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# IF SMA

## NEWSLETTER

The Shipmasters' International Voice



*USCG Eagle Returns Home*  
See story on page 20



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

## Secretary General's Message

There has been little change in the security risks around the world and we have all seen news of the recent attack by the Houthis in the Red Sea on the Greek tanker *Sounion* with numerous missiles. Luckily no lives were lost and all twenty-three Filipino and two Russian members of the crew were rescued, but the tanker remains drifting and on fire with the potential for serious pollution in the area.

On a more cheerful note, Paul Owen has forwarded the latest news from our member in the Faroe Islands who are very kindly hosting the BGA in August 2025. That will be the best time of the year to see this beautiful island nation and accordingly they have advised that you book up early to get rooms at the hotel where this is being hosted.

We also have to compete with tourists and the Nordic Navigators are also going to hold their meeting at the same venue in the days before our BGA.

This is one BGA where booking up at the last minute is definitely not a good idea.

The information sent out by Paul includes a link to the lovely hotel which is offering us some very preferential rates. So, to make sure you are not disappointed, book now. I hope to see many of you there.

As always, for those of you at sea, take care and keep safe.

With my best wishes to you all.

Jim Scorer  
Secretary General

### Footnote:

*'Following the recent attack on the MV Sounion in the Red Sea Mr. Arsenio Dominguez, Secretary-General of the International Maritime Organization (IMO) said:*

*'I am extremely concerned about the situation regarding the tanker MV Sounion which was targeted while transiting the Southern Red Sea. The tanker is carrying some 150,000 tonnes of oil on board, that is approximately one million barrels of crude oil.*

*'This is yet another unacceptable attack on international shipping, putting the lives of innocent seafarers at risk. I am grateful to all those involved in the rescue efforts for ensuring the seafarers have now all been safely evacuated.*

*'The risk of an oil spill, posing an extremely serious environmental hazard, remains high and there is widespread concern about the damage such a spill would cause within the region.*

*'IMO is in communication with national, regional and UN entities, as well as other stakeholders regarding the ongoing incident, and we are ready to offer*



support with any technical assistance to address the ongoing safety, security and environmental challenges posed by the stricken vessel.

*'I continue to monitor the situation closely and reiterate my call for an immediate end to the illegal, cowardly and unjustifiable attacks on international shipping in the Red Sea area. Merchant ships trading essential supplies and the seafarers serving on them should be free to navigate worldwide, unhindered by geopolitical tensions.'*

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## From the News Editor

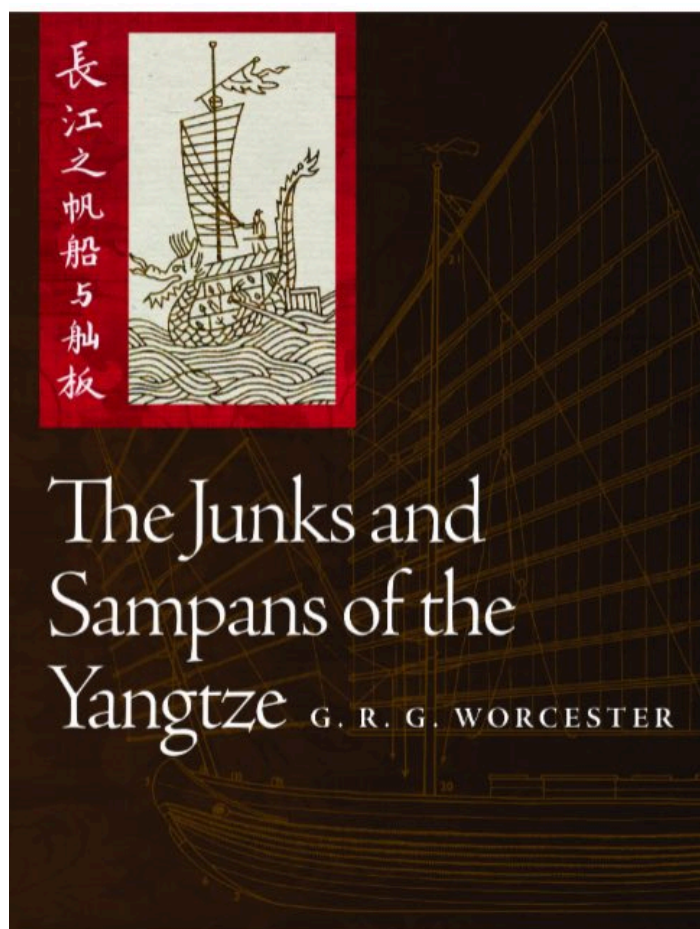
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### **The Junks and Sampans of the Yangtze**

The Portuguese missionary Gabriel Magaillans noted some 300 years ago that:

*'... there are more vessels in China than in all the rest of the known world.'*

In a country so dependent on water transport for thousands of years, this was almost certainly true. In the twentieth century the rivers and harbours of China still teemed with junks and sampans, and almost as amazing as their numbers was the huge variety of types, evolved over the centuries to meet the needs of all kinds of waterborne commerce.



In this fascinating and brilliant account, the author, who for thirty years was a River Inspector for the Marine Department of the Chinese Maritime Customs service, described in detail the lives of the junkmen

and the craft they sailed, a task made easier after he was released from his official duties in order that he might spend all his time on Chinese nautical research.

This enabled him to travel in places not usually accessible to foreigners in China, and to sketch and write about the boats, the people, and their customs. His eight years of field research were carried out during one of the most disturbed periods of China's eventful history – amidst almost continual fighting, bandit raids, enemy occupation, floods and droughts – culminating, for himself and his wife, in a three-year internment in a Japanese prison camp.

Worcester produced five definitive works on the seagoing and riverine junks of China following his extensive research, travel, curiosity, and enthusiasm.

Within the pages of this fine book, which has now acquired classic status, the reader is offered the chance to let an old China hand take him to one of the great rivers of the world for a last look at a timeless land just before modernity swept away a whole maritime culture.

Handsomely illustrated this new edition of 2020 will be of benefit to historian, traveller, modelmaker and sailor alike.

In the words of an earlier reviewer, L K Little, former Inspector General of the Chinese Customs Service, *'This unique book is a comprehensive and authoritative record of the vessels which for centuries provided practically the sole means of communication and transportation in the vast area drained by one of the world's greatest waterways.'*

### **About the author**

George Raleigh Gray Worcester (1890-1969) termed himself a sailor by profession. Born in England in 1890, he entered the Royal Navy in the days of sail and rounded the Horn as a midshipman. Although he turned his back on the sea in 1919, the balance of his professional life was spent within sight and sound of water. He joined the Marine Department of the Chinese Maritime Customs Service, and during his career as a River Inspector assisted in surveying, marking, and opening the Yangtze to steam navigation to a point 1,450 miles from the sea.

In his wanderings up and down the coast and rivers of China, he developed a deep interest in, and affection for, the junkmen and their craft and set about recording both in remarkable detail.

Later, after his retirement, he supervised the construction of the unique Maze Collection of Chinese junk models, once housed in the Science Museum in London; many were built by his own hands.

### **About the Marine Department of the Chinese Maritime Customs Service**

Established in 1854, the Imperial Maritime Customs, later the Chinese Maritime Customs Service, was a foreign-administered agency of the Chinese government. Across the nearly one hundred years of

its existence, some 22,000 men and women from many nationalities, served in the Customs. Half of those listed were Chinese, a quarter were British. The rest included, for example, French, German, Japanese, Americans, Russians, Norwegians, Italians staff.

For more on the little-known topic of the Chinese Maritime Customs readers will find a history of the Service here being a paper issued by the University of Bristol in 2015. The document was first published by the National Maritime Museum, Greenwich, London in 1977: <https://tinyurl.com/2zarpsm6>

Of 648 pages and with 900 line drawings and photographs ***The Junks and Sampans of the Yangtze*** by G R G Worcester is published in the UK by Seaforth Publishing ([www.pen-and-sword.co.uk](http://www.pen-and-sword.co.uk)). The volume, first published by the US Naval Institute Press in 1971, is available in hardback format, price £30 (plus shipping charge), ISBN 978 1 5267 8490 2.

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## The IMO Digest

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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](http://www.imo.org) ©

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## Comoros

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### IMO bolsters Port State Control capabilities

Authorities in Comoros are strengthening their capacity to inspect foreign ships calling into the country's ports to ensure they comply with global safety and environmental regulations, set by IMO. Substandard vessels can pose threats to seafarers and the economy of coastal States.

### Comoros Maritime Authority and Comoros Port Authority

A national workshop delivered by IMO on Port State Control in Anjouan, Comoros held from 22-25 July gathered twenty-four participants from the three major islands in the Comoros archipelago. Representatives included government officials and staff from the Comoros Maritime Authority (ANAM) and Comoros Port Authority (SCP).



Training focused on enhancing their capacity and knowledge of the application of control and compliance measures under the International Convention for the Safety of Life at Sea (SOLAS), specifically Chapter XI-2 on special measures to enhance maritime security. Participants also discussed ways to reduce the volume of substandard ships that call at Comoros' ports.

### Theoretical and practical exercises

Theoretical lessons are supplemented by practical exercises at the port of Mutsamudu in Anjouan, with hands-on training on how to carry out effective control and compliance measures on ships. Participants shared their experiences, knowledge and best practices.

### EU-funding

The training was delivered by IMO as part of the Port Security Project\* funded by the European Union. The project is coordinated by the Indian Ocean Commission (IOC) and implemented jointly by IMO, INTERPOL and the United Nations Office on Drugs and Crime (UNODC).

\* <https://tinyurl.com/2p8bk47n>

### Readers may wish to note this extract from the IMO Port Security Project document:

*'The South Atlantic and Indian Oceans, joining the Americas, East Africa, the Middle East, and South Asia, contain maritime trade routes critical to the economic development and prosperity of the Global South.*

*'For this reason, the port facilities that link these routes require strong regional cooperation, robust maritime enforcement institutions, and rigorous compliance regimes, that adhere to international standards for safety and security'.*

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## IMO and the insider security threat

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### New toolkit to curb

IMO has launched a new toolkit that will help the global maritime industry respond better to ever-evolving insider threats.

Insider threat refers to the risk that arises from a maritime employee carrying out or enabling a security incident, either through a lack of awareness, complacency or maliciousness.

For terrorists and organized crime groups who are constantly looking to exploit vulnerabilities in security controls of ports and ships, insiders can offer a tactical advantage, as they hold privileged access to secured locations, items or sensitive information.

### Partnership with ICAO

To address the issue, IMO partnered with the International Civil Aviation Organization (ICAO) to



develop the new Insider Threat Toolkit. The toolkit outlines various good practice security measures, including background checks and vetting, access control measures, patrolling, surveillance and monitoring, advance technologies and the use of artificial intelligence.

## Comment

On this broad subject Mr Andrew Clarke, Technical Officer, Maritime Security Section at IMO commented: *'We currently face an extremely diverse and challenging set of maritime security threats and risks globally.'*

*'A One-UN approach involving all partner UN organizations and agencies is critical, and we are grateful to ICAO for their strong support in producing this new Toolkit to address the threat of insiders in the maritime sector.'*



*'It is crucial to keep developing new products and training in an evolving world, and to assist Member States in their efforts to fully implement all maritime security measures.'*

The toolkit can be used by any organization operating in the maritime environment, including maritime administrations, designated authorities, shipping companies, port operators and other maritime stakeholders.

## Online digital version

The digital version of the Insider Threat Toolkit is available online by the link here:

<https://tinyurl.com/mr5b9euy>

## On insiders

Readers are reminded of the following from the IMO Insider Threat document:

*'Insiders are full or part-time employees (including contractors, temporary and self-employed personnel) who are working in or for the maritime sector (including shipping and ports and other maritime stakeholders).'*

*'Their role provides them with privileged access and/or knowledge to secured locations, items or sensitive security information.'*

*'Insiders may conduct or facilitate a security incident through a lack of awareness, complacency or maliciousness.'*

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## The IMO Sub-Committee on Implementation of IMO Instruments (III 10)

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### Closing address by the S-G, 26 July 2024

Secretary-General Arsenio Dominguez said:

*'Mr Vice-Chair, distinguished delegates,*

*'I wish to express my concern about the fishing vessel fv Argos Georgia which sank on 23 July 2024 due to uncontrolled flooding off the east of Stanley in the Falkland Islands. Out of the 27 crew members, 14 have been rescued, four remain missing, and nine are confirmed deceased.'*

*'I am also sad to inform you of the two vessels that capsized and three others involved in incidents related to Typhoon Gaemi on 25 July 2024.'*

*'The oil tanker mt Terranova encountered heavy weather off the Philippines on the early morning of 25 July 2024 causing ropes to become entangled with the vessel's propellers. While being towed from Caballo Island to Bataan, the vessel suffered water ingress, listed, and eventually sank. Sixteen of the 17 crew members were rescued, with one confirmed deceased. I wish to commend the efforts of the Philippine authorities for the search and rescue efforts.'*

*'I would like to convey my heartfelt condolences to all the families and friends of the deceased crew members.'*

*'The cargo ship Fu Shun capsized with nine crew members onboard whereby four remain unaccounted for. Further details of the incident are yet to be reported.'*

*'Three other vessels also ran aground during the storm. The bulk cement carrier Iriana; all 20 crew members were safe and there was no risk of an oil leak.'*

*'Similarly, the containership, As Sophia, and the vessel Basiaalso ran aground. All crew members were reported safe.'*

*'Extreme weather conditions should encourage all parties to exercise the utmost caution to protect crews.'*

*'We have come to the end of the tenth session of the Sub-Committee on Implementation of IMO Instruments and I wish to acknowledge few important matters.'*

*'You have made progress by completing a number of relevant tasks namely:*

- Finalization of guidance to assist competent authorities in implementing the Cape Town Agreement of 2012, to support and promote effective implementation.*
- Progress on the guidance on assessments and applications of remote surveys, ISM Code audits and ISPS Code verifications.*
- Progress on the PSC Procedures as well as model course.*

*'Special thanks go to your Vice-Chair, Mr Regi John of United Kingdom, who stepped in on very short notice and chaired the Sub-Committee due to the exceptional circumstances.*

*'I would also like to express my appreciation to Ms Claudia Grant of Jamaica who chaired the Sub Committee for the past four sessions and wish her a speedy and full recovery.*

*'I would like to thank the Coordinators/Chairs of the Correspondence/Working/Review Groups:*

*Captain Jörgen Zachau (Sweden).*

*Mr Yuwei Cui (China).*

*Mr Mikael Khelia (EC).*

*Mr Casado Martinez (Spain).*

*Mr Alan Blume (Marshall Islands).*

*Mr Bruce Whitby (Australia).*

*Mr Nebu Oommen (India).*

*'As always, this is also an opportune moment to express our gratitude to those delegates and experts who are leaving and concluding their tenure with us and for whom this marks the final session of the Sub-Committee. We wish them all the best for their future endeavours.*

*'I appreciate the efforts of the Technical Cooperation and Implementation Division and the Marine Environment Division who led the preparations for this meeting, as well as other divisions who provided support. I also take this opportunity to express my thanks to the interpreters, who once again have facilitated our seamless communication during our meeting.*

*'I wish you all a restful summer holiday season, here at the Northern Hemisphere at least, and a safe journey to your destinations.*

*'Thank you.'*

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## **Somali port of Berbera**

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### **Maritime security training boosts**

IMO's work to support maritime security in Somalia has continued with capacity building activities held at the port of Berbera from 10 to 13 August.

Participants from Somaliland Maritime Security Coordination Office, Berbera Port Authority, Coast Guard, Police, Immigration and the Customs

considered ways to enhance port security – taking into consideration the increasing threats to maritime security in the region.

### **Assessment process**

Training focused on how to develop and update a port facility security plan, including the assessment process and the need to adjust plans to meet new and emerging threats to security. Key messages included security as an enabler for maritime development, and the need for effective inter-agency cooperation.

### **IMO publications**

The programme included lectures and discussions on the special measures to enhance maritime security in IMO's SOLAS chapter XI-2 and the ISPS Code and related guidance\*.



The training was organized by the IMO Maritime Security Section.

\* <https://tinyurl.com/266u8c9x>

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## **Caribbean Maritime Single Window roll out**

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To streamline procedures to clear the arrival, stay and departure of ships and enhance efficiency of shipping worldwide, IMO Member States are required to use a single, centralized digital platform or Maritime Single Window (MSW) to collect and exchange information with ships when they call at ports.





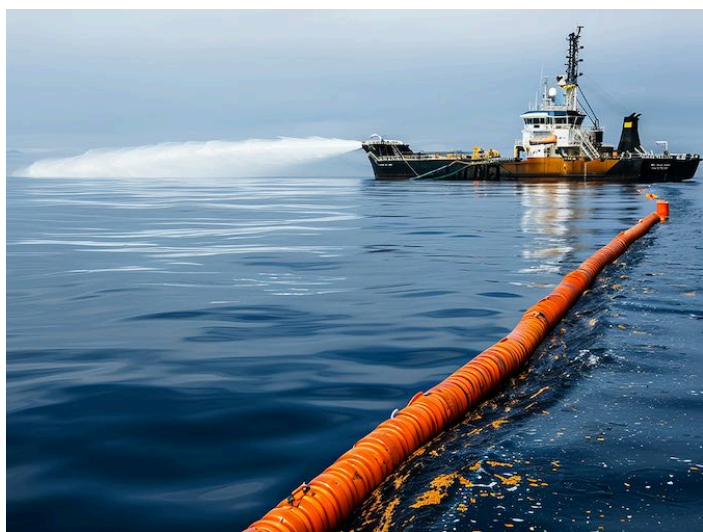
IMO is working with the OECS\* and Antigua and Barbuda – the first country to establish such a platform in the region, with support from IMO\*\* – to establish an MSW in five countries in the Eastern Caribbean sub-region.

Work was undertaken in St. Lucia from 5-8 August, where the first of five needs assessment mission took place this year.

These activities will be followed by missions in St. Kitts and Nevis, St. Vincent and the Grenadines, Grenada, and Dominica.

### Gap analysis report

At the end of each mission, a gap analysis report of the current clearance system and identification of needs and cost analysis to establish an MSW system will be produced.



The needs assessment missions are part of a broader feasibility analysis conducted by experts from the OECS Commission and Antigua and Barbuda as an in-kind contribution.

Beyond creating MSWs, it is the aim to connect the systems to a mechanism that supports a regional central repository leveraging on the Caribbean Community Implementation Agency on Crime and Security-Joint Region Communication Centre (CARICOM IMPACS-JRCC).

### Broad representation

In St. Lucia, The Ministry of Infrastructures, Port Services and Transport of St. Lucia hosted the meetings with national regulatory agencies and private stakeholders, and provided logistical and administrative support.

\* The Organization of Eastern Caribbean States (OECS). For more see here: <https://oecs.int/en/>

\*\* <https://tinyurl.com/3n8eubyt>

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## Lebanon, Oil spill response

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Lebanon's ability to tackle oil spills received a significant boost in mid-August by way of a virtual IMO training event focused on the critical importance of rapid response to oil pollution incidents.

Held from 13 to 15 August, the OPRC\* Level 3 course brought together twenty-one senior managers and administrators who are key to Lebanon's oil spill response efforts.

### Honing decision-making skills

Through interactive online lectures, exercises, and discussions, participants honed their decision-making skills, emphasizing the need for quick action to minimize the impact of any potential spill. The training highlighted the importance of robust cooperation—not only within Lebanon but also with neighbouring countries and the international community.

### Documents; liability; contingency plan

Key topics included understanding roles and responsibilities before and during an incident, navigating relevant regulations and conventions, and addressing liability and compensation issues. The group reviewed the current status of Lebanon's National Oil Spill Contingency Plan (NOSCP), exploring ways to further enhance the country's preparedness.

In addition to sharpening their skills, participants gained valuable networking opportunities, fostering a collaborative approach to oil spill readiness and response.

### REMPEC and ITCP

The course was organized by the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC)\*\*, through IMO's Integrated Technical Cooperation Programme (ITCP).

\* <https://tinyurl.com/4b66br4m>

\*\* <https://www.rempec.org/en>

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## Holiday miscellany

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### By Michael Grey, Honorary Member IFSMA

You can tell that the summer holidays have arrived when the more bizarre items to be found in the media start to proliferate, like well fertilised flower beds. When I worked for the only daily newspaper that specialised in maritime matters, we could guarantee that we would have an earnest request from some otherwise reputable organ to answer questions about some new theory about the Titanic, which had suddenly been unearthed by some questing scribe. Could we do a "to camera" interview on the latest sensation about the Bermuda triangle, which has revealed that it is really a tetrahedron?

This year will be no different, with yet another expedition to the Titanic wreck site, while what has

become known as the “Titanic shipyard” in Belfast (you would have thought that this was the only ship they ever built) is making headlines for all the wrong reasons, teetering on the financial abyss once again. But this holiday season will surely be more memorable than most, on account of the greatest ever global computer meltdown, which we are assured was caused by a simple error rather than some malign interference. We better believe them, at least until the team redeployed from the Titanic story come up with what really caused the chaos. And at sea there are fresh navigational warnings about not taking your GPS readouts too literally, with reports from several areas, such as the Baltic, Eastern Mediterranean, the Gulf, South China Sea, and the Black Sea, all suggesting that more old-fashioned forms of navigation should be recommended. Maybe it should be regarded as useful practice, should the curse of the “blue screens” suddenly infect technology afloat.

It is not a wholly ridiculous idea. Some things are surprising, others utterly predictable. In the latter category is the sad fact that filthy weather off the Cape of Good Hope is playing merry hell with the schedules of the shipping which has been diverted by the Houthi warfare on the Red Sea Route. Forty boxes over the side and another thirty damaged from one ship might just be the start as the winter takes its toll on the summer cargoes.

There is increasing angst about cruise ships making life for the locals insupportable during the holiday season and a growing number of destinations actively attempting to ration their visits, or even ban them. The anti-tourist contagion is spreading from ports to holiday destinations in general, with angry locals being offensive to visitors peacefully sitting in cafes.

You might have some sympathy for both sides in this intractable problem. The tourists, who have somehow managed to reach their destinations after their flights had been cancelled because of computer meltdowns, “flight-shamed” by their eco-fanatic neighbours and charged extortionate taxi fares from the airport, might feel entitled to a little relaxation. The locals, who probably bear little ill-will to hapless visitors, see them not as individuals, but a human tide. It could be an opportunity for ferry operators to stress their more sustainable credentials, always supposing that the “just stop oil fanatics” and their ilk do not glue themselves to the linkspan. It would be good to escape for a few weeks from the guilt which the eco-loons are intent on inflicting on us all, which probably means just staying at home.

At least the IMO, with its proliferating army of green NGOs, will be on holiday for a few weeks. Will the Carbon Intensity Index question, which is causing such universal objections, with its “one size fits all mandate” be resolved? This will spoil a lot of holidays. Surely, everyone will have realised that there is no silver bullet on the marine fuel question, with wind propulsion about the only truly “carbon neutral” solution, at least until somebody discovers that all the sails and masts and rotors are manufactured in some Chinese foundry fuelled by brown coal.

Ammonia, LNG, Hydrogen, methanol, batteries, scrubbers – whatever the solution, there will be some snag unearthed which will be played heavily by whatever green NGO is specially tasked with objecting to it. And while the micro-nuclear reactors seem a delightful route to getting some speed back at sea, you can deduce what the objections to this will comprise. Answers on a single sheet of paper.

**This article was first published in The Maritime Advocate Online No 861 of 26 July 2024 and appears here by kind permission of the author and of the editor.**

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

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## **Walking the walk for women in shipping**

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***Talking the talk on diversity and inclusion is good, but walking the walk will bring better rewards, writes Elpi Petraki, President WISTA International***

There has been a lot of talk at international maritime conferences about diversity, equity and inclusion and there are more women in shipping than ever before, but the figures are still too low.

So, what is not working?

The first IMO and WISTA International Women in Maritime Survey of 2021 showed that, even though their numbers were increasing, women contributed only 2% of the seafaring workforce. Furthermore, overall, they only accounted for 29% of the workforce within the maritime industry.



A second WISTA survey will be carried out this year, to be launched in September.

Where the raw statistics are concerned, I am confident that it will show progress.

However, any progress should not result in complacency: I believe it is time for companies that have shown leadership to follow through with next steps.



One area for focus will be the opportunities available to women for career advancement. As with much else where trends in employment are concerned, shipping is not alone on the issue. Women often find themselves overlooked in the workplace and face barriers to career progression despite having the ambition, qualifications and expertise.

Whether acknowledged or not, the reasons this is so include workplace expectations – or unconscious bias – relating to age and parenthood, even in societies which consider themselves liberal.

A recent survey of more than 1,200 professional women in Switzerland across diverse sectors and management levels found that almost every second woman expressed increasing dissatisfaction with her career advancement in the age bracket 41-45. Among those surveyed, 90% wanted their careers to go further.

The same research found that parenthood did not diminish ambition for career progression.

Attitudes to parenthood which frustrate those ambitions can be hard to shift, but practical adjustments can be made if company leadership is flexible and open to doing things a little differently.

In a recent example from my own company, a female chief mate had a baby and aims to go back to sea in time. However, as she preferred to return to work earlier, we found a way to use her experience in an office job that was mutually beneficial.

### **Small steps to progress**

More generally, it is very often relatively small and easy to implement changes which make big differences to working conditions and workplace cultures.

Successes have included the wider availability of protective clothing on ships that fit women, but many other small changes could have big impacts. Ensuring that bathrooms for women are near where they work in ports and on ships, if that is somewhere like the engine room, can make an enormous difference. Again, the provision of sanitary products on vessels should be a basic workplace requirement rather than an issue.

Small measures like these can have a disproportionate effect in ensuring safer and better working environments. In the same way, changes in onboard cultures really start to take off when more women are present: it makes a dramatic difference if there are four women on a ship rather than just one or two.

### **Changing attitudes**

Sustaining momentum will also rely on ensuring that we, as women in shipping, remain focused on making a difference. Panel discussions on diversity, equality and inclusion are invaluable in moving debate forward, but women in technical and management positions are also fully qualified to join business

panels and show how their involvement can benefit industry thinking.

WISTA, with the IMO, has done its bit to help find and promote women speakers across the shipping industry through the Maritime Speakers Bureau platform. My point here is that women also need encouragement from their employers, to make themselves available for such opportunities and to stand up and speak.

Certainly, we must call out incidents where women are prevented from travelling to WISTA conferences by companies that do not recognise the value of learning and gaining confidence from a member-funded organization committed to equitable opportunities.

The aim is not to 'replace men', but to better empower women in ways that create a fairer, discrimination-free environment which improves our industry, and shows that it is changing to attract the new talent it needs for the future.

We know that the challenges ahead are huge: women in shipping are still often underpaid and, despite being well qualified, do not progress to the top positions as quickly as men. Again, setting aside their progress as seafarers, women working in ports lack standardized job specifications: for a woman, a job change can often involve a lower position and proving oneself to get back to where one started.

Thankfully, awareness is growing, and it is encouraging to see more companies contacting WISTA for guidance on how to improve diversity and inclusion within their organisations.

Ultimately, it is about ensuring the widespread adoption of policies and training that enhance understanding of the benefits and importance of DEI, address biases and create a fairer working environment for all.

To truly start changing behaviours and mindsets, we need to practice what we preach; words are not enough if we want to bring about real cultural change for the good of the maritime industry and society as a whole.

**WISTA International AGM & Conference 2024 takes place in Limassol, Cyprus from 9-11 October. M**

**For more information readers are invited to use this link: <https://wista2024.com/>**

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## **INTERCARGO**

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### **Flaws in IMO's Carbon Intensity Indicator**

With discussions regarding the IMO's Carbon Intensity Indicator (CII) due to recommence at the Marine Environment Protection Committee (MEPC) 82 meeting in September, INTERCARGO, the association of dry bulk shipping companies, together with the other global shipping associations, have issued a pertinent joint policy statement to the IMO

calling for changes to the flaws in the Carbon Intensity Indicator (CII).

### **Inadequate format**

Along with CLIA, BIMCO, InterManager, ICS, and INTERTANKO, INTERCARGO has indicated that the CII in its current format is inadequate and its one-size-fits-all approach, has inherent flaws that unfairly punish the shipping industry, particularly the dry bulk sector. This was reported by INTERCARGO in a news release in mid-July.

### **Actively striving to do all it can**

In line with the IMO's strategy to reduce emissions from shipping, the sector is actively striving to do all it can to achieve the goal of being carbon free by 2050. However, due to serious shortcomings with the CII metric the shipping industry is calling on the IMO to amend the current way the CII is applied, in order to avoid unintentional outcomes that conflict with the IMO Strategy to reduce overall greenhouse gas emissions.

In addition, INTERCARGO is calling on the regulatory authorities to work in closer cooperation with the shipping industry and flag states, to ensure that the true environmental performance of vessels is reflected in the CII.

Kostas Gkonis, Secretary General of INTERCARGO, commented: 'In March the IMO recognised the concerns raised by the shipping industry relating to the shortcomings and unintended consequences of the CII, resulting in agreement that it should be reviewed.

'The IMO has, so far, received 78 submissions calling for amendments and/or highlighting the concerns of the CII.

'INTERCARGO and the rest of the shipping industry will be part of the solution to these issues, and we look forward to the commencement of the CII review at the IMO's Marine Environment Protection Committee in the autumn.'

INTERCARGO and its members remain fully committed to safe, sustainable shipping in clean oceans and in line with IMO targets the organisation will continue to strive to be carbon free by 2050.

### **Joint policy statement**

The full joint policy statement can be viewed here: <https://tinyurl.com/3nmacwty>

### **About INTERCARGO**

International shipping is vital for the global economy and prosperity as it transports approximately 90% of world trade.

The dry bulk sector is the largest shipping sector in terms of number of ships and deadweight. Dry bulk carriers account for 43% of the world fleet (in tonnage)

and carry an estimated 55% of the global transport business.

Readers are invited to download INTERCARGO's 2024 review considering Environmental, Social and Governance questions and challenges available by the link here: <https://tinyurl.com/mr3jmc3u>

The International Association of Dry Cargo Shipowners (INTERCARGO) unites and promotes quality dry bulk shipping, bringing together 250 forward thinking companies from 30 countries.

INTERCARGO convened for the first time in 1980 in London and has been participating with consultative status at the IMO since 1993. INTERCARGO provides the forum where dry bulk shipowners, managers and operators are informed about, discuss, and share concerns on key topics and regulatory challenges, especially in relation to safety, security, the environment, and operational excellence.

The Association promotes its members' positions to IMO, as well as to other shipping and international industry fora, having free and fair competition as a principle.

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## **Canadian Coast Guard newbuilds**

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### **Vestdavit's record multi-davit contract**

Vestdavit has landed its biggest-ever order with a major contract to deliver high-specification davits for six multi-purpose vessels being built for the Canadian Coast Guard at Seaspan Shipyards in Vancouver.

The leading Norwegian davit supplier will initially provide a total of six FF-15000 davit systems, one for each vessel, with options for a further ten such units under its second contract secured with a Canadian shipbuilding group.

It comes on the heels of an order that Vestdavit won last year with Seaspan to supply RHIB davits for a polar icebreaker also under construction for the Canadian Coast Guard.

To quote Magnus Oding, General Manager of US subsidiary Vestdavit Inc: 'We are extremely honoured to have been awarded an additional contract with Seaspan and entrusted with such an extensive davit delivery, which we consider to be a strong vote of confidence from the shipbuilder in the proven reliability of our boat-handling systems.'

### **Efficient delivery model**

He continued: 'This also represents a vindication of our efficient delivery model with easy access for the yard to digital drawings during the ship design phase, timely delivery, effective follow-up by Vestdavit during construction and ease of installation with our modular systems.'

The hydraulically operated FF-15000, which is an adaptation of a larger FF-type davit delivered for an earlier project, is based on the F-frame system that comprises a large frame with no structure behind or underneath the daughter craft. This allows for greater flexibility in the shape and volume of the boat being



handled, with the main structure aft/forward of the boat.

The flexible, deck-mounted davit, with a 15000kg safe working load (SWL) capacity, can operate in both single and dual-point configuration for optimal performance with various sizes of craft.

It will be able to handle both a 9m self-propelled barge and 7.5m RHIB, as well as a 20-foot ISO container by incorporating into the system adjustable lifting points that allow for handling of boats and containers with different lifting points, size and weight.

### Advanced davit features

The motion-compensated davit also incorporates advanced features such as shock absorbers, dual winches that each have independent constant tension and an anti-pendulation device with guide arms for maximum stability to safely launch and recover boats in rough sea conditions.

Coastguard operations are dependent on a high level of davit efficiency and availability, as well as redundancy, for frequent launch-and-recovery operations to perform a variety of essential tasks, such as rescue missions or law enforcement.



*The multi-purpose vessel under construction for the Canadian Coast Guard at Seaspan.*

*Image: Seaspan ©.*

The new multi-purpose vessels for the Canadian Coast Guard are intended to operate year-round on Canada's eastern and western seaboard and will support critical services such as icebreaking in moderate conditions, maritime search and rescue, scientific research, environmental response, emergency towing, maintenance and deployment of buoys, as well as support for offshore fisheries patrols.

### Multi-role versatility

Vestdavit's boat-handling systems have proven robustness through decades of real-life operation with navies and coastguards in different conditions around the world, ensuring mission-critical operations can be carried out effectively.

This is allied with innovative technology developed in collaboration with clients to provide solutions that are tailored to their specific requirements, with versatile functions to meet a range of operational needs.

In conclusion Oding said: 'Solutions such as the FF-15000 provide the client with sophisticated features to

meet high specifications for fail-safe davit operations. This important reference project builds on Vestdavit's already strong reputation in our core navy and coastguard market with a solution for enhanced davit reliability.'

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## Barcelona expansion

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### New automated stacking cranes

It has been reported that in the first week of August BEST container terminal at the Port of Barcelona took delivery of fourteen new automated stacking cranes (ASC) from the Finnish supplier Konecranes.

These new automated cranes will allow the terminal to increase its storage capacity by 25% in the coming months, from twenty-seven to thirty-four automated blocks. The new cranes will be assembled and tested in the coming weeks and the first new block is expected to be fully operational in September, with the seventh to follow in early 2025.



These cranes are electric and rail-mounted, like most of the terminal's equipment, as the Hutchison Ports Group has been committed from the outset to building an efficient and environmentally sustainable terminal in the Port of Barcelona.

Guillermo Belcastro, CEO of Hutchison Ports BEST, commented: 'This new investment will result in an increase in the terminal's operational and storage capacity and will contribute to the continuous improvement of the quality of service in both maritime and inland operations.'

BEST currently has thirteen Super Post-Panamax quay cranes, capable of operating with the world's largest container ships. Furthermore, there are fifty-four automated stacking cranes (ASC), two cranes at the rail terminal (rail mounted gantry cranes or RMG) and forty shuttle carriers to operate the terminal which occupies 80 hectares and has a berth of 1,500 metres with a depth of 16.5 metres.

### About Hutchison Ports

Hutchison Port Holdings Limited (Hutchison Ports), is the ports and related services division of CK Hutchison. The Hutchison Ports network of port operations comprises 53 ports spanning 24 countries throughout Asia, the Middle East, Africa, Europe, the Americas and Australasia.

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## Inconvenient convenience

By Michael Grey, Honorary Member IFSMA

It was years ago that an old friend, who was a shipbroker, told me proudly that using his new mobile telephone, then something the size of a house-brick, he had fixed a cargo for one of his clients from the vegetable aisle of his local supermarket, while his embarrassed wife, pretending that he was no possible relation to her, seethed among the frozen foods. He was just so delighted with this remarkable new aid to productivity, that he rang me up on my landline to tell me about it. Sadly, his pleasure was not to last. Within months, he would be woken up before dawn as his clients in Hong Kong enthusiastically sought his opinion on some likely cargo and eighteen hours later, as he was preparing for bed, there would be an urgent demand for action from San Francisco. The age of constant and global availability, with this one hard-worked soul, effectively and in real time, doing the job of three people, had brutally arrived. His life, previously governed by the hours worked by the bad-tempered office telex operator and the need to give three days' notice to book an international call from Piraeus, had changed, utterly. Fortunately, he retired a long time ago, so the new threats of Artificial Intelligence will hopefully pass him by as they afflict Generation Z.

Whether the stresses and strains of modern and instant communication will be mitigated by the suggestions that the new UK Labour government could enact a sort of "switch-off" law to give employees a bit of remission from being always on-call, remains to be seen. I would doubt that it has much chance of success, especially in any international business, where somebody refusing to pick up a phone will be regarded unfavourably. It might be both sensible and acceptable for airline pilots or long-distance lorry drivers to officially "clockoff," but most of us cannot cite health and safety rules, although mental pressures seem to be looked upon with rather more sympathy these days. Mind you, the whole argument for privacy has been rendered awry by the Working From Home culture and the availability of "mouse-movers", which give the impression of diligent activity, when there is none. But just maybe, with the concerns about "resilience" in a digital age, rearing their exceedingly ugly head with the global outage of pretty well everything during the "CloudStrike" emergency last month, the practices of the past may prove not to be completely outdated.

Maybe we need alternatives to having all our data in cyberspace, where random IT nerds or malicious state hackers cannot cause such mayhem.

We perhaps should not be taking Russia as an example of forward-thinking, but I was reading that old-fashioned typewriters and paper, have been enjoying a comeback as a result of fears about electronic security in that paranoid society. I still have my old portable in the attic, although quite who might manufacture ribbons may be a problem. And even Telex machines, I am told, are being disinterred from store cupboards, or even antique shops, although you might need special training to work them. It is good to be given a sharp shock about our vulnerability in this digital, interconnected world, where those who believe in instantly accessible data and a cashless society were seriously embarrassed by the temporary shutdown of so much that we have learned to depend upon. All this, we were given to believe, was as a result of some technical error, but goodness knows what a really determined enemy might do to our digital dependence. You may guarantee that they are practising hard against that need, and will have been tremendously comforted by this untoward "dress rehearsal." And in ships at sea, you have to hope that they are checking up on what the screens are telling them, by using the old tried and tested. "Lead, log and look-out" will get you home, even though it might be rather tedious. There is some useful advice in this week's Spectator, where advertising man Rory Sutherland advocates a sort of Luddism as a defence against technological vulnerability. "Carry cash. Book your flights from a human. Shop locally. Write cheques. The downside of digital convenience and efficiency is fragility." Wise words. You do not need much imagination to transpose this to its maritime equivalence.

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



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## Port of Felixstowe

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### New automated cranes

Early in August Hutchison Ports Port of Felixstowe reported that it had taken delivery of its latest batch of Automated electric Rubber-Tyred Gantry cranes (AeRTGs).

The latest batch of five machines, which also have a remote-control option, are part of an order for seventeen electric cranes from Konecranes of Finland.

Commenting on the latest delivery, Robert Ashton, Chief Operating Officer of the Port of Felixstowe, said: 'These new cranes are the latest stage of our drive to deliver a first-class customer service, improve working conditions for our employees and remove carbon from our operations. We have set an ambitious target to reach Net-Zero for scopes 1&2 by 2035. As part of our programme to phase-out all diesel equipment these new cranes take us another step closer to our goal.'



'We recently increased the maximum depth of berths at the port to 18 metres to increase our ability to accommodate the world's largest container ships. That upgrade is complemented by these new cranes and the increased use of automated and remote-control technology to improve the efficiency and predictability of service we offer them.'

The new cranes are capable of lifting containers 1-over-6 high and span seven rows plus a roadway. They are capable of being fully automated but will operate in semi-autonomous mode with the lift to or from the carrying vehicle undertaken using remote control by an operator based in a newly refurbished remote-control suite at the port.

The new cranes were unloaded at the port's Trinity Terminal before being transferred to Berths 8&9 where they will be based. Each will go through a commissioning process before entering service.

### About Hutchison Ports' Port of Felixstowe

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

As the UK's first purpose-built container-handling facility, it is also the largest and busiest container port

in the country. With three rail terminals, it also has the busiest and biggest intermodal rail freight facility in the UK.

The latest phase of development, Berths 8&9, provides additional deep-water capacity for the world's largest container ships.

Hutchison Ports Port of Felixstowe is a member of Hutchison Ports, the port and related services division of CK Hutchison Holdings Limited.

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## AMSA's National Compliance Plan

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### Giving regulated maritime industries and compliance partners insight into the compliance areas to be the focus of efforts in 2024-2025

The Australian Maritime Safety Authority (AMSA) has released its National Compliance Plan (NCP) for the 2024-25 financial year, with inspection efforts a key focus area due to an increase in deficiency and detention rates.

AMSA Acting Executive Director of Operations Chris Barber said NCP priorities were informed by data and trends to ensure resources were targeted where they were needed the most.

He commented: 'Port State control ship inspection data has shown an increase in both deficiency and detention rates from 2022 to 2023, so we will focus our inspection efforts on those vessels considered higher risk.'

'There is room for improvement, and we will not tolerate sub-standard shipping.'

'Poor planned maintenance and inadequate emergency preparedness have also been identified as issues.'

Barber added that the NCP further detailed the key focus areas\* for compliance activities relevant to domestic commercial vessels (DCVs) and the marine environment.

He continued with: 'On the domestic front, we will be focussing on changes to safety management system provisions, including simpler requirements for smaller vessels, which better reflect the risk profile of these operations.'

'This will cover issues including fatigue management, dangerous goods, and emergency plans, to minimise the risk of injury to crew and passengers. It follows the consultation currently underway related to proposed changes to safety management systems.'

'Our data suggests that there is also a need for continued compliance focus on lifejacket wear and risk assessment requirements.'

'We will be addressing both emerging and ongoing issues to improve maritime safety and environmental outcomes.'

To view the AMSA National Compliance Plan:2024-25 readers are invited to see here: <https://tinyurl.com/ycx6rkvc>

\*The NCP outlines the four Focus Areas thus:

- **Focus area 1: Port and flag State control**
- **Focus area 2: Maritime Labour Convention**
- **Focus area 3: Domestic commercial vessels**
- **Focus area 4: Environmental**

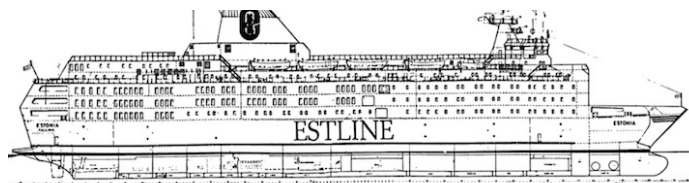
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## Wreck mv *Estonia*

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### ROV video support for investigation

Last month (August) the European Maritime Safety Agency (EMSA) reported in its Newsletter, No 230 that it has completed an underwater survey by way of Remotely Operated Vehicles (ROV) on the wreck area of mv *Estonia*\* in support of the Estonian Safety Investigation Bureau (ESIB).



General arrangement of mv Estonia per <https://ojk.ee/en/search/type/news> Estonian Safety Investigation Bureau©.

The operation, facilitated by the Estonian State Fleet, was conducted under ESIB coordination. It commenced on 1 July with departure from Tallinn port, arriving at the wreck site the following morning.

The surveys took place between 2 and 3 July with the ROV performing 17 dives to provide the Estonian authorities with findings on the debris and the wreck site.

More information is available on the website of the Estonian Safety Investigation Bureau here: <https://tinyurl.com/33vvks45>

### \*Sinking of ferry Estonia on 28 September 1994

On 28 September 1994, the Estonian-flagged ferry *Estonia* sank while on its regular route steaming from Tallinn to Stockholm. The accident took place in the early hours of 28 September, the ship disappeared from the radar screens of vessels in the same area at about 01.50 (Estonian time). The shipwreck location is 40 km from the Finnish Utö island, 50 km from Hiumaa and 100 km from the Swedish coast.

There were 989 people on board, of whom 137 survived. 852 people died in the accident and the bodies of 95 drowned people were found. Most of the victims were Swedish (501) and Estonian (285) citizens.

Immediately after the accident, the Estonian, Finnish and Swedish governments formed a Joint Accident

Investigation Commission (JAIC). The final report of JAIC was presented in 1997.

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## Boskalis, A historically good first half year

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### Fleet utilization high

Results show an increase in earnings at all divisions while revenue increased 5% to € 2.07 billion and net profit rose 65% to €298 million.

Looking back over the first half year Peter Berdowski, CEO Boskalis, commented: 'Financially, the past six months have been the most successful we have achieved in Boskalis' long history. There was an exceptionally good performance across the board. EBITDA\* increased by nearly 50% to more than half a billion euros and net income by 65% to almost 300 million euros.

'In the Dredging & Inland Infra division, our large vessels were well utilized, particularly on projects in the Middle and Far East. We are in the completion phase of the extensive Manila International Airport project and are gradually shifting to new projects in Southeast Asia and the Middle East. Closer to home, we did a lot of work in the Netherlands on the reinforcement of the Markermeer dikes north of Amsterdam and on the Zuidas public transport hub in Amsterdam.

'At Offshore Energy, we have invested heavily in recent years in equipment that can be deployed in both the offshore wind market and the traditional fossil energy market. This has given us a strong position in the lifecycle chain from development, installation and maintenance to decommissioning of offshore structures. Thanks in particular to this strategy, we again achieved excellent results in the past six months.

'The ALP Maritime vessels acquired at the beginning of this year have been fully integrated into our fleet and have, among other projects, contributed to the transport of a 50-year-old FPSO from an oil field in Brazil to a recycling yard in Europe.

'Salvage once again carried out several special assignments. For example, a very complex wreck removal operation off the coast of Malaysia was successfully completed. This involved a sunken jack-up platform that was completely removed from the seabed.

'The volume of work in the order book is still at a healthy level. With 5.3 billion euros of work in the portfolio and a strong financial position, we look to the future with confidence.'

### Divisions

#### Dredging & Inland Infra

The hopper fleet was well utilized on sizable projects in Asia and the Middle East, and the cutter suction dredgers were fully utilized in the Middle East.



The main regions in terms of revenue contribution were Asia/Australia and Europe with substantial projects in the Philippines, Taiwan, Singapore, Australia, Denmark and the Netherlands.

During the first half of the year Boskalis largely completed its work on the construction of the new Manila International Airport and the project is expected to be handed over to the client shortly.

In Singapore much work was again done around the innovative polder (Pulau Tekong) and port expansion (Tuas Terminal 2) while in Taiwan and Australia energy transition projects (wind and gas) are underway.



*Boskalis Bokalift 1 & Bokalift 2.*

In Europe, dredging work for the trench for the Fehmarnbelt tunnel (between Denmark and Germany) was completed in the first half of the year.

In the Netherlands, Boskalis was active on a large number of projects, including the multi-year project to reinforce the Markermeer dikes north of Amsterdam, the Zuidasdok OVT project involving the expansion of the existing public transport hub in Amsterdam, and preparatory work is in full swing on the A2 Het Vonderen-Kerensheide motorway expansion project.

### **Offshore Energy**

All business units had a strong first half year with good results. Approximately half of the revenue was related to offshore wind projects.

In the United States, the crane vessels were busy installing monopile foundations that had previously been delivered by our heavy transport vessels. In Europe, the cable-laying vessels were busy on projects including Hollandse Kust West Beta (Netherlands) and Borkum Riffgrund 3 & Godewind 3 (Germany).

### **Marine Transport & Services**

Business units had a busy and good half year. ALP's powerful oceangoing tugs acquired in early 2024 were deployed on projects including the transportation of an old FPSO to a recycling yard in Europe.

### **Subsea Services**

Busy in the first half year with a nice combination of projects ranging from decommissioning work in the North Sea, a multi-year maintenance contract in Dubai

and inspection and maintenance work for a number of large offshore companies. Survey also had a good half year with a variety of projects in the energy markets.

Across the board, the division once again successfully responded to healthy demand from both the offshore wind and traditional oil and gas markets and project execution was good.

### **Towage & Salvage**

Salvage had a busy and successful first six months. Off the coast of Malaysia, a sunken oil platform was successfully lifted and removed from the seabed within two seasons. Salvage was also fully involved in several emergency response assignments, including the Northern Juvenile containership fire in the Strait of Malacca.

Towage's contribution to the results was higher compared to last year due to Smit Lamnalco no longer being classified as an asset held for sale. Furthermore, early July Boskalis signed an agreement for the acquisition of all remaining (50%) shares in Smit Lamnalco. The transaction is subject to customary conditions, including regulatory approval.

### **Financial position**

Boskalis' financial position is strong and robust. The size of the order book is €5.3 billion and combined with the market outlook, the Company is positive about the rest of 2024, it was reported.

### **Boskalis in brief**

Boskalis is a leading global services provider operating in the dredging, maritime infrastructure and maritime services sectors. The company provides creative and innovative all-round solutions to infrastructural challenges in the maritime, coastal and delta regions of the world.

With core activities such as coastal defence, riverbank protection and land reclamation Boskalis is able to provide adaptive and mitigating solutions to combat the effects of climate change, such as extreme weather conditions and rising sea levels, as well as delivering solutions for the increasing need for space in coastal and delta regions across the world.

The company facilitates the development of offshore energy infrastructure, including renewable wind energy. Boskalis is furthermore active in the construction and maintenance of ports, waterways, access channels and civil infrastructure, thus helping to facilitate trade flows and regional socio-economic development.

In addition, Boskalis is a global marine salvage expert and has a strategic partnership in terminal services (Smit Lamnalco). With a versatile fleet of more than 500 vessels and floating equipment and over 11,000 employees, including associates, Boskalis is creating new horizons around the world.

For more about Boskalis and a corporate video readers are invited to see here: [www.boskalis.com](http://www.boskalis.com)

**\*EBITDA = Earnings Before Interest Taxes Depreciation and Amortisation.**

## Next-generation nuclear container ship regulatory study

### LR and CORE POWER to conduct

A joint regulatory assessment study will determine the safety and regulatory considerations for a potential next-generation nuclear-propelled feeder container ship to undertake cargo operations at a port in Europe.

Lloyd's Register (LR) and CORE POWER have launched a joint regulatory assessment study to conduct research on the regulatory feasibility and frameworks that would need to be established for a nuclear container ship using a fourth-generation reactor noted for its high inherent safety to undertake cargo operations at a port in Europe. Following initial planning, the industry leaders, who are joined by A.P. Moller - Maersk (Maersk), have formalised their collaboration through the signing of a joint development project agreement to undertake the study.

### Safety rules

The joint study will investigate the requirements for updated safety rules along with the improved operational and regulatory understanding that is needed for the application of nuclear power in container shipping. In addition, this study will provide insight for members of the maritime value chain who are exploring the business case for nuclear power to help shape their fleet strategy towards achieving net zero greenhouse gas emissions.

The study will bring together the expertise of LR as a trusted adviser to the maritime industry, CORE POWER's experience of developing advanced nuclear energy technology for maritime applications, a leading Port Authority and Maersk's extensive experience in shipping and logistics.

### Comment

Of this topic Nick Brown, CEO, Lloyd's Register, commented: *The initiation of this joint study marks the beginning of an exciting journey towards unlocking the potential of nuclear power in the maritime industry, paving the way for emissions-free operations, more agile service networks and greater efficiency through the supply chain. A multi-fuel pathway to decarbonising the maritime industry is crucial to ensuring we as an industry meet the IMO's emission reduction targets and nuclear propulsion shows signs of playing a key role in this energy transition.*

Mikal Bøe, CEO, CORE POWER, added: *'There's no net-zero without nuclear. A critical key to unlocking the vast potential for nuclear energy to transform how the maritime sector is powered, is the standards framework for commercial insurability of floating*

*nuclear power plants and nuclear-powered ships that would operate in nearshore environments, ports, and waterways. We're immensely pleased to be working with some of Europe's most respected industry participants to set out the conditions for how this can be achieved.'*

In conclusion Ole Graa Jakobsen, Head of Fleet Technology, A.P. Moller – Maersk, said: *'Since Maersk launched its energy transition strategy in 2018, we have continuously explored diverse low emission energy options for our assets. Nuclear power holds a number of challenges related to for example safety, waste management, and regulatory acceptance across regions, and so far, the downsides have clearly outweighed the benefits of the technology. If these challenges can be addressed by development of the new so-called fourth-generation reactor designs, nuclear power could potentially mature into another possible decarbonization pathway for the logistics industry 10 to 15 years in the future. Therefore, we continue to monitor and assess this technology, along with all other low emission solutions.'*

## Operation Nanook

### Arctic partner nations conference

The US Coast Guard, Royal Canadian Navy and Royal Danish Navy held a pre-sail conference in Nova Scotia's capital city of Halifax, on 12 August in preparation for Operation Nanook.

Operation Nanook is the signature Canadian-led exercise that highlights respective nations' ability to cooperate in the Arctic to address emergent threats and enforce international maritime regulations.

### Training, sharing, building, enhancing

Collaboration in the region presents opportunities for the US Coast Guard and key allies to train personnel, share best practices, build interoperability and enhance unity of effort for a variety of issues that can occur in the region.



*Illustration per USCG Coast Guard First District Northeast News*

USCG ©.



As ice melts in the Arctic, illegal, unreported and unregulated (IUU) fishing threatens food and economic security and raises concerns over potential human and labor rights violations.

## Comment

Captain Gord Noseworthy, Royal Canadian Navy, commander of Task Group 300.10. remarked: *'Operation Nanook is an opportunity for all of us as allies to work together and collaborate to continue to put a presence in the northern waters.'*

Commander Brian Gismervik, CO of Coast Guard Cutter Northland added: *'We are excited to be part of this valuable mission. This has an immediate, real impact on the safety and security of a burgeoning Arctic region, increasing interoperability in order to ensure we have the mission capacity to meet the challenges that lay ahead.'*

The US Coast Guard and its allied partners, are resolute in combatting IUU-F to counter food scarcity, defend nation sovereignty, and protect indigenous communities in the Arctic region.

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## IMRF Annual Report

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The International Maritime Rescue Federation (IMRF) is an international, non-governmental organisation (NGO) that supports SAR organisations with the development and improvement of maritime SAR capacity around the world. This is done by providing guidance, facilitating training and enabling SAR providers to share knowledge and expertise between members across the IMRF community.

Its work spans some of the most important issues facing maritime SAR and is vital to raising and maintaining standards, as well as improving overall global SAR capability.

In 2023 the IMRF returned to full force with a number of key events and initiatives that ensured it remained at the forefront of the international maritime SAR community, all of which is available to read in the IMRF's latest Annual Report.

Issued in August the IMRF's 2023 Annual Report also includes critical information regarding IMRF membership options, financial commentary, governance, and a look at the IMRF's activity in 2024.

Some of the major highlights of the report included the 2023 World Maritime Rescue Congress in Rotterdam; the welcoming of new team members and board of trustees; and the announcement of a new Patron as the IMRF welcomed Vice Admiral Sir Timothy Laurence.

These successes, alongside a host of campaigns, initiatives and events held by the IMRF throughout the year, were mentioned by IMRF Chair Jacob Tas who stated in the report: *'This past year has been a transformative year for the IMRF. As we reflect on 2023, we see a landscape filled with challenges and opportunities for the global maritime SAR community.'*

The importance of the IMRF's success in 2023 was similarly mentioned by Caroline Jupe, CEO of the IMRF, who stated: *'The past twelve months have shown the power of bringing the maritime SAR community together and welcoming more people into our family. I am incredibly proud of the work that has been achieved.'*

## About IMRF

Currently IMRF has more than 130 members in over 50 countries, creating an engaged and passionate global SAR community. Its influence is amplified through its consultative status at the IMO and its role in key IMO Working Groups such as the IMO / International Civil Aviation Organization (ICAO) SAR Joint Working Group.

IMRF also leads several industry-wide programmes to tackle issues facing the international maritime SAR sector, including the #SARyouOK? mental health

initiative, Mass Rescue Operations (MRO) guidance project and the #FutureSAR climate change initiative.

At IMRF members remain its strongest asset and each year the organisation welcomes more SAR organisations, technology and equipment suppliers, and governmental organisations from around the world, each of which supports one another by sharing knowledge, experience, expertise and innovations through IMRF's programme of webinars, conferences, events, forums and other activities. By cooperating in this manner, IMRF members can cost-effectively share the burden of developing rescue capabilities to meet ever-growing challenges by learning from the ideas and experiences of others.

The IMRF continues to be at the forefront of the maritime SAR sector, offering a vital support network to the sector worldwide, regardless of the size and scope of the member. From major international SAR organisations to small volunteer teams, the IMRF is proud to offer its services to a noble cause and aims to enhance maritime SAR services worldwide, ultimately improving saving lives at sea by the global SAR community.

The IMRF Annual Report 2023 is available to download here: <https://tinyurl.com/yhhn595j>

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## India

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### Port Facility Security Internal Auditor Training Programme

#### IRCLASS Academy successfully delivers

IRCLASS Academy, the training arm of Indian Register of Shipping, has successfully concluded the first Port Facility Security Internal Auditor training programme at the Rashtriya Raksha University, School of Integrated Coastal and Maritime Security Studies in Ahmedabad. This programme also included comprehensive training for Port Facility Security Officers.

The inaugural ceremony was graced by Dr Prabhakaran Paleri, Emeritus Resource Faculty and Former Director General of the Indian Coast Guard. In his opening address, Dr Paleri emphasized the critical importance of robust security measures in safeguarding port facilities and enhancing maritime security.

The training programme featured several unique components designed to address contemporary security challenges. Notably, special sessions on Cyber Security in Ports and Narcotics Identification and Control were incorporated, providing participants with cutting-edge knowledge and practical skills. Dr Heena Goswami, a distinguished Professor from Gujarat National Law University and an expert in Narcotics and Forensics, delivered an insightful session on the practical dos and don'ts for port personnel in the event of discovering narcotics.

Participants from major ports, maritime boards, and private ports attended the training, gaining valuable insights and hands-on experience. The programme aimed to enhance their capabilities in maintaining port security and conducting thorough internal audits.

### Comment

Amit Bhatnagar, Head of IRCLASS Academy said *'IRClass Academy is committed to advancing the knowledge and skills of maritime professionals, ensuring the highest standards of security and operational efficiency in the industry. This training programme marks a significant milestone in IRCLASS Academy's ongoing efforts to support the maritime sector with innovative and relevant training solutions.'*

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## Change of status at IALA

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### NGO to IGO

It was reported from Saint-Germain-en-Laye, (78100) France, in mid-August that the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), will officially change its status from that of a non-governmental organization (NGO) to an intergovernmental organization (IGO). The change was effective from 22 August comes after more than ten years' work and four diplomatic conferences

### Enhancing worldwide safety of navigation

Based on a Convention ratified or acceded to by 34 States to date, the new status represents a significant victory for multilateralism and ocean governance, marking an important step toward enhancing worldwide safety of navigation, efficiency and protection of the marine environment.

### Harmonizing aids to navigation

The transition to an intergovernmental organization will place IALA in a much stronger position to develop and harmonize marine aids to navigation, as governments will be directly involved in its work. All major decisions will be made by representatives of

their governments, who hold credentials from their Head of State, Prime Minister or Minister of Foreign Affairs.

### A pivotal role

For over six decades, IALA has played a pivotal role in providing standards, recommendations and guidelines for the implementation of significant developments within the maritime sector. The organization's focus on harmonization has never been more crucial, especially if it aims to achieve the ambitious digital agenda for the maritime sector.

### More information

Readers wishing to learn more of the activities at IALA are invited to see here: [www.iala-aism.org](http://www.iala-aism.org)

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## ISWAN report

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### International helpline for yacht crew

#### Vital funding needed

ISWAN, the International Seafarers' Welfare and Assistance Network, issued in August its YachtCrewHelp 2023 Annual Review.

This document highlights the fact that yacht crew are reporting higher levels of mental health difficulties and experiences of abuse, bullying, harassment, discrimination and violence than seafarers working in other branches of the maritime industry. It is understood that the charity is seeking funding to continue offering its vital support.

ISWAN's YachtCrewHelp service was launched in November 2020 in response to the lack of accessible, specialised support available to crew working in the yachting industry.

#### Valuable helplines

Building on ISWAN's expertise from operating SeafarerHelp, ISWAN's long-established helpline for the maritime sector, YachtCrewHelp is a free, confidential, multilingual helpline available 24 hours a day the year round providing emotional, wellbeing and practical support to yacht crew of any nationality.

#### Annual calls rise

Use of YachtCrewHelp is growing, with the number of calls and messages (contacts) to the helpline in 2023 increasing by 34.3% on the 2022 level and 60.5% on the 2021 level. It is understood that the service is used both by crew worldwide – crew members of 46 nationalities contacted YachtCrewHelp in 2023 – and by their families.

Data from ISWAN's newly released YachtCrewHelp 2023 Annual Review indicates that yacht crew were more likely to contact ISWAN in relation to mental health concerns or experiences of abuse, bullying, harassment, discrimination and violence (ABHDV)



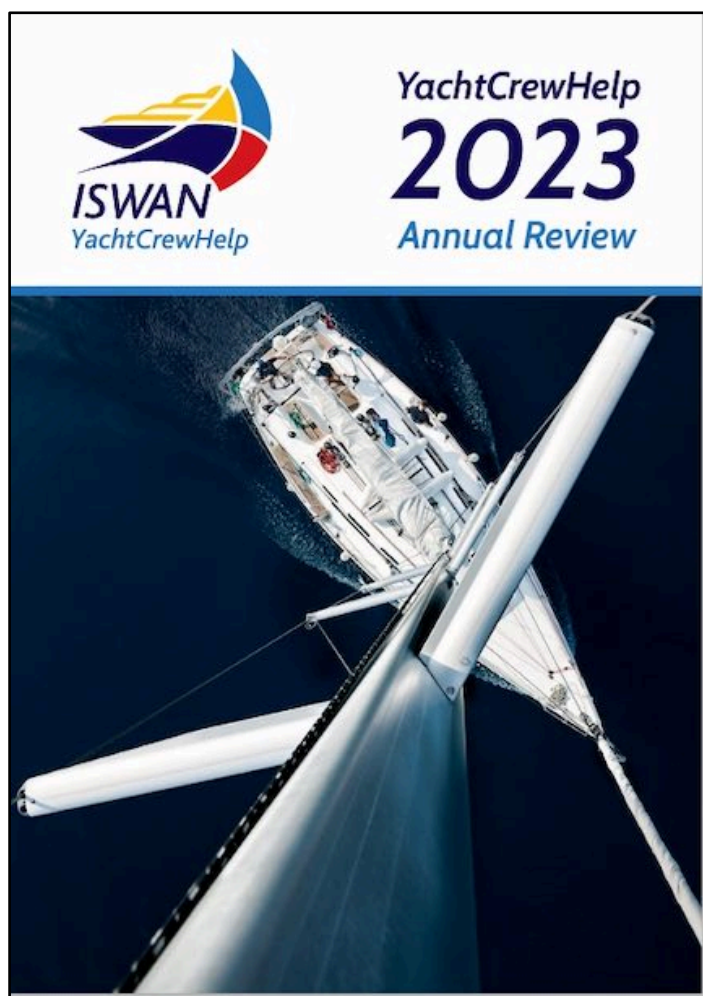
than seafarers working in other branches of the maritime industries, particularly merchant shipping.

## ABHDV

In 2023, the proportion of contacts relating to ABHDV on YachtCrewHelp was more than double the level received by SeafarerHelp, accounting for 7.3% of all issues raised compared to 3.1% on SeafarerHelp. Women were more than five times more likely to report an experience of ABHDV to YachtCrewHelp than men (14.2% of issues raised by women compared to 2.7% among men).

## Increase in mental health contacts

Another key trend reported in the annual review is a 13.5% year-on-year increase in contacts relating to mental health, with the proportion of issues relating to mental health almost four times higher on YachtCrewHelp compared to SeafarerHelp (15.3% of all issues raised compared to 4.0%). ISWAN's data consistently finds that experiencing ABHDV is a leading factor in mental health difficulties among seafarers across its helplines.



ISWAN suggests that a number of factors may contribute to the differences in issues reported by these industries, including a relative lack of HR structures, support services and union coverage available to yacht crew compared to merchant shipping.

## Challenges in seeking employment

The YachtCrewHelp 2023 Annual Review also reports a 116.7% year-on-year increase in contacts from those seeking work in yachting – the most common reason for crew to contact YachtCrewHelp in 2023 – indicating the challenges that green crew in particular experience in finding secure employment. In 2023, ISWAN worked in partnership with other yachting industry stakeholders to develop guidance on safe job-seeking for crew looking for both paid and voluntary roles.

## Comment

**ISWAN's Projects and Relationships Manager Georgia Allen** reflected: *'Through YachtCrewHelp, we have the opportunity to hear directly from crew about the challenges they are facing on a daily basis. As well as providing support to crew members on an individual level, we are able to share data and insights on the wider issues which need to be tackled by the yachting industry as a whole.'*

*'However, the heart of our service lies with the one-to-one support our helpline officers can offer to yacht crew and their families – for example, a crew member seeking emotional support and guidance after being sexually assaulted by a senior officer, a captain whose mental health was severely impacted by bullying from the yacht owners, or a mother concerned about a suspicious job offer her daughter received on social media (all these stories are shared in our annual review).'*

*'We cannot be there for these individuals without vital funding and support from the industry. The YachtCrewHelp service operates 24/7/365 and is currently at risk if we cannot secure the funding necessary to continue delivering the service without interruption. We have some fantastic and passionate sponsors, many of whom have supported YachtCrewHelp from the beginning, but more is needed. We encourage any companies or organisations who see the value in this service and want to secure its future to get in touch.'*

**Sarah Bayard, Lead Crew Operations USA at Y.CO**, a key sponsor of ISWAN's Welfare of Yacht Crew project, said: *'Our experience in yacht management tells us that crew are the most important component of a yacht operation. A happy, healthy crew is a safe and effective crew, and we do all we can to promote positive onboard culture throughout our fleet. We are so proud to have supported YachtCrewHelp since its launch in 2021 and it is heartening to see the difference it has made so far. We encourage our industry colleagues to join us to ensure that this vital, free resource remains available to our most valuable assets, the crew.'*

**Will Faimatea, Founder and Director of Bond Technology Management**, another key sponsor of ISWAN's Welfare of Yacht Crew project and YachtCrewHelp steering group member, commented: *'I am pleased to be able to be part of YachtCrewHelp and helping it become a place where yacht crew can seek support in times of need. This service was not*

something that was available nor spoken about in my years as crew on a superyacht. I have seen through the analytics provided by ISWAN that the service is not only needed, but used by crew. I would like to encourage all company owners working within the yacht industry to support YachtCrewHelp with financial contributions to allow this service to support the crew within it.'

**Tim Clarke, Director at Quay Crew**, which has conducted surveys of crew mental health in the superyacht industry, commented: *'Bullying and harassment is certainly increasing, as revealed in our own survey, which reported a 10% increase since 2022. Compared to ISWAN data, we found it far more prevalent than in just 7.3% of cases – stated by almost a quarter of crew as contributing to their poor mental health onboard.*

*'In our survey, this impacted twice as many female crew, and over a third of interior crew. It's great to see that crew are feeling more confident to pick up the phone and use helpline services such as those provided by ISWAN. It demonstrates an increased awareness and reduced stigma around talking openly about issues and seeking help.'*

The YachtCrewHelp 2023 Annual Review can be downloaded here: <https://tinyurl.com/3mma2622>

### Can you help?

Readers interested in supporting or being involved with ISWAN's work to improve yacht crew welfare are invited to contact the charity by e-mail thus: [iswan@iswan.org.uk](mailto:iswan@iswan.org.uk).

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## USCGC *Eagle* returns home

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### Summer deployment

On 15 August the US Coast Guard Barque *Eagle* returned to its home port of New London, following a 97-day deployment. Over the past three months, the crew trained US Coast Guard Academy cadets and visited six ports in six countries as well as three on the East Coast, acting as a goodwill ambassador for the United States and the Coast Guard.

### Six hundred cadets under training

May through August, *Eagle* trained over 600 Coast Guard Academy cadets, Sea Scouts, Sea Cadets, Navy Junior Reserve Officers' Training Corps members, and military exchange cadets in leadership fundamentals, navigation techniques, seamanship practices, damage control systems, engineering procedures, and more.

While on board, the cadets had their first introduction to life at sea in a Coast Guard cutter, a foundational experience in their developmental journey toward becoming future officers in the Coast Guard, often requiring them push beyond their comfort zones to sail and operate an 88-year-old tall ship.

### Engaging communities

During this year's deployment, *Eagle* leveraged opportunities to engage communities and strengthen US relationships with valued partners throughout the Western Hemisphere.

*Eagle* sailed through the Atlantic Ocean and the Caribbean Sea, visiting ports in the Dominican Republic, Colombia, Puerto Rico, Barbados, Bermuda, Nova Scotia, New Hampshire, Maine, and Massachusetts.

In the Dominican Republic, *Eagle* hosted the Commanding General of the Dominican Navy and US Chargé d'Affaires, while participating in a ceremony honouring the 149th Anniversary of the Dominican Naval Academy.

In Colombia, the crew coordinated a Women's Peace and Security Luncheon onboard where crew members and cadets engaged in a round-table discussion with Coast Guard, US Navy, and Colombian military members.



In Barbados, *Eagle* hosted the President of Barbados and the US Ambassador for an Independence Day celebration aboard the barque.

Domestically, *Eagle* participated in the Sail Portsmouth 2024 Tall Ships festival, leading the parade of sail into Portsmouth, New Hampshire. In



Rockland, Maine, *Eagle* celebrated the recertification of Rockland as a Coast Guard City, took part in the Maine Lobster Festival, and hosted a reception aboard the ship for local officials. Across all domestic port calls, *Eagle* hosted local high school students while promoting the Service and engaging with potential recruits for the US Coast Guard Academy.

## Comment

Captain Jessica Rozzi-Ochs, *Eagle*'s CO commented: 'Our crew performed at an exceptionally high-level throughout this summer deployment.

'Their commitment to training and mentoring the next generation of US Coast Guardsmen is impressive and unmatched. Under their tutelage, the cadets have grown as mariners and leaders and are well prepared for the challenges facing them as future officers.

'Furthermore, the trainees and crew built key public and stakeholder awareness for US Coast Guard partnerships domestically and throughout the Western Hemisphere.'

Known as America's Tall Ship, *Eagle* is a 295-foot, three-masted barque operated as a training vessel for future officers of the United States Coast Guard. It is the largest tall ship flying the Stars and Stripes and the only active square-rigger in US government service.

*Eagle* was constructed in 1936 by the Blohm and Voss Shipyard in Hamburg, Germany. Originally commissioned as the Horst Wessel by the German Navy, the United States acquired the barque as a war reparation following the Second World War. Since 1946, *Eagle* has sailed out of New London, Connecticut as a training ship for future Coast Guard officers.

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## Seafaring's false prospectus

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By Michael Grey, IFSMA Honorary Member

An older generation of seafarers feels left behind, missing important life events that are taking place in their families ashore. The younger ones feel that their lack of contact, isolated on their ships, gives them feelings of desperation. There is also a general belief that they have been lured into their maritime careers by an over-egged portrayal of life at sea, which reality has shown them to be unrealistic. It does not appear to be a happy situation, with its consequences of vanishing lifestyle satisfaction and deteriorating mental health. These were some of the conclusions reached after a survey of Indian seafarers by Mental Health Support Solutions, an organisation whose name provides an explanation of its function. It has taken issue with much of the information available online about seafaring careers, which it describes as one of the downsides of connectivity. Such misleading information, it suggests, leads to disillusion, not least when the lack of connectivity afloat is such an ongoing issue. It might be suggested that Indian seafarers are no different to any other people in this beleaguered but essential profession, and that although much has been complicated by the huge changes in general

communication over recent years, the study reflects a perennial problem that comes down through the generations. We are being constantly told that Millennials and Generation Z people, ashore and afloat, will not tolerate what their predecessors put up with, allegedly without demur. But previous generations to these dissatisfied folk also demanded change and a better response from an industry which, to them, seemed to be endemically unwilling to see their collective points of view.

It was in 1972 that JMM Hill of the Tavistock Institute's Centre for Applied Social Research published the ground-breaking "The Seafaring Career" which was subtitled "A study of the forces affecting joining, serving and leaving the merchant navy". It was primarily devoted to the UK MN, and the fright the industry had been given by the 1966 strike, but the study was the very first of its type and explored the minds and motivation of seafarers in a way that was quite unique. It also was widely criticised by the shipping establishment, which basically did not like what its employees were saying and resented being told what they ought to be doing to promote recruitment and encourage retention. I found it, like its author, quite inspirational and have treasured my dog-eared copy of this little book (it cost £1.00) down through the decades.

It is, of course a very different maritime world that these current seafarers inhabit from those Hill interviewed in the dying days of the 1960s. But there are many consistencies, in the sense of isolation, the "us and them" of ship and shore attitudes and the growing disillusion as the years at sea drag on. Notable is the way in which the industry is divided, as it always will be, one suspects, into those better employers who are responsive to changing attitudes and those who believe that as long as there are seafarers who can find no alternative employment, they can go on in much the way they always have. I am showing my age, but when Hill was conducting his enquiries there were still tramp owners who expected their crews to sleep on straw "donkey's breakfasts" and accept water rationing and very basic rations, two-year articles and on old ships, primitive accommodation.

But is there anything about the present situation which is markedly different from that of earlier times? Is the degree of intolerance to the present conditions such that one might ask whether seafaring itself as an occupation requires drastic change if it is to properly man future ships? Certainly, if one looks for guidance ashore, where there is an increasing focus on "work-life balance" and all sorts of pleasures unavailable to previous generations, it is not an encouraging picture as to how the operation of deep-sea ships can be made sufficiently tolerable to attract the talent that is needed. Others have suggested that shorter tours, larger crews, and access to global communication to all, along with better shore leave, are just the start of what the changes might entail.

One might suggest that more strategic thinking about all this is required, bearing mind all the technical and operational changes that will be coming along, with more sophisticated ships. MHSS also suggests that

food that is appropriate to the cultural and national requirements of the particular crew is also a prerequisite. That may be something of a struggle if the employer insists on multi-national manning, but wellbeing itself requires familiar food produced by a skilled cook, if one is going to turn-to with a cheerful demeanour. In his book "Sailors and Traders" about the Pacific peoples, Alastair Couper describes a seafarer from Kiribati going off to join a bulk carrier for a one-year contract, noting that he has had the last meal of familiar food for the next twelve months. But at least he seemed to know and understand what he was letting himself in for, and one hopes that he was not disillusioned.

**This article was first published in The Maritime Advocate Online No 863 of 23 August 2024 and appears here by kind permission of the author and of the editor.**

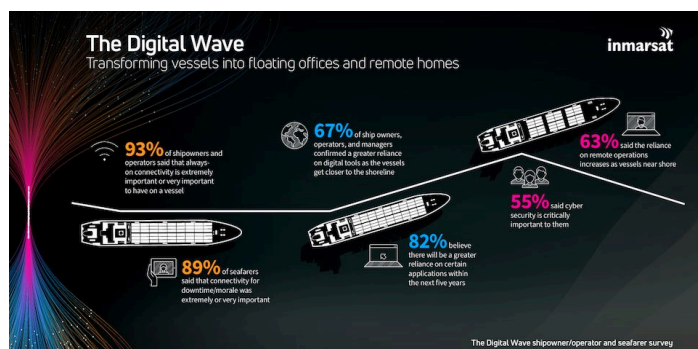
Michael Grey is former editor of Lloyd's List

## INMARSAT and digitalisation

As the maritime industry rapidly embraces digitalisation, the importance of implementing advanced digital tools cannot be overstated. These tools not only enhance competitiveness and operational efficiency but are also crucial in achieving decarbonisation goals.

### The Digital Wave

Recent insights from Inmarsat's The Digital Wave report\* highlight a growing trend: 82% of shipowners, managers, and operators anticipate increased reliance on digital applications in the next five years. Moreover, 67% have observed changes in the use of digital tools as vessels approach the shoreline.



By integrating data from various sensors and channels, users can significantly improve decision-making process, enabling efficient and sustainable operations.

To fully leverage these technologies, it is essential to reassess the user's digital transformation strategy and recognise the crucial role of connectivity.

Reliable connectivity is the backbone of effective maritime digitalisation, enabling:

1. Enhanced efficiency through IoT.
2. Improved safety.

3. Increased crew morale.
4. Reduced downtime with remote maintenance and troubleshooting.

INMARSAT introduces the essential elements for achieving robust, 'always-on', and 'secure-by-design' connectivity that revolutionises maritime operations.

\*See here: <https://tinyurl.com/wp7n3cnd>

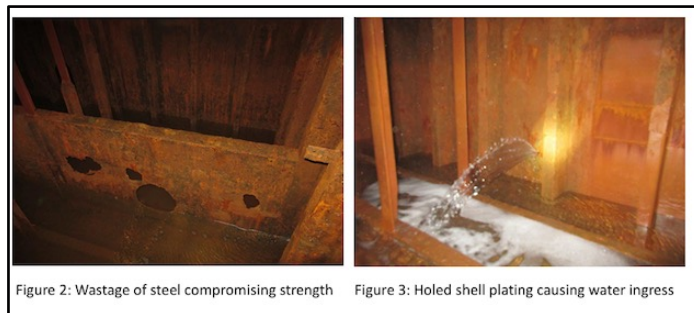
### Publication: The Digital Wave

To download the INMARSAT free guide: The Digital Wave: Transforming vessels into floating offices and remote homes are invited to see here: [www2.inmarsat.com/digitalwave2024](http://www2.inmarsat.com/digitalwave2024)

## Ultrasonic thickness measurements

### The Shipowners Club / Mentor Marine Consultants collaboration

The Shipowners Club in collaboration with Mentor Marine Consultants\* has produced advice on Ultrasonic Thickness Measurements (UTM), to provide insight into the method and benefits of non-destructive testing to monitor hull condition.



Mentor Marine Consultants were established in 1992, to provide quality technical services to the marine industry. Over the years they have grown into a highly specialised and experienced technical surveying and claims handling firm based in Greece and Turkey.

### What is UTM?

UTM refers to a non-destructive testing technique used to measure and detect the thickness and respective metal loss (diminution) of a steel structure. It is used to determine whether the structure tested has the adequate metal thickness it was designed for, allowing professional experts to assess its structural integrity. It involves the use of high-frequency sound (ultrasonic) waves that can penetrate a material and are reflected when they encounter a boundary; the round-trip time is measured to calculate the thickness of the material.

The four-page paper Ultrasonic thickness measurements as a diagnostic tool is available to download here: <https://tinyurl.com/yevbcb9f>

\*<https://mentormarine.com/>