'

In an earlier successful demonstration of ABB's autonomous technology, the ice-class passenger ferry *Suomenlinna II* was remotely piloted through the Helsinki harbour. Like *Maju 510*, *Suomenlinna II* had been retrofitted with ABB Ability Marine Pilot Vision and ABB Ability Marine Pilot Control.

It is forecast by ABB that most, if not all, vessels could benefit from a higher level of automation for improved safety, efficiency and sustainability of operations. Optimized manoeuvring helps to prevent accidents, enhance productivity and reduce fuel consumption and emissions.

Criminalisation of seafarers?

We wonder

MV *Ocean Trader* made the news on 7 July 2021 when a container of organic peroxide (H_2O_2) which had been loaded in Jebel Ali Port, Dubai caught fire and exploded while the ship was at the berth. Al Jazeera reported that the blast shook buildings and rattled windows as far as 25 km from the port. Thankfully, no-one was seriously injured.

At the time Steve Trowsdale, the ITF's Inspectorate Coordinator, commented: '*Captain Santosh Kumar is a hero. A crew member spotted smoke coming from the container almost immediately after it was loaded. The captain was warned and he instantly evacuated the ship and informed the port rescue authorities*.

'*He acted swiftly and properly, and probably saved many lives…*.'

An investigation into the blast was carried out almost immediately and several crew members, including the master, were interviewed by police. The entire crew of 14 was kept in a nearby hotel while formalities were carried out.

More than four months later, on 28 November 2021, thirteen of *Ocean Trader*'s crew were repatriated.

Only the master, Captain Santosh Kumar, was unable to leave Dubai. He was moved to a room in which he continued to share with three strangers and was given no indication how long he would be held or why he was continuing to be detained.

Trowsdale said: '*The flag, the owner and the manager all have responsibilities relating to the crew. I have written to all three in this case and only received a reply from the managers who say the duty lies with the owner*.'

The ships local manager paid Captain Kumar a very small allowance while he was under movement restrictions in Jebel Ali awaiting the court case.

In fact, none of the 14 crew had been paid properly since March 2021, it was reported.

Amar Singh Thakur, General Secretary the Maritime Union of India, an affiliate of the ITF, said: '*Detaining someone for a long period without a fair trial is an infringement of their human rights*.'

On 21 August this year the case came to trial in Dubai and a suspended jail sentence and a $28,000 fine was handed to five crewmembers of *Ocean Trader*.

Is this another example of the criminalisation of ship masters?

According to *The Maritime Executive* online news service on 21 August Captain Santosh Kumar, denied that he would have accepted the cargo if he had known how it had been stored, and noted that he safely evacuated the ship and informed authorities when the hazardous containers began emitting fumes.

Captain Santosh Kumar.
Photographs per www.itfglobal.org © ITF.

Organic peroxides are thermally unstable substances

The cargo in question, three containers of organic peroxides, arrived in Jebel Ali from China and were stored in a terminal yard. Organic peroxides are a known hazardous cargo with a risk of spontaneous combustion if

subjected to heat. In July temperatures in Dubai are high, between 30° and 40° C.

On the night of 7 July the containers were loaded on the *Ocean Trader*. It was reported the one container began fuming and exploded aboard the vessel. Five crew sustained minor injuries.

It has to be noted that the Master and his crew played no part in the storage of the container cargo onshore yet the Dubai Misdemeanour Court found that the container involved in the blast had remained in the sun for twelve days before uplift with decomposition and heating of its cargo of organic peroxides. All five crewmembers were found guilty.

It was also reported that five companies connected to the ship and the shipment were each fined $28,000.

The incident in July 2021 at Jebel Ali Port, Dubai, when mv Ocean Trader was the site of a major explosion.

Storage and handling of organic peroxides

The plastics and rubber industries are generally the most significant users of organic peroxides. For more see here: https://tinyurl.com/47z8axnz

Organic peroxides are liable to decomposition by external heat at normal or elevated temperatures. Decomposition can be initiated by heat, contact with impurities, for example, acids, heavy-metal compounds, or amines, by friction or impact. The rate of decomposition increases temperature and varies with the organic peroxide formulation. Decomposition may result in the evolution of harmful, or flammable, gases or vapours.

For certain organic peroxides the temperature has to be controlled during carriage. Some organic peroxides may decompose explosively, particularly if confined. This characteristic may be modified by the addition of diluents or by the use of appropriate packaging. Many organic peroxides burn vigorously.

Contact of organic peroxides with the eyes is to be avoided. Some organic peroxides will cause serious injury to the cornea, even after brief contact, or will be corrosive to the skin

Publications

There is a 26-page introduction to this material produced by the (UK) Health & Safety Executive (HSE). It is available for downloading at no charge here:

The storage and handling of organic peroxides Guidance Note CS21 https://tinyurl.com/36vuwmdz

More is available here: https://tinyurl.com/2p8ns44b

*One of ITF's listed of Flags of Convenience.

USCG medevacs tanker crewman

On 25 August the United States Coast Guard reported from Corpus Christi, Texas that the Service had medevaced and resuscitated a 60-year-old man airlifted from a tanker 90 miles southeast of Corpus Christi the previous day.

Coast Guard Sector Corpus Christi watchstanders received a call at approximately 0936 from the master of the tanker *Beatrice* requesting a medevac for a crew member reportedly experiencing trouble breathing and abdominal pain. Watchstanders consulted with the duty flight surgeon, who recommended a medevac.

Watchstanders directed the launch of a Coast Guard Air Station Corpus Christi MH-65 Dolphin helicopter aircrew and HC-144 Ocean Sentry airplane crew to assist.

The helicopter crew arrived on scene, safely hoisted the patient and transported him to CHRISTUS Spohn Hospital Corpus Christi – Shoreline.

While en route, the patient's condition deteriorated, prompting Coast Guard Petty Officer 2nd Class Luke Mathews, a certified Emergency Medical Technician and rescue swimmer aboard the helicopter, to perform CPR. Mathews resuscitated the man and the aircrew transferred the patient to waiting emergency medical services personnel at the hospital.

At the time of transfer, the patient was reportedly in critical condition. Mathews commented: '*I am grateful that my training kicked during such an intense situation. My goal was to do whatever I could to help the patient.*'

Photographs US Coast Guard, courtesy Air Station Corpus Christi. USCG ©.

Solving the sea-time dilemma

By Michael Grey*, **IFSMA Honorary Member**

It may offer less in the way of adventure, while an enthusiasm for foreign travel is universal these days, but the sea career still remains attractive to a surprising number of young people. Those organisations offering scholarships for cadet training report there is still plenty of demand out there, even though there is widespread ignorance in the general population about the function of merchant ships. Maybe, with the sealift from the Ukraine getting under way, and dock strikes causing concern about goods for Christmas, people won't be so certain that all the stuff they buy comes by air. Perhaps this will encourage even more demand for cadetships with numbers obviously slumping during the long months of the pandemic.

But there also remains a critical demand for sea-experienced ships' officers throughout what we have learned to describe as the shore-side maritime infrastructure, with warnings about the demographics of the current workforce, with its grey or thinning hair. So, adding the recruitment to the shore side demands, there has been a great deal of concern about the need to supplement the recruitment of cadets in order, several years in advance, to fill these shore side posts where sea-experience is either useful or vital.

There is no faulting the logic of this, except that there is a problem in the middle of this transition from cadetship to maritime lawyer or technical superintendent, harbourmaster or shipping company executive. It is, quite bluntly that the UK no longer offers a range of seagoing opportunities for ships' officers to acquire the experience that will equip them for all these important roles. Just finding training places for cadets aboard ship so that they can fulfil their sea time obligations is increasingly difficult, while newly qualified officers also struggle to find employment as they seek to build their careers.

In this country, (and this is a problem found in many former "traditional" shipping nations), we no longer have a reasonably sized merchant marine that is domestically owned and managed. Sure, there may be cadet placements with foreign owned companies that subscribe to the Tonnage Tax scheme, although there are fewer of them and many have questioned the benefits of a life lived as the sole trainee Brit aboard a foreign-manned ship. And there will be no possibility, once qualified, of an ongoing career in such an operation.

If this is the reality, how many trainees should the UK shipping industry be recruiting, if they are not to become disillusioned by firstly the sea-time conundrum and secondly the problem of acquiring experience as a ship's officer? There are too many anecdotes about qualified officers sailing aboard excursion craft or as ABs on ferries, while they endlessly apply to prospective employers. Once the purpose of recruiting young people was to man the merchant fleet, but if we no longer have one to man, its only purpose is to provide experienced staff for the shore. You see the disconnect here, as the numbers really will depend on the demand for UK officers in the "international" fleet., which is really like that question about the length of a piece of string.

Writing in the latest Nautilus Telegraph, there is a very thoughtful article by the former secretary to the Maritime Skills Alliance Iain Mackinnon, which points out that so many of our assumptions about the supply and demand for cadets and ships' officers are based on information that is decades out of date. He thinks that studies undertaken in 1996, which suggested that the UK needed 1200 cadets to enter the industry each year, "need a fresh look". That number has been endlessly repeated as a sort of desirable target over the years, even as the circumstances have changed.

If most of the entrants are eventually to serve in the "international" fleet, with even the domestic ferry fleet less of a safe berth these days, maybe we ought to be more realistic about their expectations. There is no arguing that UK trained ships' officers are in technical terms "gold standard" and that organisations like the Trinity House Cadet Scheme and the Maritime London Officer Cadet Scholarship Scheme (soon to celebrate its 30th anniversary) do a truly excellent job, but it would be good to have a better idea of industry demand and what might be done to enhance this. There is little point in providing brilliant maritime colleges turning out excellent officers, but these young "customers" need to feel there is something better than temporary work as a seasonal AB on a ferry, after their long years of study.

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

Editor's note

This article was first published in The Maritime Advocate Online, issue No 810 of 12 August 2022, and appears here by kind permission of the author and the Editor.

The Maritime Advocate Online ©.

New AMSA Marine Notice: No 10/22

Planned Maintenance on Ships

In a communication from the Australian Maritime Safety Authority (AMSA) of 25 August we learn that recent incidents involving critical machinery failure have demonstrated the serious consequences that lack of maintenance on ships can pose to the safe and pollution-free operation of vessels.

AMSA has issued a new marine notice about the importance of planned maintenance in ensuring the safe operation of ships. The notice also highlights our current focus on planned maintenance during Port State Control inspections.

The document is: *10/2022—Planned maintenance on ships*

This marine notice draws the attention of vessel operators to the importance of planned maintenance in ensuring safe operation of ships, and highlights AMSA's current focus on planned maintenance during Port State Control inspections.

Recent incidents have demonstrated the potentially serious consequences of a lack of effective maintenance of main engines and power generation systems that can pose serious risks to the safe and pollution-free operation of vessels.

NB Port State Control inspection

In response to this, AMSA will immediately increase focus on planned maintenance during routine Port State Control inspections.

The International Safety Management Code (ISM Code)

Maintenance of the ship and equipment is a requirement of the ISM Code, including that:

- Maintenance inspections are held at appropriate intervals.
- Any non-conformity is reported, with its possible cause, if known.
- Appropriate corrective action is taken, and
- Records of these activities are maintained.

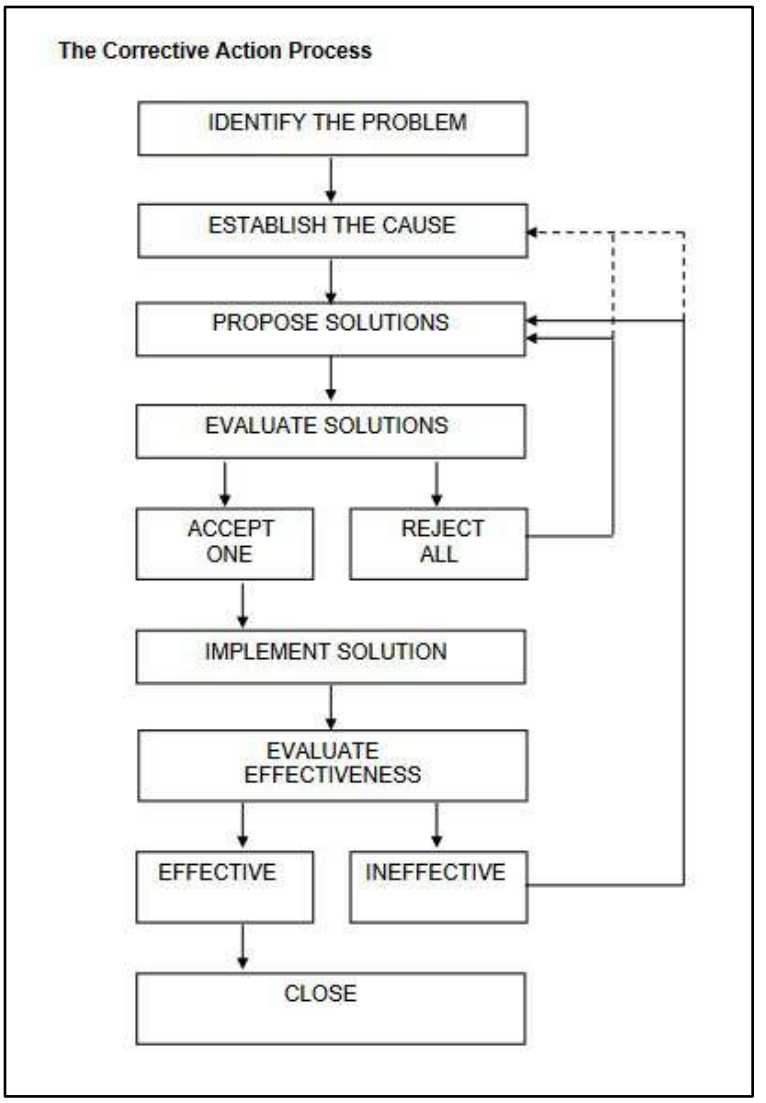
In relation to maintenance, the ISM Code specifies that the vessel's Safety Management System (SMS) should:
I. Identify equipment and technical systems that would cause hazardous situations if they were to suddenly fail, and
II. Provide for specific measures (i.e. regular testing of all equipment including stand-by equipment or systems that are not in continuous use) to ensure the continued reliability of such equipment or systems

Note: Maintenance activities need to be properly resourced, and procedures must be documented.

Impact of the Covid-19 pandemic

AMSA recognises that a number of factors presented challenges to effective maintenance during the Covid-19 pandemic restrictions. These include supply chain difficulties in getting necessary parts and specialist expertise to affected vessels.

However, with travel restrictions and quarantine requirements now largely removed in Australia, AMSA expects operators to resume supply of necessary spares and provide support and expertise such as class surveyors, specialist technicians, company representatives and so forth.



AMSA recognises that there are still supply chain issues which can delay the provision of spare parts. However, these issues are now well known and AMSA expects that operators anticipate these challenges and make advance provision in planning maintenance to minimise impact.

In exceptional circumstances where spare parts cannot be provided, AMSA expects that the vessel operators will have consulted with the equipment manufacturers, classification society and flag state in preparing appropriate measures to ensure the continued safe operation of equipment and vessel. This could include, for example, the reduction in maximum continuous rating of an engine, or the provision of towage services in coastal waters.

Increased focus on planned maintenance

The nature of recent incidents and the potentially serious consequences when effective maintenance has not been completed, AMSA will immediately increase focus on planned maintenance during routine Port State Control inspections to protect the safety of the crew, the vessel and the environment.

Inspections

During Port State Control inspections, AMSA will place a greater focus on planned maintenance of propulsion and auxiliary equipment and associated systems and will take necessary compliance actions to address any identified areas of concern.

This may include the physical attendance of classification society surveyors to verify the condition of critical equipment and its suitability to continue to function under all voyage conditions to maintain safe operations.

To note a sustained focus on an identified area of concern

Operators should note that this is not a Focused Inspection Campaign (FIC) or Concentrated Inspection Campaign (CIC) of limited duration. It is a sustained focus on an identified area of concern that is part of AMSA's data driven and risk-based approach to our PSC inspection regime.

Further reading

Recommendation 74 *A Guide to managing maintenance in accordance with the requirements of the ISM Code-Rev.2 Aug 2018 (International Association of Classification Societies)*. It is understood that this may be accessed here: https://iacs.org.uk/download/1861

AMSA Marine Notices

AMSA Marine Notices maybe found on the website at: https://tinyurl.com/2p89prem

AMSA and PSC

Report shows zero-tolerance approach lifts shipping standards

Stringent inspection regime continues to positively influence the quality of foreign ships brought to Australia

Zero-tolerance approach to sub-standard shipping continues to act as a deterrent to the owners and operators of sub-standard ships.

Early in August Australia's national regulator for shipping, the Australian Maritime Safety Authority (AMSA), released its Port State Control (PSC) Annual Report for 2021* highlighting the positive effect that a consistent, zero-tolerance approach can have on the quality of foreign ships entering its waters.

AMSA's latest PSC inspection regime findings show that detention and deficiency rates per inspection continued to remain low in 2021, at just 5.6% and 2.2% respectively compared to 2020, which had 5.9% and 2.1%.

AMSA Executive Director of Operations, Michael Drake, said the regulator was widely reputed for having one of the most stringent inspection regimes in the world. He commented: '*Ships that fail to meet international standards represent an unacceptable risk to the safety of seafarers, Australia's precious marine environments and coastal communities*.

Illustration per: www.amsa.gov.au

'*Our mission is to ensure safe ship operations and combat marine pollution from shipping.*

'*We achieve that by taking a zero-tolerance approach during our inspections and by working collaboratively with our regional partners through intelligence sharing, concentrated inspection campaigns and awareness raising with industry.*

'*These combined efforts have a positive influence on the quality of ships that enter our waters – it is a deterrent to the owners and operators of sub-standard ships which is why we continue to see low detention and deficiency rates*.'

Drake added that the 2021 inspection regime findings also helped refine the authority's compliance focus areas for the year ahead, as published in the authority's National Compliance Plan for 22/23**.

He concluded by saying: '*We have identified trends in recent years relating to detainable deficiencies for ineffective implementation of safety management systems, fire safety and water/weather tight integrity, and we will be sharpening our compliance focus on these areas for the coming year*.'

*See here: https://tinyurl.com/28b7z7mz

**See here: https://tinyurl.com/2p8aw768

From the IFSMA Office

Reminder: World Maritime University (WMU) survey for seafarers on hours of work/rest, workload, and ship manning. The WMU have asked us to repeat the request for seafarers to complete this important survey, this will provide a better representation of seafarers' views which will be used in the future in support of various submissions to IMO and other maritime bodies.

https://wmuhq.questionpro.eu/t/AB3uvMYZB3vReL