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# IFSMA

## NEWSLETTER

The Shipmasters' International Voice

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Vehicle.

*Saildrone Surveyor*

Image courtesy Saildrone

See story on page 24.



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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

We have just returned from an outstanding Biennial General Assembly (BGA) in the Faroe Islands where we were hosted by Annfinnur Gardalid, President of the Føroya, Shipmasters' and Navigators' Union (FSN).

We were given a fantastic welcome to these dramatic isolated islands in the North Atlantic. On the first day we were invited to the closing dinner of the Nordic Navigators', represented by the Navigators Unions of Denmark, Iceland, Faroe Islands, Norway and Sweden. We then had a very full three-day BGA for the twenty-eight members who attended in person, with six joining by zoom. We were also fortunate that nine partners were able to come and take part in a very busy and interesting partners' programme.

Annfinnur managed to arrange a welcome balance of social activities interspersed with the usual BGA administrative issues of the federation. There was a very full list of presentations which brought us all up to date with issues. These included the MASS Code, a comprehensive review of STCW, tackling electric car fires in ships, hybrid threats and other interesting topics. This was rounded off on the last night by the usual gala dinner attended by over fifty people with a wide ranging *smorgasbord* of local produce centred on the Faroe Islands' specialities of lamb and salmon. It was a truly wonderful ending to a busy week.

Finally, for those able to stay an extra day there was the fine spectacle of the Seamen's Day at Klaksvik, attended by thousands from around the world and where local seafarers, fishermen and their families provided Faroese seafood delicacies free of charge for all.

Paul Owen was sadly unable to attend at the last minute, but was able to take a full part in the meetings online. He will be publishing the minutes of the BGA in the near future and in it you will see that my retirement was announced for December this year as soon as the Secretary General Designate, Captain Andy Cook, has got his feet under the table and taken hold of the reins. This will be an exciting new chapter for IFSMA as his extensive seafaring and shore management background will bring a new dimension of experience. We were delighted that he could attend the BGA to see more closely what we do.

Having returned to HQ, it was back to normal with a busy programme of meetings at IMO and the forthcoming London International Shipping Week from 15 to 19 September.

You should all have seen that despite all the good words of compromise and peace, little has been achieved with Russia carrying out some of the worst bombings of its war of attrition on Ukraine. Meanwhile in the Middle East the conflict between Israel and Hamas shows no sign of improvement. This leaves the maritime security threats in the sea regions of the Black Sea, Baltic Sea, Red Sea, Gulf of Aden,

Western India Ocean, Strait of Hormuz and Arabian Sea as unchanged.

Please take care wherever you are in the world and stay safe.

As ever,

Jim Scorer  
Secretary General

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## WORLD MARITIME DAY 2025

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### "Our Ocean – Our Obligation – Our Opportunity"

#### A message from Arsenio Dominguez

**Secretary-General, International Maritime Organization**

*'The ocean sustains life on Earth as we know it. It allows us to breathe and regulate our climate.'*

*'The ocean brings food to our table, connects people across continents and provides global blue ways for the ships which transport 80% of world trade.'*

*'But our ocean is under threat. Plastic pollution, rising temperatures, acidification, overfishing.'*

*'Our oceans are struggling to keep up with human pressure.'*

*'The ocean's decline is not a coincidence. It is driven by human activities, however, that also means that we have the power to reverse it. It is our obligation to work collaboratively to reduce pollution, protect marine life and shift to sustainable habits.'*

*'Protecting and restoring the ocean is not just a duty. It is our opportunity to build a healthier planet, stronger economies and a safer future for generations to come.'*

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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) as a source and copy-right holder.

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## Setting the course

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### Egypt's green shipping future

Egypt's national efforts towards decarbonising the shipping industry are being formulated into a National Action Plan, with support from IMO's GreenVoyage2050 Programme.



Egypt's National Action Plan (NAP)\* will address greenhouse gas emissions from ships and ports.

A workshop in Alexandria held from 21 to 25 July gathered stakeholders from across Egypt's maritime and energy sectors.

### A shared vision shaped

The workshop facilitated dialogue among the various stakeholders, focusing on shaping a shared vision, identifying priority actions, exploring financing opportunities and strengthening capacity-building efforts for Egypt's maritime decarbonisation journey.

The workshop was co-organized by the Egyptian Maritime Transport and Logistics Sector in collaboration with IMO's GreenVoyage2050 Programme.

### Broad representation

Representatives from the Ministry of Transport, Ministry of Environment, Ministry of Petroleum and Mineral Resources and Ministry of Electricity and Renewable Energy were joined by key stakeholders from the Suez Canal Authority, Suez Canal Economic Zone, regional governorates, shipping companies, ports, fuel suppliers and training institutions.

### Insights of value

The GreenVoyage2050 team shared expertise on NAP development and showcased case studies from partner countries, offering valuable insights for Egypt's roadmap. Breakout sessions on shipping, ports, and energy highlighted sector-specific challenges and opportunities, with cross-cutting discussions on finance, regulation, and capacity building.

This workshop concluded with a commitment to continue inter-agency cooperation and stakeholder engagement in the formulation of the NAP. A draft framework is expected to be shared for consultation later this year.



## Comments

Opening the workshop, Rear Admiral Sherif Zakaria, Deputy Head of Maritime Transport and Logistics Sector, said: *'This workshop marks a new phase of collaboration to drive maritime decarbonisation in Egypt, focusing on practical steps towards a cleaner and more sustainable shipping sector.'*

Subaskar Sitsabeshan, Programme Officer at IMO's GreenVoyage2050 Programme, added: *'Egypt's leadership in green shipping, anchored by the Suez Canal, has the power to shape sustainable trade routes far beyond its borders. This transition is a strategic economic opportunity that can attract investment, build capacity, and strengthen the resilience of Egypt's maritime sector.'*

## For more information

For more information on the GreenVoyage2050 initiative and Egypt's NAP development, readers are invited to use the link here: <https://greenvoyage2050.imo.org>

## GreenVoyage2050 Programme

GreenVoyage2050 is a major technical cooperation programme initiated by the IMO to assist developing countries in reducing greenhouse gas (GHG) emissions from shipping, in line with the 2023 IMO GHG Strategy.

Now in its second phase (2024–2030), GreenVoyage2050 is supporting partner countries in developing National Action Plans (NAPs) -including Egypt, Ghana, Kenya, Mexico and Nigeria -as well as implementing pilot projects in Türkiye, India, Indonesia and Viet Nam to test solutions for reducing GHG emissions from ships.

Leveraging funding from the Governments of Denmark, Finland, France, Germany, the Netherlands and Norway, the GreenVoyage2050 Programme continues to expand, with new countries added each year. The next open call for countries to join GreenVoyage2050 will be announced by the third quarter of 2025.

\* <https://tinyurl.com/39umf9ub>

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## IMO in Africa

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### Applying oil pollution, liability and compensation measures

How to apply IMO measures on oil pollution incidents in western and southern Africa was the subject of a workshop held in Cape Town from 22 to 24 July. The event brought together experts to share best practices on implementing IMO pollution liability conventions<sup>1</sup>.

### Seven maritime states represented

Government officials in charge of responding to oil spills in the Gambia, Ghana, Liberia, Namibia, Nigeria,

Sierra Leone and South Africa enhanced their knowledge of these conventions and focused on practical skills for preparing claims, documenting evidence, conducting impact assessments, and navigating negotiation processes.

## Experiences shared

The workshop was jointly delivered by the IOPC Funds<sup>2</sup>, the International Group of P&I Associations<sup>3</sup> and ITOPF<sup>4</sup>, who shared their experiences of applying the IMO Conventions on oil pollution, liability and compensation, namely the OPRC 1990<sup>5</sup>, CLC and FUND 1992, as well as the Bunkers Convention.

## IMO's Integrated Technical Cooperation Programme

The workshop is being delivered through IMO's Integrated Technical Cooperation Programme (ITCP) under the framework of the Global Initiative for West, Central and Southern Africa (GIWACAF)<sup>6</sup>. It forms part of the Organization's commitment to supporting African Small Island Developing States (SIDS) and Least Developed Countries (LDCs).

<sup>1</sup> <https://tinyurl.com/mvp5y49s>

<sup>2</sup> <https://iopcfunds.org/>

<sup>3</sup> <https://www.igpandi.org/>

<sup>4</sup> <https://www.itopf.org/>

<sup>5</sup> <https://tinyurl.com/3v8fdrv2>

<sup>6</sup> <https://www.qiwacaf.net/en/>

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## Arab Women in Maritime Association

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### Regional strategy to advance gender equality

The Arab Women in Maritime Association (AWIMA)\* has finalized a five-year regional strategy and action plan to boost women's participation in the maritime industry.

### WMU support

This strategy was the outcome of a week-long regional workshop in Alexandria, Egypt held from 27–31 July, co-organized by the Egyptian Authority for Maritime Safety and the IMO, supported by the World Maritime University (WMU). It will be further considered by relevant authorities, it is understood.

### Broad Arab region representation

Over thirty female maritime officials joined from across the Arab region, representing transport ministries, maritime authorities and training institutes, marking a milestone in embedding women's leadership in the region's maritime sector.

### Comment

Opening the event, IMO Deputy Director of Technical Cooperation and Implementation Division (TCID), Ms Louise Proctor outlined IMO's strategic goals: *'Let us*

*keep in mind our global vision: a maritime sector that is safe, secure, environmentally sound, and inclusive, where women and men can contribute equally and lead confidently.'*



Rear Admiral Hussien Mostafa Elgezery, Chairman of the Egyptian Authority for Maritime Safety, added, *'We firmly believe that the participation of women in all fields, from maritime operations to management and administration, will lead to positive results and sustainable development that will reflect across all areas of the maritime industry.'*

### Highlighting specific challenges

The workshop highlighted specific challenges faced by women in the Middle East and North Africa (MENA) region, including limited policy development, non-inclusive recruitment practices, lack of gender-disaggregated data and cultural restrictions such as unconscious bias and entrenched gender stereotypes.

Participants examined ways to tackle the barriers, aligning regional efforts with IMO's global objectives and its Women in Maritime programme.

### Boosting visibility

Possible solutions included boosting visibility for women in leadership roles, supporting policy reforms (such as inclusive hiring policies) and leveraging both IMO technical cooperation for capacity development and partnerships with training institutions. These were incorporated into the regional strategy and action plan.

The event included a site visit to Egypt's training ship, *Aida IV*.

### Arab Women in Maritime Association elections

The workshop concluded with AWIMA's Annual General Meeting, where a new President and Governing Council were elected. The group also began development of a new AWIMA Constitution and internal by-laws, to provide a transparent governance structure for the association.

Members agreed to nominate representatives for both the regional council and their national chapters, to drive the implementation of the regional strategy and action plan.

### Africa and MENA interest

AWIMA is one of eight Women in Maritime Associations (WIMAs) established by IMO in Africa, Arab States, Asia, the Caribbean, Latin America and the Pacific. These professional networks, which cover 152 countries and dependent territories and nearly 500 participants, work to improve gender balance in the maritime sector.

[\\*http://www.arabwima.org/en/home](http://www.arabwima.org/en/home)

## GloNoise Partnership on underwater noise

### Extended to 2026

The board of the GloNoise Partnership\* for Mitigation of Underwater Noise from Shipping project has endorsed the extension of the initiative until December 2026, to continue global efforts to reduce underwater radiated noise (URN) from ships.

During its Mid-term Project Board meeting held on 15 July, thirty-four representatives from the project's Lead Pilot Countries and Twinning Countries, along with UNDP and the IMO Secretariat reviewed the project's yearly progress, work plan and budget, and approved the extension.

Member States also highlighted concrete actions taken over the past year to address URN threats, ranging from acoustic research and data collection to stakeholder engagement, policy reforms and awareness raising.



### National efforts in the spotlight

- **Argentina:** Coordinated by Prefectura Naval Argentina, two working groups on hydro-acoustics and ship design engage stakeholders to advance hydrophone-based measurements, propeller efficiency upgrades, engine room insulation and a national URN data repository.



- **Chile** integrates URN into the country's marine environmental and spatial planning, coordinating among port, inspection and biodiversity agencies. It supports regional collaboration to share knowledge and align monitoring across Latin America.
- **Costa Rica** hosted a workshop in May to bring together ports, NGOs and academia, linking URN to national and regional ocean protection efforts. Costa Rica strongly supported regional peer learning and knowledge-sharing among Spanish-speaking countries.
- **India** is adapting the GloNoise toolkit for ports and integrating URN into maritime and coastal planning, as noted in its MEPC 82 submission. It is enhancing monitoring capacity through academic partnerships and remains committed to advancing South-South cooperation for science-based solutions.
- **South Africa** has engaged fisheries, academia and indigenous communities on URN efforts, coordinated under Operation Phakisa with support from the Navy for acoustic research. The country plans to pilot real-time measurement tools, share data and best practices with IMO and promote regional exchange.
- **Trinidad and Tobago** launched high school trainings on URN and a national awareness brochure. The country called for practical solutions for Small Island Developing States as well as regional data-sharing across the Caribbean.

Participants emphasised the importance of long-term cooperation and capacity building across participating countries. The GloNoise board includes representatives of Lead Pilot Countries, Twinning Countries, IMO and UNDP.

### About GloNoise Partnerships

The Global Partnership for Mitigation of Underwater Noise from Shipping (GloNoise Partnership) project is part of broader efforts by the International Maritime Organization (IMO), in collaboration with the United Nations Development Programme (UNDP) and the Global Environment Facility (GEF), to address the impacts of underwater noise on marine life. It focuses on four key components:

- Developing a global toolkit and conducting policy analysis.
- Capacity building and raising awareness in participating developing countries.
- Fostering partnerships for mitigating underwater radiated noise (URN) from shipping.
- Monitoring, learning, adaptive feedback, and evaluation.

The project has nine beneficiary countries, including six Lead Pilot Countries (LPCs): Argentina, Chile, Costa Rica, India, South Africa and Trinidad and Tobago, and three Twinning Partner Countries: Georgia, Madagascar, and Malaysia.

\*<https://glonoise.imo.org/>

## Strengthening maritime governance: Tanzania

### National security workshop

Maritime stakeholders progressed efforts to enhance national maritime governance during a three-day National Tabletop Exercise and Workshop on the establishment of a National Maritime Security Committee (NMSC), held in Dar es Salaam, United Republic of Tanzania from 28 to 30 July.

Thirty representatives from key government ministries, security forces and national maritime institutions gathered with the aim of enhancing coordination, strengthening governance and reinforcing national compliance with international maritime security standards.

### Tanzania's strategic maritime position

In his opening remarks, Mr Mohamed Salum, Director-General of the Tanzania Shipping Agencies Corporation (TASAC) and Chair of the NMSC, welcomed participants and emphasized the country's strategic maritime position and commitment to strengthening national maritime security architecture.

### Highlighting needs

The D-G highlighted the need for inter-agency coordination and scenario-based preparedness, stating: *'This workshop marks a critical step toward strengthening the capabilities of our National Maritime Security Committee in executing its mandate under national law.'*



IMO worked with Tanzanian authorities to simulate maritime threat scenarios, assess institutional readiness and support the development of a national maritime security strategy.

Special attention was given to the application of Tanzania's National Joint Operations Centre (NJOC), envisioned as a future National Information Sharing and Coordination Centre (NISCC).

## Project funded by the EU

This workshop was facilitated by IMO, in collaboration with the Government of the United Republic of Tanzania, under the EU-funded project on Port Security and Safety of Navigation in Eastern and Southern Africa and the Indian Ocean (Port Security Project)\*.

Nine countries participated of which IMO assists to enhance maritime security and safety within the region, in line with the 2050 Africa's Integrated Maritime Strategy.

## Broad participation

The workshop was attended by senior government officials representing the following agencies: Deep Sea Fishing Authority (DSFA), Immigration, Kikosi Maalum cha Kuzuia Magendo (Special Anti-Smuggling Task Force – KMKM), Marine Police HQ, Ministry of Transport (MOT), Ministry Of Infrastructure, Communication And Transport, Ministry Of Foreign Affairs And East African Cooperation (MOFAEAC), Ministry of Defence and National Services (MoDNS), Ministry of Livestock and Fisheries, Ministry of Blue Economy, National Prosecutions Services (NPS), Office of Attorney General (OAG), Office of the President, Prime Minister's Office (PMO), Tanzania Peoples Defence Forces (TPDF) – HQ, TPDF-Navy, Tanzania Shipping Agencies Corporation (TASAC), Tanzania Ports Authority (TPA), Tanzania Revenue Authority-HQ, Zanzibar Maritime Authority (ZMA), Zanzibar Ports Corporation (ZPC), Tanzania Intelligence and Security Services (TISS), Drug Control and Enforcement Authority DCEA.

\* <https://tinyurl.com/ycxrum4>

## IMO launches new Regional Presence Office, Fiji

### Boost maritime cooperation in the Pacific

### Aims for deeper engagement with Pacific countries

On 7 August IMO reported that it had inaugurated a new Regional Presence Office (RPO) in Suva, Fiji, marking a milestone for regional maritime cooperation and capacity development in the Pacific.

The Regional Presence Office, hosted by the Government of Fiji and initially based at the Secretariat of the Pacific Community (SPC) buildings, will support Pacific nations with implementing global regulations and standards in maritime safety and environmental protection, while advancing their maritime sectors.

### Comment

IMO Secretary-General Mr Arsenio Dominguez, on his first official mission to the Pacific, underlined the central role of shipping and the wider blue economy in the region, especially for Small Island Developing

States (SIDS) which are heavily reliant on maritime transportation.

During a commissioning ceremony in Suva, Secretary-General Dominguez said: *'This Regional Presence Office will serve as a centre of coordination, knowledge and technical expertise, directly supporting countries and ensuring that the Pacific is part of the shipping evolution... Pacific SIDS and Least Developed Countries (LDCs), have always been a priority for IMO.'*

Fiji's Minister for Public Works, Meteorological Services and Transport, Honourable Ro Filipe Tuisawau stated: *'The establishment of this office, the first of its kind in this region demonstrates the level of regional engagement and cooperation in strengthening maritime governance, safety and sustainability... The maritime sector in our region faces challenges that require consistent and specialised support, from safety compliance and pollution prevention to legislative reform and decarbonisation. This office provides a regional mechanism to help address these challenges.'*

Pacific nations are already active partners in various IMO projects and programmes, including those that support ocean protection and the reduction of harmful emissions from ships, empower women in maritime, strengthen regulatory compliance and address seafarer welfare, port resilience and digital transformation.

The Regional Presence Office will deepen this engagement, adopting a centralized delivery model for technical assistance that emphasizes efficiency, results and smarter use of resources, in line with broader UN reform efforts.



IMO Secretary-General Mr Arsenio Dominguez (left) and Minister for Public Works, Meteorological Services and Transport of Fiji, Hon. Ro Filipe Tuisawau.

The Secretary-General encouraged Pacific countries to continue engaging with IMO to ensure the implementation of the IMO Net-Zero Framework\* to tackle climate change by cutting GHG emissions from ships. This set of new regulations, due to be adopted in October 2025, includes a mandatory fuel standard and a global GHG pricing system for ship emissions.



Revenue from the pricing mechanism will be directed into a new IMO Net-Zero Fund, which will further support the energy transition.

## IMO regional presence

Secretary-General Dominguez thanked the Government of Fiji, the Pacific Community (SPC), the Secretariat of the Pacific Regional Environment Programme (SPREP) and other regional partners for their collaboration in making a regional office possible.

The Pacific Regional Presence Office is part of IMO's global network\*\* that includes existing offices in Abidjan, Côte d'Ivoire for West and Central Africa (Francophone); Accra, Ghana for West and Central Africa (Anglophone); Egypt for the Middle East and North Africa (MENA); Nairobi, Kenya for Eastern and Southern Africa; Manila, the Philippines for East Asia; and Port of Spain, Trinidad and Tobago for the Caribbean.

There are fourteen IMO Member States in the Pacific Islands region, including twelve SIDS, three of which are classified as LDCs, as well as Australia and New Zealand.

\* <https://tinyurl.com/5n78p9bm>

\*\* <https://tinyurl.com/5chkxprnw>

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## A National Maritime Information Sharing Centre

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### Kenya

Kenya has advanced plans to establish and operate a National Maritime Information Sharing Centre (NMISC) to enhance its maritime security capabilities.

### A step forward

A Roadmap Formulation Workshop in Mombasa held from 28-31 July marked another step forward in strengthening Kenya's commitment to regional cooperation, in line with the Djibouti Code of Conduct and Jeddah Amendment (DCoC/JA).<sup>1</sup>

### Regional initiative

The DCoC/JA is a regional initiative to combat piracy, armed robbery against ships and other illicit maritime activities in the Western Indian Ocean and the Gulf of Aden.

This workshop brought together fifteen participants from key government agencies, with IMO providing technical expertise and support. The Government of India also attended to help facilitate efforts in the process of establishing the NMISC.

### Comment

In his opening remarks, Mr Justus O. Nyarandi, Director General of the Kenya Maritime Authority stated: *'We shall be assessing where we are now and*

*what needs to be in place, the government agencies needed at the centre and the Standard Operating Procedures (SOPs) required so as to prepare a clear roadmap to fully operationalize the National Maritime Information Sharing Centre (NMISC).'*

Mr Kiruja Micheni, IMO DCoC's Project Manager highlighted that this inaugural meeting is supported by the EU-funded Safe Seas for Africa (SSA)<sup>2</sup> initiative.

## EU-funded

This project, with a budget of €1 million over thirty-six months, aims to enhance maritime security and safety in the Western Indian Ocean by strengthening intra-national, inter-agency and inter-regional coordination and cooperation. Kenya, Mauritius and Tanzania are the target countries for the establishment of NMISCs under this initiative.

## Hub to monitor and respond to threats

During the four-day workshop, the IMO team collaborated with national stakeholders to:

- Assess current institutional, legal and operational frameworks.
- Identify priority areas for technical assistance and capacity building.
- Explore mechanisms for inter-agency coordination and information sharing.
- Develop a sustainable and effective roadmap for the Centre.



## Collecting, analysing and disseminating maritime information

Once operational, the NMISC will function as a national hub for collecting, analysing and disseminating maritime information. It will enable Kenya to more effectively monitor and respond to threats such as piracy, illegal fishing, illicit trafficking and marine pollution, enhancing maritime domain awareness and operational coordination both nationally and regionally, in line with the requirements of the DCoC/JA.



## Broad representation attendance

Representatives from the following agencies took part in the workshop: Directorate of Immigration Services, Kenya Wildlife Service (KWS), National Police Service (NPS), National Intelligence Service (NIS), Kenya Navy (KN), Kenya Ports Authority (KPA), Kenya Maritime Authority (KMA), Kenya Revenue Authority (KRA), Kenya Fisheries Service (KFS).

<sup>1</sup> <https://dcoc.org/>

<sup>2</sup> <https://tinyurl.com/429j8w6p>

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## ‘Maritime security is a shared responsibility’

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### IMO S-G addresses UN Security Council

IMO Secretary-General Arsenio Dominguez has called for vigilance and deeper cooperation among Member States and international partners to address growing threats to global maritime security.

Speaking at the UN Security Council high-level open debate on 11 August, chaired by the President of the Republic of Panama HE José Raúl Mulino, Mr Dominguez outlined the risks facing ships and seafarers as they transport billions of tonnes of goods worldwide.

### IMO S-G’s comments

He commented: *‘Our collective response must be rooted in prevention, constant vigilance, innovation, and continuously strengthened regional and international cooperation. Multilateralism is key here. Maritime security is a shared responsibility.’*

He stressed the need for States to uphold obligations under established international standards for safety, security, and environmental protection in shipping.

### Tackling evolving threats

In 2024, nearly 150 piracy and armed robbery incidents were reported to IMO, with the highest numbers in the Straits of Malacca and Singapore, the Indian Ocean, and West Africa. That same year, unlawful attacks in the Red Sea targeted ships in violation of international law and freedom of navigation.

### Opportunities and risks

Cyber-attacks, drug trafficking, and fraudulent activities continue to undermine maritime security, while emerging technologies bring both opportunities and risks, highlighting the urgency of strong cybersecurity governance.

Secretary-General Dominguez continued: *‘When geopolitical tensions disrupt shipping and innocent seafarers lose their lives, as we have seen recently in*

*the Red Sea Area and during 2024, the only way forward is constructive dialogue. Maritime security is not just technical – it is deeply human.’*

He thanked the Security Council for resolutions calling for an immediate end to attacks on international shipping and for continued monitoring of the situation.

### Developing capacity, sharing information

To mitigate some of these challenges, the IMO has developed binding measures such as the 2004 International Ship and Port Facility Security Code (ISPS Code), the 2005 revised protocols for the Suppression of Unlawful Acts at Sea or SUA treaties, and cybersecurity requirements within mandatory Safety Management Systems.

### Strengthening regional responses

Capacity development projects help strengthen regional responses, with an emphasis on information sharing and cooperation. Notable frameworks include the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP), the Djibouti Code of Conduct and its Jeddah Amendment (DCOC/JA), and the Yaoundé Code of Conduct (YCOC) among West and Central African nations.

### Partnerships

Dominguez also highlighted partnerships with the UN Office on Drugs and Crime (UNODC), INTERPOL, regional bodies and donor Member States in advancing this work, through initiatives such as the EU-funded Red Sea Programme and Port Security Project.



The high-level debate aimed to promote innovative, inclusive, and cooperative approaches to enhancing maritime security that strengthen multilateralism and uphold the international legal framework.

### Options to gain more information

Readers are invited to find out **more about the event** (Concept Note) with the link here: <https://docs.un.org/en/S/2025/483?>

A recording of the event on UN Web TV may be found here:

<https://webtv.un.org/en/asset/k1d/k1d7rfql99>

The link here provides the **Secretary-General's full statement**: <https://tinyurl.com/4t5mtsrm>

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## Tanzania

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### Boosting maritime security

Recent postings have indicated a resolve by the IMO to improve maritime security in African waters by way of gatherings of stakeholders: Kenya, Madagascar and Somalia.

### Advancing the country's capabilities

As a further example of these sterling efforts by mid-August IMO reported that progress has been made towards creating the National Maritime Information Sharing Centre (NMISC) in the United Republic of Tanzania to advance the country's maritime security capabilities.

### National agencies brought together

A national workshop in Dar Es Salaam held from 4 to 7 August brought together ten national agencies along with a team of IMO experts to formulate a practical and actionable roadmap for the Centre.

This event, which took place under the EU-funded **Safe Seas for Africa** (SSA)<sup>1</sup> initiative, underscored Tanzania's commitment to regional cooperation under the Djibouti Code of Conduct and its Jeddah Amendment (DCoC/JA)<sup>2</sup>.

### Comment

In the words of Ms Mtumwa Said, Director General, Zanzibar Maritime Authority (ZMA): *'This assessment is timely and strategic - it will enable us to jointly identify priority areas, close existing gaps, and develop a practical roadmap that reflects both Tanzania's needs and international good practice.'*



Ms Winnie Maina, Regional Programme Assistant at IMO, said the meeting helped to bolster maritime

security and safety in the Western Indian Ocean by strengthening intra-national, inter-agency, and inter-regional coordination and cooperation.

### Close collaboration

During the workshop, the IMO team collaborated closely with national stakeholders to:

- Assess the current institutional, legal, and operational frameworks.
- Identify priority areas for technical assistance and capacity building.
- Explore mechanisms for inter-agency coordination and information sharing.
- Develop a sustainable and effective roadmap for the NMISC's long-term success.

### To achieve operational milestones

This roadmap will serve as a foundational document, informing forthcoming technical workshops that will guide the Centre towards achieving its operational milestones.

Such collaboration is anticipated to reinforce Tanzania's leadership in regional maritime security as well as contribute to the broader objectives of the Safe Seas for Africa project.

### Broad participation

Agencies that participated in the workshop include the Ministry of Transport (MOT), Zanzibar Maritime Authority (ZMA), National Prosecutions Service (Office of the Director of Public Prosecutions - NPS ODPP), Zanzibar Port Corporation (ZPC), Marine Police, Immigration Department, Drug Control and Enforcement Authority (DCEA), National Joint Operations Centre (NJOC), Ministry of Information, Communication, and Technology (MOICT) and Tanzania Shipping Agencies Corporation (TASAC).

<sup>1</sup> <https://tinyurl.com/429j8w6p>

<sup>2</sup> <https://dcoc.org/>

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## Enhancement of maritime security and governance

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### Somalia

A workshop on strengthening maritime governance across Somalia's maritime zones to counter piracy, illegal fishing and other maritime threats was delivered in Mogadishu from 2 to 6 August by the IMO in partnership with the Federal Government of Somalia (FGS).

### EU's sustained support

This workshop was officially opened by the Deputy Minister of Ports and Marine Transport, HE Fartun Abdulkadir Farah, and attended by representatives



from the European Union Delegation to Somalia and the European Union Capacity Building Mission in Somalia (EUCAP), reflecting the EU's sustained support for maritime institutional development.

### Strategic priorities reviewed

Attended by twenty participants from key government ministries, departments, and agencies engaged in maritime affairs, the workshop provided a platform to review strategic priorities, share perspectives, and identify mechanisms to better coordinate efforts to mitigate national maritime security risks and address regional and international obligations.

### Security threats listed

Through plenary discussion and group exercises, participants developed a consolidated list of security threats to shape the development of a National Maritime Security Risk Register, identified the aim, strategic objectives and key focus areas to be addressed in a National Maritime Security Strategy, and developed a comprehensive strategy template.

### Regional Programme for Maritime Security in the Red Sea Area

The workshop is the latest in a series of activities under the EU-funded Regional Programme for Maritime Security in the Red Sea Area (Red Sea Programme)<sup>1</sup>. The IMO implements the programme in cooperation with strategic partners, including the United Nations Office on Drugs and Crime (UNODC), INTERPOL, and the Intergovernmental Authority on Development (IGAD).



### Southern Red Sea and Gulf of Aden programme

Through this programme, the IMO aims to assist participating countries in the Southern Red Sea and Gulf of Aden to enhance maritime security and safety, in line with the objectives of the 2050 Africa's Integrated Maritime Strategy<sup>2</sup>. The outcomes of the workshop shall contribute to the operationalization of a new national governance framework and development of a National Maritime Security Strategy to enhance the long-term sustainability of Somalia's

maritime zones and bolster the regional security framework.

<sup>1</sup> <https://tinyurl.com/mr4ybr9m>

<sup>2</sup> <https://tinyurl.com/36tsc35p>

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## Enhancing search and rescue coordination

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### The Caribbean

Maritime authorities from across the Caribbean gathered in Kingston, Jamaica from 18 to 22 August to strengthen coordination and response in maritime search and rescue (SAR) operations, in a region which faces unique challenges in SAR operations due to its geographical spread, reliance on maritime activities, and exposure to natural disasters and shipping incidents.

This Sub-Regional Workshop on Search and Rescue (SAR) Mission Coordination was organized by the IMO in collaboration with the Maritime Authority of Jamaica (MAJ).

Strengthening SAR capacity is essential for safeguarding lives, protecting the marine environment and ensuring compliance with international standards.

### Enhancing knowledge and skills

Through interactive technical sessions, participants enhanced their knowledge and skills in:

- SAR procedures and techniques – emergency response planning, coordination, and operational management.
- SAR execution and evaluation – conducting, concluding, and assessing SAR operations.
- Regional collaboration – promoting information exchange and cooperative action across Member States.

### Comment

Opening the workshop, Mr Bertrand Smith, Director General of the Maritime Authority of Jamaica, said the workshop 'is designed to help our countries more effectively meet our obligations under the SAR Convention. Its main objective is to strengthen Search and Rescue mission coordination by equipping senior personnel from Maritime Rescue Coordination Centres and Joint Rescue Coordination Centres with advanced skills in coordination, execution, and evaluation'.

### Integrated Technical Cooperation Programme

The workshop was delivered through the IMO's Integrated Technical Cooperation Programme (ITCP) and supports the implementation of the International

Convention on Maritime Search and Rescue (SAR), 1979, and relevant provisions of the International Convention for the Safety of Life at Sea (SOLAS) 1974, taking into account guidelines contained in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual.

### Global efforts to enhance SAR capabilities

By strengthening operational coordination and fostering regional cooperation, the workshop contributed to global efforts to enhance SAR capabilities, in line with international maritime safety standards and the UN sustainable development goals.

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## First SMART-C Women Fellow

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### Commences Master's studies at WMU

Filipino maritime professional Ms Rubina Serrano Badoy, the first to be awarded a fellowship through the IMO-Republic of Korea SMART-C Women Project, is to begin a master's programme at the World Maritime University (WMU) in Malmö, Sweden. This was reported by IMO on 1 September.

Ms Badoy, Chief of the Marine Transport Environment and Energy Development Division at the Maritime Industry Authority (MARINA) of the Philippines, completed the SMART-C Women Training Programme in 2024. She is now enrolled in the 2025-2026 MSc in Maritime Affairs, specializing in Ocean Sustainability, Governance and Management.

### ROK funding

Funded by the Republic of Korea and implemented by the IMO, the SMART-C Women Project promotes gender equality in the maritime sector across five Pacific and five Asian nations through targeted capacity-building. In 2024, participants from Indonesia, the Philippines, Sri Lanka, Timor-Leste and Viet Nam completed the training, which combined online and in-person modules to strengthen skills and expertise.



First SMART-C Women Fellow  
Commences Master's studies at WMU

### WMU or IMLI choice

Following the training, participants were invited to apply for the Fellowship Programme, which offers the opportunity to pursue a master's degree at either WMU or the IMO International Maritime Law Institute (IMLI). The fellowship covers all costs, including tuition, accommodation at the WMU residence, a monthly stipend, and a return air ticket to the recipient's home country upon graduation.

### Four key pillars

The SMART-C Women Project supports career development and expands opportunities for women in the maritime sector through four key pillars:

- Comprehensive online and in-person training to strengthen professional competencies.
- Fully funded fellowships enabling advanced studies at WMU or IMLI.
- Global networking initiatives to foster international collaboration and knowledge-sharing.
- Pilot consultancy projects supporting the development of national master plans on women's empowerment in the maritime sector.

### Five Pacific nations' participants

The 2025 Training Programme includes participants from five Pacific nations: Fiji, the Marshall Islands, Papua New Guinea, Tonga and Vanuatu.

### Master's opportunity in 2026

Following the in-person training in September 2025, in Busan, Republic of Korea, they will be invited to apply for the Fellowship Programme, with the opportunity to pursue a master's degree at WMU or IMLI in 2026.

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## Ten years of crisis support:

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### Sailors' Society's Crisis Response Network

Sailors' Society's Crisis Response Network (CRN) has been supporting seafarers and their loved ones through critical incidents at sea for a decade.

### Overwhelming need

Formed as a response to the overwhelming need seafaring communities faced after Super Typhoon Haiyan, the maritime charity's global CRN team is available day in, day out, around the clock, and provides a vital lifeline to the shipping industry, crews and their families when there is a critical incident at sea.

### Comment

Sailors' Society's CEO, Sara Baade, commented: *'Whether it's a shipwreck, a piracy attack, false imprisonment, abandonment, war, suicide, or*



*accidental death, we stand side by side with those facing terrifying ordeals. We are there in the moments that matter most.'*



*A typhoon shipwreck that left crew fearing for their lives.*

Sara Baade added: *'Ten years of experience in this field has taught us that it can take considerable time and support to recover from a traumatic ordeal. That is why we will stay alongside seafarers and their families for as long as they need our support. Our work helps them rebuild their lives.'*

### Through desperate times

In 2024 alone, the team supported 1,135 seafarers and their families through some of the most desperate times of their lives.

From providing a helpline and crisis management to offering face-to-face support, suicide prevention training, peer-to-peer support, grants and combating stigma around mental health, the support is immediate, and the care is long-term.

The charity is marking this tenth anniversary by sharing just some of the personal stories of those they have helped.



These include a frightening piracy attack where the crew was held hostage for five years, a typhoon shipwreck that left crew fearing for their lives and an attempted suicide weeks from port that required around-the-clock support from the CRN team.

One seafarer explained how, in his darkest hour, he was able to comfort his fellow crew: *'I tell them not to lose hope, Sailors' Society is here for them and their families.'*

Another, held hostage by pirates after they had killed his Captain, shared: *'Sailors' Society helped me get through that terrible ordeal. And were there when the nightmares came afterwards.'*

Sailors' Society's Crisis Response Network is currently funded by long-term supporters, The Seafarers' Charity and TK Foundation. UKP&I funds additional resources for the weekends.



*Despair on the face of a seafarer.*

Readers are invited to learn more of the Sailors' Society's Crisis Response Network (CRN) by using the link here: <https://sailors-society.org/crn-10>

### About Sailors' Society

For more than 200 years, international maritime charity Sailors' Society has been transforming the lives of seafarers and their families. The charity works to provide practical, emotional and spiritual welfare support around the clock daily to today's 1.9 million seafarers, supporting wellbeing across every area of their lives and giving them the best opportunity to enjoy a fulfilling – and productive – career at sea.

For more information on the charity's work, there is another link here: [www.sailors-society.org](http://www.sailors-society.org)

Edited by Paul Ridgway

Africa Ports & Ships

London

*Illustrations taken from [www.sailors-society.org](http://www.sailors-society.org) with grateful thanks.  
The Sailors' Society ©.*

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### Titan submersible

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USCG Marine Board of Investigation

Report released

On 5 August the US Coast Guard Marine Board of Investigation (MBI) released its Report of Investigation (ROI) on the loss of the *Titan* submersible, which imploded during a June 2023 dive to the *Titanic*, killing five people.

## Key findings and contributing factors

The more than 300-page ROI outlines key findings and contributing factors in the casualty and includes 17 safety recommendations aimed at strengthening oversight of submersible operations, improving coordination among federal agencies and closing gaps in international maritime policy.

## Comment

Jason Neubauer, Titan MBI chair commented: *‘This marine casualty and the loss of five lives was preventable.*

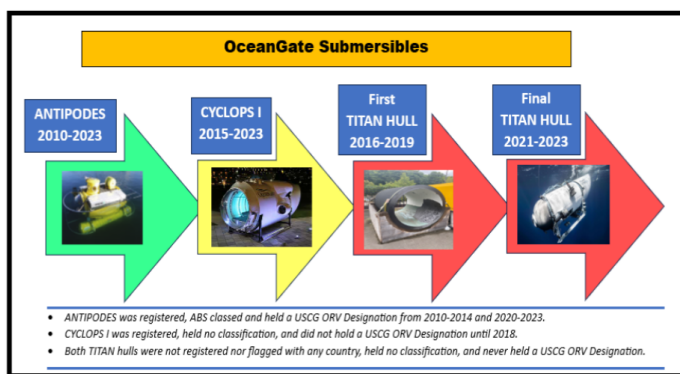


Figure 272: Regulatory compliance history of OceanGate's submersibles. Source: USCG.

*‘The two-year investigation has identified multiple contributing factors that led to this tragedy, providing valuable lessons learned to prevent a future occurrence.*

*‘There is a need for stronger oversight and clear options for operators who are exploring new concepts outside of the existing regulatory framework. I am optimistic the ROI's findings and recommendations will help improve awareness of the risks and the importance of proper oversight while still providing a pathway for innovation.’*

## Inadequate design, certification, maintenance and inspection

The board determined the primary contributing factors were OceanGate's inadequate design, certification, maintenance and inspection process for the *Titan*. Other factors cited in the report include a toxic workplace culture at OceanGate, an inadequate domestic and international regulatory framework for submersible operations and vessels of novel design, and an ineffective whistleblower process under the Seaman's Protection Act.

The board also found OceanGate failed to properly investigate and address known hull anomalies following its 2022 *Titanic* expedition. Investigators determined the *Titan*'s real-time monitoring system

generated data that should have been analysed and acted on during the 2022 *Titanic* expedition. However, OceanGate did not take any action related to the data, conduct any preventative maintenance or properly store the *Titan* during the extended off season before its 2023 *Titanic* expedition.

## Recommendations

MBI recommendations include restricting the Oceanographic Research Vessel designations for submersibles, expanding federal and international requirements to all submersibles conducting scientific or commercial dives and requiring Coast Guard documentation for all U.S. submersibles. The board also recommended adding Coast Guard personnel capacity at Coast Guard Headquarters to support new construction oversight and field inspections involving submersibles and vessels of novel design.



Figure 38: USCG RCC Boston's Search and Rescue Area of Responsibility is depicted showing the approximate location of the TITANIC wreck site. The SAR zones depicted extend out to the high seas well beyond U.S. and Canada territorial waters. The Canadian Search and Rescue Area depicted in the Figure falls under the responsibility of JRCC Halifax. Source: USCG.

Further recommendations include requiring operators to submit dive and emergency response plans to the local Coast Guard officer in charge, marine inspection; evaluating the Coast Guard's subsea search and rescue capabilities; and working with the IMO to define passenger submersibles and expand international safety requirements for submersibles operating on the high seas. The board also called for a new Occupational Safety and Health Administration and Coast Guard agreement to clarify whistleblower investigative protocols and improve interagency coordination.

## Review in hand

The Marine Board's report is now under review by the Commandant of the Coast Guard. Upon completion of the review, the Commandant will issue a Final Action Memorandum confirming the US Coast Guard's position on the recommendations and any actions to be pursued.

## The report

The Marine Board's report carries the title: *Report of the Marine Board of Investigation Into the Implosion of the Submersible TITAN (CG1788361) in the North Atlantic Ocean Near the Wreck Site of the RMS TITANIC Resulting in the Loss of Five Lives on June 18, 2023*



*Illustrations kindly provided by USCG*  
USCG ©

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## The art of devolving responsibility

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**By Michael Grey, IFSMA Honorary Member**

When something goes badly wrong, it is human nature to attempt to deflect the blame and to cite extenuating circumstances to explain away everything from why you took up a life of crime, to the reasons for driving at 50mph in a 20mph zone. It has become quite scientific these days, with a range of neuro-pathologies available to be cited and excuse the lapse. And it is much the same in the commercial world, with expert witnesses becoming far more expert in their abilities to fashion plausible reasons to explain why terrible accidents have occurred.

There is certainly plenty of technical expertise being summoned in the case of last year's Baltimore Bridge disaster, as efforts are made to mitigate the doubtless eye-watering costs which clearly are heading towards the owners of the container ship Dali. It has been reported in *Splash* that as the accident has now been attributed to a fault in the vessel's switchboard at the crucial moment, the owners are to sue the builders of the ship HD Hyundai for designing and installing defective equipment. There now appears to be no further argument about what had happened, with a loose wire involved, but innumerable interests are already engaged in the search to attribute responsibility more precisely. The latest suit based on product liability laws is but one of many.

The ship was some nine years old at the time of the accident, so some might suggest that normal wear and tear might have been a contributor over the years in the robust maritime environment. If this a problem from the start, should not somebody have stepped in and fixed it? It will be interesting to explore just how many years can pass before such a claim for a deficiency will be dismissed. I can recall a case when a rudder fell off a 45-year old steamer in which the owners were inclined to claim that it was an 'intrinsic fault' of the builders. Wiser counsels prevailed and it was eventually put down to old age and she was towed away for demolition. Some witty person once pointed out that if you are looking for a decent guarantee on a product, you will get a longer lasting one for a toaster than an ocean-going ship.

My own friendly expert suggests that in the case of the Dali, it would be perhaps better to suggest that the port itself must attract some of the blame for not doing anything to reinforce the armour around the bridge supports, bearing in mind other similar crashes around the world, and the dimensions of ships using the port multiplying fivefold in the 50-year interval since its construction. Seaworthiness claims seem to become ever more complex. Is a ship unseaworthy if the officer of the watch falls asleep because of fatigue? You can reasonably argue that if the sleep-deficit is caused by operational requirements, or the

fact that the hours anti-social and the officer's cabin noisy, responsibility might be moved 'upstairs'

If containers fall over the side because the restraints were deficient, there is probably no argument. But was it damage or corrosion, or were the twistlocks just too weak for the job? There is plenty of scope for a diligent counsel. And where down the logistics chain does the blame for an electric car fire that destroys a big car carrier lie? Interesting to see that Matson Line is no longer to carry EVs and hybrids on ships. Or a container that unexpectedly overheats and explodes causing terrible damage to ship and the environment – who should ultimately pay for that? There are huge sums at stake here. X-Press Feeders whose ship burned out and caused great environmental harm in the Indian Ocean, is looking at a \$1billion claim from Sri Lanka's government.

Surely, one might think that the owners had very reasonable defence in the fact that the master of the ship was refused refuge in two ports after a leak in the hazardous cargo stack was identified. The cargo owners, those who stuffed the containers, the planners, and indeed those who refused to let the ship into their ports to sort out the problem before it became a crisis all surely ought to be looking to their legal defences. There will be years of lucrative work for the lawyers in such tangled cases. That old rhyme about the horseshoe nail comes to mind.

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

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## Strengthening welfare and holistic wellbeing of Indian seafarers and families

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### The Directorate General of Shipping India and ISWAN sign MoU

As part of the 75-Year Commemorative Events, the Directorate General of Shipping (DG Shipping), India, and the London-based International Seafarers' Welfare and Assistance Network (ISWAN) have formally signed a Memorandum of Understanding (MoU) to establish a framework of cooperation to enhance the welfare, training, safety, and wellbeing of Indian seafarers and their families through collaborative initiatives. This was reported at the end of August.

#### Commitment

This partnership reinforces the shared commitment of both organisations to support Indian seafarers and their families through dedicated outreach, education, and crisis response mechanisms.

#### Collaboration

Key areas of collaboration under the MoU include:

- Awareness and Induction Training for cadets and ratings through ISWAN's Seafarers' Education and Awareness Sessions (SEAS) in DG Shipping-approved Maritime Training Institutes.
- Promotion of Port Welfare Committees under MLC 2006 to improve port-level support for visiting seafarers in Indian ports.
- Implementation of ISWAN's Family Outreach Programme, which provides guidance and emotional support to the families of seafarers and helps to improve communication strategies which encourage to build a stronger and healthy relationship.
- Joint promotion of ISWAN's 'Safe at sea...it takes all of us!' campaign to improve gender safety and allyship at sea.
- Integration of ISWAN's 24/7 multilingual SeafarerHelp helpline within DG Shipping's upcoming grievance redressal platform. ISWAN is prepared and will endeavour to facilitate help in situations like: abuse or bullying or harassment, health issues – both physical and mental health, maritime piracy and threats at sea, abandonment and cases of fraudulent crewing agents, personal and family problems, general information seeking, missing, and suicide cases.
- Organisation of joint regional events to raise awareness on mental health, safety, and wellbeing in the maritime sector.

### Bringing together expertise

This landmark MoU brings together regulatory and welfare expertise to deliver coordinated support for seafarers, including emotional, psycho-social, and practical assistance. It recognises the importance of a seafarer's family and shore-side support networks, especially during crisis situations such as abandonment, psychological distress, or harassment at sea.

### Comment

Speaking on the collaboration, Shri Shyam Jagannathan, IAS, the Director General of Shipping, said: *'This MoU marks a significant milestone in our continued efforts to safeguard the welfare and wellbeing of Indian seafarers and their families.'*



*'By working closely with ISWAN, we aim to strengthen support systems, enhance awareness, and ensure timely assistance during times of need. Together, we*

*are committed to creating a safer, healthier, and more supportive maritime environment, both at sea and ashore. This partnership will help us build resilience within the seafaring community and ensure that no seafarer or their family feels unsupported.'*

Mr. Chirag Bahri, International Operations Manager, ISWAN, said: *'We are honoured to formalise our collaboration with the Directorate General of Shipping, India, through this MoU. Indian seafarers form a vital part of the global maritime workforce, and their welfare—along with that of their families—remains at the heart of ISWAN's mission.'*

*'This partnership will allow us to work more closely with the maritime administration to address critical welfare challenges, provide timely assistance, and deliver impactful programmes such as our helplines, awareness sessions, and outreach initiatives. Together, we can ensure that every seafarer has access to the support and resources they need, both during their time at sea and when ashore.'*

### Three-year duration

The MoU is effective for three years and will be jointly monitored through a designated Working Group.

## Copernicus Sentinel-5A launch

Following the launch of Copernicus Sentinel-4A in July, the European Union successfully launched the Copernicus Sentinel-5A on 13 August to further monitor air quality and emissions around the world.

On 13 August the satellite lifted off from the Europe's Spaceport in Kourou, French Guiana at 0237 (CEST) onboard the Ariane 62 rocket and sent its first signal to Earth at 0447. The launch has been the result of seamless cooperation with trusted partners, the European Space Agency, EUMETSAT and Arianespace.

Once calibrated, Copernicus Sentinel-5 will be orbiting the Earth every 100 minutes, to deliver data on air pollutants and other atmospheric trace gases daily, around the world.

Access to frequent, authoritative data directly supports EU policies in the areas of pollution reduction and air quality management (for example EU Methane Strategy, EU Ambient Air Directive, Zero Pollution Action Plan).

### A landmark year

The year 2025 is shaping up to be a landmark year for the EU Space Programme, with several satellite launches expanding the capabilities of Copernicus and the other EU space components. Among them is the Sentinel-5A instrument launched in August.

With this launch, the EU consolidates its position as a space power and global leader in Earth Observation (EO) data provision. Sentinel-5A marks a significant advance in Europe's ability to monitor air pollution and atmospheric composition.



## Continued growth of Europe's space infrastructure

Pace and scale of launches are a reflection of the continued growth of Europe's space infrastructure and its strategic investment in the sector.

One of the year's most anticipated launches has been Copernicus Sentinel-5A's, an evolution of the Sentinel-5Precursor currently in orbit, as this instrument will strengthen the EU's ability to monitor air pollution and atmospheric composition on a global scale.



*The launch of Copernicus Sentinel-5A aboard the Ariane 62 rocket at Kourou, French Guiana.*

*Credit: ESA-CNES-Arianespace ©.*

*Film of the launch can be found using the link here:*

<https://tinyurl.com/26yz56yh>

Sentinel-4A is the first geostationary mission for Copernicus. Operating from a fixed position over Europe and North Africa, Sentinel-4A provides high-frequency regional measurements of trace gases such as nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), and sulphur dioxide (SO<sub>2</sub>), which are essential for understanding daily variation and capturing transient peaks of air pollution throughout the day.

Sentinel-5A flies in a polar orbit, circling the Earth every 100 minutes and delivering full global coverage every 24 hours.

By improving the Copernicus system's ability to deliver daily global data on air pollutants and other atmospheric trace gases, Sentinel-5A will significantly strengthen what is already considered the world's most advanced Earth Observation system for air quality and emission monitoring.

### Advancement in Europe's capacity

The addition of Sentinel-5A marks an important advancement in Europe's capacity to track air pollution and atmospheric composition, with its data feeding into the daily forecasts and long-term environmental monitoring delivered by the Copernicus Atmosphere Monitoring Service (CAMS). Together with Sentinel-4A, it strengthens Copernicus's atmospheric monitoring capacity, enabling more

precise, frequent, and timely insights into greenhouse gases, atmospheric pollutants, and environmental health in Europe and across the globe.

Rather than flying as a standalone mission, Sentinel-5A follows the '*one satellite, several missions*' approach. It is a hosted payload on the MetOp Second Generation-A1 (MetOp-SG A1) meteorological satellite.



*Artist's impression of MetOp Second Generation satellites in orbit. Sentinel-5 instruments will be hosted on the A-series platforms.*

*Credit: EUMETSAT ©.*

Operated by EUMETSAT, this is the first in a planned series of three identical Sentinel-5 instruments which will fly on successive MetOp-SG platforms, ensuring continuity of atmospheric observations into the 2040s.

### Sentinel 5 a versatile, multi-instrument platform

Alongside Sentinel-5, MetOp-SG A1 carries several other instruments: The Infrared Atmospheric Sounding Interferometer – New Generation (IASI-NG), the Visible Infrared Imager (METImage), the Multi-viewing Multi-channel Multi-polarisation Imager (3MI), the Microwave Sounder (MWS), and the Radio Occultation sounder (RO), making it a versatile, multi-instrument platform supporting multiple missions within both Copernicus and EUMETSAT's meteorological activities.

Sentinel-5A will be fully embedded in EUMETSAT's infrastructure, and its data will be disseminated through established systems, providing reliable access for services such as the Copernicus Atmosphere Monitoring Service (CAMS) and Copernicus Climate Change Service (C3S). These data streams will support air quality forecasting and the long-term tracking of atmospheric composition, helping environmental agencies and public authorities monitor pollution, climate change, and support related decision-making.

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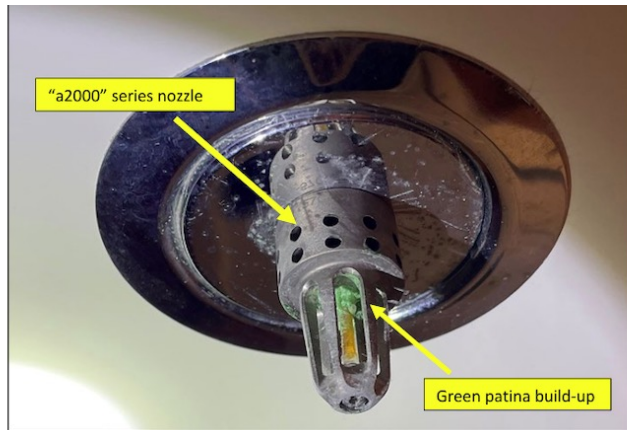
## High pressure water mist nozzles

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### USCG Marine Safety Alert

While witnessing routine testing of a fixed firefighting system during an annual exam aboard a foreign passenger vessel, the US Coast Guard discovered

multiple high-pressure water mist nozzles that were incapable of discharging water. Consequently, the firefighting system failed to activate in multiple accommodation spaces. Upon expanding the examination, Port State Control Officers determined that the high pressure water mist nozzles in question were manufactured by Marioff ("a2000" series) as part of the "HI-FOG" system. The accumulation of green patina on the nozzles, a sign of corrosion, rendered them unable to release water after the glass bulb broke.



The high-pressure water mist nozzles are designed to hold the standard line pressure of 25 bars (363 PSI). When the glass bulb thermal actuator (shown in the photos here) reaches a certain temperature, it breaks, activating the release mechanism which allows water to flow through the nozzle at the standing pressure (International Maritime Organization [IMO] Resolution A.800(19)). The system then senses the drop in pressure and activates the high-pressure pumps which increases the pressure to 140 bars (2,031 PSI). This increased pressure is required for the system to achieve an effective release of water in a mist form.



The manufacturer, Marioff, released a Service Bulletin (001/2012) and Quality Bulletin (002/2012), which originated due to failures of the "a1000" series nozzles. The bulletins describe the same failure as that noted on the "a2000" series during the recent examination and includes recommended actions that apply to both the "a1000" and "a2000" series nozzles. Marioff recommends that if a nozzle fails to release at the standing pressure of 25 bars after the glass bulb

is broken, the high-pressure pumps must be manually energized to raise the pressure to 140 bars. Doing so will activate the release mechanism allowing water to flow through the nozzle. During the examination the Coast Guard witnessed this recommended action and observed that raising the pressure of the system to the recommended 140 bars did not activate the release mechanism of the nozzles as expected. Thus, in this case, the actions recommended by Marioff in Service

Bulletin (001/2012) and Quality Bulletin (002/2012) did not raise the system pressure sufficiently to activate the release mechanisms for the nozzles.

The Coast Guard strongly recommends the following actions for vessel owners, operators, and compliance personnel:

- Evaluate whether training for crew members responsible for firefighting system maintenance and compliance walkthroughs adequately covers the inspection of high-pressure water mist nozzles for green patina corrosion.
- Conduct an inspection of all high-pressure water mist nozzles across the vessel to identify any potential issues and consider whether more frequent inspections are necessary. Sprinklers with the highest risk of corrosion include sprinklers more than 10 years old and those located in high moisture and corrosive atmospheres. Areas of high moisture could include outer decks, spas, pool areas, galleys, or even normal passenger and crew areas close to external doors. Review the manufacturer's service and quality bulletins for more information.
- Contact the manufacturer if any signs of green patina build-up are observed on high-pressure water mist nozzles and consider replacing the affected nozzles.

*Illustrations per USCG.  
Material published here based on USCG Safety Alert  
16-25 of 25 July 2025  
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## Lost in space

**By Michael Grey, IFSMA Honorary Member**

What do we do if it all goes pear-shaped? It was a family discussion on our dependence on data, the apparent demand for data-centres to be erected all over the country, and our growing vulnerability, with everything increasingly residing in the Cloud. Satisfactory reassurance to all these concerns, were not forthcoming. One member of our family operates in a large transport organisation, where, he pointed out, they suffer hundreds, if not thousands, of cyberattacks each day.

So, what happens, one wonders, if these villains; either residing in hostile states or in squalid teenage bedrooms, get lucky and bring the whole of modern society crashing about our ears? Imagine the Cloud, as on a prolonged sunny day, just evaporating. It is all



about resilience, people who know about this shadowy world, tell us, in addition to paying a king's ransom in counter measures, both in sophisticated cyber-security, and in protecting the busy undersea channels of communication, which a few dragged anchors have shown to be so vulnerable.

The uninitiated, like this writer, just hope for the best, but it is not difficult to imagine a scenario in which all our data disappears, and all the electronic systems which drive our lives, grind to a halt and go dark. Some serious recent attacks would seem to be a worrying portent. The conversation then became rather less serious and more specific. If GPS disappears and Google Earth is no longer available, how will we know where to go? Whereas an older generation prided themselves on a knowledge of geography, those whose study of this subject has been more "social" than physical, really do not have much of a clue without a SatNav to hand. Just test this theory with younger relatives, or better still, note the hopelessness of elite brains on "University Challenge" if there is any question of a geographical nature. Even a map, or the wonders of the Ordnance Survey, become somewhat problematical, if there is no mobile available.

Does the Institute of Chartered Shipbrokers still value the importance of geography in its professional examinations? They used to be very hot about knowing where the various ports were situated on the surface of the world, for a very good reason, one might think, and invaluable if one's voyage estimate was not to be a work of fiction. Every decent shipping office and the chartrooms of their ships would have available their volumes of Steamship Passages of the World, the Admiralty Pilots and various guides to port entry. Fascinating reading, they were too. Maybe we should be dusting them off in these hazardous times, as we harden up our defences. It is, you might think, quite useful to know where a port is, before you set sail to it.

I was conscious of my own inadequacies just the other day reading the latest issue of that useful little periodical "Coastal Shipping." One of its most interesting features is its detailing of small ship voyages to and from the ports of the British Isles, with the cargoes each ship was carrying, in or out. The sheer variety of these cargoes is itself a tribute to the utility of this fleet of small ships and in every issue, there is at least one notation that makes one wonder. A cargo of "plum slate aggregates" out of a small Welsh port was one recent treasure, while the picture of 1550 tonnes of equestrian sand from a port I had never heard of in Holland into Mistley was another.

The astonishing variety of the flags under which these largely European traders are registered is another issue entirely, a consequence of the low margins available to anyone running short sea ships. And for anyone with a pride in geographical knowledge, the ports these little ships trade between represents a stern test. You might be able to put your finger on Llanduddulas or Flixborough, Duisburg or Pasages, but Glaerum, Lilla Edit or Porsgrunn? And if your electronic assistant is not available, your navigation would be even more of a mystery voyage.

Finally, it is worth repeating the indignation of the editor of that excellent education when he pinpoints ports which are being put at risk by greedy developers and parsimonious local authorities who fail to live up to their roles as custodians of these important items of national infrastructure. The Perth & Kinross Council has been trying to shut the Scottish Perth Harbour for ages, with their latest trick now restricting the size of a commercial vessel to one that would be uneconomic. And on the Medway, there are also proposed closures in train.

There have been rather too many of these closures over the years, at a time when we ought to be nurturing these useful little transport hubs, even if we don't know where they are.

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

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## Seattle: USCG arrests container ship master

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### Under the influence

From Seattle it was reported on 23 August that the US Coast Guard Investigative Service (CGIS) arrested the captain of the motor vessel *MSC Jubilee IX* for suspicion of operating the vessel while intoxicated following a boarding at Terminal 5 in Seattle on 20 August 2025.

Watchstanders at Coast Guard Sector Puget Sound were notified by a Puget Sound Pilot aboard *MSC Jubilee IX*, who reported the vessel's captain was exhibiting signs of intoxication. The pilot and first mate operated the vessel during the transit from an anchorage near Everett, Washington State, to Terminal 5 at the Port of Seattle without incident.

Upon mooring at Terminal 5, a Coast Guard boarding team and CGIS agents initiated a boarding and port state control examination. Crews administered a field sobriety and breathalyzer test to the captain, which found that he was impaired more than six times the legal limit for commercial mariners.

The captain was arrested and transported by CGIS to the King County Jail, where charges were referred to the King County Prosecutor for boating under the influence.

The vessel was detained by the Coast Guard until a relief captain was identified and confirmed. The vessel has since been cleared to resume operations.

To quote Paul Shultz, Special Agent in Charge, CGIS Northwest Field Office '*The Coast Guard is proud to ensure the safety and security of the maritime transportation system. The Pilot's immediate intervention mitigated significant risks and ensured the safe passage of the vessel.*'

*MSC Jubilee IX* is a 333 metre loa container ship operating under the Liberian flag.

The incident remains under investigation.

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## AMSA Marine Notice 2025/04

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### Using exhaust gas cleaning systems (EGCS) in Australian waters

Guidance is provided on how to use an exhaust gas cleaning system (EGCS) to meet the fuel sulphur limit of 0.50% m/m, as required under MARPOL Annex VI and Australian law.

The new notice supersedes Marine Notice 2022/12 and is provided for vessel owners and operators.

Its purpose is to provide guidance on using an exhaust gas cleaning system (EGCS) to support compliance with the sulphur limit of 0.50 mass per cent concentration (m/m) in fuel oil.

The sulphur limit is required by the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI and Australia's domestic law.

AMSA notice 2025/04 is obtainable with this link: <https://tinyurl.com/3cfumrdv>

Advice from AMSA is that this guidance should be read in conjunction with MARPOL Annex VI and associated guidelines, relevant Acts, and Marine Orders. It does not constitute legal advice and is not a substitute for independent professional advice.

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## Fuel reduction with energy storage system

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### Platform Supply Vessel (PSV), *Atlantic Shrike*

It was reported at the end of August that Atlantic Towing Limited had achieved a major milestone in decarbonisation with the successful retrofit of PSV *Atlantic Shrike*.

Equipped with Vard Electro's SeaQ Energy Storage System, the Platform Supply Vessel has recorded an 11% fuel savings across all operations and substantial CO<sub>2</sub> savings.

As the maritime industry faces mounting pressure to reduce greenhouse gas emissions and enhance fuel efficiency, vessel owners are seeking innovative solutions to modernize their fleets.

In 2021, Atlantic Towing Limited, a subsidiary of J D Irving Limited, embarked on a mission to upgrade their diesel-electric Platform Supply Vessel (PSV), *Atlantic Shrike*, aiming to meet the environmental requirements without compromising operational reliability.

In close collaboration with Vard Electro, a subsidiary of the Fincantieri owned Vard Group, Atlantic Towing implemented a comprehensive battery retrofit onboard their PSV that has not only ensured

compliance with evolving emissions regulations but also delivered significant measurable improvements in fuel savings and operational efficiency.

*Atlantic Shrike* is a diesel-electric PSV, built in 2017. It measures 85.6 metres loa with a beam of 22 metres, and has a dead weight capacity of 4,200 metric tons. The vessel operates primarily on the Grand Banks, off the coast of Newfoundland and Labrador.

### Enhancing efficiency while staying operational

Operating in demanding offshore conditions, *Atlantic Shrike* required a retrofit solution capable of enduring extreme conditions while enhancing energy efficiency. The goal was to reduce greenhouse gas emissions, cut fuel consumption, and improve onboard conditions, all without disrupting vessel availability.

Additionally, during low-load operations such as harbour manoeuvres, transit, and docking, battery systems offer significant advantages. They can supply transient loads, reduce the need for multiple generators running at inefficient low loads, and provide immediate power response, leading to improved fuel efficiency, reduced emissions, and enhanced crew comfort due to lower noise and vibration levels.

### SeaQ retrofit package

Vard Electro delivered a complete retrofit package of the SeaQ Energy Storage System (ESS), purpose-built for seamless integration with the vessel's existing power and automation systems. As both equipment supplier and system integrator, Vard Electro ensured the battery system was fully aligned with the vessel's propulsion and control architecture.

The entire installation was carried out in close collaboration with the customer and aligned with *Atlantic Shrike*'s planned docking periods, minimizing operational impact.

Vard Electro's local service team in Canada led the project execution, ensuring a smooth process from planning to commissioning.



To secure long-term results, SeaQ training was provided to the crew, ensuring they understood how to operate the system for maximum battery efficiency and system longevity.



Following the installation of the SeaQ Energy Storage System, *Atlantic Shrike* has delivered strong and measurable results, it is reported. These are:

- Fuel savings of 11% across all operations.
- Reduction of 362 tonnes of CO<sub>2</sub> in 2024, verified by operational data.
- Reduced engine noise, improving crew comfort.
- Lower engine running hours, extending maintenance intervals and enhancing working conditions in the engine room.

These outcomes highlight how a well-executed battery retrofit can deliver both operational efficiency and improved onboard conditions.

*Atlantic Shrike*.

It is further reported that this successful collaboration has strengthened the partnership with Atlantic Towing, who now are understood to rely on Vard Electro for a larger share of their aftermarket services — a direct result of the value they experienced on this project.

### About Vard Electro

Vard Electro is an international supplier and integrator of marine electrical systems, and a subsidiary of the Fincantieri owned Vard Group. The company provides flexible turnkey solutions covering design, engineering, installation, and lifetime services. Through the in-house developed brand SeaQ, Vard Electro offers a portfolio of modular and integrated solutions within electrical power, automation and control, navigation, remote operations, and communication, developed in collaboration with shipowners and operators to support reliable, and efficient vessel operations. Headquartered in Norway, Vard Electro has facilities and service hubs worldwide.

Fincantieri Oil & Gas S.p.A, a wholly owned subsidiary of FINCANTIERI S.p.A. Headquartered in Trieste, Italy, is majority shareholder of VARD with around 98 % of the shares. FINCANTIERI is one of the world's largest shipbuilding groups, and a global leader in cruise ship design and reference player in all high-tech shipbuilding industry sectors. With over 230 years of history and more than 7,000 ships built, the Group today has a production network of 18 shipyards operating in four continents and over 20,000 employees.

### About Atlantic Towing

Atlantic Towing Limited is a marine services provider with HQ in Saint John, New Brunswick, and is part of the J D Irving, Limited family of companies. The company specializes in port and terminal towage, coastal and offshore towing, offshore oil and gas exploration support, and product services

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## YachtCrewHelp

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### The call from ISWAN

News has been received from the International Seafarers' Welfare Assistance Network (ISWAN)

reminding us that the charity exists for all seafarers and their families around the world, whatever they are facing, providing free helpline services, educational resources, relief funds and humanitarian support.



ISWAN also works to drive seafarer-centred change within the maritime sector for better health, safety and wellbeing amongst seafarers and their families, using data insights from helplines to inform the development of new projects and services.

### YachtCrewHelp

There is now encouragement to help raise awareness of ISWAN's YachtCrewHelp



In this connection the industry is invited to be part of the yachting community: a coordinated campaign to raise awareness for YachtCrewHelp.

This is ISWAN's free, confidential, and round the clock, day in, day out helpline for all yacht crew and their families. Wherever they are in the world, ISWAN exists for yacht crew.

### Web links

More information on this provision is to be found here:  
<https://tinyurl.com/33pcabks>

There is a link for contact for emotional, wellbeing and practical support at any time here:

<https://tinyurl.com/muzvudd5>

The ISWAN YachtCrewHelp campaign is currently under way and will be active until the end of September.

Illustrations per [www.iswan.org.uk](http://www.iswan.org.uk)  
ISWAN ©

## Fragility of subsea lifelines

### Industry warns of global stakes

On 28 August it was reported that a trial was underway in Helsinki of the *Eagle S* oil tanker's captain and two officers. This highlighted Europe's subsea vulnerabilities squarely.

Prosecutors allege that on Christmas Day, the Cook Islands-flagged vessel dragged its 11-tonne anchor for nearly 90 kilometres across the seabed, severing the Estlink 2 power interconnector between Finland and Estonia along with four critical telecommunications cables.

Finnish authorities estimate the resulting damage at more than €70 million.

For several days, both power flows and internet connectivity were disrupted, exposing the fragility of the infrastructure that underpins daily life. The defendants have pleaded not guilty, arguing that mechanical failure and adverse weather, rather than deliberate sabotage, caused the anchor to drop. Yet prosecutors are seeking prison sentences for aggravated criminal mischief and interference with telecommunications, citing what they describe as gross negligence.

The incident prompted NATO allies in the Baltic region to raise alert levels, reflecting how quickly an accident or an act perceived as one can escalate into a wider security concern.

### A global problem

For the International Marine Contractors' Association (IMCA), the case exemplifies a global problem that extends far beyond the Baltic Sea.

In the words of Iain Grainger, IMCA's Chief Executive: *'Subsea cables are the invisible lifelines of the modern world.'*

*'They carry 99 per cent of international data traffic and an increasing share of renewable power. When they are damaged, whether through negligence, accident or hostile action, the consequences are immediate and profound. The vulnerabilities exposed in this trial are not unique to Europe; they are global.'*

While the immediate damages in the Baltic were put at €70–75 million, the broader economic consequences of subsea outages are far greater.

## Outages represent huge losses

Globally, the cable network industry is valued at over \$10 trillion and supports approximately \$50 trillion in annual financial transactions. Outages therefore jeopardise not only connectivity, but also financial markets, offshore energy flows, and governments' ability to deliver on net-zero targets.

Grainger warned that this is where the true vulnerability lies. He added: *'The damage is not measured only in repair costs.'*

*'When cables fail, the ripple effects cut across economies and societies. That is why cable resilience must be treated as a strategic economic and security priority worldwide.'*

IMCA, together with the European Subsea Cables Association (ESCA), has long cautioned that the capacity to repair damaged cables is under strain. The repair fleet that serves Europe and other regions is ageing, with limited new investment.

Skills shortages among offshore engineers, jointers and vessel crews threaten to become a critical bottleneck. Regulatory barriers, particularly inconsistent and slow permitting regimes, often add weeks or months to recovery times even when spare parts and vessels are ready to mobilise.

Telecommunications cables are at least supported by long-established international maintenance agreements, which enable operators to share access to repair vessels and stockpiled equipment.

### Cable repair difficulties

Power cables, by contrast, are heavier, more technically complex, and more difficult to repair. They often cross multiple jurisdictions, creating delays and uncertainty when urgent action is required. With offshore wind farms and cross-border interconnectors expanding rapidly in Asia, North America, and Europe, IMCA warns that the risk is multiplying worldwide.

Grainger further commented by saying: *'Our members provide the marine capability that underpins both energy security and digital resilience.'*

*'But without strategic renewal of fleets, investment in specialist skills, and urgent reform of regulatory frameworks to enable faster response times to unexpected outages, governments risk being caught unprepared. This is not simply about Europe's security, it is a matter of global economic stability.'*

### Heightened geopolitical tension

The Baltic incident comes against a backdrop of heightened geopolitical tension and increasing public awareness of the vulnerabilities hidden beneath the sea. From the Nord Stream pipeline explosions to unexplained cable cuts in Asia, recent events have



demonstrated how subsea infrastructure can become a flashpoint with cascading consequences.

For industry leaders, the message is clear. Cable resilience must be treated not as a technical afterthought but as a matter of national and international security. Grainger emphasises that only direct cooperation between governments, regulators and the subsea industry can deliver the readiness required to protect and repair this infrastructure when it matters most.

To conclude Grainger said: *‘Events in the Baltic are a stark reminder. Cables may be invisible, but they are as critical as any pipeline, power station or fibre network on land. Protecting them must become a strategic imperative across every region of the world.’*

### Economic Impact Assessment

IMCA’s European Economic Impact Assessment (2025) found that the marine contracting sector: directly supports more than 220,000 jobs. It delivers over €45 billion in direct Gross Value Added (GVA), rising to €80 billion including indirect and induced impacts. Furthermore, it contributes around €15 billion in annual tax revenues across Europe.

Subsea cables carry 99 per cent of all intercontinental data traffic and are critical to offshore wind and cross-border electricity transmission. Globally, the system supports around \$50 trillion in annual financial transactions.

### Industry calls

IMCA and the European Subsea Cables Association (ESCA) have jointly called for:

- Urgent reform of regulatory frameworks to enable faster response times to unexpected outages.
- Strategic investment in new repair vessels and equipment reserves.
- Workforce training programmes to address critical offshore skills shortages.
- Improved cross-border cooperation, as cable failures often affect multiple jurisdictions simultaneously.

### About The International Marine Contractors’ Association

The International Marine Contractors’ Association (IMCA) is the leading trade association representing the offshore marine construction industry worldwide. With over 800 member companies in 65 countries, it represents the vast majority of global marine contractors, as well as energy companies, national regulators, and the supply chain that supports the sector.

IMCA members play a key role in the offshore oil and gas and renewable energy industries through the construction and installation of offshore wind farms and hydrocarbon production facilities, together with the ongoing maintenance of these assets.

IMCA’s mission is to improve safety, efficiency, and performance within the marine contracting industry. To achieve this, it works with members to develop industry-recognised technical standards and codes of practice that have become the benchmarks for safety at work across disciplines including diving, dynamic positioning, lifting and rigging, offshore survey, and remotely operated vehicles.

### Global maintenance zones for telecommunications cables

Telecommunications cables are typically supported by global or regional maintenance agreements that divide the world’s seabed into designated maintenance zones. Within each zone, cable operators share access to dedicated repair vessels and strategically stored spare parts, ensuring rapid mobilisation in the event of a fault.

Examples in Europe include the Atlantic Cable Maintenance Agreement (ACMA) and the Mediterranean Cable Maintenance Agreement (MECMA). These commercial consortia coordinate readiness, response logistics, and vessel availability, enabling telecom operators to repair damaged cables within days rather than weeks. This model has underpinned the resilience of the global telecoms infrastructure for decades.

By contrast, the power cable sector, particularly offshore wind export and interconnector cables, lacks similarly mature, coordinated frameworks, making emergency response more complex and often slower.

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## Safety of ammonia as a fuel in shipping

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### EMSA publications

From Lisbon the European Maritime, Safety Agency (EMSA) has published the third, fourth, and fifth parts of its study series on the safety of ammonia as a fuel in shipping.



The overall aim of the study – which started in 2023 – is to assess the safety of the use of ammonia in the maritime industry, with the first part of the study series focusing on an analysis of ammonia’s unique hazards, including toxicity, corrosiveness, and solubility in water.

The second part of the study included the identification of critical equipment and failure modes and a qualitative evaluation of the reliability of ammonia systems, as well as the construction of several reliability models based on information from the application of LPG modified to consider ammonia fuel applications.

This newly published third part of the study describes the hazard and operability analysis of a generic ammonia fuel supply system, from the fuel tank to the internal combustion engine, complemented by consequence modelling of potential ammonia leaks through Computational Fuel Dynamics (CFD) simulation.

The fourth and fifth parts describe the results of similar HAZID exercises on the use of ammonia as fuel in specific ship designs – a Newcastlemax dry bulk carrier and a mega ro-ro respectively – including the risk assessment of scenarios involving simultaneous operations in ports.

The series has been developed concurrently with the now-approved IMO Guidelines on the Safe Use of Ammonia as Marine Fuel (MSC.1/Circ.1687). The reports underscore the necessity of a more profound mutual understanding about the system's boundaries and requirements for the safe integration of systems across diverse technology providers. This groundbreaking work offers a valuable reference for stakeholders engaged in addressing this crucial challenge.

**To access the whole series of reports readers are invited to use the links here:**  
<https://tinyurl.com/hfr6wkpw>

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## The world's largest unmanned surface vehicle

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### ABS classed

At the end of August from Houston ABS announced that it had awarded classification to *Saildrone Surveyor*, a fully autonomous deepwater unmanned surface vehicle (USV).

### Breaking new ground

At 20 metres loa and capable of unmanned operations across all of the world's oceans, *Surveyor* breaks new ground. It is claimed to be the largest class of USVs from Saildrone, a provider of maritime security, ocean mapping, and meteorological and oceanographic data using unmanned autonomous assets.

To quote Patrick Ryan, ABS Senior Vice President and Chief Technology Officer: *'ABS and Saildrone are pioneering new frontiers, setting the pace for innovation. This step forward is a result of our investments in ABS' technical capability and helping to ensure our Rules are able to support innovation with an unwavering focus on safety.'*

### A tested system

Richard Jenkins, Saildrone founder and CEO, added: *'The ABS class certification is more than a certificate—it is a signal to governments and the maritime industry that Saildrone USVs are mature, safe, tested, and ready for scale.'*



*Saildrone Surveyor.*

*Image courtesy Saildrone ©.*

*'It has been a very large investment and a multi-year process to achieve ABS Class Certification, but we are proud to be the first company in the world to do so and proud that our systems have reached the highest standards as required by the ABS Class certificate.'*

### Long endurance mission capability

The 20-metre loa *Saildrone Surveyor* is capable of long-endurance missions in the open ocean, collecting deep-ocean bathymetry and performing a wide range of maritime domain awareness tasks. This milestone follows the smaller 10-metre *Voyager*, which achieved ABS Class in 2023 and is designed for persistent surveillance in coastal and near-shore environments.

It is reported that Saildrone USVs are capable of fully autonomous operations with no human onboard and are remotely monitored around the clock by the company's global Mission Management team.

ABS is collaborating with industry, government regulators and stakeholders in the design and implementation of the world's most advanced remote-control and autonomous technology.

Readers are invited to learn more by means of the link here: <https://tinyurl.com/44w7d8vj>

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## Medevac off Washington coast

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### US Coast Guard and Royal Canadian Air Force medevac

On 25 August from Seattle the US Coast Guard, the Royal Canadian Air Force and the Canadian Coast Guard successfully coordinated two separate medical evacuations the previous day from the cruise ship *Ruby Princess*, approximately 145 nautical miles west of Cape Flattery, Washington State.





*Illustration per US Coast Guard Northwest District Public Affairs.  
Reproduced here with grateful thanks.  
USCG ©.*

### **Cruise ship *Ruby Princess***

On the day of the operation (US) Coast Guard Northwest District watchstanders received notification from *Ruby Princess* that two patients onboard required immediate medical evacuations. One was a 52-year-old female passenger who had suffered sudden cardiac arrest and was on life support. The other was 99-year-old male passenger suffering from complete oesophageal obstruction.

### **Coordinated between Canadian and US assets**

The operation involved simultaneous rescue efforts coordinated between Canadian and US assets, including a CH-149 Cormorant helicopter and CC-295 Kingfisher aircraft from RCAF 19 Wing Comox, and a MH-65 Dolphin helicopter from USCG Air Station Port Angeles. The Kingfisher aircraft provided aerial oversight and coordination throughout the entire mission.

An MH-65 helicopter from USCG Air Station Port Angeles was launched to medevac the 99-year-old. The crew successfully hoisted the patient from the cruise ship and conducted a wing-to-wing transfer with Life Flight Network at Neah Bay, Washington.

Joint Rescue Coordination Centre (JRCC) Victoria launched CH-149 Cormorant from 19 Wing Comox to conduct a medical evacuation of the 52-year-old female. RCAF 909 successfully hoisted the patient

and transported her to Royal Jubilee Hospital in Victoria, BC.

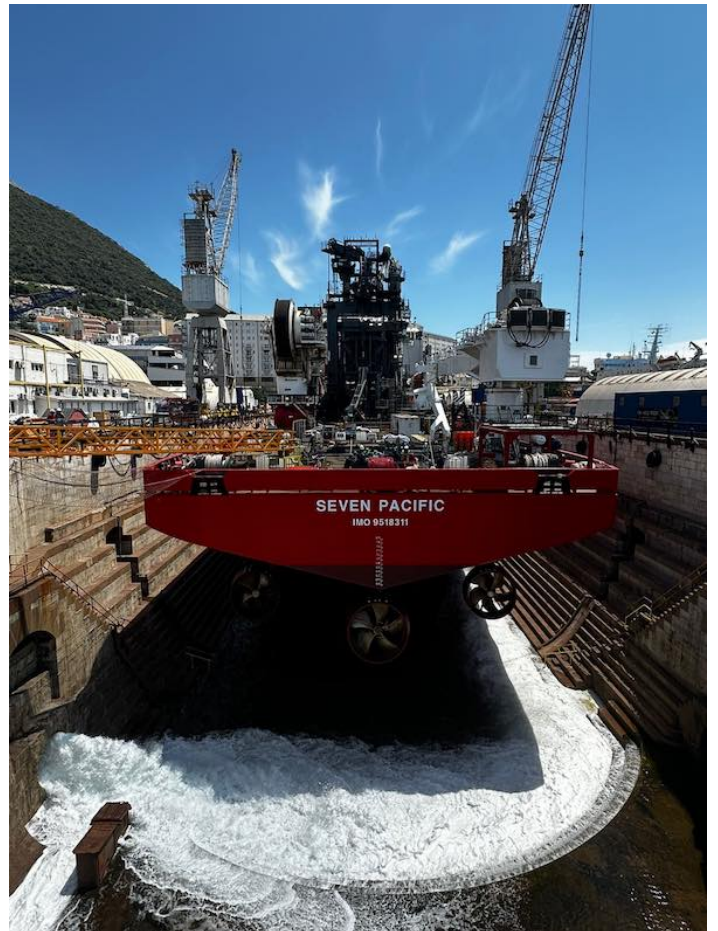
Commander Kelly Higgins, CO of US Coast Guard Air Station Port Angeles commented: *'This case demonstrates how our specialized expertise and dedicated training allows us to rapidly respond to these types of time-sensitive medical evacuations at sea. The expert coordination between the Canadian Coast Guard, the Life Flight Network, the Royal Canadian Air Force and the US Coast Guard ensured this patient received the care they needed.'*

## **Gibdock**

### **Focus on offshore support vessel work**

It was announced from Gibraltar on 1 September that Gibdock had completed a series of high-profile offshore support vessel (OSV) projects in recent months to consolidate its reputation for delivering exceptional and timely service to the offshore industry.

In a significant and growing market for Gibdock, the Gibraltar-based ship repair yard has established itself as a trusted strategic partner to several major offshore players by consistently executing projects on time, within budget, and to the highest safety and quality standards.



*Seven Pacific.*

*Credit: Gibdock ©*



## Broad fleet list worked on

As part of an ongoing relationship with Boskalis, Gibdock has completed works on the trailing hopper suction dredger *Gateway*, the construction support vessel *Boka Southern Ocean*, and the multipurpose construction vessel *Boka Fulmar* in recent months. Other significant OSV projects this year include the repair of Subsea 7's construction/flex-lay vessel *Seven Pacific* and the repair and renewal of Technip's specialised rigid pipelay vessel *Deep Blue*.

With Solstad's anchor-handling tug supply vessel *Normand Pacific* currently in the yard for renewal, and many more projects in the pipeline for the year ahead, Gibdock's outlook in the offshore support segment is strong.

## Comment

John Barnard, Commercial Director, Gibdock, commented: *'Offshore majors trust Gibdock because of our track record in delivering safe, high-quality, and on-time services at good value. We work closely with these companies to provide bespoke projects and conversions within a timeline that suits them.'*

*'Due to the strong and growing demand for our OSV services, we encourage proactive engagement: interested parties should approach us early, even when projects are planned for two or three years out, so we can ensure availability and provide tailored input.'*

## About Gibdock

Gibdock is a ship repair and maintenance facility in Gibraltar, providing drydocking, conversion, refitting, and engineering services for commercial and offshore vessels. Gibdock serves global clients in the maritime, oil & gas, and renewables industries.



*Seven Pacific.*

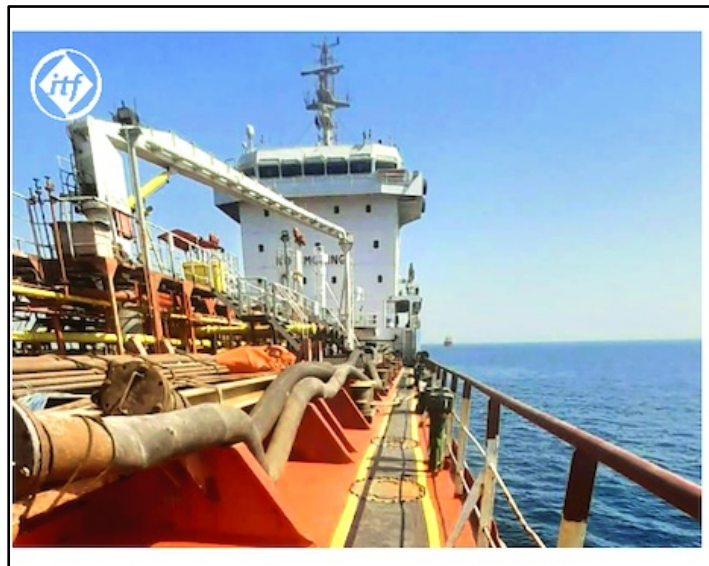
*Credit: Gibdock ©.*

## Seafarers abandoned in the Persian Gulf

### Nineteen in tanker *Global Peace* at Al Hamriyah Port

**Seafarers from India, Bangladesh and Ukraine trapped aboard oil tanker in Persian Gulf holding fake agreements and no insurance.**

The International Transport Workers' Federation (ITF) is calling on maritime authorities in the United Arab Emirates (UAE) to act now to save nineteen seafarers abandoned in the Persian Gulf.



*Illustration per [www.itfglobal.org](http://www.itfglobal.org)  
ITF ©.*

*Reproduced with grateful thanks*

The seafarers, seventeen of whom are from India – with the remaining two from Bangladesh and Ukraine – are aboard the tanker, *Global Peace*, anchored in Al Hamriyah, off the coast of UAE.

## Comment

ITF Inspectorate Coordinator, Steve Trowsdale commented: *'This is a shocking case of abandonment that shines a light on how seafarers can be unseen victims of the illicit oil trade – it's imperative that the UAE's maritime authorities act now to save these seafarers and put an end to their ordeal.'*

*'This case of abandonment exemplifies the lengths that criminal outfits like Glory International will go to in order to secure their illegal profits. And with illegitimate companies like this, it is clear that seafarers are nothing more than expendable assets there to be used and abused.'*

*'As it massively expands its maritime industry, the UAE can and must do much more to protect seafarers' human rights from criminal abuse in its waters. If the UAE takes seafarers' rights seriously, it must ratify the MLC.'*

*Global Peace* has no known flag, but it is owned by UAE-based Glory International FZ-LLC. The company has been under US sanctions since April this year.



This plight of the seafarers breaks international law under the Maritime Labour Convention 2006 (MLC) and constitutes an abandonment: the ITF has duly filed the abandonment with the joint IMO and ILO abandonment database.

Many of the seafarers on the *Global Peace* have been aboard for fifteen months, well above the eleven-month MLC-permitted maximum for a contract, while, despite some seafarers' employment contracts expiring more than five months ago, their right to repatriation has been ignored.

The vessel is also believed to have no insurance, while seafarers' contracts seen by the ITF refer to fictitious ITF collective bargaining agreements.

The UAE is a global hotspot for seafarer abandonment, with ITF data showing that more seafarer abandonments take place in the UAE than in any other country in the region. The UAE's 32 vessel abandonments recorded in the first eight months of 2025 come second only to the 43 recorded in Türkiye. Notably, the UAE has not ratified the MLC.

## Background

In 2024, ITF data showed 3,133 seafarers were abandoned across a total of 312 vessels – the worst seafarer abandonment figures ever recorded. This was an 87% increase on the 1,676 seafarers abandoned in 2023, and a 136% increase on the 132 vessels abandoned in 2023.

As of August 2025, the ITF has recorded 2,648 cases of seafarer abandonment taking place across 259 vessels: 2025 is on track to become the worst year of seafarer abandonment.

The majority of vessels abandoned in 2025 have been in the Arab World and Iran (95 abandonments, 37%), followed by Europe (86 abandonments, 33%).

Türkiye (43 abandonments, 17%) and the UAE (32 abandonments, 12%) are the countries where most vessels abandonments have taken place: their combined total far exceeds the total number of vessel abandonments across the Asia-Pacific region (45 abandonment).

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## Smart navigation moves closer to reality:

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### Completion of Phase 1 of the S-100 Implementation

On 13 August the International Hydrographic Organization (IHO [www.iho.int](http://www.iho.int)) reported that with the operational release of standards S-124 Navigational Warnings and S-128 Catalogue of Nautical Products, Phase 1 of S-100 Standards implementation has now been completed, marking a major step in the modernisation of navigation.

Products and services using these specifications can be updated in near real-time, directly supporting the enhancement of navigational safety and facilitating

on-board data management. Data services conforming to these standards are now ready for production and integration into navigation systems such as the S-100 ECDIS.

To quote Dr John Nyberg, IHO Director: *'With the operational release of S-124 Navigational Warnings and S-128 Catalogue of Nautical Products, mariners will benefit from streamlined access to critical safety and product information.'*

*'S-128 will assist both mariners and regulatory authorities alike by providing automated tracking of product and service currency, validity, and other pertinent information.'*

*'S-124 will provide near real time access to navigational warnings which will be displayed on S-100 ECDIS for mariners at sea. Both S-124 and S-128 will help to support safety of life at sea while also improving operational efficiency.'*

### The IHO website poses a question: How Can S-124 Navigational Warnings and S-128 Catalogue of Nautical Products Improve Maritime Navigation?

**Streamlined access to information:** Mariners will no longer need to consult multiple sources of information. Instead, their navigation systems will seamlessly consolidate, verify, and present all relevant inputs in real time - delivering a unified, accurate, and timely picture that enhances decision making and safety at sea.

**Improved safety and efficiency:** Near real-time updates mean that vessels will be aware of what is happening in their surroundings as soon as data is made available by the data producer, allowing for faster and more accurate decision-making, which helps reduce risks and delays.

**Support for regulatory oversight:** The automated tracking of product updates will simplify regulatory compliance checks and, in doing so, make maritime operations more efficient.

### S-124 Navigational Warnings and S-128 Catalogue of Nautical Products in Action: What can mariners expect?

Traditionally, navigational warnings have been broadcast to vessels at sea via radio systems. With the introduction of S-124 Navigational Warnings, these alerts can now be directly integrated into the chart display on vessels equipped with S-100 ECDIS, providing all essential information related to navigational safety within a single, integrated navigation system.

Furthermore, the S-128 Catalogue of Nautical Products plays a crucial role in incoming data management. It allows systems to automatically track the status of subscribed navigational data services, indicating which are up-to-date, available, or missing. This functionality improves the overall efficiency of data distribution and management and supports regulatory authorities during inspections by identifying which products and services are current.

In the words of Magnus Wallhagen, Chair of the HSSC\*: *'Now that the IHO has approved all S-100 phase 1 standards, mariners can take advantage of the next generation of navigation systems. The utilisation of the new S-100 products not only enhances safety but also provides opportunities to optimise loading of cargo and plan more efficient routes, which is both cost-effective and environmentally friendly. S-100 is also a more cyber-secure solution than current navigation systems and gives opportunities for more automated navigation.'*

## Beyond Navigation: The Global Reach of S-100

The full implementation of the S-100 standardisation framework will bring broader benefits that go beyond navigation. Enhanced efficiency, a key expected outcome of S-100 in maritime navigation, can not only help reduce operational costs, but also supports decreased fuel consumption and emissions. As shipping becomes more efficient, lower fuel consumption and faster delivery times can potentially lower the cost of goods such as food, electronics, and other key commodities, ultimately benefiting the global community.

The completion of Phase 1 of the S-100 implementation demonstrates the international hydrographic community's commitment to fulfilling the goals set out in the IHO Roadmap for the S-100 Implementation Decade (2020–2030).

The IHO's continued leadership in data distribution and standardisation is paving the way toward full digital navigation. In conclusion to a news item IHO extended sincere thanks to the entire IHO community, in particular the IHO Member States and subject matter experts who actively contributed to achieving this milestone.

\*HSSC Hydrographic Services and Standards Committee

At IHO the HSSC is in charge of promoting and coordinating the development of standards, specifications and guidelines for official products and services to meet the requirements of mariners and other users of hydrographic information.

Its range of activities, i.e. IHO WP Programme 2 focuses on the implementation of the strategic direction of developing, improving, promulgating and promoting clear, uniform, global hydrographic standards to enhance safety of navigation at sea, protection of the marine environment, maritime security and economic development.

Text based on news kindly provided by IHO.

IHO ©

## Safety risks of manual sweeping

### Vegetable and animal oil trades

Manual sweeping by the crew on tankers carrying vegetable oils and animal fat cargoes such as palm

oil, coconut oil, or tallow to maximise cargo outturn, exposes crew to serious safety risks, such as heat exhaustion, enclosed space entry hazards and burn injuries from hot surfaces. Without proper management, these risks can lead to severe injuries and can even be fatal.

### Introduction

Vegetable oils and animal fats are characterized by their high viscosity and elevated pour points, making them prone to solidify under ambient conditions.

To ensure efficient discharge, the cargo temperature is maintained well above its pour point that can sometimes reach 70°C. Additional measures are also often taken to optimize cargo discharge, such as continuous recirculation of the heated cargo. To maximize the amount of cargo discharged and minimize the quantity remaining on board (ROB), manual sweeping of the cargo is generally performed during the final stages of the discharge.

Sweeping, sometimes also referred to as 'squeezing' or 'squeegeeing,' involves physically pushing the residue towards the pump suction. The task is labour-intensive, hazardous and can substantially increase crew workload.



Gard reports that its members have advised that there is no technological alternative that can fully replace this manual process.

While crew are usually offered some monetary compensation to do this task, employing shore-based personnel is also an option, although at a higher cost.

A single discharge operation may involve up to thirty tank entries solely for the purpose of sweeping. When factoring in the additional entries required for subsequent tank preparation for the next voyage, the total number of annual cargo tank entries on a parcel tanker can exceed one thousand.

### For more information

Readers wishing to see the full Gard Insight article are invited to use the link here:

<https://tinyurl.com/y27x6ddn>

Illustration per [www.gard.no](http://www.gard.no).  
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### New Program Executive Office

#### Dedicated to robotics and autonomous systems

On 19 August from Washington the US Coast Guard announced the Initial Operating Capability of the Robotics and Autonomous Systems (RAS) Program Executive Office (PEO).

This PEO is a key component of the Service's Force Design 2028 (FD 2028) plan, aimed at integrating capabilities and is poised to be the most transformational enhancement to capability since the inception of aviation.

The RAS PEO is dedicated to the rapid operationalization of the Unmanned Systems Strategic Plan.

#### Revolutionizing Coast Guard operations

Robotics and autonomous systems are anticipated to revolutionize Coast Guard operations, leading to significant impacts to securing the US borders, facilitating commerce, and responding to contingencies.

Establishment of a separate PEO is the most efficient mechanism to translate the evolving technology landscape into fielded capabilities – including Counter-Unmanned Aircraft Systems (C-UAS) – and allows for dedicated advocacy for resources. As an organizational innovation under FD 2028, this initiative will leverage this technological revolution and deliver RAS capabilities that are better, faster, safer and cheaper across all mission sets.

#### Video

There is introductory USCG film here: <https://tinyurl.com/43urw8y3>

#### To accelerate development

The core mission of the RAS PEO is to accelerate the development, acquisition, fielding and sustainment of RAS capabilities across the Coast Guard to enhance mission effectiveness and operational readiness. Key goals include achieving RAS Full Operating Capability (FOC), ensuring seamless integration with ongoing RAS initiatives, developing a robust and adaptable acquisition process tailored to technological advancement, fostering innovation through collaboration with industry, academia, and other government agencies and ensuring the long-term sustainability of deployed RAS capabilities through comprehensive sustainment planning.

#### Advancing Counter-Unmanned Aircraft Systems strategy

A central element of this effort will be advancing the Coast Guard's C-UAS Strategy. The RAS PEO will facilitate the Coast Guard's efforts to forge the C-UAS doctrine, partnerships, and capabilities necessary to defend the US Marine Transportation System and safeguard National Special Security Events.

The PEO's responsibilities span the full capability lifecycle, including requirements definition and prioritization, managing acquisition and contracting, overseeing system development and integration, managing fielding and deployment, developing sustainment plans and collaborating with stakeholders.

A temporary implementation team comprised of subject matter experts and supporting personnel has been created to focus on achieving FOC, integrating ongoing RAS efforts and launching pilot projects.

#### A blueprint for change

Force Design 2028 is an accelerated effort to establish a blueprint for change and transform the Coast Guard to ensure the Service is ready for the future. Focused on four campaigns—people, organization, contracting and acquisition, and technology—FD 2028 is a once-in-a-generation initiative to transform the Coast Guard's ability to adapt to its current and future operating environment.

#### About the US Coast Guard

With more than 95,000 miles of shoreline, 25,000 miles of navigable rivers and 4.5 million square miles of US EEZ, the US Coast Guard defends the Nation, protects the maritime transportation system, regulates and safeguards ports and waterways, leads the Nation in drug interdiction and secures the maritime border.



As a member of the joint force, a law enforcement organization, a regulatory agency and a member of the US intelligence community, the Coast Guard employs a unique mix of authorities to ensure the safety and integrity of the maritime domain to protect the economic and national security of the nation.

The more than 55,000 members of the Coast Guard operate a multi-mission, interoperable fleet of more than 250 cutters, 200 fixed and rotary-wing aircraft, 1,600 boats and its own dedicated cyber command to protect critical maritime infrastructure.

More information about the US Coast Guard readers are invited to see here: [www.uscg.mil](http://www.uscg.mil) The service can be followed thus: @USCG on X and Instagram, Facebook, or by subscription on YouTube and followg LinkedIn

Illustration per: [www.uscg.mil](http://www.uscg.mil)  
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