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NEWSLETTER

The Shipmasters' International Voice



IMO NCSR Sub-Committee, 3-14 June
Pilot transfer arrangements and
amendments to SOLAS regulation V/23
See page 8.



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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

The maritime security issues in the Red Sea, Gulf of Aden and the Black Sea all remain unchanged and still pose a significant threat to ships transiting in those areas. On 12 June, the bulk carrier MV *Tutor* and MV *Verbena* in the Gulf of Aden were attacked by the Houthis Terrorists using surface and air unmanned drones.

Regrettably, MV *Tutor* sank and an engineer very sadly lost his life. I hope you saw the statement from many of the industry NGOs following the attack condemning this unprovoked attack against innocent seafarers.

Although marine traffic passing through the Red Sea to and from the Suez Canal has now dropped by 90%, there are still too many ships prepared to take the risk and put innocent seafarers at risk. I attend an industry security meeting every two weeks and I will continue to inform you if the situation changes.

At last month's meeting of the Navigation, Communications and Search and Rescue (NCSR) Sub-Committee at the IMO, it was reported that there are increasing cases of GPS jamming in the vicinity of international waters near the DPR of Korea, the Baltic Sea and the Black Sea which affected navigation systems, including AIS and LRIT, causing severe equipment malfunctions to a number of ships. This highlights an increasing issue for those of you at sea and in the air and I would be most grateful if you are affected by the loss or irregular operation of GPS anywhere, please let us at the HQ know so that I can bring this to the attention of the IMO Secretariat. Please ensure you also report these irregularities to your owners and Flag States.

We are in an increasingly unstable world at the moment, so please be alert and keep yourselves informed of the risks wherever you are sailing. Stay safe and may you have fair weather and following seas.

Jim Scorer
Secretary General

From the News Editor

Pilot Cutters Under Sail

Seaforth Publishing of Barnsley, Yorkshire, report that they have issued as a softback and as an e-book the following title: *Pilot Cutters Under Sail: Pilots and Pilotage in Britain and Northern Europe*. The e-book is of 38MB.

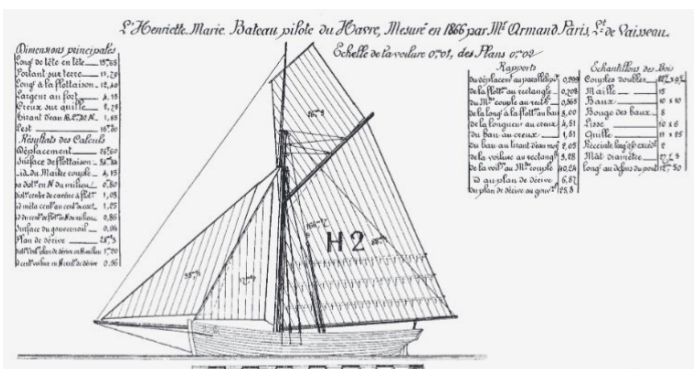
The sailing pilot cutters that operated around the coasts of northern Europe until the First World War were amongst the most seaworthy and beautiful craft of their size ever built, while the small number that have survived have inspired yacht designers, sailors

and traditional craft enthusiasts over the last hundred years.



Berengaria at the Nab, off the Isle of Wight.
Illustration from the author's collection.

Even in their day they possessed a character unlike any other working craft; their speed and close-windedness, their strength and seaworthiness, fused together into a hull and rig of particular elegance, all to guide the mariner through the rough and tortuous waters of the European seaboard, bought them an enviable reputation.



Bateau pilote du Havre, 1866.
Illustration from the author's collection

This definitive work is both a tribute to and a minutely researched history of these remarkable vessels. The author, perhaps the most experienced sailor of the type, describes the ships themselves, their masters and crews, and the skills they needed for the competitive and dangerous work of pilotage.

Cunliffe brings together an informative preface and introduction which sets the scene, largely in Britain, of the administration of pilots and pilotage and cutters from the earliest days. The responsibility of Trinity House, London, incorporated by Henry VIII in 1514 to regulate pilotage in the London River is well set out.

There follows thirteen chapters with a bibliography and further reading in this scholarly work where the depth of research is astounding. The reader has the distinct impression that Cunliffe know his subject inside out, from truck to keel.

Chapters concern the English Channel pilots and their cutters, those of the Bristol Channel, the Isles of Scilly, of Falmouth, Plymouth, the Isle of Wight and London's North Channel and South Channel. Across the

Channel there is the port of Le Havre. Norway and its pilots are considered along with the recent revival of interest in this class of sailing vessel and a chapter on the finer points of pilot cutter seamanship.



A seeking Bristol Channel pilot cutter.
Illustration from the author's collection

There are also many fine illustrations well-researched from public and private collections.

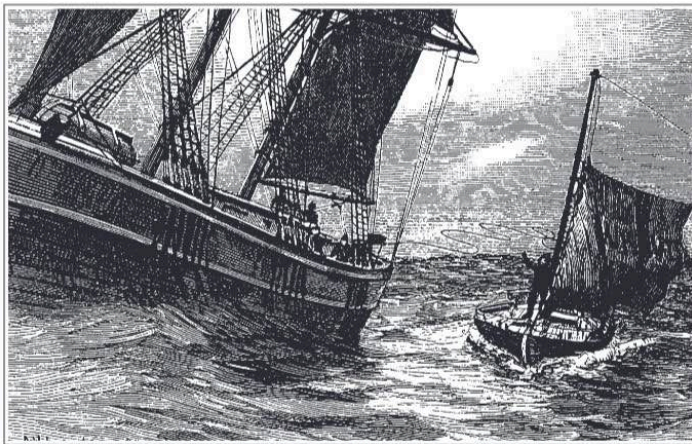
As the author, with many years afloat in the class, says in his introduction: *'Pilot cutters have a proud and charismatic history. They stir the souls of all who sail them, and attract the respect of people of the sea who have yet to do so.'*



After the review, Cardiff pilot cutters.
Illustration from the author's collection.

Of this book, as one distinguished Master Mariner put it by way of review: *'a magisterial history of pilots and pilot cutters'* to which this reviewer heartily concurs.

A 30-minute video with commentary by the author introducing the preserved Le Havre pilot cutter *Jolie Brise* is to be found here:
<https://www.youtube.com/watch?v=ZzyGJeQg7bc>



Boarding Norwegian-style from a Hvaler boat.
Illustration from the author's collection.

Of 224 pages with 160 colour & black and white illustrations the price of *Pilot Cutters Under Sail: Pilots and Pilotage in Britain and Northern Europe*. is: softback £12.74. ISBN: 978 1 5267 8543 5; e-pub £6.80, ISBN: 978 1 4738 2677 9.

The IMO Digest

A summary of some of the news received with grateful thanks from the excellent IMO Media service in recent weeks.

Illustrations per www.imo.org ©

Kenya: Piracy and illicit maritime activities

Multi-agency exercise

It was reported at the end of May that the Kenyan authorities have completed a multi-agency exercise aimed at boosting maritime security capabilities and coordination to combat illicit activities at sea – the first exercise of its kind in the country.

The exercise USALAMA BAHARINI '24 was jointly organized by EUNAVFOR ATALANTA, the IMO and the State Department for Shipping and Maritime Affairs of the Republic of Kenya.

Conducted in Mombasa, Kenya from 20 to 24 May, the initiative is part of the European Union's support for the Jeddah Amendment to the Djibouti Code of Conduct (DCoC-JA).

Jeddah Amendment to the Djibouti Code of Conduct

The DCoC-JA, see here: <https://dcoc.org/> 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. It builds on the Djibouti Code of Conduct (DCoC), which was first adopted under the auspices of IMO in 2009 to tackle piracy and armed robbery against ships.

The goal of the USALAMA BAHARINI '24 exercise was to improve capabilities for maritime security and

enhance information sharing, coordination, and interoperability.

Around 120 representatives from agencies within Kenya's National Maritime Security Committee participated, including the country's navy, coast guard service and maritime and ports authorities, along with partners such as IMO, Go Blue*, the EU Delegation to Kenya and the Embassy of Spain in Kenya.

Practical drills

The programme included legal seminars and practical drills at sea. These covered a range of activities from port exercises and using the IORIS platform (Indian Ocean Regional Information Sharing) to conducting Search and Rescue (SAR) missions, maritime interdiction operations and Special Operations. Simulations involving helicopters, high speed boats and Unmanned Aerial Vehicles (UAVs) allowed participants to apply protocols and best practices to real-life scenarios.



Special attention was given to the topic of legal finishing or prosecution of pirates, given the ongoing maritime security challenges in the Red Sea and resurgence of piracy in the region.

All activities were tailored to meet Kenya's maritime interests and to support the country in fulfilling its international and regional obligations.

Broad representation

Agencies of the Kenya National Maritime Security Committee that attended the exercise included Kenya Coast Guard Service, Kenya Maritime Authority, Kenya Ports Authority, Kenya Navy, Attorney General's Office, Office of Director of Public Prosecutions, National Intelligence Service, National Police Service, Kenya Wildlife Service, Kenya Fisheries Services, Kenya Revenue Authority, Directorate of Immigration Services and the Kenya Forest Service.

*<https://www.goblue.co.ke/> a partnership between the EU and the Government of Kenya to advance the Blue Economy Agenda through Coastal Development. Connecting People, Cities and the Ocean: Innovative

Land-Sea Planning and Management for a Sustainable and Resilient Kenyan Coast.

Under the umbrella of the Blue Economy, the overall objective of the programme is to unlock the potential of sea-land opportunities in coastal urban centres for sustained, inclusive and sustainable economic growth with employment impact, while conserving and sustainably using the coastal and marine environment as well as promoting effective and integrated maritime governance.

Cameroon

Boosting seafarer training and certification skills

At the end of May it was reported that maritime officials in Cameroon had strengthened their knowledge and skills in administering the training, assessment and certification of seafarers, following a national training course delivered by IMO in Yaoundé from 27 to 31 May.

Implementing the STCW Convention

The training focused on the effective implementation of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention), 1978, as amended.

The STCW Convention outlines global regulations that govern the training, certification and watchkeeping standards of seafarers worldwide.

Giving full effect of the Convention

The course covered relevant chapters, regulations and articles of the STCW Convention and Code to enhance the ability of countries to implement the provisions and give complete and full effect to the Convention.

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



Thirty-one officials involved in the effective implementation of the STCW Convention requirements in Cameroon, drawn from government and private stakeholder institutions, benefitted from the training. This included six women, supporting IMO efforts to improve gender balance in the maritime sector.

IMO's technical cooperation programme (ITCP)

The training was delivered through IMO's Integrated Technical Cooperation Programme (ITCP) with the collaboration of the Cameroonian Ministry of Transports. It is based on the findings of a needs assessment mission implemented in April 2023.

Mauritius: Biofouling prevention

Dry-dock operations: biofouling prevention

It was reported by IMO on 1 June that Mauritian government officials and other stakeholders have received training on dry-dock operations for biofouling prevention and management to help protect marine ecosystems.

A pilot training course, held in Mauritius on 27 and 28 May, saw 50 participants work through a new IMO training package developed under the GloFouling Partnerships project*, which addresses the transfer of harmful aquatic species through biofouling.

Guidelines

The course builds on the existing development of Biofouling Management Plans and Biofouling Management Record Books course, in line with the IMO Biofouling Guidelines** and other relevant requirements.



This training was delivered in cooperation with the Mauritius Ministry of Blue Economy, Marine Resources, Fisheries and Shipping (Shipping Division)¹ and included visits to two dry-docks in Port Louis, which allowed participants to gain a first-hand appreciation for the scale of work involved.

Partnership project

Mauritius is one of twelve Lead Partnership Countries (LPCs) of the Glofouling Partnerships project. The

project is developing publications outlining biofouling management in dry-dock operations, and recommendations for the development and evaluation of Biofouling Management Plans and Biofouling Record Books, which will be published in due course at www.glofouling.imo.org ²

Broad representation

Participants included government officials representing the maritime administration, environmental or biosecurity agencies and port state control, managers and employees of shipping companies, port and drydock operatives, paint manufacturers and academics from the Mauritius Oceanography Institute.

* <https://www.glofouling.imo.org/>

** <https://tinyurl.com/5n8y9djt>

¹ <https://tinyurl.com/bd3737xh>

² <https://tinyurl.com/56k4h6hk>

Attack on merchant vessel *Tutor*

Demand by S-G IMO

Philippines' response

US CENTCOM summary

IMO Secretary-General Mr Arsenio Dominguez spoke on 14 June following the reported attack on the merchant vessel *Tutor*.

He said: *'Once again, I am appalled at the fact that seafarers going about their work continue to be targeted and injured. I am truly saddened to learn that one crew member is currently unaccounted for on merchant vessel Tutor, following an attack on the ship in the Red Sea.'*

'My thoughts and those of IMO, are with the family of the crew member.'

'I strongly condemn any type of attack against international shipping, regardless of its motivation or cause.'

'I demand all governments and relevant organizations to provide maximum assistance to seafarers affected, and to spare no effort in finding a resolution to this crisis.'

'This situation cannot go on. Everybody is going to feel the negative effect if international shipping is not able to trade as normal. But our commitment is, above all, safeguarding the safety of all seafarers.'

Philippines' action

The Philippines Government's Department of Migrant Workers (DMW) has since reported that the 21 Filipino seafarers of *Tutor* were in a USS *Philippine Sea* and subsequently landed in the Port of Manama, Bahrain.

DMW Secretary Hans Cacdac said the team of DMW, Migrant Workers' Office (MWO) and the Overseas

Workers' Welfare Administration (OWWA), under the 'One-Country Team Approach' led by the Philippine ambassador in Bahrain, were expected to be in Manama Port to receive the 21 seafarers. *'We shall provide fullest support and assistance to them,'* Cacdac said.

Meanwhile, the administration of President Ferdinand R Marcos Jr imposed a whole-of-government approach to help Filipino seafarers attacked by the Houthi rebel group in the Red Sea.

In a recent news forum, Cacdac said the Department of Foreign Affairs (DFA) is closely working with foreign counterparts for the release of 17 Filipino seafarers captured by Houthi rebels last year.

He commented: *'The ongoing effort to secure their release being undertaken through the DFA – the DFA is communicating with foreign governments who have a communication line with Houthi rebels with the objective of securing the release of our seafarers and bringing them home safely.'*

US Central Command (CENTCOM)

CENTCOM confirmed that *Tutor*, a Liberian-flagged, Greek-owned and operated bulk cargo carrier, was hit by an uncrewed surface vessel (USV) resulting in severe flooding and damage to the engine room.

One civilian mariner remained missing following the attack. Within four days it was reported that *Tutor* remained in the Red Sea and was slowly taking on water.

In a statement from US CENTCOM we learnt that a day later, on 13 June, Iranian-backed Houthis struck mv *Verbena*, a Palauan-flagged, Ukrainian-owned, Polish-operated bulk carrier, in two separate missile attacks resulting in fires on board. One civilian mariner was medically evacuated due to severe injuries. The crew of *Verbena* extinguished the fire and resumed their transit in the Gulf of Aden.

CENTCOM continued by saying: *'This continued malign and reckless behaviour by the Iranian-backed Houthis threatens regional stability and endangers the lives of mariners across the Red Sea and Gulf of Aden.'*

'The Houthis claim to be acting on behalf of Palestinians in Gaza and yet they are targeting and threatening the lives of third country nationals who have nothing to do with the conflict in Gaza.'

'The ongoing threat to international commerce caused by the Houthis in fact makes it harder to deliver badly needed assistance to the people of Yemen as well as Gaza. The United States will continue to act with partners to hold the Houthis accountable and degrade their military capabilities. CENTCOM will continue to act with partners to hold the Houthis accountable and degrade their military capabilities.'

Island nations seek solutions for shipping challenges

Small Island Developing States (SIDS) are heavily reliant on shipping due to their small size and remoteness, but high transport and connectivity costs could deepen as the maritime industry seeks to decarbonise.

UN 4th SIDS Conference

To discuss these issues and potential solutions, IMO and the Antigua and Barbuda Department of Marine Services and Merchant Shipping (ADOMS) organized a side event on 28 May in the margins of the 4th International Conference on Small Island Developing States (UN 4th SIDS Conference), held in Antigua and Barbuda from 27 to 30 May.

This side-event on *Sustainable shipping and ports for SIDS: Resilience and strengthened climate investment* explored how SIDS can tap into the opportunities that may arise from the energy transition, while mitigating the potential costs.



Ms Louise Proctor, Deputy-Director of IMO's Technical Cooperation and Implementation Division said: *'It is our collective responsibility to not let SIDS pay the price for global supply chain disruptions or ambitious decarbonisation measures, since their contribution to global greenhouse gas emissions has been so insignificant.'*

To support this, IMO is developing partnerships with governments and industry to facilitate resource mobilization, and with financial institutions to catalyse financial flows to the maritime sector.

Long term projects

Long-term projects such as IMO's GreenVoyage2050¹ and GHG-SMART² initiatives are advancing inclusive innovation through pilots in developing countries, with a focus on technology deployment and green maritime infrastructure.

Progress

During the event, Mr Roel Hoenders, IMO's Head of Climate Action and Clean Air, presented the progress being made under the 2023 IMO Strategy on Reduction of GHG Emissions from Ships³. As part of the strategy, a comprehensive impact assessment is being carried out to look at proposed GHG reduction measures and how they may affect States, particularly SIDS and LDCs.

National port authorities in the Caribbean and partner institutions highlighted ongoing projects as well as best practices and lessons learnt to support a just and equitable energy transition for SIDS.

¹ <https://greenvoyage2050.imo.org/>

² <https://tinyurl.com/52zwmwph6>

³ <https://tinyurl.com/mr2ne2bm>

Ballast water management Peru

A national workshop held in Lima from 4 to 6 June provided government officials with the knowledge and skills needed to implement and enforce IMO's Ballast Water Management Convention (BWM Convention)¹.

The BWM Convention is intended to prevent the spread of harmful aquatic organisms from one region to another in ships' ballast water.

Guidelines

Thirty-four officials received IMO training on the BWM Convention and related Guidelines; obligations of Parties under the Convention; compliance monitoring and enforcement for port State control; and risk mitigation.



Through presentations, group discussions and role-play exercises, the aim was to strengthen Peru's national capacity for effective implementation and enforcement of the Convention. Peru ratified the BWM Convention in 2016.

The BWM Convention: a significant step

The BWM Convention entered into force in 2017, representing a significant step towards protecting the marine environment, by preventing the transfer of invasive aquatic species by ship. The Convention requires all ships to manage their ballast water and sediments to a certain standard, according to a ship-specific management plan. All ships must also carry a Ballast Water Record Book and an International Ballast Water Management Certificate.

IMO's ITCP

The workshop was organized by IMO and hosted by the General Directorate of Captaincies and Coast Guard, National Maritime Authority and delivered through IMO's Integrated Technical Cooperation Programme (ITCP).

¹ <https://tinyurl.com/3e9m74kp>

IMO NCSR 11

3-14 June

The IMO Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) met from 3 to 14 June at IMO HQ in London, chaired by Mr J Brouwers (Kingdom of the Netherlands), supported by Vice-Chair, Mr C Cerda Espejo (Chile).

The session covered a range of key issues, including maritime pilot safety, improving the security and integrity of AIS, and the dissemination of information over multiple recognized mobile satellite services under the Global Maritime Distress and Safety System (GMDSS).

Pilot transfer arrangements and amendments to SOLAS regulation V/23

As we well know maritime pilots with local knowledge are employed to guide ships into or out of port safely, or wherever navigation may be considered hazardous. Placing pilots on board a ship must be achieved with the highest safety standards.

To improve compliance and address inconsistencies and ambiguities in existing regulations, the Sub-Committee finalized draft amendments to SOLAS regulation V/23 and associated instruments on the safety of pilot transfer arrangements.

The Sub-Committee also finalized a draft MSC resolution on Performance standards for pilot transfer arrangements, including detailed requirements for design, manufacture, construction, rigging, installation of pilot ladder winch reels, operational readiness, onboard inspection and maintenance, familiarization and approval in relation to pilot transfer arrangements required under SOLAS regulation V/23.

In addition, the Sub-Committee finalized a draft MSC circular on Voluntary early implementation of the amendments to SOLAS regulation V/23 on pilot transfer arrangements.

All the above will be submitted to the upcoming session of the Maritime Safety Committee (MSC 109) in December 2024, with a view to approval.



*Illustration per IMPA Safety Campaign 2023
IMPA ©*

Performance standards for NAVDAT and criteria for providing a NAVDAT service

NAVDAT is a digital broadcasting system operating on selected medium and high frequency (MF and HF) bands. It can communicate texts, images, graphs and data to compatible receiving equipment on ships, at speeds much higher than NAVTEX.

The Sub-Committee finalized new Performance standards for the reception of maritime safety information (MSI) and search and rescue (SAR) related information by MF and HF digital navigational data (NAVDAT) system.

The Sub-Committee also approved a draft revision of resolution MSC.509(105) on Provision of radio services for the Global Maritime Distress and Safety System (GMDSS), which includes criteria for providing a NAVDAT service.

Both resolutions will be submitted to MSC 109 for adoption.

Further work on NAVDAT implementation will continue to be considered at future sessions of the NCSR Sub-Committee.

Introduction of VHF Data Exchange System (VDES) - SOLAS amendments in development

The Sub-Committee continued discussions on the introduction of the proposed VHF Data Exchange System (VDES) into the SOLAS framework, including the development of related performance standards and guidelines.

VDES is a radiocommunication system in the VHF maritime mobile band, capable of exchanging digital data faster than AIS (Automatic Identifying System) in the ship-to-ship, ship-to-shore and shore-to-ship directions, using both terrestrial and satellite components.

The Sub-Committee re-established the Correspondence Group on VHF Data Exchange System (VDES) and instructed it to finalize the draft amendments to SOLAS chapter V, including consequential amendments, the draft performance standards for VDES as a navigational equipment and the draft guidelines for the operational use of shipborne VDES.

The Correspondence Group will submit a report to the next session of the Sub-Committee (NCSR 12).

Development of guidelines for electronic nautical publications

Ships have long been required to carry nautical charts and publications to plan and display the ship's route and to plot and monitor positions throughout the voyage. The use of electronic publications has greatly increased in recent times, especially in the digital era, requiring official guidelines to ensure global standards.

The Sub-Committee established a correspondence group on Guidelines for the use of electronic nautical publications (ENP) and instructed it to finalize the draft guidelines for ENP use and submit a report to NCSR 12.

Revised criteria for the provision of mobile satellite communication systems in the GMDSS and charges for distress, urgency and safety communications

The Sub-Committee agreed to a draft Assembly resolution revising the Criteria for the provision of mobile satellite communication systems in the Global Maritime Distress and Safety System (GMDSS) (resolution A.1001(25)). The resolution sets out the requirements for satellite communications systems to be recognized as a service provider in the GMDSS as well as for the oversight of such services.

The Sub-Committee also agreed to a draft Assembly resolution on Charges for distress, urgency and safety communications messages through recognized mobile satellite services in the GMDSS. The resolution revises resolution A.707(17), which specifies charging policies for distress, urgency and safety communications via RMSSs, applicable to both shore authorities and ship stations.

The above resolutions will be submitted for approval by MSC 109, with a view to subsequent adoption by the forthcoming 34th session of the IMO Assembly in 2025 (Assembly 34).

Revised Performance standards for a universal automatic identification system (AIS)

The Sub-Committee continued its work on possible measures to prevent manipulation of AIS transmissions and tampering of AIS transponders.

The Sub-Committee agreed to a draft MSC resolution revising the Performance standards for a universal shipborne automatic identification system (AIS) (resolution MSC.74(69)), which enhances the existing requirement for providing the IMO ship identification number as part of the static AIS information (or an "official flag State number", where the ship has no IMO number).

The resolution also introduces a new requirement for broadcasting a "unique manufacturer equipment identification number", which should also be physically marked on the equipment. The draft resolution will be submitted for adoption by MSC 109.

Draft amendments to the IAMSAR Manual agreed

The Sub-Committee agreed to draft amendments to the IAMSAR Manual, jointly published by IMO and the International Civil Aviation Organization (ICAO). The three-volume manual provides guidelines for a common aeronautical and maritime approach to organizing and providing search and rescue services.

The draft amendments will be submitted to MSC109 for approval, and thereafter will become applicable 12 months after approval.

Ships' routing measures

The Sub-Committee agreed the following ships' routing measures, for submission to MSC 109 for adoption:

- Revised Recommendations on navigation for containerships in traffic separation schemes Off Vlieland, Terschelling-German Bight, Off Friesland and German Bight western approach.
- Areas to be avoided off the Brazilian southeast coast – Santos Basin.
- No anchoring area off Hook of Holland.

IMO NCSR 11

Opening remarks by S-G

On 4 June at the opening of the 11th session of the Sub-Committee on Navigation, Communications and Search and Rescue IMO Secretary-General Mr Arsenio Dominguez addressed those present and we reproduce here the highlights.

He said: *'Our role here at IMO is to navigate those risks and maintain shipping as a safe, secure and*

environmentally friendly industry, which the majority of the world's population relies on.

'Seafarers are still facing a multitude of dangers while undertaking their day-to-day jobs. The escalation of tensions in the Red Sea, in particular, underscores the level of exposure to risks that maritime operations have.

'I strongly condemn any type of attack against international shipping, regardless of its motivation or cause, and I reiterate my call for the immediate and unconditional release of the Galaxy Leader and its crew. I reiterate the Organization's strong commitment to protect seafarers, ships and cargoes at sea. IMO will continue to work closely with Member States and all stakeholders, to uphold the safety of seafarers and protect the freedom of navigation at sea, in accordance with international law.



'An important event I would like to bring to your attention is the '2nd WMO-IMO Symposium on Extreme Maritime Weather' which will be held at IMO from 23 to 26 September 2024. This Symposium is built on the success of the first one held in 2019, presenting an opportunity to bridge the knowledge gap towards a safer shipping. I would like to encourage your participation in this event.

'Your Sub-Committee has important items on the agenda for this session.

'MSC (Maritime Safety Committee) 108 made important decisions on dissemination of information over multiple recognized mobile satellite services under GMDSS and instructed you to prepare draft amendments to the SOLAS Convention. The Committee, in relation to recognition and implementation of new terrestrial GMDSS services, also instructed NCSR to consider NAVDAT implementation issues and the implications of its introduction, including coordination with existing NAVTEX services and carriage requirements.

'Your Sub-Committee has several items on its agenda dealing with either the introduction of new communication systems, or the improvement of existing ones in order to provide seafarers with efficient and reliable services that are compatible with modern digital technologies. Your considerations at this session will play a decisive role in integrating new, emerging and advancing technologies in the regulatory framework.

'The revision of SOLAS regulation V/23 and associated instruments to improve the safety of pilot transfer arrangements is another important item under the agenda of the Sub-Committee.

'MSC 108 instructed the Sub-committee to undertake an analysis of its workload, with particular focus on continuous outputs under the purview of the Sub-Committee, ensuring their efficient use and purpose, avoiding any work not falling within their scope. The Committee also instructed the Sub-Committee to explore additional measures to return to five-day sessions.

'I look forward to fruitful deliberations on these matters and your ideas to keep any necessary continuous outputs within the 'SMART' principle of the Organization so that progress during the biennium can be assessed. This includes, of course, the intersessional arrangements under the Sub-Committee.

'Thank you.'

Editorial note

A brief report on IMO NCSR11 is printed in this edition of Newsletter (Page 8).

25 June 2024

International Day of the Seafarer spotlights safety at sea. Celebrating seafarers worldwide

On the International Day of the Seafarer, IMO Secretary-General Mr Arsenio Dominguez paid tribute to the two million seafarers who keep global markets functioning and supply chains going.

Video message

In a video message to seafarers, see also here: <https://tinyurl.com/mtupnhkz> Mr Dominguez said: *'Seafarers have been sorely tested in recent years – facing hostile acts from piracy or in conflict zones. I humbly acknowledge seafarers' resilience and sacrifice in the name of work.'*

Without seafarers there would be no shipping. And shipping is a lifeline for global trade.

UN S-G speaks

UN Secretary-General, Mr António Guterres marked the day, saying: *'Seafarers are vital in ensuring a seamless flow of essential goods that eventually make it into markets, homes, and onto our tables... But their own lives have been put on the line in the face of grave threats. Let us together salute them for their essential work and support their safety.'*

To read the UN S-G's full statement see here: <https://tinyurl.com/fw7e36em>

Attacks in the Red Sea

Attacks against international shipping can never be justified.

Since November 2023, innocent seafarers have been targeted in ongoing attacks on ships traveling through the Red Sea, stemming from geopolitical tensions. Too many attacks have been launched, damaging or sinking vessels, and resulting in at least four deaths, with many others injured.

IMO calls for the immediate and unconditional release of the *Galaxy Leader* and its crew, held for more than eight months.

Lest we forget

IMO Secretary-General Dominguez said: *'On this Day of the Seafarer, let us remember those who have lost their lives while simply doing their jobs, serving on these ships. Their dedication and sacrifice must not be overlooked. Attacks on the innocent can never be justified, and I will continue to advocate incessantly for the safety and well-being of seafarers.'*

See also: Honouring seafarers who have lost their lives in attacks on ships in the Red Sea here: <https://tinyurl.com/mrx28ujw>

Join the campaign: Share safety tips and experiences

To raise awareness about the safety of seafarers, an IMO social media campaign has been launched, focusing on safety at sea.

Seafarers are invited to share photos and top tips for safety at sea, using the hashtag, #SafetyTipsAtSea on Facebook, LinkedIn, X or Instagram.

Comment

Ms KC Abigail Chin-Sood, a seafarer from the Philippines, shared her tips for women in the sector: *'Safety at sea involves not only adhering to the highest standards of work safety but also, for women, establishing and maintaining clear boundaries with male colleagues. Preserving your dignity on board is crucial for ensuring your personal safety. By maintaining professionalism and setting boundaries, you can protect yourself from potential scandals and preserve your mental well-being, contributing to a safer and more positive experience on the ship.'*

Mr Yrhen Bernard Sabanal Balinis, also from the Philippines, added: *'Communication is key onboard ships. Whether it be anchoring, pilot boarding, or mooring, the officers need keen situational awareness to ensure that things are running safely... But effective shipboard communication is not only limited to those. Is a crewmate feeling down, homesick, or anxious? Is abruptly agitated or constantly isolated? Has their performance drastically plummeted? Tactful communication plays an instrumental role in seafarers' psychological safety.'*

Organizations, shipping companies and anyone in the wider maritime community and public are also invited to show support for seafarers by joining the conversation with the hashtag.

Readers are invited to follow the conversation using #SafetyTipsAtSea or #DayOfTheSeafarer and to browse digital assets here:

<https://tinyurl.com/2majtnmb>

Ships without compromise

By Michael Grey, IFSMA Honorary Member

The design of a ship was once a delicate balance in which an endless series of compromises were necessary to end up with a half-decent vessel. You wanted something box-shaped, to carry all the revenue-earning cargo, but had to modify your desires to accommodate something more streamlined under water. You wanted speed, but only with the minimum thirst for fuel and the dimensions had to be fined down to fit into the ports you wished to use.

Then there were the various international regulations with which you would have to comply, which might, for one reason or another, affect the design. And if the changes to custom and practice were too dramatic, you would have to front up to a very senior and serious regulator, who would fiercely interrogate you about your proposals and possibly require changes. In the UK there was the Chief Ship Surveyor, who was not somebody who would brook much argument, if it involved tinkering with the regulations, and whose interpretation of the same was final.

One supposes that much the same procedures apply today, although you have to wonder with some of the extraordinary designs that are to be seen at sea, and in computer-generated imagery produced by clever designers. How do they convince the regulators, under whatever flag they propose to fly, that this amazing ship is fully compliant and the designers' elastic interpretations of the various rules are safe? You might say that classification societies will have undertaken the lion's share of the approvals, but class, let's face it, is probably singing from the same hymn sheet as the owner.

These reactionary thoughts stem from a perusal of a popular shipping monthly, in which are illustrations of some of the latest triumphs of modern maritime design. How do you, for instance, approach the regulator with the design of a bulk carrier in which there is a gigantic cylindrical tank of ammonia on the afterdeck? Never mind the regulator – what about the port authority where you are hoping to tie up this monster on a regular basis? Nobody ever asks the seafarers about these things, but if this is the view out of their cabin window, and (assuming they have a rough idea of the characteristics and hazards of this fuel), will they be rushing to sign on? An alternative design, for a large containership, placed the huge integral ammonia tanks under the accommodation island, where it did not interfere with the payload. Where else would you put it?

There is an excellent profile picture of a very large methanol-fuelled container ship, where the crew accommodation and navigation bridge appear to have been an afterthought and is perched on the forecathouse. Brilliant use of every metre of the ship's length for cargo carrying, but not much compromise here. One cannot avoid asking about details, which the designers would consider thoroughly petty, such as the position of the steaming lights, or the fact that if a lifeboat is needed the crew will have to run aft about a quarter of a mile to embark. Sure, they will have a better view than they have on the average boxboat, where natural light is dimmed by the back end of a container.

And if you consider that a trial by pilots on a very large container ship of conventional design revealed that eight minutes elapsed between the pilot boat arriving alongside and the perspiring pilot arriving on the bridge, these bridge-forward babies will need faster and fitter pilots. Arriving alongside, the pilot will climb the ladder, march smartly up the gangway, then sprint six bays forward to the base of the accommodation, where one hopes an elevator is waiting to speed him skywards to the information exchange with the master.

Is this just nit-picking by some old time-expired seafarer? Or did anyone actually consider these matters, while being furiously focussed on getting the absolute maximum number of boxes within the desired length? And in the urge to save the planet do we really know what we are doing with potentially dangerous fuels? And in the remorseless march towards sustainability, with huge sails and rotors festooning the foredeck of more ships, does anyone ever consider the issue of forward visibility? But of course, we know that the modern, screen-based modern mariner would rather focus on the instruments than scan a far horizon. Why bother with windows?

This article was first published in *The Maritime Advocate Online* No 857 of 31 May 2024 and appears here by kind permission of the author and of the editor.

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

Containership *Maunalei*

Loss of Propulsion, US NTSB report

On 11 August, 2022, about 1834 local time, the containership *Maunalei* was transiting the North Pacific Ocean, about 245 miles northwest of the entrance to the Columbia River, en route to Portland, Oregon, when the crew intentionally shut down the main engine due to problems in the controllable pitch propeller system, resulting in a loss of propulsion. The vessel's controllable pitch propeller (CPP) system may have lost up to 1,632 gallons of hydraulic oil. There were no injuries reported. Damage to the vessel was estimated at \$3.03 million.

Analysis

On August 4, while the *Maunalei* was underway en route to Anchorage, the engine crew discovered the vessel's CPP hub lubricating system was leaking

hydraulic oil. The engine crew attempted to mitigate the loss of hydraulic oil and its effect on the propulsion system by reducing the pitch of the propeller as needed and replenishing the hydraulic oil in the CPP hub head tank. The engine crew believed the CPP system had experienced a blade seal failure, but, because the vessel was at sea, they could not attempt repairs, and the vessel continued to Anchorage.

Three days later, the vessel arrived in Anchorage, where technicians boarded the vessel, examined and tested the CPP system, and determined the vessel should be drydocked to further inspect and repair the system. After the port engineer and captain informed the Coast Guard of the situation, the vessel headed toward a shipyard in Oregon for an emergency drydocking. On the voyage, despite their efforts, the loss of hydraulic oil continued to worsen—so much so that they began using fresh water to supplement the hydraulic oil in the CPP system. The system continued to lose the combined water and hydraulic oil, and the crew noticed the hydraulic oil in the stern tube lubricating system was being contaminated with water.

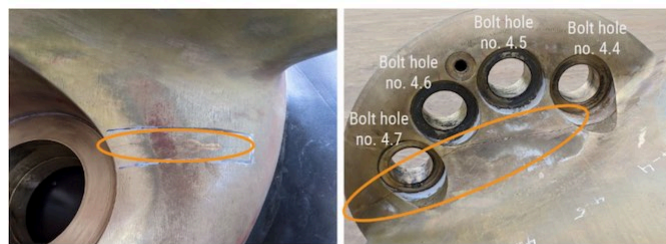


Figure 6. Fractures (circled in orange) on propeller blade no. 2, suction side (left) and no. 4, pressure side (right). (Background source: Coast Guard)

Because the stern tube lubricating system was compromised, the continued use of fresh water as a substitute for hydraulic oil to lubricate and seal the system could have rendered the propulsion system inoperable, risking a full seizure of operation and the potential for the ingress of seawater into the machinery space. As a result, the chief engineer and master decided—in consultation with the owner/operating company—to shut down the main engine due to concerns that water in the stern tube system would cause additional damage to the propulsion system.

A day after the propulsion loss, a tug arrived and towed the vessel to the shipyard for repairs. At the shipyard, a diver conducted an underwater survey and found fractures and cracks on two of the propeller blades (nos. 2 and 4). The free surface cracks found on the no. 2 blade did not extend to the base of the hub and therefore would not have allowed hydraulic oil to leak. The fracture on the no. 4 blade was larger, extending from the hub near the leading edge, through the bolts, and approaching the trailing edge. Additionally, post-casualty examination and testing found that the potable water used to supplement the hydraulic oil during the casualty transit drained from

the no. 4 blade, but not the no. 2 blade. Therefore, the fracture in the no. 4 blade base of the CPP system allowed hub hydraulic oil to exit the CPP system, diminishing the fluid reservoir to a level that the crew felt was unsafe to continue to operate the system.



Post-casualty testing completed by a third-party company found no significant corrosion, wear, or impact damage to the propeller blade that might have caused the fractures. Instead, the company found that the cracks and fractures on the no. 4 blade initiated at the bolt hole counterbore radius and were consistent with progressive cracking due to high cycle fatigue. The company also found that the bolt hole counterbore radius did not meet manufacturer machining requirements (the radius was about 0.2 millimeters smaller than the required 0.8 millimeters). Additionally, the no. 4 blade did not meet other manufacturer design specifications, such as material specifications for Charpy impact toughness, tensile strength, yield strength, or percent elongation. Lastly, the chemical composition of the blade did not meet compositional requirements (the silicon content exceeded the specified minimum).

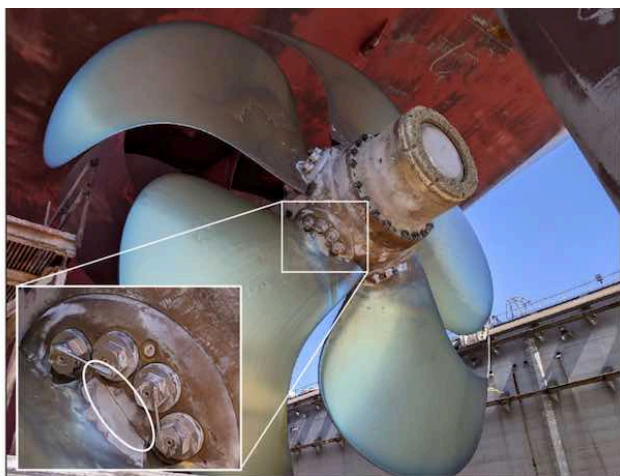


Figure 5. The CPP on the *Maunalei* after the casualty, showing a fracture (inset) at the base of the no. 4 blade. (Background source: Coast Guard)

Propeller blades require adherence to specified engineering design, material selection, and manufacturing requirements to maintain optimum performance and extend fatigue life. Because the no. 4 blade did not meet manufacturer design specifications, it was more susceptible to high cycle fatigue, which resulted in the development of cracks and fractures in the blade base. As a result of the casualty, the CPP blade manufacturer revised the internal radius requirement—enlarging it—for all seven bolt hole counterbores to improve fatigue fracture resistance.

Based on the *Maunalei*'s no. 4 blade not meeting specifications and the manufacturer's post-casualty

finite element analysis of other five-bladed CPP systems on similar vessels (which did not identify any other instances of cracks), the crack and fracture that developed on the no. 4 blade of the *Maunalei* CPP system was likely an isolated occurrence.

Probable Cause

The National Transportation Safety Board determines that the probable cause of the loss of propulsion on the containership *Maunalei* was a crack developing in a controllable pitch propeller blade base and progressing into a fracture due to high cycle fatigue as a result of the blade not meeting manufacturer design specifications.

The 17-page NTSB Report MIR 2411 of 18 April 2024 is available in pdf form here: <https://tinyurl.com/3vatw7ex>

Editor's note:

This material is published by courtesy of The National Transportation Safety Board

Seafarer worker conditions

AMSA report

Complaints about breaches against the Maritime Labour Convention (MLC) on ships decreased in 2023, compared to the previous year, the Australia Maritime Safety Authority's (AMSA) latest report on seafarer welfare shows.

The MLC is an International Labour Organization treaty, that has been ratified by 104 member states, including Australia.

Analysis of complaints

The AMSA MLC Annual Report 2023 analyses complaints received by AMSA and inspection activities to ensure MLC compliance in Australian waters, as well as the agency's follow-up actions.

The report records an 18% decrease in complaints to AMSA about breaches to the MLC, down to 214 complaints in 2023, from 261 complaints in the previous year.

Of the complaints received in 2023, breaches of employment conditions were the most common, such as issues with wages, hours worked and hours of rest while at sea.

The majority of complaints received by AMSA in 2023 originated from seafarers themselves, indicating seafarers are aware of, and trust, Australia's reputation as a nation that takes seafarer welfare matters seriously.

Highest complaints: WA + Bulk carriers

Western Australia received the most complaints (75), and bulk carriers were the vessel type with the highest complaint rate (58.9%).

In 2023, AMSA issued 1,030 MLC-related deficiencies during Port State Control inspections, resulting in 11 detentions.

Comment

Michael Drake, AMSA's Executive Director, Operations said that while Australia's tough action on seafarer welfare and working conditions had resulted in a reduction of complaints there is still much work to do. He commented: *'Severe underpayment, decrepit living conditions and difficulties returning to their home country are some of the abuses seafarers endure from poor employers.'*

Maritime Labour Convention Annual Report – 2023

An analysis of complaints and inspection data on breaches of the Maritime Labour Convention



'Seafarers are the backbone of the global economy, and when they are in an unacceptable working and living condition, they often suffer in silence.'

'That's why AMSA takes every complaint it receives seriously and provides support, through the Australian Seafarers' Welfare Council, to organisations that provide essential services for seafarers.'

The data and findings from the 2023 MLC Annual Report will be incorporated into AMSA's next National Compliance Plan, which will be published later this year.

Readers are invited to inspect the report here:

<https://tinyurl.com/4wct68ca>

The Trinity House Merchant Navy Scholarship Scheme

Expansion to support Ukrainian nationals

Trinity House, London has announced that it secured a contract with the UK's Department for Transport (DfT) earlier this year for the fully-funded provision of Officer Cadet management services, to recruit and manage Ukrainian nationals holding UK residency visas as Officer Cadets within the maritime industry.

This DfT initiative will help Ukraine rebuild its maritime skills base and transport system. After benefiting from the UK's maritime training expertise and successfully completing their three-year cadetships, those qualifying will then become officers on large vessels, such as container ships.

Deck, Engineering or ETO

Managed under the Trinity House Merchant Navy Scholarship Scheme (MNSS)*, these cadets will be following Navigation (Deck), Marine Engineering or Marine Electro-Technical (ETO) disciplines.

Four Ukrainian nationals have already commenced their cadetships at UK nautical colleges, and Trinity House is now actively recruiting others for the September 2024 cadet intakes.

Captain Nigel Hope, Director of Maritime Training for Trinity House, commented: *'We have worked closely with the Department of Transport team over recent months to develop this training programme in support of Ukraine.'*

'Our team will make every effort to support the Ukrainian cadets in successfully negotiating their cadetships and gaining their professional certification before being employed in the maritime industry.'

To join the cadetship scheme

Any Ukrainian nationals holding UK residency visas who would like to apply for an Officer Cadetship are requested to review the careers information on the MNSS web pages (see below*) before e-mailing an application letter and CV to mnss@trinityhouse.co.uk confirming their preferred training discipline (Deck Cadetship, Engineer Cadetship or ETO Cadetship).

About Trinity House

Trinity House is a charity dedicated to safeguarding shipping and seafarers, providing education, support and welfare to the seafaring community with a statutory duty as a General Lighthouse Authority to deliver a reliable, efficient and cost-effective aids to navigation service for the benefit and safety of all mariners.

The Corporation of Trinity House was incorporated by Royal Charter in 1514 to regulate pilotage on the River Thames and to provide for aged mariners.

The safety of shipping and the well-being of seafarers have been the prime concerns of Trinity House since that incorporation.

With a mandate that has expanded considerably since the sixteenth century, the Corporation is today the UK's largest-endowed maritime charity, the General Lighthouse Authority (GLA) for England, Wales, the Channel Islands and Gibraltar and a fraternity of men and women selected from across the nation's maritime sector.

The Corporation's long-standing familiarity with the channels, hazards, currents and sea marks in its waters also qualify it to inspect and audit over 11,000 local aids to navigation, to license Deep Sea Pilots and to provide Nautical Assessors to the Admiralty Court.

Per annum the charity donates around £4million to the charities it supports. These include the provision of cadet training schemes, welfare provision for retired mariners and educational programmes teaching safety at sea skills.

* <https://tinyurl.com/2nujs28d>

NATO Mine Countermeasures Task Group

Major Italian exercise

NATO Maritime Command (MARCOM) Public Affairs reported from Sardegna, Italy on 4 June that the specialist crews serving with Standing NATO Mine Countermeasures Group 2 (SNMCMG2) had a real impact on maritime safety. This was demonstrated while staff took part in combined annual Exercises: MARE APERTO, POLARIS and ITALIAN MINEX 24 which ran from 13 to 23 May off the east coast of Corsica, and near Cagliari.

Italian and French Navies' coordination

The multinational exercises were conducted simultaneously by the Italian and French Navies, within the same tactical exercise scenario.

While practicing mine countermeasures (MCM) activity in the exercise area south of Sardegna Island – the site of a former minefield – they identified twelve historic sea mines over two days.

Undiscovered ordnance dating back to the two world wars of the 20th century continues to pose a risk to seafarers. Finding and clearing these mines helps to secure sea lines of communication and improve freedom of navigation for all shipping.

Sophisticated sonar

SNMCMG2 MCM units are equipped with the most modern and sophisticated sonar systems, allowing them to localize and classify seabed objects to a depth of 200 metres. On board every warship of the Group there are remote operating vehicles with high-frequency SONARs and video cameras, which assist

the crews in determining the identity of the localized object and destroying it.

In the words of Commander of SNMCMG2, Captain Fotios Paraskevas, Hellenic Navy: *'This exercise has been the ideal arena for SNMCMG2 to carry out MCM operations in the coastlines of Corsica and Sardegna.'*



The specialist crews serving with Standing NATO Mine Countermeasures Group 2 (SNMCMG2) had a real impact on the safety of the sea while taking part in combined annual exercises MARE APERTO, POLARIS and ITALIAN MINEX 24 which ran from 13 to 23 May off the east coast of Corsica and near Cagliari.

Illustration per NATO MARCOM ©

'Challenging seabed conditions added to the realism of the exercise. Moreover, we have proved our mine hunting skills by identifying exercise and historical ordnances in support of the community of seafarers and fisheries and safeguarding the freedom of navigation for real life as well as for exercise purposes. SNMCMG2 is always ready to alternate from fictitious to real-life operations.'

Boosting warships' self-defence training

By the end of Exercises MARE APERTO, POLARIS and ITALIAN MINEX 24 the Command Staffs were better able to plan and conduct MCM operations in a multi-dimensional environment. The exercise also boosted the warships' self-defence training against the asymmetric threat, it was reported.

Five nation naval participation

SNMCMG2 participated in the exercises with the Hellenic flagship HS *Heracles*, the minehunters FS *Capricorne* (France), HS *Evropi* (Greece), ITS *Chioggia* (Italy), ESPS *Segura* (Spain), and TCG *Amasra* (Türkiye).

SNMCMG2 operates under Allied Maritime Command (MARCOM), headquartered in Northwood, NW London. MARCOM is the central command of all NATO maritime forces and the MARCOM commander is the primary maritime advisor to the Alliance.

The PIL Academy

Strengthening workforce competencies

It was announced from Singapore on 7 June that Pacific International Lines (PIL) had launched its learning and development centre of excellence, the PIL Academy, to provide training in maritime and transport logistics for all its employees.

We understand that the academy aims to strengthen workforce capabilities and future proof careers. The body will collaborate with organisations and technology partners to develop a holistic curriculum with accredited courses that will benefit the company and industry.

Officiating at the launch of the PIL Academy as Guest of Honour was Mr Chee Hong Tat, Singapore's Minister for Transport and 2nd Minister for Finance, together with PIL's Executive Chairman Mr SS Teo, and CEO, Mr Lars Kastrup.

Minister Chee said, *'Singapore aims to be a global hub for maritime talent development, leveraging on our strong tripartite partnership between the government, industry and unions.'*

'As the global maritime industry embraces new challenges such as digitalisation and decarbonisation, Maritime Singapore must continue to upskill and reskill our workforce so that workers can remain relevant and competitive.'

'The PIL Academy is an important step forward to achieve Maritime Singapore's goal of developing a future-ready workforce.'

Diverse backgrounds; varied needs

As the twelfth largest shipping carrier in the world and Southeast Asia's largest homegrown liner, PIL employs around 8,000 employees including 4,000 seafarers around the world. The academy aims to provide structured and customised training to all its employees, taking into account their diverse backgrounds and varied training needs. This will not only enhance the capabilities of the company for the long-term but also contribute to growing the industry's competencies.

The holistic curriculum ranges from technical courses in fleet and vessel operations; safety, quality and

productivity; maritime, finance and commercial; sustainability and decarbonisation to softer skills in leadership, innovation and communications.

Lars Kastrup, CEO of PIL added: *'The PIL Academy is part of our people-centric and future-focused commitment to invest in the training and development of our employees. PIL is focussed on the upskilling, career development and international mobility of our employees, as well as supporting sea-to-shore career progression.'*

'We aim to enhance their capabilities and future proof their careers, while ensuring we have business sustainability, increased productivity and innovation at PIL. As PIL transforms into a stronger, more efficient, innovative, sustainable, and future ready organisation, we are empowering our employees to propel the company ahead through PIL Academy's structured and comprehensive programmes.'

'The PIL Academy will also support our Management Associate Programme and provide a smooth integration of new talents into the company in Singapore and abroad.'

PIL Academy Partnerships

As a start, PIL Academy has signed Memorandums of Understanding (MOUs) to enhance the skills of its workforce, cultivate maritime collaboration and develop training expertise.



Officiating at the launch of the PIL Academy was (from left to right) Dr Victor Goh, Dean of the PIL Academy; Mr S S Teo, PIL's Executive Chairman; Mr Chee Hong Tat, Singapore's Minister for Transport and 2nd Minister for Finance; and Mr Lars Kastrup CEO of PIL.
Photo: Singapore Ministry of Transport.

It signed an industry-first MOU with the Singapore Institute of Technology (SIT) to jointly develop micro-credentials for the Competency-based Stackable Micro-credential (CSM) pathway for PIL employees. Participants are able to choose the specialist certificates that best fit their current professional development and potentially stack them towards a degree or a higher qualification. PIL Academy and SIT will co-develop micro-credentials related to maritime, and conduct continuing education programmes and workplace learning projects.

Professor Chua Kee Chaing, President at SIT reflected: *'This collaboration presents a significant opportunity to address the evolving needs of the Maritime sector.'*

'Driven by rapid technological advancements, digital transformation, and the industry's focus on sustainability, the demand for future-proof skills is growing rapidly.'

'By partnering PIL, we can develop and deliver micro-credentials and courses relevant to the needs of the workforce to equip them with the latest knowledge and skills to thrive in this dynamic landscape. This MOU underscores SIT's commitment to industry collaboration and knowledge co-creation, ultimately contributing to a future-ready maritime workforce in Singapore and the region.'

To harness digital learning, PIL Academy is partnering with JobKred, a skills management software company, to automate skills planning, talent agility and capability deployment. With technology-based learning, employees have the flexibility to learn at their own pace while juggling work commitments.

In addition, PIL Academy will offer bespoke diplomas in maritime studies through their MOU with the Maritime Training Academy, an international leader in supplying distance-learning marine diplomas. The collaboration will enable students to choose from a diverse portfolio of short maritime courses developed by experts in their field.

Dr Victor Goh, Dean of the PIL Academy, added: *'We aim to provide a smart learning environment and foster a culture of learning that excites employees in their skills development.'*

'Our systematic approach will enable employees to have a common baseline of skills and knowledge, which helps ensure a consistent and high-quality performance across the company.'

'In addition, the academy provides a variety of pathways for our staff to grow their career and excel in the maritime transport and logistics sectors.'

Smart Learning Environment

The PIL Academy will provide smart learning through in-person, hybrid, and online lessons, as well as work environments that enable active, individual learning experiences. An advanced technology-enabled Learning Studio, and Innovation Lab have been set up for participants to interact, communicate, discuss presentations, and engage with resources while working in groups across the globe.

Interactive learning platforms to foster collaborative learning, a library of easily accessible resources, and digital channels actively promulgating learning lessons will act to promote a culture of workplace learning and engagement.

The PIL Academy is an essential pillar for the growth of the company, providing flexible learning for employees with competency-based courses; leveraging technology to track, retain and develop talents; creating smart learning environments; and championing innovation.

Supply chain decarbonisation

Low-carbon end-to-end shipment

PSA Singapore and PIL successful trial

At the end of May PSA Singapore (PSA) and Pacific International Lines (PIL)* announced the completion of their first trial of low-carbon green shipments, in a joint effort to build a more sustainable end-to-end supply chain ecosystem.

This pilot trial is part of the Memorandum of Understanding signed in October last year between the two long-standing partners to collaborate on green and sustainability solutions to decarbonise supply chains.

Singapore-Qinzhou-Chongqing

The pilot consists of warehouse-to-warehouse cargo flow from Singapore to Chongqing via the International Land-Sea Trade Corridor. Containers, bound for Mitsui Chemicals Asia Pacific Ltd's beneficial cargo owner, were transported via PIL's vessel *Kota Ratna*** and PSA's coastal terminal and rail nodes in Singapore, Qinzhou and Chongqing.

Green levers utilised in this pilot include the use of biofuel on the PIL vessel, *Kota Ratna*, as well as landside supply chain optimisation by PSA.

The biofuel used for this trial, a blend of 24% used cooking oil with very low sulphur fuel oil, abated about 100 tonnes of carbon, equivalent to planting 4000 trees, and reduced the emissions of greenhouse gases (GHG) by 84.1%.

With first-hand data on carbon emissions obtained from this pilot trial, PIL will be better equipped to assess how it can further lower emissions from its vessel operations, not just for its existing ships but also for its eight new LNG dual-fuel container vessels that will be progressively delivered from end 2024.

Barge / lighter intermodalism

The PSA Port Ecosystem Business Division leveraged container barging, a greener mode of transportation as compared to trucking, to haul cargo from PSA Jurong Island Terminal to Pasir Panjang Terminal for onward shipment towards Chongqing. In addition, the use of container handling equipment powered by electricity and greener alternative fuels at PSA's ports reduced emissions in the port area.

One tree per box

The collaborative efforts by both partners across the end-to-end supply chain translated to planting one tree for every laden container moved across this value chain.

Comments

Mr Philbert Chua, Managing Director, Container Division, PSA Corporation Ltd, commented: *'The*

successful completion of this green pilot project with PIL is an important step forward for the maritime and supply chain sector. Combating climate change is one of our urgent priorities and PSA is committed to work with like-minded partners to put these words into action.

'This concerted teamwork illustrates a step-by-step measurable approach to further decarbonise supply chains and has unlocked opportunities for accelerated action to achieve our net zero goal.'

Mr Abhishek Chawla, Chief Marine Officer, PIL, added: *'PIL is pleased to receive promising results from this low-carbon green shipments pilot trial with PSA. With sustainability at the core of PIL's operations, we are happy to join forces with PSA as we take concrete action to drive a sustainable future.'*

'The valuable insights obtained from this trial will empower PIL to further reduce our vessel emissions in the future, as part of our goal of achieving net zero by 2050. Working hand in hand with like-minded partners, we can augment each other's sustainability efforts in creating greener shipping and providing a sustainable net zero model to our customers soon.'

*See PIL corporate video here:
<https://tinyurl.com/ybkcdet7>

**Singapore-flag, built 1997, 144.0m loa, 9422gt, 777TEU.

ICS Publication

Guidelines on the Application of the IMO International Safety Management (ISM) Code. Sixth edition

Towards the end of May International Chamber of Shipping (ICS) Publications announced the launch of the sixth edition of *Guidelines on the Application of the IMO International Safety Management (ISM) Code*.

Updated guidance

This latest edition offers new and updated guidance to help shipping companies fulfil their safety and environmental obligations, and to comply with the IMO International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code).

The sixth edition aims to help shipping companies operating ships in all sectors and trades develop, implement, maintain and improve their safety management system (SMS).

Comment

Gregor Stevens, Senior Nautical Manager at International Chamber of Shipping commented: *'As we launch the sixth edition of the Guidelines on the Application of the IMO International Safety Management (ISM) Code we recognise the enduring*

commitment of the shipping industry to safety and environmental stewardship.

'Over a quarter-century since the ISM Code's inception, this latest edition reaffirms our dedication to enhancing safety management systems and fostering a culture of continuous improvement. We invite all stakeholders to embrace this invaluable resource as we chart a course towards safer seas and sustainable shipping.'

Internal auditing

Updates in this latest edition include a new chapter on internal auditing to further improve the SMS on an ongoing basis, an example programme of drills and exercises to help companies prepare for all emergencies, examples of standard operating procedures and checklists, and an updated publications list to help companies develop and update their SMS.



The sixth edition promises to be an invaluable resource for company personnel including senior management, Designated Persons Ashore (DPAs), internal auditors, masters and crew, in particular those specifically tasked with writing or reviewing the SMS.

External stakeholders who also interact either directly or indirectly with the SMS may also find the guidance useful along with maritime education and training institutions and auditors.

For more information about the sixth edition of *Guidelines on the Application of the IMO International Safety Management (ISM) Code* and to order copies readers are invited to visit:

www.ics-shipping.org/publications

Illustration per www.ics-shipping.org

ICS and HK SAR to host high level summit

Underscoring the importance of global trade

On 28 May the Hong Kong Special Administrative Region Government (HK SAR) and the International Chamber of Shipping (ICS) announced their commitment to host a high-level summit during Hong Kong Maritime Week 2024, highlighting the critical role of global trade in today's ever-changing landscape.*

This commitment was solidified during a meeting between Guy Platten, Secretary General of the ICS and Lam Sai-Hung, Hong Kong's Secretary for Transport and Logistics.

A meeting of minds

During the meeting both parties agreed on the importance of collaboration and addressing the unprecedented challenges facing global trade. From geopolitical turbulence, technological advances, and decarbonisation, the need for innovative solutions has never been more pressing.



ICS Secretary-General Guy Platten alongside Lam Sai-Hung, Hong Kong's Secretary for Transport and Logistics.

Recognising this, Mr Platten and Mr Lam agreed to facilitate dialogues amongst industry leaders and policymakers to promote efficiency, sustainability, and resilience in global trade and shipping.

Organising a high-profile event

The Global Maritime Trade Summit, scheduled to coincide with Hong Kong Maritime Week (HKMW) in November, will serve as a pivotal event for leaders to gather and bring forward solutions to maintaining efficient international trade systems. The summit, organised by ICS, will bring together senior leaders,

ministers, government shipping ministry D-Gs, as well as representatives from ports, logistics, regulators, development banks, international agencies, and invited experts.

Building on the success of previous summits it is understood this gathering will provide a platform for discussion, encourage unique perspectives, and facilitate the development of actionable solutions to address the challenges facing the industry.

Comment

Mr Lam, Hong Kong's Secretary for Transport and Logistics, commented: *'As an international maritime centre, Hong Kong is well-positioned to serve as a global platform that fosters cross-border exchange and synergy.'*

'We express our gratitude for ICS's continuous support to the Hong Kong maritime industry, as revealed by its active participation in the annual flagship event HKMW over the past several years. Hong Kong looks forward to welcoming the Summit later this year.'

Guy Platten, Secretary General of the International Chamber of Shipping, added: *'We are seeing significant challenges to the system of trade rules that have ensured growth and prosperity for all. This partnership marks a significant step towards in the maintenance of an efficient and sustainable framework for the maritime industry and for global trade.'*

He said in conclusion: *'We are excited to work closely with the Hong Kong government to address mutual issues and explore potential solutions which can then be implemented on a global scale.'*

The programme will feature discussions on a wide range of topics, including the impact of geopolitical realities on maritime trade, innovative approaches to sustainability and resilience, and the role of technology in shaping the future of the industry.

Looking to the future

Previous ICS Summits have seen real progress and innovation, with the London Summit in 2022 leading to the creation of the Clean Energy Marine Hubs. It is hoped that these future collaborative efforts will drive similar innovative initiatives toward addressing global challenges.

*To be held 17-23 November 2024. See also here: <https://www.hkmw.hk/en/index.html>

Testing and inspection of oil filtering equipment

AMSA Marine Notice 03/2024

AMSA Marine Notice 03/2024 informs ship operators and recognised organisations of AMSA's interpretation for the installation and testing of oil

filtering equipment (oily water separators) installed on ships.

Oil filtering equipment installed on a ship on or after 1 January 2005 must be approved to meet IMO Resolution MEPC.107(49) to comply with MARPOL Annex I Regulation 14.

For this 35-page IMO Resolution readers are invited to see here: <https://tinyurl.com/rndbjta9>

The requirements include;

- A truly representative sample of the effluent with adequate pressure and flow is supplied to the 15ppm bilge alarm (6.2.2).
- Provision of fail-safe arrangements to avoid any discharge in case of malfunction of the 15ppm bilge alarm (4.1.3).
- That a 15ppm bilge alarm is fitted with an electronic device that is pre-set to activate when the effluent exceeds 15ppm and operates automatically if at any time the 15ppm bilge alarm should fail to function (4.2.7).
- The response time of the 15ppm bilge alarm. This is the time that elapses between an alteration in the sample being supplied to the 15ppm bilge alarm and the ppm display showing the correct response. Response time should not exceed 5 seconds (4.2.6).

AMSA PSC procedure

AMSA Port State Control Officers (PSCOs) will inspect the condition, and operation, of the oily-water separator, filtering equipment and alarm, stopping or monitoring arrangements as described in the Procedures for Port State Control, 2023 Resolution A.1185(33).



New marine notice on testing and inspection of oil filtering equipment

Operational testing of oil filtering equipment will require the equipment to be configured to circulate liquid from bilge tank to bilge tank (recirculating facility) and provide an effluent sample to the 15ppm bilge alarm – simulating the discharge of 15ppm bilge separator effluent overboard. When a simulation of effluent sample greater than 15ppm is applied, the PSCO will confirm that the alarm is activated, and that the automatic stopping device (3-way valve) stops effluent discharge overboard. This indicates compliant operation of the system.

The PSCO will confirm that there is a flow of effluent sample from the 15ppm bilge separator that is truly representative, with adequate pressure and flow, to

the 15ppm bilge alarm while effluent is being simulated to flow overboard.

In cases where the flow of effluent sample is not a representative sample, including blockage of the sample line or incorrect operation of valves, it is expected that, in accordance with MEPC.107(49) requirements, the fail-safe arrangement will activate the automatic stopping device (3-way valve) and stop effluent discharge overboard.

AMSA's interpretation is that the failure of the 15ppm bilge alarm to activate the automatic stopping device in the absence of a representative sample of the effluent, represents non-compliance with Resolution MEPC.107(49). That is there is no fail-safe arrangement required by technical specification 4.1.3.

AMSA is aware various classification societies advocate for the installation of "flow sensors" in the 15ppm bilge alarm sample line. The flow sensors activate an alarm and operate the automatic stopping arrangements when a truly representative sample, with adequate pressure and flow, is not present at the 15ppm bilge alarm. They also recommend the sealing of all valves installed in the effluent sample pipes so that the valves are locked and sealed in their normal operating position to ensure adequate effluent sampling.

AMSA accepts that MEPC 107(49) does not specifically require the fitting of flow or pressure sensors.

The AMSA marine notice 03/2024 is available in full here: <https://tinyurl.com/bddez4k>

Indecision rules in the Red Sea

By Michael Grey, IFSMA Honorary Member

How long is the shipping industry going to put up with the part closure of the Red Sea and Gulf of Aden, because of the ongoing Houthi attacks on its vessels? And not just the industry, because the diversions occasioned by the actions of this criminal gang are costing the whole world a great deal of money. Another two ships were set on fire by their missiles and drones last weekend, so it would seem that their aim is improving with practice.

Is there any sort of policy emerging among the more capable governments to contain or even defeat these pirates? Or is there any more than a vague hope that they will run out of ammunition, lose interest, or return to their normal criminal activities of smuggling and extortion on land? There is something rather depressing about the fact that other than the US and UK, none of the nations which have warships in the area seem prepared to do anything other than defend against Houthi attacks. The car carrier Galaxy Leader still lies off the coast, her poor crew hostages for more than six months. Only good fortune has kept the deaths and injuries aboard attacked ships down to

single figures. The responsible owners of the world are settling in to the two additional weeks steaming between Europe and the Far East, with no prospect of anything different. Others take their chances.

For Houthi “high command” (if that is what those posing and posturing in their video presentations can be termed), their campaign must be considered a tremendous success. They can continue their attacks, in just sufficient numbers to dissuade the responsible lines from resuming Red Sea passages, and frightening those whose vessels run the gauntlet into paying large sums in insurance and war bonuses. And while they began their campaign with more selective threats against vessels with Israeli connections, it now appears that their intelligence is less particular, or perhaps more slapdash, in its choice of targets. It would seem to be immaterial.

Is there any reaction in the governments of the civilised world against this miserable stasis? It might be observed that with seemingly half of them engaged in elections, the chances of any more robust action would appear remote. Meanwhile, the Houthis’ paymasters in Iran, who have read and digested manuals of how, through hybrid warfare, weaker states can prevail against materially superior enemies, will be maintaining their supply lines. It is also worth pointing out that the lessons of the Houthi’s success and the ability of a small rebel enclave in a failed state to cause such material harm for such a modest expenditure will not be lost in other grim places, where potential enemies await their chances.

The costs of all these diverted long-haul passages are already being seen around the world. It might be good business for those operating ships, but freight rates have now reached post-pandemic levels and will not be descending any time soon. Those who use ships, which is indirectly most of us, will be already feeling the pain. And think of the economy of Egypt, with the canal working part-time and those ambitious plans for industry along its banks prejudiced by the ongoing conflict.

Why is there such reluctance for more robust action and why are all those who might be prepared to defend their ships against incoming missiles, so afraid of striking back? Fear of the conflict spreading? But what about the seafarers (and their relatives) when they are told that they are bound through the Red Sea? Are they not deserving of consideration? Do the hesitant never think about the example that this is setting to all those malevolent players? To any earlier generation, such a failure to tolerate such a nest of pirates along an important sea lane would have been impossible to contemplate.

This article was first published in *The Maritime Advocate Online* No 858 of 14 June 2024 and appears here by kind permission of the author and of the editor.

Michael Grey is former editor of Lloyd’s List

MAIB Safety Flyer: *Kirkella* and *Shovette*

Loss of propulsion control while berthing

On 24 June 2022, the UK registered fishing vessel *Kirkella* lost control of its propulsion system while berthing and collided with the harbour tug *Shovette* in King George Dock, Hull. *Kirkella*’s bulbous bow breached *Shovette*’s hull and starboard fuel tank during the collision, causing the tug to partially sink and resulting in approximately 7,000 litres of marine diesel oil spilling into the dock. *Kirkella* was not damaged during the accident.

Kirkella’s propulsion system comprised a single main engine driving a controllable pitch propeller via a clutch and gearbox.



The vessel’s propulsion was controlled by a Rolls-Royce Helicon-X3 integrated propulsion control system, supported by Kongsberg Maritime. The propulsion system could be operated from several stations located in the wheelhouse and from the engine control room (ECR). **The loss of control occurred when the propulsion control was passed from the bridge to the ECR with the clutch engaged.** At the time of the handover, the bridge propeller pitch lever was set at zero, while the ECR’s propeller pitch lever was set at 100% ahead. The propeller pitch automatically advanced when control was accepted in the ECR, causing *Kirkella* to move forward on the berth.

Safety lessons

The propulsion control system on *Kirkella* was not fitted with interlocks to prevent a mismatched propeller pitch lever position when control was transferred. Over 4,000 Rolls-Royce Helicon-X3 systems have been supplied to the industry, most of which were not fitted with optional interlocks, which were not required. Retrofitting can be undertaken by Kongsberg Maritime, as customer support provider.

Robust shipboard practices are essential to maintain propulsion control during handover, regardless of whether system interlocks are fitted. Documented procedures should contain a requirement for the

operator of the sending station and the receiving station to check that propulsion systems pitch settings are aligned at the time of transfer.

To reduce the risk of propulsion thrust being applied inadvertently while alongside MAIB states that it is advisable to declutch engines before transfer of control.

The MAIB report

The MAIB accident investigation report is available at: <https://tinyurl.com/5yjj5tu6>

Editorial note:

This article is based on material kindly provided by the UK's Marine Accident Investigation Branch (MAIB). All content is available under the Open Government Licence v3.0.

Eastern Pacific Shipping

DeepSea Technologies

Fleet roll-out of AI

It was reported from Singapore at the end of May that Eastern Pacific Shipping (EPS)* had entered into an agreement with DeepSea Technologies (<https://deepsea.ai>) to implement a comprehensive fleet-wide deployment of DeepSea's pioneering Cassandra Performance Monitoring platform.



This strategic partnership will deepen EPS' existing commitment to exploring digital solutions and comes after an extensive trial process on the accuracy of DeepSea's high-frequency AI performance models.

By leveraging DeepSea's revolutionary Cassandra system, EPS will monitor its diverse and extensive fleet in real-time, through accurate AI-generated digital twins of vessel machinery, it is understood. The fleet spans across many segments, including bulk, tanker, gas, container, and car and truck carriers (PCTCs). The implementation of this advanced technology will enable EPS to harness high-frequency data across all segments.

EPS is recognised as an industry leader in the adoption of innovative technology in its fleet. Notably, the company is distinguished by its modern and diverse fleet composition equipped with high-frequency sensors. These sensors facilitate the collection of granular data, providing unparalleled insights into fleet performance.

DeepSea Technologies, a leading provider in the high-frequency data revolution within the shipping industry, brings a wealth of expertise in AI modelling and data aggregation. Since its inception, DeepSea has been dedicated to advancing high-frequency data solutions in maritime operations.



It is understood that the collaboration between EPS and DeepSea Technologies will equip EPS with precise and detailed modelling and analytics. The Cassandra solution will deliver the most advanced and current understanding of the entire fleet's performance, enabling EPS to make well-informed and dynamic decisions in real-time.

This enhanced decision-making capability will allow EPS to minimise fuel consumption, reduce GHG emissions, and support its decarbonisation goals.

More on DeepSea Technologies: HyperPilot

On 13 June DeepSea Technologies received Type Approval from DNV for their latest product, DeepSea HyperPilot, which automatically and precisely controls the change of speeds across a voyage to achieve fuel savings and inform the bridge team. This is DNV's first type approval of a system that provides automatic speed adjustment to a propulsion control system.

For more on HyperPilot see here:

<https://tinyurl.com/66sh8bfr>

DeepSea Technologies records on its website at <https://deepsea.ai> that it has worked with Wallenius Wilhelmsen and Höegh Autoliners.

*With a history spanning 60 years, Eastern Pacific Shipping Pte. Ltd. (EPS) is a leading shipping company committed to the green and technology-driven growth of the industry. Headquartered in Singapore for the past 30 years EPS has 6,000 skilled and dedicated sea and shore staff that oversee a versatile fleet of 21 million deadweight-tonnes across three core segments: containership, dry bulk, and tankers. For more see: www.epshipping.com.sg

Picture captions:

Sensor data from EPS vessels across all segments will be received on the Cassandra platform providing unparalleled insights into fleet performance.

DMA testing new safety messaging systems

Maritime Data Methods for Safe Shipping: MaDaMe

At the end of May the Danish Maritime Authority (DMA) reported that the inspection vessel *Poul Løwenørn* had been fitted with equipment that allows the vessel to receive and transmit data by way of VDES (VHF Data Exchange System) and LTE (Long-Term Evolution) networks.

It is understood that this installation is part of a project aimed at developing and testing safer communication services for ships.

Baltic Sea smart routes

Secure communication systems and equipment play a crucial role in maritime safety. With this in mind the international MaDaMe project (Maritime Data Methods for Safe Shipping) aims to develop digital transport infrastructure services in the Baltic Sea region and support the introduction of so-called smart routes. The services being developed seek to ensure cyber-secure exchange of messages and communication between the authorities responsible for maritime traffic management and vessels operating in a particular area.

Testing nav warnings

Poul Løwenørn will contribute to the project by testing digital navigational warnings and ship traffic services. The actual testing will be carried out in 2025, where navigational warnings will be displayed directly on the ship's electronic chart. This is a significant leap forward compared to the mandatory equipment currently required for international shipping, which is based on nearly 50-year-old telex technologies.

Turku University of Applied Sciences coordination

The MaDaMe project is funded by the EU's Interreg Baltic Sea Region (BSR) programme and coordinated by the Finnish Turku University of Applied Sciences. The new equipment in *Poul Løwenørn* was installed by Sternula and Polaris Electronics A/S.

Digital fairways

The MaDaMe project develops digital fairway services and cyber secure communication for maritime authorities to efficiently share navigational information and increase safety at sea.

Congested waters

Statistics by HELCOM* show that the density of maritime traffic and transport of dangerous cargoes by ships in congested waters of the Baltic Sea has grown. This status demands new solutions for safe navigation and clean shipping in the waters of the Baltic Sea. The MaDaMe project supports national authorities that are responsible for maritime traffic management.

Developing reliability

The challenge for target groups has been addressed in EUSBSR PA Safe, and according to Action 3, focus should be on developing reliable systems for maritime traffic management including digitalisation.

New digitalised services need to be provided by project target groups to fulfil the goal of this EUSBSR Action. All services and systems must be cybersecure-by-design.

The project addresses the challenge by offering digital information sharing and messaging services for fairway users as a solution for safety and clean shipping.

Improving navigational safety

By producing digital solutions and making the information needed for safe shipping better available, the project's outcomes will improve navigation safety and security and contribute to the achievement of sustainable shipping in the BSR region.



Development of clean shipping is supported as the offered services enable also the optimisation of ship operations.

For the whole BSR region the project supports innovative business development within the shipping industry and the project mitigates potential conflicts among users of the sea space and facilitates its joint use.

MaDaMe is a core project implemented from November 2023 to October 2026. The budget is €3.41million. Interreg Baltic Sea Region is co-funded by the European Union.

More information

To learn more readers are invited to see here: <https://interreg-baltic.eu/project/madame/>

*The Baltic Marine Environment protection Commission or The Helsinki Commission, HELCOM, is an intergovernmental organization (IGO) in the Baltic Sea area, consisting of ten Contracting Parties: the nine Baltic Sea countries Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Russia and Sweden, plus the European Union.

A platform for environmental policy-making at the regional level, HELCOM works for a healthy Baltic Sea. Its mandate stems from the Helsinki Convention, whose implementation it oversees. It maintains a Secretariat located in Helsinki, Finland.

For more see: www.helcom.fi

The 2023 HELCOM annual report is available here: <https://tinyurl.com/448rvvhb>

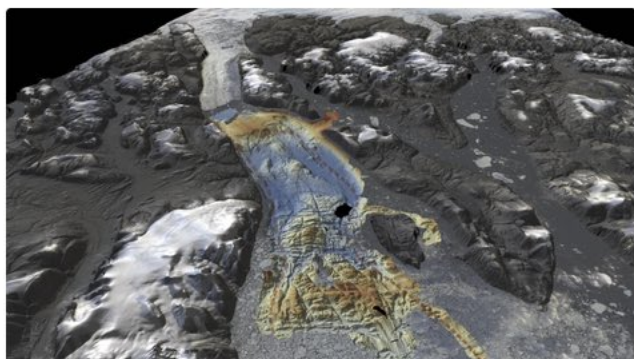
Understanding sea-level rise

IHO on improving predictions

In a recent news item on the website of the International Hydrographic Organization (IHO) it was reported that in many parts of the world data clearly shows the rising of sea levels.

For example in low lying coastal areas, when coupled with high tides and storm surges small increases in sea level can have devastating consequences. Here there would be the alteration of coastlines, impact on offshore energy infrastructure and displacement of population.

The article went on to state that a better understanding of the factors influencing sea level is vital in order to prepare for such rises and to mitigate impact.



Understanding sea-level rise - improving predictions through studying the shape of the seabed

IHO ©

While it is estimated that the single largest contributor to sea-level rise in recent decades has been the melting of the Greenland Ice Sheet, there is much that mankind needs to know of the processes involved.

Considering the topic further it has been found that in recent years Greenland's Petermann glacier has lost in the region of 40% of its floating ice tongue. Here experts have deduced that warmer subsurface waters from the Atlantic, penetrating into the fjord were probably responsible for the major ice loss recorded. Further research has indicated that the nearby Ryder Glacier has been stable for many years.

Melting of marine glaciers draining into an ocean has delivered uncertainties in current projections of future global mean sea-level rise. IHO stated that a team of ocean cartographers looked deeper into the processes that could be seen as influencing glacier formation and melting.

This team discovered a link between the seabed shape and glacier size.

Created by the IHO Secretariat in partnership with Martin Jakobsson of Stockholm University and Larry Mayer of the University of New Hampshire there is a 2:37 video which will enable readers to appreciate how the extent of bathymetric data is able to improve sea-level rise predictions.

The video is available here: <https://tinyurl.com/hpeuwr4>

According to IHO in its recent website news global data consistently shows that sea levels are rising, although at different rates in different regions.

Research has indicated that the French Hydrographic and Oceanographic Service (SHOM: <https://www.shom.fr/en>) has been recording sea levels in Brest for the past three centuries. Measurements thereat indicate a slow but steady increase in sea level.

Furthermore, findings from the recent expeditions to Greenland highlight the critical need for improved ocean mapping to enhance understanding of the global marine environment. Such findings demonstrate the importance of bathymetry in analysis of sea level changes.

Notably, it is well established that shape and texture of the seabed significantly influences tide and wave heights whereas these can vary depending upon underwater topography.

The role of hydrography and bathymetry

The uses of hydrographic information have expanded from solely nautical charts and related services to including a broad range of skills. With regard to sea level, hydrography can provide a range of technological information and data. This in turn can be used to monitor changes, pinpoint vulnerable areas and prepare for future scenarios. In addition standards for digital data developed by the IHO can with ease provide machine-readable sets of data as part of the huge amounts of material created.

Editorial note

This text is based on news material kindly provided by International Hydrographic Organization (IHO) per: <https://iho.int>

Global port performance

Ranking by efficiency and duration of port stay

On 4 June it was announced simultaneously in New York and Washington that the newest global Container Port Performance Index (CPPI) revealed that East and SE Asian ports excelled in 2023, accounting for thirteen of the top twenty places.

Biggest data set ever

Developed by the World Bank and S&P Global Market Intelligence, the fourth edition of CPPI is based on the biggest dataset ever: more than 182,000 vessel calls, 238.2 million moves, and about 381 million twenty-foot equivalents (TEU) for the full calendar year of 2023. More than 80% of merchandise trade is transported by sea, so the resilience, efficiency, and overall performance of ports is crucial to global markets and economic development.

Regional disruptions impacted port performance everywhere, according to the new report.

Martin Humphreys, Lead Transport Economist at the World Bank commented: *'While the challenges caused by the Covid-19 pandemic and its aftermath eased further in 2023, container shipping continues to be an unpredictable and volatile sector.'*

'Major ports need to invest in resilience, new technology, and green infrastructure to ensure the stability of global markets and the sustainability of the shipping industry.'

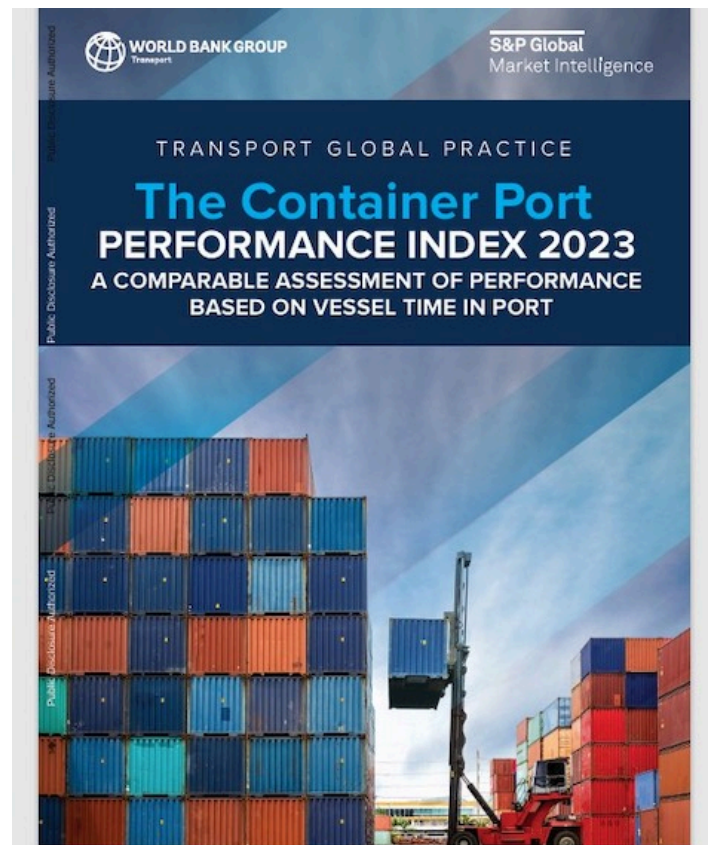
There are fifty-seven new ports in the CPPI 2023, including Muuga Harbour in Estonia and Port of Al Duqm in Oman, as well as several notable movers. One of the major Indian ports, Visakhapatnam Port, made it into the top twenty. Despite its relatively low ranking, Dar es Salaam Port in Tanzania managed to shave ship arrival times by 57%.

Turloch Mooney, Head of Port Intelligence & Analytics at S&P Global Market Intelligence added: *'There is a greater awareness and focus on resilience and efficiency of maritime gateways and greater understanding of negative impact of port delays on economic development.'*

'The highly interconnected nature of container shipping means the negative effect of poor performance in a port can extend beyond that port's hinterland and disrupt entire schedules. This increases the cost of imports and exports, reduces competitiveness and hinders economic growth and poverty reduction.'

Looking at the top-performing ports, China's Yangshan Port earned the top spot for the second consecutive year, while Oman's Port of Salalah retained the number two position. The port of Cartagena in Colombia ascended to third place. Tanger-Mediterranean of Morocco held steady in

fourth, and Tanjung Pelepas Port in Malaysia rounded out the top fourth.



Illustrations per: *The World Bank, 2024. The Container Port Performance Index 2023: A Comparable Assessment of Performance based on Vessel Time in Port (Fine). World Bank, Washington, DC. License: Creative Commons Attribution CC BY 3.0 IGO.*

The CPPI ranks 405 global container ports by efficiency, focusing on the duration of port stay for container vessels. Its primary aim is to identify areas for enhancement for the benefit of multiple stakeholders in the global trading system and supply chains, from ports to shipping lines, national governments, and consumers.

The full index can be found here: <https://tinyurl.com/345j9akw>

About the Container Port Performance Index (CPPI)

Developed by the World Bank and S&P Global Market Intelligence, the global Container Port Performance Index is a comparable index of global container port performance intended to serve as a reference point for key stakeholders in the global economy, including national governments, port authorities, development agencies, supra-national organizations and private operators of trade, logistics and supply chain services.

About the World Bank

www.worldbank.org/transport

The World Bank Group has a bold vision: to create a world free of poverty on a liveable planet. In more than 100 countries, the World Bank Group provides financing, advice, and innovative solutions that

improve lives by creating jobs, strengthening economic growth, and confronting the most urgent global development challenges. The World Bank Group is one of the largest sources of funding and knowledge for developing countries. It consists of the World Bank, including the International Bank for Reconstruction and Development (IBRD) and the International Development Association (IDA); the International Finance Corporation (IFC); the Multilateral Investment Guarantee Agency (MIGA); and the International Centre for Settlement of Investment Disputes (ICSID).

For more information, readers are invited to visit: www.worldbank.org, www.miga.org and www.ifc.org

A shipping industry call for action

The shipping community is appalled and deeply saddened with the tragic news that, yet another seafarer seems certain to have been killed in a drone boat strike on 12 June while on board mv *Tutor* in the Red Sea. We at IFSMA utterly condemn these assaults which directly contravene the fundamental principle of freedom of navigation.

Our thoughts and condolences go to the family and loved ones of the seafarer who tragically lost their life. It is deplorable that innocent seafarers are being attacked while simply performing their jobs, vital jobs which keep the world warm, fed, and clothed.

This is the second fatal attack in which our seafarers have been caught in the crosshairs of geopolitical conflicts. Three seafarers tragically lost their lives when the *True Confidence* was attacked earlier this year. And we must not forget the crew members from the *Galaxy Leader* and *MSC Aries* who are still being held captive.

Furthermore, we strongly condemn the attack on the cargo ship *Verbena* on 13 June which left a seafarer severely injured by anti-ship cruise missiles.

This is an unacceptable situation, and these attacks must stop now. We call for States with influence in the region to safeguard our innocent seafarers and for the swift de-escalation of the situation in the Red Sea. We have heard the condemnation and appreciate the words of support, but we urgently seek action to stop the unlawful attacks on these vital workers and this vital industry.

It is noted that on this year's Day of The Seafarer, 25 June, the world took a moment to recognise the immense contribution that seafarers make to the global economy and the unjust circumstances they are facing in the Red Sea and across the world.

The full list of co-signatories to this statement is here:

Association of Asian Shipowners' Association
BIMCO
Cruise Lines International Association
European Community Shipowners' Association
InterManager
International Association of Dry Cargo Shipowners

International Association of Independent Tanker Owners
International Association of Ports and Harbors
International Chamber of Shipping
International Federation of Ship Masters' Associations
International Maritime Employers Council
International Maritime Pilots' Association
International Parcel Tankers Association
Federation of National Associations of Ship Brokers and Agents
World Shipping Council

Tanker sails

4 x 22 metres installation

At the end of May it was announced from Barcelona that Marflet Marine, one of Spain's longest standing private shipping companies, had signed a contract with bound4blue for the installation of four 22m eSAILS® on the 49,999 dt oil and chemical tanker *Santiago I*.

This was agreed as part of Marflet's ongoing decarbonisation strategy and will enable *Santiago I* to dramatically reduce conventional fuel use, optimising operating costs and cutting GHG emissions.

Autonomous efficiency

The contract, with installation in mid-2025, makes Marflet the first Spanish merchant fleet owner to adopt a wind assisted propulsion or WAP system. It marks a further landmark development for bound4blue's fully autonomous 'suction sail' eSAIL® technology, which has recently been selected by other industry names including Eastern Pacific Shipping, Louis Dreyfus Company and Odfjell.

Working by dragging air across an aerodynamic surface to generate exceptional propulsive efficiency, the unique system is said to be simple, robust, highly efficient and requiring zero operational input from ship's crew.

Sustainable success

José Miguel Bermúdez, CEO, bound4blue, commented: '*This is a very significant contract for us, not only because Marflet is the first Spanish shipowner to join the wind revolution, but also because with this contract, we consolidate the tanker segment.*

'The wind revolution is here, and the time is now: as regulations become more stringent and stakeholders demand action to achieve environmental goals, solutions such as our eSAILS® allow owners to harness a natural, clean power source while also realizing significant commercial benefits.'

Strong savings

Santiago I, which operates worldwide, will have four Model 2 turnkey eSAIL® units fitted, with Spanish engineering specialist Cotenaval taking charge of

tasks including designing the sail foundations and electrical installation. The ease of installation of the units is said to provide a key selling point for the shipowner, minimizing additional engineering work and limiting downtime when compared to competing emission reduction technologies.

Depending on vessel routing and operations, and according to detailed modelling, *Santiago I* should save between 10% and 15% of annual energy consumption with reduced main engine loads, it has been estimated.

Driving down emissions by increasing efficiency

Juan Cremades, Fleet Manager at Marflet, added: *'This contract demonstrates our determination to identify innovative pathways to enhance operational sustainability.'*



Marflet's Santiago I, set to unlock significant environmental and commercial benefits with bound4blue's 'suction sail' technology.

'With bound4blue's eSAILS® onboard, Santiago I has a cost-effective means to optimise fuel efficiency and really drive down emissions, benefiting all our stakeholders. We see huge potential in wind, and we're thrilled to be the first mover in the Spanish merchant market to adopt such a breakthrough solution.'

'The Santiago I's voyage will continue from here. In addition to the suction sail technology, we will now focus on additional ways to reduce underwater radiated noise and further improve both efficiency and safety with advanced weather route analysis.'

About bound4blue

bound4blue's technology is reported to be suitable for both newbuilds and retrofitting across the range of vessel segments, including, but not limited to: tanker, bulk carrier, ro-ro, cruise, ferry, gas carrier, and general cargo. eSAILS® are a powerful means of enhancing compliance with regulations including contributing to saved allowances within the EU Emissions Trading Scheme.

The company, founded in 2014 with a vocation clearly focused on the renewable energy sector in the

maritime field, has its HQ in Cantabria (Spain) and offices in Barcelona and Singapore.

See also: www.bound4blue.com

About Marflet Marine

Marflet Marine is a private owned company dedicated to the management, operation and chartering of product & chemical tankers. For Marflet Marine, a proud seven-decade background underpins a forward strategy featuring a technically advanced fleet, market agility, and a highly motivated staff.

Marflet Marine share similar company values with their partners in respect of quality, safety, and environment care.

See also: www.marfletmarine.com

Inappropriate pressure placed on the master

An extract from a CHIRP paper

The master of a large vessel received unusual instructions from charterers concerning pre-arrival reporting to the authorities. The vessel had sailed with both anchors damaged, one more so than the other. A dispensation to sail was granted, and a condition of class was imposed on the vessel. New anchors would be supplied to the vessel at the next port. The master was advised not to mention the dispensation letter to the port authorities at the next port, as revealing the state of the anchors would require a tug escort to the berth.

CHIRP Comments

A dispensation letter is usually a one-off temporary permit to sail to the next port, where spare parts or replacements for technical problems can be rectified. The authorities granting the dispensation letter, usually from the class society, do so based on a risk assessment. As such, it must be conveyed to the next port during the port pre-arrival information exchange. The dispensation letter is a lifeline, granting temporary relieve amidst technical challenges.

The Master must exert their overriding authority to mitigate the risks. This is a legal requirement, and pressure to do anything other than act safely must be refused. CHIRP advocates that when such requests are received, the master consults them to the ship's Designated Person Ashore (DPA) in writing.

Given the complete loss of anchoring efficiency for one of the anchors, employing an escort tug is the correct mitigation measure in a higher-risk port area to ensure safe passage to the berth.

Additionally, failure to follow the dispensation requirements can invalidate the vessel's insurance cover in the event of an incident. Cutting corners has severe consequences—a single misstep can unravel insurance coverage, leaving the vessel vulnerable to legal issues.

Ultimately, in an incident where the anchors are required but they cannot function, and the port has not been informed, the company can be prosecuted for failure to notify.

When in doubt, escalate. The master's duty is not just to navigate the vessel; it is to navigate through a maze of regulations, ensuring every decision is a commitment to safety. Commercial costs for providing an escort tug must never interfere with the vessel's safety.

There is no compromise in maritime operations: safety must always come first.

Human factors

Pressure

Excess pressure to ensure that commercial costs and operational deadlines are met is a dangerous human factor that creates unnecessary doubt and can cloud the judgement of those making critical safety decisions.

Culture

The chartering team's connection with safety was poor, and the ship management team did not support the master's openness in reporting the dispensation with the port authorities and sharing the risks outlined by the dispensation letter.

Teamwork

The organisation is pulling in different directions, compromising safety. Reading this report, do you feel that this sometimes happens to you?

Local Practices

Follow the correct legal requirements as Master and put in writing your concerns. Contact the DPA. The financial consequences of using an anchor that cannot function and then discovering that the situation has not been disclosed in the port arrival information will be many times higher than the tug escort fees. The reputational damage to the company will be even higher.

Editorial note

This item first appeared in CHIRP Issue 75, Summer 2024 and appears by here kind permission of the editor and publisher.

CHIRP is an independent and confidential reporting system for the maritime industry.

CHIRP always protects the identity of its reporters. Reports can be submitted easily through an encrypted online form available at www.chirp.co.uk

ITF lists two new Flags of Convenience

Gabon and Eswatini

In recent weeks two ship registries one in W Africa and the other in southern Africa, strongly associated with 'dark fleet' transportation – Gabon* and Eswatini** – have been the latest additions to the ITF's Flags of Convenience (FOC) list.

The additions are accompanied by the removal of Tonga from the 76-year-old list, bringing the total number of FOCs to 43.

In the words of Paddy Crumlin, President of the ITF: *'It's a toxic industry – registering ships in countries where there is no regulation, no oversight and no accountability. It allows for exploitation and the abandonment of seafarers.'*

"The aim is to provide a short cut for shipowners to generate money without necessarily complying with best practice risk mitigation and due diligence through regulatory accountability.'

Implications for seafarers

Companies often register ships in low regulation countries to hide ownership, reduce tax obligations, employ cheap labour or skirt safety standards – with profound implications for seafarers working on those vessels.

Some 50% of the world fleet is registered in FOC states. The top three contributors –Panama, Liberia, and the Marshall Islands – alone account for over 40% of the international fleet

Definition

The ITF defines an FOC vessel as one flying the flag of a country other than its actual ownership. This practice occurs despite international law - the United Nations Convention on the Law of the Sea (UNCLOS)– stating that there must be a genuine link between the ship and the flag state.

David Heindel, ITF's Seafarers' Section Chair, added: *'The whole flags of convenience system is complex on purpose. The reasons for registering ships under flags of convenience is to avoid tax, avoid safety regulations, and circumvent labour standards and human rights.'*

'A genuine link between the ship and its registry is so important to be able to identify who is the real owner. Flag registers should not be allowed to operate as businesses using lower standards than traditional national registers. Until that's stopped, seafarers' rights will continue to be abused with impunity.'

Shadow or dark fleets

Both Gabon and Eswatini's registries are believed to be involved in the growing, so-called shadow or dark fleets transporting sanctioned oil. Gabon's registry has grown exponentially since international sanctions

came into effect following Russia's invasion of Ukraine.

FoC list

The ITF's Flags of Convenience list can be found here: <https://tinyurl.com/bdfhp9f5>

At the end of 2023, Cambodia was removed from the FOC list, with San Marino added.

Under international law, ships must be registered with a single country, even though they often operate in international waters. UNCLOS states that there must be a genuine link between the ship and the flag state. In reality, genuine links between ships and flags often fail to exist.

Origins

A flag of convenience vessel is one that flies the flag of a country other than the country of ownership, at the same time adopting the regulations set down by that flag. The origins of the system lie in the United America Line using the Panama flag to circumvent prohibition in the 1920s.

Setting up of an FoC

Flags of convenience offer countries without their own shipping industry a way to make easy money. The country can set up ship a registry and charge fees to shipowners, while having reduced standards for crew safety and welfare and often failing to live up to the responsibilities of a genuine flag state.

The real ship owner (what the ITF calls the beneficial owner) benefits from having their identity hidden and adopting the often poor regulatory standards of the flag, which can also include no restriction on the nationality of a crew. In many cases, these flags are not even run from the country concerned.

Eswatini's registry opened in November 2023, taking in three vessels sanctioned for supporting Syria – later claimed by Eswatini to be de-registered – and also known to have transported Ukrainian grain from Russian-occupied territories.

Tonga is removed from the FOC list due to the majority of its 18-vessel fleet being owned by Tonga, with the majority of the remaining vessels no longer being involved in trading activities.

***Principal port: Port-Gentil.**

**** Eswatini, officially the Kingdom of Eswatini and also known by its former official name Swaziland and formerly the Kingdom of Swaziland, is a landlocked country in Southern Africa. It is bordered by Mozambique to its northeast and South Africa to its north, west, south, and southeast.**

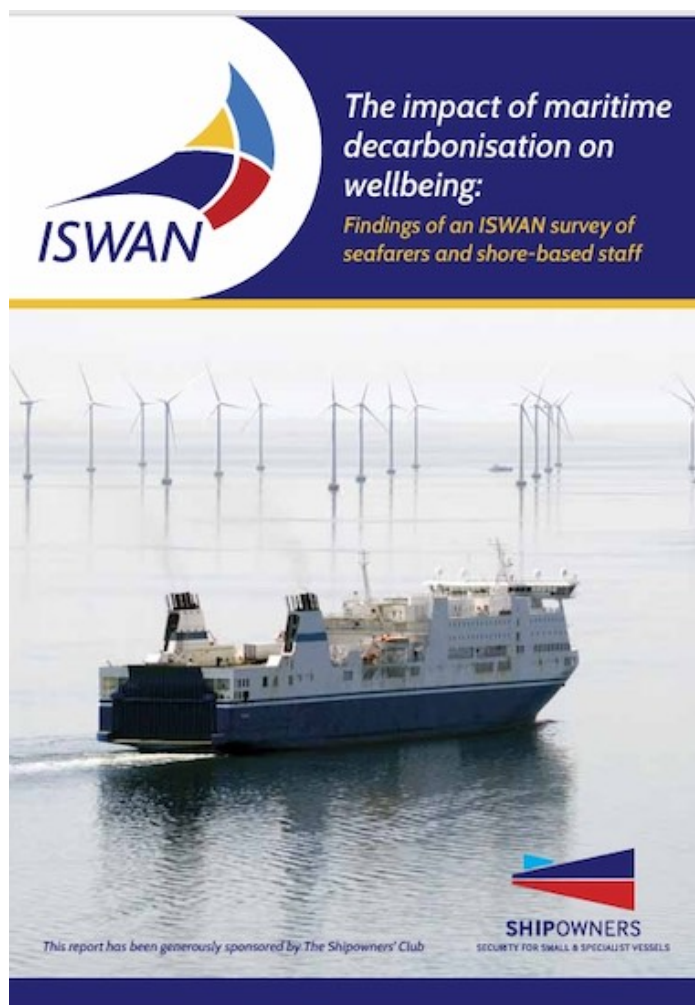
Impact of maritime decarbonisation on seafarers

An ISWAN* survey with Shipowners' Club**

Decarbonisation is one of the key drivers of transformation in the maritime sector. To address shipping's contribution to the climate emergency, maritime companies are being required to take rapid steps to meet mandatory carbon emission regulations. At an institutional level, there is widespread acknowledgement that seafarers are central to meeting the maritime sector's decarbonisation obligations.

However, through ISWAN's daily conversations with seafarers, via its helplines and in-person work in India and the Philippines, the charity became concerned that, in practice, seafarers' wellbeing is often overlooked amidst the urgent pressure to decarbonise.

For this reason, from June to September 2023, ISWAN ran a survey to ask seafarers and others working in the maritime sector about the impact that the rapid adoption of new technologies and regulatory regimes is having on their mental health and job satisfaction.



ISWAN, in collaboration with the Shipowners' Club as sponsors, have conducted this survey that investigates the impact of decarbonisation, and the resulting workload, on seafarers' wellbeing and safety.

In the words of Louise Hall, Director Loss Prevention, Corporate Responsibility & Marketing at The Shipowners': *'We look forward to working with ISWAN and other industry stakeholders to take forward the recommendations of this report and ensure that seafarers have the support they need to meet the challenges of the zero carbon transition.'*

The survey received 400 valid responses from seafarers, including crew from 29 different nationalities, with the majority from India (42.8% of responses) and the Philippines (15.6%). The largest number of responses were received from engineering officers (42.5%), followed by deck officers (39.4%).

The sample size was much smaller amongst shore-based staff: valid responses were received from 55 staff of 17 nationalities, with the largest number of responses from staff from India (37.7%), the United Kingdom (13.2%) and the Philippines (11.3%)

The report

To download the report readers are invited to see here: <https://tinyurl.com/4755899h>

* The International Seafarers' Welfare and Assistance Network www.seafarerswelfare.org

** www.shipownersclub.com

For the 2023 Annual Report see here: <https://tinyurl.com/46t6kb25>

Inmarsat Maritime's new cyber security paper

Industry facing increased cyber risks

Inmarsat Maritime, a Viasat company, has launched an explanatory document urging maritime organisations to strengthen their cyber defences as the industry continues to adopt connected technologies for digitalisation, decarbonisation, and crew welfare.

IACS requirements

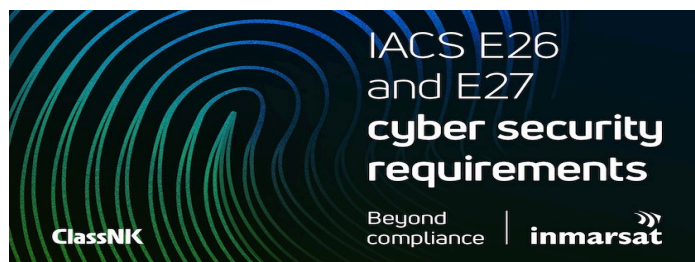
The paper explores the International Association of Classification Societies' new unified requirements (URs) for cyber security. Compiled in collaboration with leading classification society and IACS member ClassNK, IACS Unified Requirements E26 And E27 – Beyond Compliance outlines the process of demonstrating compliance with the forthcoming URs.

When they come into force on 1 July 2024, E26 and E27 will establish minimum requirements for the cyber-resilience capabilities of newbuild vessels and their connected systems, respectively.

URs' limitations

While the paper reports that their implementation will provide *'full visibility of a vessel's computer assets and network infrastructure'*, it also acknowledges the URs' limitations, and the opportunities that exist for a more

in-depth risk-assessment process and for organizations to apply additional attention to cyber-security policy and associated procedures.



INMARSAT / IACS ©.

Comment

Makiko Tani, Deputy Manager, Cyber Security for maritime classification body ClassNK, commented: *'Best practice in addressing cyber-security requirements is to take a risk-based approach, where cyber-risk controls are implemented following a thorough risk assessment, and consider people, process, and technology in a balanced manner.'*

'Among these, the human aspect is an important link, fostering cyber hygiene through training, while defining clear roles and responsibilities within an organization. Furthermore, cyber-risk controls should be governed by the organization's established cybersecurity policy. ClassNK continues to collaborate with industry leaders, so it contributes to helping our stakeholders streamline their cyber-risk controls and further integrate their cybersecurity policy with the organization's governance strategy, ultimately building a cyber-resilient organization.'

Laurie Eve, Chief of Staff, Inmarsat Maritime, added: *'Inmarsat Fleet Secure helps ship owners, operators, and managers to comply with cyber-security regulations including the new IACS URs while supporting meaningful enhancements across the three key areas: people and culture, network-connected systems and services, and an incident-response plan.'*

'Deployed as part of a holistic, risk-based approach, it enables organisations to embed cyber security within their connectivity strategy to keep their assets – and people – safe from online threats.'

Inmarsat's Fleet Secure portfolio helps maritime organisations to comply with cyber security regulations including the new IACS URs. The portfolio combines three powerful components – Fleet Secure Endpoint, Fleet Secure Unified Threat Management, and Cyber Awareness Training, all aimed at proactively responding to a potential cyber threat and available to Fleet Xpress customers.

IACS Unified Requirements E26 And E27 – Beyond Compliance can be accessed by the link here: <https://tinyurl.com/4rmmptc>

Inmarsat Maritime is based in Viasat's global international business headquarters in London.

For further information about Inmarsat Maritime, readers are invited to visit www.inmarsat.com/maritime