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IFSMA NEWSLETTER

The Shipmasters' International Voice



IMO CARES Project
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Readers are reminded that the opinions expressed in the IFSMA Newsletter are those of the author and not necessarily in accord with IFSMA policy.

Secretary General's Report

We were shocked to learn of the death of HM Queen Elizabeth II on 8 September.

As the UK's longest-lived and longest-reigning monarch Queen Elizabeth was widely admired for her grace, dignity and dedication around the world. She was a reassuring presence over the many years of sweeping change witnessed throughout the Caribbean, Africa and Asia, and oversaw the evolution of the Commonwealth.

She was unwavering in a life long dedication to serving her people and the world will long remember her devotion and leadership.

Messages of condolence were received at the IFSMA Office in London for which I am most grateful. Others were published across the maritime business, at home and abroad and from the highest level. Her Majesty was titular Master of the UK Merchant Navy and the UK Fishing Fleet.

On a much brighter note, you will be pleased to hear that finally IFSMA has managed to get some affordable Legal Indemnity Insurance for its members and I hope that you will have seen the email with all the required information that we sent out to you earlier in September.

I urge you to pass this information out to all your members and remember that this is also available for Chief Engineers and should there be sufficient interest, we may be able to make it available for Chief Mates. If you need any clarification please do not hesitate to contact us at the HQ. I am happy for you to advertise this product widely as we are hoping it will help us and you recruit new members.

I am also delighted to say that the IMO has finally gone back to having face-to-face meetings in London and we will be able to start catching up on the backlog caused by the Covid Pandemic. From 2 to 11 November will see a very busy Maritime Safety Committee held over nine days where the main issue for IFSMA will be the Working Group on development of mandatory requirements for MASS and we are co-sponsoring a paper with INTERMANAGER and the UK to try and get a new output on Deaths in Enclosed Spaces where we are seeing a large increase in accidents leading to deaths. I will keep you up to date as these issues progress.

Finally, I would like to congratulate the Norwegian Marine Officers' Association on celebrating their 25 anniversary although it was delayed by two years because of the pandemic. It was an honour for me to make a presentation at the National Congress in **Alesund**, Norway, on 28 September.

It is good to hear that finally crew changes are getting back to normal, but please do not hesitate to let us know if you are having any troubles in this area.

Fair winds and following seas

Secretary General Commodore Jim Scorer FNI RN

Seychelles study

In September the IALA World Wide Academy conducted a mission in the Seychelles to consider traffic around the island of Aldabra.

Aldabra, a UNESCO World Heritage Site, is the world's second largest coral atoll. It is very remote, part of the outer islands of the Seychelles are 1000km from the capital Victoria on Mahé Island. Due to its remoteness Aldabra has remained largely untouched by humans for the majority of its existence and it is home to the largest giant tortoise population in the world. Giant is the word for they can weigh up to 250kg, be 1.22 metres across and of great age.

Now that piracy has been reduced in this part of the Indian Ocean, traffic is likely to increase and it is envisaged that Aldabra will in time be part of an IMO Particularly Sensitive Sea Area or PSSA although the adoption process is lengthy.

With regard to the safety of navigation and aids to navigation provision the remoteness of the Seychelles is the biggest challenge. One aspect to be considered is the proposed alteration to Aldabra lighthouse optic to prevent the beam disturbing breeding tortoises.

The technical co-operation which took place with the visit was sponsored by the Light Dues Board of Peninsular Malaysia. Charts provided for the study were provided by the UK Hydrographic Office, the primary charting authority of the Republic of Seychelles.

An informative video on the IALA World Wide Academy project is to be found here: <https://tinyurl.com/2nkhc63m>

The IMO Digest

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

Illustrations per www.imo.org ©

IMO Secretary-General visits port of Odesa

IMO Secretary-General Kitack Lim notes Black Sea Grain Initiative implementation progress and the vital role of seafarers

IMO Secretary-General Kitack Lim has highlighted the significant progress on the implementation of the Black Sea Grain Initiative and critical role of seafarers in delivering global trade, during a visit to Odesa, Ukraine.

In Odesa, on 29 August, Secretary-General Lim was able to gain first-hand experience of the Black Sea Grain Initiative and hear how ship safety and port management is being implemented.

He commented: *'I appreciate the UN and all other stakeholders for the establishment of the Black Sea Grain Initiative and its excellent implementation. The initiative has paved the way to allow significant volumes of grain exports to move from three key Ukrainian ports in the Black Sea.'*



Secretary-General Lim boarded mv*Helga*, one of the ships inspected under the Black Sea Grain Initiative and approved to make passage to Odesa to pick up grains from Ukraine for export.

He added: *'I am deeply appreciative to see the strong commitment of the seafarers to support the Initiative. The safety and well-being of seafarers is my top priority. I am pleased that the designated maritime humanitarian corridor under the initiative is allowing seafarers to do their job and deliver vital foodstuffs.'*



‘IMO instruments, including the International Ship and Port Facility Security (ISPS) Code, underpin safe and secure shipping everywhere and especially through the Black Sea.’

The IMO Secretary-General was hosted by Mr Oleksandr Kubrakov, Minister of Infrastructure in the Government of Ukraine and the two had a fruitful discussion during the visit.

Since the start of the conflict in Ukraine, IMO’s priority has been to support the welfare of seafarers, recognizing that the need for international shipping to move freely and unhindered is critical to the continuous operation of global supply chains, for the benefit of all peoples of the world.

The Black Sea Grain Initiative specifically allows for significant volumes of foodstuffs. The Joint Coordination Centre has been established in Istanbul, with representatives from Ukraine, the Russian Federation, and Türkiye, under United Nations auspices, to coordinate the safe passage of ships of all flags.

As of 1 September, the total tonnage of grain and other foodstuffs exported from the three Ukrainian ports was 1,677,396 metric tons. A total of 146 voyages (78 inbound and 68 outbound) had been enabled by that date. IMO provided legal and technical expertise to the Joint Coordination Centre to initiate its work.

Procedures

Procedures for Merchant Vessels engaged in the Initiative are mandatory requirements pursuant to IMO’s International Convention for the Safety of Life at Sea (SOLAS) Regulation XI-2/11 and the International Ship and Port Facility Security (ISPS) Code, Part A, section 4.2 and Part B, section 4.26, and as a condition of port entry or departure to or from the Ukrainian ports.

IMO Circular Letter No.4611/Add.1 includes details of the operating procedures of the BSGI is available here: <https://tinyurl.com/bdfj7wss>

See also the Black Sea Grain Initiative website: <https://tinyurl.com/29222hbe>

The death of HM Queen Elizabeth II

Worldwide tributes

Tributes from the broad maritime community around the world were published on websites in the hours following the death of Her Majesty Queen Elizabeth II on the afternoon of 8 September.

Below we publish just three examples from the extensive text, illustrations and film we have seen in the vast library that is the World Wide Web.

United Nations

Secretary-General António Guterres expressed his deep sadness at the passing of Her Majesty.

As the UK’s longest-lived and longest-reigning Head of State, the 96-year-old Queen was widely admired for her grace, dignity, and dedication around the world, he said in a statement.

He added: *‘She was a reassuring presence throughout decades of sweeping change, including the decolonization of Africa and Asia and the evolution of the Commonwealth.’*

‘Good friend’ to the organization

Queen Elizabeth II was *‘a good friend of the United Nations’*, he said, recalling that she had visited New York Headquarters twice, more than fifty years apart.

‘She was deeply committed to many charitable and environmental causes and spoke movingly to delegates at the COP26 climate talks in Glasgow,’ recalled the UN chief.

Mr Guterres extended his sincere condolences to her bereaved family, the Government and people of the United Kingdom of Great Britain and Northern Ireland, and the wider Commonwealth of Nations.

‘The world will long remember her devotion and leadership,’ he concluded.

Her Majesty died during at what has been described as a fragile moment politically after Prime Minister Boris Johnson’s recent resignation. New Prime Minister Liz Truss travelled on 6 September to the royal castle in Scotland, to be formally asked by the Queen to form a government.

Mrs Truss became the fifteenth prime minister to hold office during the queen’s reign – the first was Winston Churchill. She acceded to the throne following the death of her father King George VI on 6 February 1952. She was crowned in June the following year.

IMO

Secretary-General Kitack Lim expressed his heartfelt condolences to the members of the Royal Family, the Government, the people of the United Kingdom of Great Britain and Northern Ireland, and the Commonwealth following the passing of Her Majesty.

He said: *‘It is with great sorrow and sadness that we have learned of the passing of Her Majesty Queen Elizabeth II. The entire Membership of the International Maritime Organization and the staff share the grief with deep sympathy at this difficult time.’*

‘I had the immense honour and privilege to meet Her Majesty here at IMO. Her genuine interest in shipping and maritime matters was remarkable.’

Dedication and service

The UK is the Host Country of the IMO. Her Majesty opened the new building of IMO in 1983 and also visited the Organization to mark its seventieth anniversary. Her Majesty unveiled a commemorative plaque and met the guests attending the event, including representatives of IMO Member States, inter-governmental and international non-governmental organizations, and IMO Secretariat staff.

Her Majesty's dedication and service will continue to inspire everyone and will always be remembered.

Trinity House

Trinity House, incorporated in 1514, is proud of its long-standing association with the Royal Family and has been honoured to welcome Her Majesty, who comes from a long line of sailor kings, to a number of Trinity House events over seventy years.



At the naming on the THV Galatea in London on 17 October 2007 HRH The Prince Philip, Duke of Edinburgh, Master of Trinity House, introduces to Her Majesty Rear-Admiral Sir Jeremy de Halpert, Deputy Master, with, at right, Captain Simon Robinson, the vessel's CO and Captain Duncan Glass, Director of Navigational Requirements, Trinity House.

After its near-destruction in the Blitz Queen Elizabeth opened the newly rebuilt Trinity House on Trafalgar Day (21 October) in 1953. HRH The Prince Philip, Duke of Edinburgh had been sworn in as an Elder Brother on 6 June 1952, and accompanied Her Majesty on the visit.

Another visit of note was Her Majesty's attendance at a luncheon at Trinity House on 4 December 1975, accompanied by HRH The Duke of Edinburgh and HRH The Prince of Wales.

In more recent times, Trinity House had the honour of inviting Her Majesty to name THV *Galatea* at a ceremony in the Pool of London in 2007, once again accompanied by HRH The Duke of Edinburgh in his role as Master of the Corporation.

At the ship's naming on 17 October that year Her Majesty commented: *'The Corporation of Trinity House has a great record of public service and of charitable benefaction. For centuries, its members have been the Good Samaritans of the sea. I should like to take this opportunity of telling all those who have ever been associated with our Lighthouse and Pilotage services how deeply I appreciate their work and their devotion to duty on which depends the safety of those who sail the seas around these islands.'*

Support and encouragement

Deputy Master Captain Ian McNaught marked the passing of Her Majesty with the following: *'We are proud of our long association with Her Majesty Queen Elizabeth and of our service to her through our Royal Charter. We are grateful to both Her Majesty and to the late Duke of Edinburgh for their*

support and encouragement over the decades, not just to Trinity House but to many other organisations providing safety for those at sea.

'Our thoughts and best wishes are with the family at this time.'

Illustration kindly provided by the Corporation of Trinity House
Corporation of Trinity House ©.

Preventing loss of containers in west and central Africa

Training on measures to prevent loss of containers was held in Accra, Ghana from 5-9 September for officials from nine west and central African countries.

These were: Cabo Verde, Equatorial Guinea, Gambia, Ghana, Guinea Bissau, Liberia, Nigeria, Sao Tome and Principe, and Sierra Leone.

This workshop was attended by officials from container terminals, port authorities, stevedores, local shippers and cargo forwarding agents, maritime administrations, the national competent authority for container safety, and authorities responsible for certification of weights and measures.



Ghana Maritime Authority

IMO ran the event with the Ghana Maritime Authority to support the full implementation of relevant requirements/recommendations, namely:

- Amendments to SOLAS regulations VI/2.4 to VI/2.6 regarding requirements for the verification of the gross mass (VGM) of packed containers (SOLAS VGM requirements), which entered into force on 1 July 2016.
- The IMO/ILO/UNECE CTU Code (MSC.1/Circ.1497) and the associated informative material (MSC.1/Circ.1498).
- The Due diligence checklist in identifying providers of CTU-related services (MSC.1/Circ.1531).

- The revised ISO 1161 (Series 1 freight containers – Corner fittings – Specifications) and ISO 3874 (Series 1 freight containers – Handling and securing) and
- Best practices for preventing the use of counterfeit refrigerants.

IMO-CARES Project gathers pace

The foundation phase of a project to bring stakeholders together from the global north and global south to tackle maritime emissions is moving towards its final stages, following a series of technical workshops across the Caribbean, Africa and the Pacific. This was reported by IMO on 12 September.

The body known as IMO Coordinated Actions to Reduce Emissions from Shipping (IMO CARES) will support coordination to accelerate demonstration of green technologies and their deployment globally in a manner that facilitates blue economic growth in developing regions.



The preparatory phase of IMO CARES is funded by the Kingdom of Saudi Arabia and undertakes all the preparatory activities to develop and design a sustainable global CARES programme, which is expected to be a long-term initiative.

Multi-stakeholder coalition

As part of the foundation phase, workshops were organized between June and August in collaboration with Maritime Technology Cooperation Centers for Caribbean, Africa and Pacific, part of a global network of MTCCs. Gathering feedback from stakeholders in the respective regions was a major step towards the establishment of a multi-stakeholder coalition with a view to the launch of the full IMO CARES Programme in 2023.

Building on the success of the workshops, meetings were undertaken with R&D Centres, international financial institutions, UN agencies and others to identify their needs and how stakeholders might collaborate under an IMO CARES framework.

In the words of Mr Essam Al Ammari, Permanent Representative to the International Maritime Organization for Saudi Arabia: *'Future advancements in maritime technical cooperation depend upon continued close collaboration between member states, the IMO, maritime organisations as well as financial institutions.'*

To learn more

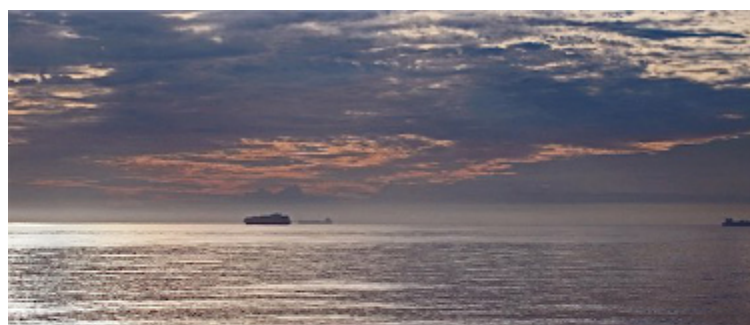
IMO CARES (Coordinated Actions to Reduce Emissions from Shipping) is expected to be a long-term programme with the objective to accelerate demonstration of green technologies and their deployment globally in a manner that facilitates blue economic growth in developing regions.

See also here: <https://tinyurl.com/2s3pawux>

IMO and regional training for Port State Control officers

Madagascar

The IMO Maritime Security (MARSEC) team organized a regional workshop for French-speaking participating countries on Port State Control (PSC) in Toamasina, Madagascar from 12 to 16 September. This was part of various activities under the EU-funded project on **Port Security and Safety of Navigation in Eastern and Southern Africa and the Indian Ocean**.

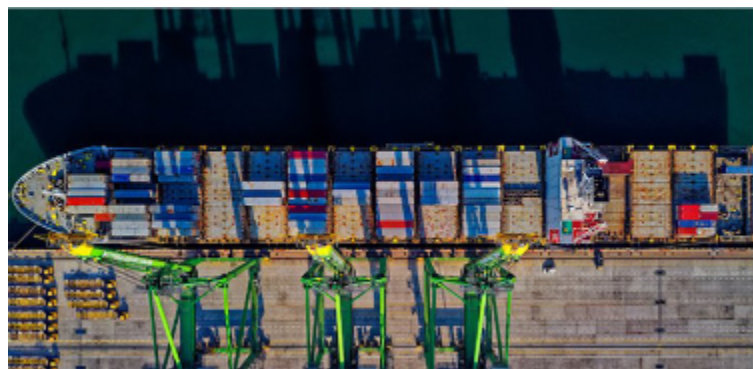


For more on this topic readers are invited to see here: <https://tinyurl.com/2p8bk47n>

Port facilities that link these waters require strong regional cooperation, robust maritime enforcement institutions, and rigorous compliance regimes, that adhere to international standards for safety and security.

In addition to the continuing activities delivered through the Global Maritime Security Integrated Technical Cooperation Programme, and the current technical assistance provided to Djibouti Code of Conduct signatory States, the IMO Maritime Security Section is embarking on a new programme of activities on Port Security and Safety

of Navigation in Eastern and Southern Africa and the Indian Ocean.



EA-SA-IO region and the 2050 Africa's Integrated Maritime Strategy

Under this project, IMO aims to assist participating countries to enhance maritime security and safety in the Eastern and Southern Africa and Indian Ocean region (EA-SA-IO) in line with the 2050 Africa's Integrated Maritime Strategy.

The September regional workshop, which was attended by ten Port State Control Officers (PSCOs) from Comoros and fourteen PSCOs from Madagascar, aimed to provide support aiming to increase the capacity and knowledge of PSCOs, including with respect to the application and control of compliance measures under the International Convention for the Safety of Life at Sea (SOLAS) chapter XI-2 and the International Code for the Security of Ships and of Port Facilities (ISPS Code).



There were nine participating countries including Comoros and Madagascar.

Targeted assistance

Delegates received direct targeted assistance at both the national administration and port facility levels, to ensure that capacities of safety of navigation authorities are strengthened in the Eastern and Southern Africa and the Indian Ocean region. In turn capacities of maritime

administrations and governmental agencies are thereby reinforced.

Mediterranean Sea

IMO and support to harmonize ballast water management procedures

A new initiative to support the prevention and control of marine biological invasions through ships' ballast water in the Mediterranean Sea has been initiated. This was reported by IMO on 23 September.

Developing harmonized procedures

It is understood that this initiative will focus on developing harmonized procedures for the uniform implementation of specific aspects of the Ballast Water Management Convention (BWM Convention) for which regional harmonization in the Mediterranean Sea region is essential.



We are aware that the BWM Convention requires ships to manage their ballast water so that harmful aquatic organisms and pathogens are removed or rendered harmless before the ballast water is released into a new location. This protects biodiversity and resources by preventing the spread of invasive aquatic species as well as potentially harmful pathogens.

Development of coordinated efforts

The aim of this initiative is to promote the development of coordinated efforts and management measures to address potentially harmful invasions of aquatic species throughout the Mediterranean Sea region. In particular, the project will address exemptions under regulation A-4 of the BWM Convention, including relevant regional protocols for port surveys and risk assessments, and the designation of ballast water exchange areas, while further aspects to be considered will also include sediment reception facilities, pre-arrival reporting procedures, contingency measures and additional measures under regulation C-1 of the BWM Convention.



This activity will also take into account relevant work carried out and practical experience gained in other regions (such as the North-East Atlantic and the Baltic Sea). It will involve various phases of consultations with the Contracting Parties to the Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean (Barcelona Convention).

Regional expert meeting March 2023, Malta

The resulting draft harmonized procedures are expected to be prepared by the end of the year and finalized following a regional expert meeting tentatively scheduled for March 2023 in Malta, with a view to subsequent adoption by the Contracting Parties to the Barcelona Convention.

The project is being supported by IMO's Integrated Technical Cooperation Programme (ITCP) through the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), in cooperation with the Regional Activity Centre for Specially Protected Areas (SPA/RAC).

An urgent need for redesign

An extract from Ship & Boat International eNews: July/August 2022

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www.rina.org.uk

Poorly designed enclosed spaces are proving to be actual death traps for seafarers and port stevedores alike – and, depressingly, these fatalities are dangerously close to becoming accepted as an ‘inevitable’ part of maritime and offshore operations.

The International Transport Workers Federation (ITF) has calculated that, since January 2018, 12 seafarers and 16 dockers have died in enclosed spaces, with causes of death including asphyxiation (due to low oxygen content), explosions and falls from heights (as a result of blacking out). Asphyxiation is a frequent ‘silent killer’: for example, the International Group of P&I Clubs reports that, of 83

deaths recorded in enclosed spaces between 2015-2020, 53% were caused by oxygen depletion.

The problem is typically portrayed as one affecting tankers, bulkers and offshore vessels, but smaller commercial vessels are not exempt. In August 2018, a fisherman died aboard the 56m pelagic trawler *Sunbeam*, operating in Scottish waters, while attempting to pump water from the aft centre refrigerated seawater (RSW) tank. This tank was found to contain the gas Freon, which had reduced the oxygen content to a mere 6% from the bottom of the tank to 1.5m upwards. A deckhand who entered the tank to rescue the casualty nearly passed out too, but fortunately managed to climb out in time.

Not everyone is so lucky: when assessing enclosed space fatalities, the phrase ‘trouble comes in threes’ tends to crop up. Although not a universal feature of these cases, it has been noted that many of these incidents result in three fatalities. Typically, a crew member will collapse in the tank or space, as a result of reduced oxygen and the presence of toxic gases; a second member of personnel will attempt to rescue this casualty, but also be overcome by the atmosphere; and a third observer will venture into the space to rescue both fallen colleagues, before also succumbing to the atmospheric hazard. In fact, class society DNV has estimated that more than 50% of enclosed space fatalities occur when one crew member is attempting to rescue another.

In addition to RSW tanks, machinery spaces and cargo holds, common onboard ‘danger zones’ include chain lockers, ballast and sewage tanks and duct keels. Consequently, there have been numerous industry calls to halt this epidemic, ranging from requests for naval architects to reconsider the design of these spaces and their access hatches, to the development of a new regulatory landscape. In January 2015, new SOLAS rules made safety drills for enclosed space operations mandatory and, from July 2016, SOLAS-compliant vessels must carry suitable on board gas detector kit. Yet, the safety breaches and tragic consequences continue.

No matter how often the industry discusses the problem, though, the death toll refuses to subside. Ship managers’ association InterManager, which has been collating statistics related to enclosed space incidents since 1998, recently made an impassioned plea for companies to record all enclosed space fatalities, following the deaths of two shore workers in a space aboard a cargo ship in May. One stumbling block is that these incidents are woefully under-reported, making it exceedingly difficult to get a full overview of the extent of the problem. At the very least, this patchy reporting makes the marine sector’s avowed commitment to safety seem like a bad joke.

More preventative measures are desperately required to prevent these incidents from occurring in the first place, InterManager secretary general Capt. Kuba Szymanski argues. Ship & Boat International asked Szymanski why these deaths keep occurring. Speaking frankly, he replied: “Because the shipping industry, right from the design board all the way to operational management, has created an unsafe environment. It did not keep stats, and drew

very odd conclusions – particularly the conclusion that it is the end user who is guilty of killing himself.”

InterManager’s statistics indicate that 104 shore workers and 51 seafarers have died in enclosed spaces since 1998 – and that’s not counting the two fatalities recorded in late June, just as Ship & Boat International was going to press. Szymanski explains: “When, in 2018, InterManager asked seafarers one simple question – ‘why do you kill yourselves in enclosed spaces?’ – nearly 5,000 seafarers responded, saying: 1) ‘Because I am confused with conflicting procedures, guidelines and regulations’; 2) ‘Because enclosed spaces are not designed for human beings to operate in’; and 3) ‘Because there is a lot of time pressure on us to do the job’. There were more points raised, but these three points amounted to 60% of all responses.”

The second response, regarding enclosed space design, is particularly illuminating, and one that some of our readers may not like to hear – but Szymanski believes that only so much blame can be apportioned to poor onboard safety management plans. “Naval architects are absolutely not trained in enclosed spaces, in comparison to seafarers who have been through numerous courses and drills – and who are extremely frustrated as they are being taught how to put a square peg into a round hole!” he comments. “Enclosed spaces, as designed today, pose enormous risk, and this is being ‘covered up’ by trying to teach seafarers how to overcome the design shortfalls.”

More pressure needs to be put on naval architects to design more usable, easy-to-access holds and entry points, Szymanski opines. “Risk should be ‘designed out’ of the equation,” he says, arguing that a “human-centric approach” is the course of action advocated by InterManager and its project partners. However, he concedes that current lack of sufficient incident reports means that some naval architects may simply be unaware of the frequency of enclosed space fatalities: it’s a vicious circle, where architects remain oblivious to the fact that their designs are putting seafarers at severe risk.

Ship & Boat International would be interested in hearing from any naval architects working to address this problem.

RINA is available here: hq@rina.org.uk

US making Africa’s waters safe

USS *Hershel ‘Woody’ Williams* is an expeditionary sea base assigned to the US Africa Command (AFRICOM) area of operations to conduct missions in the Mediterranean and the waters around East, South, and West Africa to include the Gulf of Guinea, operating with regional partners. Its crew consist of a mix of US Navy sailors and Military Sealift Command civilian mariners.

The vessel was in Cape Town at the end of August and has paid three visits to the port in eighteen months and at the beginning of last month, September, was in Walvis Bay, Namibia.

Wide range of operations

In April, the ship completed a deployment in support of US Naval Forces Africa, conducting a wide range of operations including counter-narcotics and combatting illegal, unreported, and unregulated fishing in the waters off of Africa’s Atlantic coast.



Maritime forces from Cabo Verde and Sierra Leone

During the deployment *Hershel ‘Woody’ Williams* operated with an embarked US Coast Guard law enforcement detachment as well as maritime forces from Cabo Verde and Sierra Leone. With the support of the embarked partner forces, US personnel were able to assist with law enforcement operations within each partner’s respective territorial waters.

Combined US-African team

The joint and combined US-African team conducted a counter-narcotics boarding of a fishing vessel, which resulted in the seizure of approximately 6,000 kilograms of suspected cocaine and transferred seven suspects to Cabo Verde officials.

Sierra Leone fisheries

Additionally, *Hershel ‘Woody’ Williams* and the embarked Coast Guard law enforcement detachment supported the interdiction of a fishing vessel illegally operating within the exclusive economic zone of Sierra Leone. The vessel and its crew were escorted into port and transferred to Sierra Leonean authorities.

Vice Admiral Kevin E Lunday, commander of US Coast Guard Atlantic Area commented: ‘*I am proud of the superior operations and mission outcomes by the crew of USS Hershel ‘Woody’ Williams. This collaboration between the US Coast Guard, US Navy, and our African partners highlights the capabilities of America’s maritime services and our ability to aid partner nations as they seek to build their maritime security and economic prosperity.*’

Coast Guard tactical law enforcement teams are made up of deployable law enforcement detachments, which provide specialized law enforcement and maritime security capabilities to enforce US laws across the full

spectrum of maritime response situations, as well as maritime security augmentation to designated elements of other US government agencies in support of Coast Guard, national security, and law enforcement operations in the maritime environment.



US common interest

The US shares a common interest with African partner nations in ensuring security, safety, and freedom of navigation on the waters surrounding the continent, because these waters are critical for Africa's prosperity and access to global markets.

Deployment of *Hershel 'Woody' Williams* by US Naval Forces Africa to Africa's Atlantic coast demonstrates a commitment to helping African partners of the US improve security. The ship is an expeditionary sea base, which is capable of conducting counter-piracy, maritime security, and humanitarian and disaster relief operations, as well as supporting a variety of rotary wing aircraft.

Acting as a mobile sea base, *Hershel 'Woody' Williams* is a part of the critical access infrastructure that supports the deployment of forces and supplies to support global missions.

In excess of 80 years' close co-operation

For over 80 years, US Naval Forces Europe-US Naval Forces Africa has forged strategic relationships with allies and partners, leveraging a foundation of shared values to preserve security and stability.

US Coast Guard Atlantic Area, headquartered in Portsmouth, Virginia, oversees all Coast Guard operations east of the Rocky Mountains to the Arabian Gulf, spanning across five Coast Guard districts and 40 states.

Illustrations: US Navy ©.

Building social support:

The impact of workgroup characteristics, the COVID-19 pandemic and informal interactions

This paper is by Dr Birgit Pauksztat of the Department of Business Studies, Uppsala University, Uppsala, Sweden and Dr Michelle R Grech of the Australian Maritime Safety Authority, Braddon, ACT, Australia. The latter is also at the University of Queensland, Brisbane, QLD, Australia.

The authors have informed us that this is a fourth academic article based on the data collected as part of their research project: *Seafarers' experiences during the Covid-19 pandemic*. It is reported that this has now been published in the journal *Work*.

It is understood that seafarers and others had very kindly taken the time to participate in the survey, or helped with distributing the surveys, or were interested in the results of the study, so the authors are delighted to be able to share these new findings as below.

Online version

The article at 15 pages is freely available as an online version here: <https://doi.org/10.3233/WOR-220020> where a pdf may be found.

Readers are welcome to share the link and the document with others who might be interested.

The article is about social support on board ship. The authors' previous studies showed that social support from colleagues on board ship was important for crew resilience and coping with the impact of the pandemic. In particular, seafarers who felt that colleagues on their vessel would be willing to listen and to help out reported lower fatigue, depression and anxiety. Given that social support is important, a key question then is: What can be done to facilitate the development of social support?

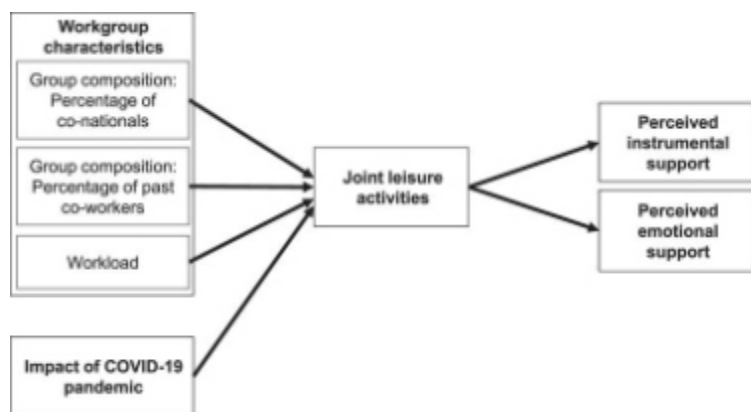
In this study, the authors look at the factors that contribute to the development of social support.

Their findings suggest that:

- I. Joint leisure activities with others on board during one's free time (such as chatting after a meal, having barbecues and celebrations, watching movies or TV together, doing sports together, making music, playing games, and so forth) are a key factor in increasing social support.
- II. High workloads reduced joint leisure activities – and hence social support.
- III. The impact of the Covid-19 pandemic also reduced joint leisure activities, and thus undermined social support.
- IV. Seafarers in diverse crews also reported fewer joint leisure activities, and hence experienced lower levels of support.

Authors' findings suggest that organizations can take proactive steps to foster the development of social support. At the end of the paper the authors discuss some of the practical implications and possible steps.

It is understood that the document was the last of the four articles that they had planned.



However they are currently exploring an idea for one further article, and perhaps there may be additional possibilities in the future (for example comparisons with data collected at other time points and in other settings). They expect to be able to advise whether there will be any future publications.

Abstract

Details below include the background, objective, method, results and conclusions in summary

Background

Social support from colleagues is a key resource for employees and organizations, with beneficial effects on performance, employee well-being and resilience. Although the importance of social support is well-known, the factors that help to build and maintain social support are not equally well understood.

Objective

This study analyses the impact of workgroup characteristics (that is to say workgroup composition regarding national diversity and tenure; workload) and the Covid-19 pandemic on employees' perceptions of instrumental and emotional support, and examines the mediating role of informal interactions.

Method

The study is based on responses from 382 seafarers to a cross-sectional online survey and evaluated using common formulas.

Results

Workgroup composition regarding national diversity had indirect effects on social support through informal interactions around social foci (here: joint leisure activities). High workload and pressure from the Covid-19 pandemic reduced interactions around social foci, thus contributing to the erosion of perceived social support.

Conclusions

The findings provide insights on the development of social support, suggesting that informal interactions provide an important mechanism for the development of social support at work.

From a theoretical perspective, this highlights the value of a relational perspective on the development of social support, a perspective that is based on the insight that social support is embedded in social relationships.

From a practical point of view, this indicates that organizations can proactively foster the development of social support through practices that shape workgroup characteristics and social foci.

US Coast Guard study

West Coast

Establishment of voluntary fairways to support safe navigation

Public comment requested

On 16 October it was reported by US Coast Guard Pacific Area in Alameda, California that the Coast Guard had requested public comment on the draft Pacific Coast Port Access Route Study known as PAC-PARS.

A Federal Register Notice of Availability for the draft PAC-PARS has been opened for comment. Comments and related materials must be received on or before 25 October 2022.

This is understood to be the first comprehensive evaluation of vessel traffic patterns that use Pacific coastal waters off the coasts of California, Oregon, and Washington.

The main goal of the PAC-PARS is to evaluate historic and future waterway usage to determine navigational risk and provide recommendations to uphold safety of navigation. To do this, the study examined vessel tracking data from the past ten years and considered environmental data, existing and planned offshore development infrastructure, and historical marine incident data among other datasets.

The Coast Guard also considered concerns and recommendations from key maritime stakeholders and members of the public. Prior to this public comment period, the Coast Guard received comments during two previous public comment periods spanning over 200 days.

To quote Lieutenant Commander Sara Conrad, activities chief for Coast Guard Pacific Area Port and Facilities: *'There has been significant growth of waterway use along the Pacific Coast; we are committed to maintaining a high level of navigational safety for all members of the maritime community. This draft study provides recommendations that facilitate safe vessel transits along the coast and connect to major port approaches in light of the increasing demand for use of our waterways.'*

Dynamic Mariner is a crisis-response exercise, held in conjunction with the Turkish Navy's Exercise Mavi Balina, which brings together twelve Allied nations off the coast of Türkiye.



Biggest ever

It is understood that this year's event included more assets than earlier similar exercises, facilitating increased interoperability between nations and enhancing operational readiness. NATO continue to work closely with Türkiye and other Allies and Partners to deter aggression and defend the NATO Alliance.

This exercise included fifty surface units, five submarines, five air assets (including maritime patrol aircraft and helicopters), 1,500 marines, and personnel, from thirteen NATO nations: Belgium, Bulgaria, Canada, France, Germany, Greece, Italy, the Netherlands, Poland, Romania, Spain, Türkiye, and the United States.

Illustration per USCG Pacific Area Public Affairs. USCG ©.

Standing NATO Groups

The exercise also involved Standing NATO Maritime Group 2 (SNMG2) and Standing NATO Mine Countermeasures Group Two (SNMCMG2), two of NATO's Standing Naval Forces on active duty that contribute to the Alliance's collective defence on a permanent basis.

In the words of MARCOM Deputy Commander, Vice Admiral Didier Piaton; of the French Navy: *'Dynamic Mariner is an incredibly important large-scale maritime exercise.'*

'This year's event includes more assets than ever before, facilitating increased interoperability between our nations and enhancing operational readiness. We continue to work closely with Türkiye and other Allies and Partners to deter aggression and defend the Alliance.'

Dynamic Mariner-Mavi Balina provided training in specific skills to include surface, air, anti-submarine warfare (ASW), anti-surface warfare (ASuW), mine countermeasures, amphibious, hybrid, and force protection operations.

Maritime strength

NATO's maritime strength lies in the ability of the Standing Forces and NATO Response Force (NRF) elements to integrate rapidly with high readiness, high capability national forces and task groups. Regular training between these groups is a force multiplier and provides a collectively trained and interoperable capability that NATO can confidently deploy.

The NRF is a highly ready and technologically advanced multinational force that comprises land, air, maritime and Special Operations Forces (SOF) components that the Alliance can deploy quickly, whenever and wherever needed.

Preventing conflict and war

Collective defence remains the Alliance's greatest responsibility and deterrence is a core element of NATO's overall strategy – preventing conflict and war, protecting Allies, maintaining freedom of decision and action, and upholding the principles and values for which it stands.

Headquartered in Northwood, NW London, NATO Allied Maritime Command (MARCOM) is the central command of all NATO maritime forces.

MARCOM's commander is the primary maritime advisor to the Alliance. As with its land and air counterparts (LANDCOM and AIRCOM), MARCOM reports to NATO's Allied Command Operations (ACO), located in Mons, Belgium.

Editor's note:

Text based on material kindly provided by

MARCOM Public Affairs Office

Illustrations provided by The Turkish Navy©

Black Sea Grain Initiative

To stabilize global food markets

The deal to export foodstuffs from Ukraine has helped bring down the prices of grains, cereals and oils. This was reported by UNCTAD in mid-September.

It has been made clear that the UN-brokered Black Sea Grain Initiative is reintegrating much-needed grains to global markets and contributing to bringing down prices of basic staples across the world.

This agreement was signed in Istanbul by the Russian Federation, Türkiye, Ukraine and United Nations on 22 July to help stabilize spiralling food prices worldwide and prevent a food crisis that could affect millions of people.

UN Secretary-General António Guterres announced the establishment on the same day of a Joint Coordination Centre to monitor implementation. It is hosted in Istanbul and includes representatives from Russia, Türkiye and Ukraine.



The first shipment of over 26,000 tons of Ukrainian food under the Black Sea Grain Initiative.

Photo: UNOCHA ©.

As of 12 September, the initiative had enabled over 2.7 million metric tons of grain and other foodstuffs to move from the Ukrainian ports of Odesa, Chornomorsk and Yuzhny (Pivdennyi).

The Food Price Index published by the UN Food and Agricultural Organization (FAO) showed double-digit percentage drops in the cost of vegetable oils and cereals in July and a further 1.9% fall in August.

It is understood that the UN will continue to work with all parties of the initiative to reintegrate Ukraine's agricultural supplies as well as the food and fertilizer produced by Russia into world markets – despite the war – to better tackle the global food crisis.

The Joint Coordination Centre

The initiative's success has been made possible by the commitment of all the parties who participate in the Joint Coordination Centre created in July 2022 in Istanbul under the auspices of the United Nations.

The Centre monitors the movement of commercial vessels to ensure compliance with the procedures and carry out inspections of vessels.

Ship fire *BBC Rhonetal*

Port Hedland, Western Australia

ATSB report

On 21 September the Australian Transport Safety Bureau (ATSB) issued safety recommendations to the managers and parent company of the cargo ship *BBC Rhonetal*, following an investigation into a fire in the hold of the vessel at Port Hedland, Western Australia the previous year.

BBC Rhonetal was alongside at Port Hedland on the morning of 25 March 2021 when a fire broke out in the lower cargo hold during hot work using a plasma torch to cut welded sea fastenings for cargo units in preparation for unloading them. The fire was not declared extinguished until three days later.



ATSB's transport safety investigation into the incident found this to be the tenth such fire on a ship managed under the same parent company in the past fourteen years, and the fourth investigated by the ATSB, identifying similar contributing factors.

In the words of ATSB Chief Commissioner Angus Mitchell: *'The ATSB's investigation found the risk of fire had not been adequately assessed by the crew prior to the commencement of the hot work.'*

'As a result, a continuous fire watch was not maintained, and proper precautions were not taken to sufficiently protect vulnerable cargo from catching alight.'

In its investigation the ATSB found *BBC Rhonetal's* managers had not effectively implemented the shipboard safety management system procedures to prevent the fire.

Mitchell added: *'The continuing incidence of fires on the cargo holds of ships while performing hot work highlights the importance of adhering to shipboard procedures and recognised safe work guidelines for hot work.'*

BBC Rhonetal's managers have advised the ATSB that procedures for hot work will be amended to better

describe the role of the fire watch, emphasising its importance in fire prevention. Fire watch requirements will also be integrated into the hot work permit procedure and additional equipment for the fire watch is to be distributed across the fleet.

The company also intends to undertake measures to educate shipboard crew on the amended procedures and the additional equipment, including through implementation of a training video.

In conclusion Mitchell said: *'While the ATSB considers the safety action proposed by the ship's managers in this case has the potential to address the hot work safety issue, no timeline has been provided for their implementation, and the ATSB has therefore issued a formal recommendation to the ship's managers, and the parent company.'*

'The ATSB is recommending the ship's managers, Briese Heavylift, and its parent company Briese Schiffahrts, take safety action to ensure safety management system procedures are effectively implemented on BBC Rhonetal and all other relevant ships across their fleets.'

'Ship operators and managers must ensure that their safety management system protocols for hot work are suitable and properly implemented on board their ships.'

'This requires regular verification that ships' crew understand and follow prescribed safe work practices for hot work.'

It is understood that an ATSB safety recommendation remains open until it is satisfied the responsible organisation has addressed the safety issue identified.

To read the AMSA report: *MO-2021-002 Fire on board BBC Rhonetal Port Hedland, Western Australia on 25 March 2021* readers are invited to see here: <https://tinyurl.com/msnhbnaj>

Material published here is kindly provided by the Australian Transport Safety Bureau, 2022 ©.

Statement by Rebeca Grynspan, Secretary-General of UNCTAD

Global Maritime Forum 2022 Annual Summit: Opening Session

New York

22 September 2022

The world again needs the shipping industry to brave the rough seas of crises, UNCTAD Secretary-General Rebeca Grynspan said on 22 September as she addressed the Global Maritime Forum's annual summit.

Speaking at New York's Brooklyn navy yard dubbed the 'can-do shipyard' at the height of World War Two, Ms Grynspan said maritime trade is facing an 'historic moment of crisis.'

The war in Ukraine has disrupted major shipping routes and supply chains. It has also triggered global food, energy and finance crises that have sparked record prices and could push tens of millions more people across the world into hunger and poverty this year.

Maritime transport has a key role to play in cushioning the blow, since ships carry over 80% of the goods the world trades – including most of the food, energy and fertilizers people desperately need right now.

Ms Grynspan lauded the work already done to help load and transport food and fertilizers from Ukraine under the Black Sea Grain Initiative brokered by the United Nations and Türkiye.

She said: *'I have seen you sail through literally mined waters. I have seen you work the ports in the middle of a war zone.'*

But she called on the maritime industry to redouble its efforts: *'There are rougher seas ahead, and we will need your bravery more than ever before.'*



Rebecca Grynspan (right) speaks to moderator Nicholas Davis at the annual summit of the Global Maritime Forum on 22 September.

UNCTAD picture ©

Bringing down food prices

Globally, a record 345 million people in more than 80 countries are currently facing acute food insecurity, according to the UN.

As of 12 September, the Black Sea Grain Initiative had enabled over 2.7 million metric tons of grain and other foodstuffs to move from the Ukrainian ports of Odesa, Chornomorsk and Yuzhny (Pivdennyi).

The UN points out that all the grain coming out of the three Ukrainian ports thanks to the initiative benefits people in need, as it helps to calm markets and limit food price inflation.

The initiative is succeeding in one of its key aims: bringing food prices down.

The UN Food and Agriculture Organization's Food Price Index showed double-digit percentage drops in the cost of vegetable oils and cereals in July and a further 1.9% fall in August

Ms Grynspan continued: *'The Black Sea Grain Initiative and the agreement for unimpeded access to Russian food and fertilizers are now proven concepts.'*

'But this is only a fraction of what can be done, and what the world needs for prices to come down to affordable levels for the developing countries, or for the world to have enough fertilizers to feed itself next year.'

Even though global food prices are falling, domestic prices in many developing countries are still going up as their currencies struggle to compete with a stronger US dollar, fuelled by rising interest rates.

Preventing lost sowing seasons

Ms Grynspan said the price of fertilizer – currently three times higher than the average during the previous decade – is particularly worrying since it's the top input cost for many small farmers around the world.

If farmers cannot afford or do not have access to the fertilizers they need, they will not be able to plant their crops.

Ms Grynspan reported: *'We have already lost a sowing season in West Africa because of this.'*

If the fertilizer market is not stabilized, the whole food supply system could be in trouble.

In conclusion she said: *'The food affordability crisis that we are dealing with today may become a food availability crisis next year because of the fertilizer issue if we do not intervene.'*

'We need more ships. We need bigger ships. We need you. The world needs you.'

'The seas are rough. Let us brave them together.'

15th Jubilee International Conference Marine Navigation and Safety of Sea Transportation

TransNav 2023

21 to 23 June 2023

Gdynia, Poland

Professor Adam Weintrit, Chairman of the TransNav Conference, Rector of Gdynia Maritime University and Editor-in-Chief of TransNav Journal has informed us of the above event.

The Conference is jointly organized by the Faculty of Navigation of the Gdynia Maritime University and The Nautical Institute.

Submission of papers

An electronic version of the paper in English shall be submitted to the website <https://transnav2021.umg.edu.pl> in MS Word and PDF format.

Papers are to be prepared according to editorial advice available here: transnav@am.gdynia.pl and should be sent to the Conference Office. The paper will be formatted according to TransNav Journal format by the TransNav team.

The official deadline for paper submission is 1 April 2023.

The conference fee for participants with the paper presentation will be €600. If you resign from active participation in the conference, the fee for the article to be published in the TransNav Journal will be €450.

Papers will be reviewed by the members of the Scientific Programme Committee. Qualified papers submitted on time will be published in subsequent issues of the quarterly TransNav, The International Journal on Marine Navigation and Safety of Sea Transportation (<http://www.transnav.eu>) in years 2023-2024 (in March, June, September and December issues). This journal is indexed by the following services: Scopus, Web of Science Core Collection - Emerging Sources Citation Index, EBSCOhost, Directory of Open Access Journals, TRID Database, Index Copernicus Journals Master List and others.



The reviewed texts of articles together with reviewers' comments will be dispatched to authors for possible changes and modifications, if any. A conference fee is required for the article to be published. It would be appreciated if the conference fee is paid before 1 May 2023.

Full papers will be peer-reviewed before acceptance, to maintain the quality of the final publication in order to meet the requirements of the academic and research community. The Conference will rely on its Committees as the main contributing body to the review process and acceptance of papers.

Potential subject matter

Professor Weintrit advises that there is interest in problems related to each form of Navigation, especially with regard to:

Marine Navigation, Inland Navigation, Pilot Navigation, Under Water Navigation, Land Navigation, Indoor Navigation, Urban Navigation, Personal Navigation, Precise Navigation, Astro Navigation, Aeronautical Navigation, Air Navigation, Satellite Navigation, Deep Space Navigation, Green Navigation, Ice Navigation,

Arctic Navigation, Polar Navigation, Weather Navigation, Tactical Navigation, Integrated Navigation, Alternate Navigation, Inertial Navigation, Autonomous Navigation, Multi-Sensor Navigation, Cognitive Navigation, Terrestrial Navigation, Radio Navigation, Radar Navigation, Electronic Navigation, and e-Navigation

The focus of the Transnav event is high-quality, scholarly research that addresses development, application and implications, in the field of maritime education and training (MET), nautical science, maritime safety management, maritime policy sciences, maritime industries, marine environment and energy technology.

Subjects of papers include telecommunications, electronics, robotics, computer engineering, astronomy, mathematics, GNSS, geodesy, GIS, cartography, hydrography, meteorology, command and control, psychology, operational research, maritime traffic engineering, risk analysis, theoretical physics, operation in hostile environments, instrumentation, mechanical engineering, ergonomics, port and ocean engineering, financial planning and law. Also of interest are logistics, transport and mobility.

It is understood that the conference will provide a forum for transportation researchers, scientists, engineers, navigators, ergonomists, and policy-makers with an interest in maritime researches.

On the website readers will be able to see the First Announcement.

The Conference Website: <http://transnav2023.umg.edu.pl> is open now.

Dual-fuel electric propulsion for LNG carriers

ABB and MAN collaboration

On 26 September ABB and German engine manufacturer MAN Energy Solutions announced that they had set a course to work together on helping a key segment of global shipping ease pressure from rising fuel costs and greenhouse gas regulations.

A Memorandum of Understanding, signed at September's SMM trade show in Hamburg, envisaged a dual-fuel electric plant concept based on MAN's new 49/60DF four stroke engine and ABB's Dynamic AC (DAC) system. It is understood that the concept will deliver the operational flexibility shipowners need to cut carbon footprint as well as fuel bills for carriers. In addition to the joint concept study, the scope of the cooperation covers sharing technical data as well as discussing interfaces and system integration, it was reported.

Dual-fuel engines have consistently offered shipowners a high efficiency route to cleaner fuel alternatives while also retaining the flexibility to switch to conventional fuels as required. MAN's latest 49/60DF four-stroke engine can run on LNG, diesel, biofuel blends and synthetic natural gas to provide fuel flexibility on the path to

decarbonization. In ABB's DAC concept, the electrical system combines the merits of conventional AC with the variable frequency which can adjust generator load to engine speeds, thereby optimizing total fuel consumption continuously. Installing an energy storage solution in the power plant will also add to improved fuel efficiency.

In the words of Elvis Ettenhofer, Head of Marine Four-Stroke – Region Asia Pacific, MAN Energy Solutions: *'Customers demand efficient and flexible propulsion systems to react quickly to changing market conditions and achieve the best utilization for their assets.'*

'This agreement represents an agile response from MAN and ABB, using our technologies to deliver a next-generation, Dual-Fuel, Electric+ (DFE+) propulsion concept. This technology will help customers to reduce their CO₂ footprint and fuel costs, and provide flexibility in operation. ABB's DAC system and global presence are an ideal match for our new four-stroke engine.'

Rune Lysebo, Head of Global Sales, ABB Marine & Ports added: *'Progressive regulations on emissions have called for continuous innovation in marine propulsion.'*

'To be truly future-proof, ships that are being built today need to be able to rely on flexibility in energy sourcing. The new power and propulsion system will be optimized for efficiency and compliance, and have the flexibility needed to achieve best performance.'

We have been informed that the new propulsion plant concept will be suitable for LNG carriers, FSUs (Floating Storage Units) and FSRUs (Floating Storage and Regasification Units).

A combined dual-fuel electric power and propulsion system could be installed with an energy storage solution to enhance load management or come coupled with ABB's Azipod® electric propulsion. MAN and ABB will also explore integrating fuel cells as the technology matures.

The IMO EEXI (Energy Efficiency Existing Ship Index) for existing ships and the CII (Carbon Intensity Indicator) reporting and rating regime will come into effect on January 1, 2023, representing a true starting point for global shipping's journey towards its 2030 and 2050 targets for reducing carbon emissions.

US Coast Guard cutter's international port call

Chennai, India

It was announced by the USCG from Chennai, India, on 21 September that Coast Guard Cutter *Midgett* had departed the port, Chennai, (formerly Madras) two-days previously following the crew's third international port call during their months-long Western Pacific deployment to the region.

Midgett's ship's company conducted bilateral in-port exchanges sharing expertise and best practices in Coast Guard missions with the Indian Coast Guard while in

Chennai, building upon the strong partnership between the two nations.

While in Chennai staff from the cutter visited with the US Consul General of Chennai, Judith Ravin, the Indian Coast Guard East Region Chief of Staff, Satish Kumar, the Indian Coast Guard District 5 Commodore and other local dignitaries.

Bi-lateral exercises underway

The cutter conducted bi-lateral underway joint exercises with the Indian Coast Guard just off the coast of Chennai, and these drills consisted of a search and rescue exercise, boarding of a target vessel, firefighting capabilities, and formation manoeuvring.

US Coast Guard Captain Willie Carmichael, CO of *Midgett* commented: *'The US Coast Guard has a longstanding commitment to our allies and partners in the Indo-Pacific.'*

'We spent the past four days with our Indian Coast Guard partners working to advance our capabilities and interoperability through meaningful human interactions with our likeminded partners who share similar values and a commitment to a free and open Indo-Pacific.'

Midgett is operating in support of United States Indo-Pacific Command, which oversees military operations in the region.

Operating under the tactical control of Commander, US 7th Fleet, the cutter's crew plans to engage in professional and subject matter expert exchanges with regional partners and allies and will patrol and operate as directed during their Western Pacific deployment.

Providing expertise

The US Coast Guard provides expertise within the mission sets of search and rescue; illegal, unreported and unregulated fishing; maritime environmental response; maritime security; maritime domain awareness; aviation operations; interoperability; and humanitarian assistance and disaster relief.

As both a federal law enforcement agency and a branch of the armed forces, the Coast Guard is uniquely positioned to conduct security cooperation operations in support of combatant commanders on all seven continents. The service routinely provides forces in joint military operations worldwide, including the deployment of cutters, boats, aircraft and deployable specialized forces.

The US Coast Guard has a 150-year enduring role in the Indo-Pacific region. The Service's ongoing deployment of resources to the region directly supports US foreign policy and national security objectives in the Indo-Pacific Strategy and the National Security Strategy.

Since 2019, the Coast Guard Cutters *Bertholf*, *Stratton*, *Waesche* and *Munro* have each deployed to the Western Pacific.

Commissioned in 2019, *Midgett* is one of two Coast Guard legend-class national security cutters homeported in Honolulu.



Crew of USCG *Midgett* here visiting Chennai, greet their Indian opposite numbers during Western Pacific Patrol 2022.

Photo by Petty Officer 2nd Class Steven Strohmaier, US Coast Guard Pacific Area.
USCG ©

The National Security cutters

National Security cutters are 418-feet loa, 54-feet wide, and have a 4,600 long-ton displacement. They have a top speed in excess of 28 knots, a range of 12,000 nautical miles, endurance of up to 90 days and can hold a crew of up to 170.

Midgett is the second cutter named after all of the members of the *Midgett* family members who have served in the US Coast Guard, US Life Saving Service and other predecessor life-saving services.

National security cutters feature advanced command and control capabilities, aviation support facilities, stern cutter boat launch and increased endurance for long-range patrols to disrupt threats to national security further offshore.

Inchcape's new Guam office

Growth on back of robust post-pandemic volumes

Having recently reopened its office on the strategically-located Pacific island after a three-year hiatus using a partner agent, Inchcape Shipping Services resumed direct control over all operational matters, delivering even better service for customers while also looking to expand its service scope.

Inchcape had a permanent presence in Guam since the 1990s but opted to close its office on the Pacific island in 2018.

In the words of Ajay Dattaram Bhosle, Inchcape Area General Manager in Singapore: *Given the volume of business in Guam at that time, it made better financial sense to use a partner agent instead. However, the uptick in volumes after the pandemic justified the move to reopen. Another key reason is that our customers*

universally want Inchcape to handle their ships, not a third party.'

Inchcape's Asia-Pacific ROC (Regional Operations Centre) in Singapore has overarching responsibility for operations in Guam as well as the Philippines, Myanmar and Federated States of Micronesia (FSM). Bhosle added: *'However, in future as we grow the team in Guam, they will become the monitoring and communications control point for FSM as well.'*

Supporting military logistics

Guam is strategically very important as a US territory, with increasing activity at two military bases on the island, a US Navy base and a USAF base.

Operations Manager Ariel Dumapit commented: *'That means we're handling more calls by logistics and naval ships. Another steady business is the MR tanker Sophia, which calls regularly at Guam. We also handle a smaller tanker distributing fuel onwards to Palau.'*

The Guam office provides all the usual port agency services but can also deliver more complex services leveraging Inchcape's unrivalled global network. Dumapit added: *'Our main business is supporting the military vessels and tankers, as well as car carriers bringing a growing number of new and used vehicles from Japan. We also follow ships up to Saipan and Tinian, our neighbouring Mariana islands to the north.'*

Expansion planned

Dumapit said the Guam office plans to grow its service reach and grow organically. Most future business will likely be related to military movements. They also want to grow its footprint in project work. He said further: *'We are also targeting the cruise market as tourism picks up.'*



Tugs attend a product tanker in the deep-water Port of Guam.

Photo: Inchcape©.

'I recently met with the Guam Port Authority and representatives from a leading Japan-based cruise line for a tour of the port and a presentation of how we handle cruise ships. The government is also engaged in

upgrading the port so everything will look nice when the first cruise arrives, which we expect around New Year.'

About Inchcape Shipping Services

Inchcape Shipping Services is a global provider of port agency and maritime services, with 245 offices in 60 countries and a team of 3,000 professional and dedicated staff.

The diverse global customer base includes owners and charterers in the oil, cruise, container and bulk commodity sectors, as well as naval, government and inter-governmental organisations.

ClassNK AiP for Ammonia Bunkering Vessel by NYK Line

At the end of September it was announced from Tokyo by ClassNK that it had issued an Approval in Principle (AiP)* for an ammonia bunkering vessel (ABV) developed by Nippon Yusen Kabushiki Kaisha (NYK Line). This is understood to be the Society's first AiP for ABVs.

Ammonia is expected to be used as a ship fuel for decarbonisation since it does not emit CO₂ when burnt. Meanwhile, adequate safety measures are imperative as it has been pointed out that ammonia is toxic to humans and corrosive to materials. ClassNK has been involved in projects aiming for zero-emission ships using ammonia fuel in terms of safety assessment, and has issued its *Guidelines for Ships Using Alternative Fuels* as a necessary standard to minimize the risks related to ammonia-fuelled ships for the ships, crews, and environment by stipulating requirements for installation, controls, and safety devices.

The ABV developed by NYK Line will be used as a bunkering vessel for ammonia-fuelled vessels, which are expected to be widely used from the late 2020s. The company has developed its own design drawings, and introduced a method of creating 3D models linked to the drawings at an early stage of concept design. This is typically carried out at the detailed design stage after the shipbuilding contract. This enables the naval architect to draw up specifications that incorporate sufficient safety measures for ammonia hazardous areas and escape routes based on risk assessments (HAZID: Hazard Identification Study).

ClassNK carried out the design review of the ABV being developed by NYK Line in line with its Part N of Rules for the Survey and Construction of Steel Ships incorporating the IGC Code.

On conforming to the relevant rules, ClassNK issued the AiP for the design concept of the vessel. In the Society's AiP drawing approval process, 3D models were partly used for the first time as an alternative to 2D drawings, and the role of 3D models in development projects has been greatly expanded.

ClassNK will actively continue to take part in advanced initiatives toward decarbonisation and also support decarbonisation of the entire maritime industry by incorporating knowledge gained through collaboration

with other players and having regard to rules and guidelines.

*AiP Approval in Principle (AiP)

At the initial stage of designing or before the specific target ship to be implemented is decided, the design is examined based on the existing regulations such as international conventions and ship classification rules, and an Approval in Principle (AiP) is issued as proof of conformity with requirements.



3D model of an ammonia bunkering vessel.

Illustration courtesy of NYK Line. NYK ©.

It also prevents rework of regulatory aspects in the post-process, shortens the examination time at the time of class registration, and can be used as a technical basis for external appeal of the design status.

Viking Polaris delivered

From Ålesund on 27 September it was announced that VARD had delivered *Viking Polaris*, the second of two ice-strengthened expedition vessels to Viking.

Completed at Vard Søviknes in Ålesund, Norway, *Viking Polaris* represents an excellent and innovative way to explore the world's most remote destinations and is specifically geared for adventure cruises in polar destinations.



Viking Octantis, was delivered from Vard Søviknes on December 2021.

The vessel with an loa of 205 metres and a beam of 23.5 metres, was designed and developed for comfortable expeditions in Antarctica and North America's Great Lakes. The vessel hosts 378 guests in 189 staterooms.

General Manager for Business Unit Cruise at VARD, Attilio Dapelo, commented: *'Together with her sister, Viking Octantis, Viking Polaris is an amazing and unique ship that represents innovation and development of the cruise segment for both Viking and VARD.'*

'Both vessels are over 200 metres long and the largest vessels built by VARD so far and once again confirm VARD's capabilities to build excellent vessels at the highest standards of cruise ships. I am grateful to everyone involved in the project for being dedicated to their tasks and to the commitment to deliver Viking Polaris on time and with high quality's levels. A special thanks to Viking for the trust and for the excellent, fruitful, and continuous cooperation all along the designing and building process.'

Viking Polaris is an ice-strengthened Polar Class 6 vessel with a longer hull, straight bow, and fin stabilizers to provide the calmest possible passage in remote regions. The U-tank stabilizers will significantly decrease rolling when the ship is stationary, it is claimed. The hull is built at Vard Tulcea in Romania. Vard Tulcea has also partly outfitted the ship.



Viking Polaris at VARD Søviknes.

Yard director at Vard Søviknes, Arnt Inge Gjerde added: *'We are proud to deliver the second ice-strengthened expedition vessel to Viking.'*

'The vessel is fantastic, and with a very high standard. Considering the sistership effect, and that we brought the synergies from the first vessel, we are very satisfied with the result. Viking Polaris is equipped with the latest technology and automation systems, all commissioned and tested by VARD in a very close cooperation with Viking. Our inhouse competence in innovative design and technology, executed at our yards through all the steps in the process, is a huge strength which is supported by our owner Fincantieri.'

VARD signed the Letter of Intent (LOI) for the two cruise vessels with Viking in April 2018. The contracts for the vessels became effective in July 2018.

Viking Polaris was delivered from Vard Søviknes on 27 September. The float out ceremony took place in Vard Tulcea on the Danube, in July 2021. The vessel arrived Vard Søviknes in Norway on 22 January this year for further outfitting, testing and finalisation.

Improved maritime safety in the Arctic

Nordic Navigators speak

At a joint meeting of the Nordic navigator unions (Nordic Navigators), the six organisations agreed on developing specific policy goals to create a safer Arctic maritime space.

Hans Sande (Norway), who was elected new president of the group for the coming two years, commented: *'Traffic continues to increase in the Arctic, but the safety requirements and support has not kept up.'*

'We all agree that this could spell trouble for the environment, for our members and passengers of ships in the Arctic, and we must work jointly to remedy the situation.'

Changing climate, with longer summers and less ice, is likely to lead to further increase in traffic over the coming years.



Captain Hans Sande at Nordic Navigators Meeting

Compounding the issue is the geopolitical climate, where Russia, with its significant Arctic presence, has been left out in the cold due to the invasion of Ukraine. This political situation is likely to hinder agreements on key Arctic issues, such as environment and safety.

Seeking partners

The initiative for the Nordic Navigators to work jointly on Arctic safety was proposed by Danish Maritime Officers (DMO), which is also heading the policy development.

Jens Marquard Sørensen, president of DMO, reflected: *'We will look at how the Polar Code is implemented in our respective countries and take into account initiatives on Arctic safety already developed by other maritime stakeholders, such as the Norwegian SARINOR project, among others, with the aim of developing specific policy'*

goals and seek out partners within the maritime industry who share our concerns about Arctic maritime safety.'

The proposal includes improvements of the necessity of survival equipment and clearly defined zones where each country has responsibility for safety and search and rescue. Further, implementation and monitoring of existing regulations are important aspects to be considered.

Joint meeting 2023

The outcomes of the work will be presented to the Nordic maritime authorities at a joint meeting in Copenhagen in January 2023.

The biannual meeting of the Nordic Navigators was held in Iceland in late August.

The Nordic Navigators consist of Lederne Søfart (Denmark), Norsk Sjøoffisersforbund (Norway), Félag Skipstjórnarmanna (Iceland), Føroya Skipara - & Navigatørfelag (Faroe Islands), Finlands Skeppsbefälsförbund (Finland) and Sjöbefälsforeningen (Sweden).

To read the full Joint Declaration readers are invited to see here: <https://tinyurl.com/5fkfwscm>

Leading for safety: a guide for leaders in the maritime industry

On 28 September the (UK) Maritime and Coastguard Agency (MCA) issued the online guidance publication: *Leading for safety: a guide for leaders in the maritime industry*.

This guide aims to help leaders and senior officers in the maritime industry improve their leadership and people management skills in order to ensure safe operations.

It contains tips and best practices for ten core leadership qualities for effective safety leadership, split into four categories:

- Confidence and authority;
- Empathy and understanding;
- Motivation and commitment and
- Openness and clarity.

Why this guide is needed?

There is well-established research both in the maritime and other hazardous industries that confirms the huge impact of leadership on the safety of operations.

While the International Safety Management (ISM) code has been a major step forward in improving safety standards, its effectiveness depends heavily on how leaders approach its implementation. This in turn depends heavily on the skills and qualities of leaders – both at sea, at the ship-shore interface, and on-shore.

Virtually all maritime leaders want to do their best for safety, this is not in doubt. But sometimes real life makes things difficult – time pressures, economic constraints and everyday circumstances sometimes seem to conspire against good safety leadership.

This guide is based not just on theory but also on real life, including consultation with over 65 seafarers and shore managers about everyday safety leadership challenges.

It will be seen that some of it is common sense, but nearly everyone can benefit from a reminder.

How to use this guide

MCA suggests readers work their way through the guide and consider how each piece applies to them. One could also ask a colleague or a subordinate to provide feedback on how well you, the reader, is doing and how he or she could improve.

MCA hopes that readers keep the guide for future reference.

What matters, however, is how leaders behave in everyday situations. Ships' crews will draw inferences about safety leadership based on what they see their leaders do and what they hear them say, far more than what might be declared in a speech or a written communication.

Where to go for more information

Readers are informed that more can be learnt at the same time as they can provide feedback on this guide by contacting the UK's MCA Risk, Analysis and Prevention Branch in Southampton by telephone on: +44 (0) 23 8032 9100.

The fifteen-page guidance *Leading for safety: a guide for leaders in the maritime industry* is available here: <https://tinyurl.com/2p93h4af>

Bulk carrier *Mona Manx*

at Puerto Ventanas, Chile on 26 August 2021

UK MAIB Interim report

Investigation of fatal accident during mooring operations

At 0836 on 26 August 2021, the second officer on board the Isle of Man registered bulk carrier *Mona Manx** was fatally injured when he was struck by a recoiling mooring line during berthing operations at Puerto Ventanas, Chile.

The line had become entrapped in way of a fixed shoreside fender and suddenly

released without warning as the vessel moved astern alongside the berth under engine control. The line recoiled with a vertical component, striking the second officer's head and knocking him unconscious. A nearby able-bodied seaman immediately reported the accident to the bridge team and the pilot, who was on the bridge, called for an ambulance. At 0842, the shoreside medical team arrived on board and declared the second officer deceased at 0850.

As the full investigation report will not be published within twelve months of the accident date, the interim report on which this article is based has been published under the



Mona Manx

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Investigation

This investigation was carried out by the UK Marine Accident Investigation

Branch (MAIB) on behalf of the Isle of Man Administration in accordance with the Memorandum of Understanding between the MAIB and the Red Ensign Group Category 1 registries of Isle of Man, Cayman Islands, Bermuda and Gibraltar.

The MAIB's investigation has considered the identified aspects of the accident to determine the causes and circumstances of the fatal injury to the second officer. These include the assessment of the risks associated with the intended mooring operation and the available operational guidance for such activities.

Continuing action

We understand from the interim report issued at the end of September that the MAIB investigation is complete and a draft report is being prepared and will be distributed to stakeholders for a 30-day consultation period in due course.

**Mona Manx, Class NKK; built 2017; 199.99metres loa; 35,606 gt.*

Editor's note.

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From the IFSMA Office

Readers will have seen the announcement in the Secretary General's Report on the Shipmasters and Chief Engineers Legal Indemnity Insurance for members. There follows a summary of what is offered.

Summary.

The policy of insurance shall be for the benefit of the nominated Ship Master and Chief Engineer and deemed thereafter to be the assured and shall remain in force throughout the currency of the policy whilst the assured is performing his or her duties as a Ship Master/Chief Engineer whilst officially assigned to a vessel.

The policy shall be in the name of "THOSE MEMBERS FROM TIME TO TIME OF THE

(name of IFSMA Member Association)" and those members' as scheduled thereafter deemed to be the assured.

Invoicing of premium shall be for the account of "(name of IFSMA Member Association)" The insurance shall provide for the following:

Section A. LOSS OF INCOME/LEGAL DEFENCE

- In the event an assured being involved in an incident or an occurrence which results in the State licencing being revoked, suspended or down-graded (demotion) or any threat thereof by any authority with jurisdiction, Insurer's shall provide the assured with the legal defence costs to protect the State licence up to a maximum of Euro 1 million,
- in criminal proceedings brought against a Master by any authority with jurisdiction and which has the power to recommend revocation, suspension, down-grade of the assured's State licence.
- compensate the assured in the event the State licence is successfully revoked and shall pay the assured loss of the annual remuneration, up to a maximum of Euro 100,000 for a period of no more than 12 months. In the event of the State licence being suspended but thereafter reinstated or down-graded, insurers shall compensate the assured for the partial loss of annual remuneration for the duration of the suspension or, in the event of down-grade the difference between the former and the latter annual remuneration,
- actual loss of annual wages, salary or remuneration (for a maximum period of no more of 12 months) from the date his or her Master's State licence is suspended, downgraded, withdrawn or revoked by reason of the Master being detained or imprisonment or whose liberty is restricted under conditions of bail whilst awaiting legal proceedings or whilst serving a custodial sentence.

Payment for loss of income will be paid monthly from the date the Masters licence is revoked, suspended or downgraded or from the date the Master is detained or imprisoned. The amount paid each month will be the average monthly wages earned by the insured during the 12 months immediately preceding the event. If the Master's licence is downgraded, the amount

payable will be adjusted to take account of any actual earnings.

Section B. CIVIL LIABILITY AND DEFENCE.

The POLICY will indemnify the assured and pay the legal cost in defence of any claim for damages which the assured may become legally liable to pay resulting from;

- physical loss or damage to the vessel and/or physical damage to any property not belonging to them aboard the vessel to which the assured is assigned,
- liability arising from physical loss or damage to any third-party property, including fixed and floating objects caused by the vessel to which the assured is assigned,
- liability arising from death of or bodily injury to any third-party including persons aboard the vessel to which the member is assigned.
- actions brought against the assured by an authority with jurisdiction for any breach or alleged breach of the prevailing Merchant Shipping Laws of a Nation.
- action brought against the assured for any breach or alleged breach by an authority with jurisdiction of International Law,

DEFENCE COSTS incurred defending the assured in any criminal investigation or prosecution arising from;

- a sudden and accidental pollution incident which arises in violation of any prevailing State Laws,
- damage to third party property,
- death or bodily injury to any third party.

Policy Exclusions

This POLICY does not cover:

- any intentional act or omission or wilful breach of duty or conduct of a reckless nature;
- any dishonest or criminal act by the member.

N.B. A criminal act will not be deemed to include Misconduct by a Master as defined under the prevailing Merchant Shipping Laws of any Nation unless such misconduct was caused by an exclusion contained herein or the insured member being engaged in a criminal enterprise;

- the member abusing or having abused, or being under the influence of alcohol, drugs or controlled substances, other than drugs legally and appropriately prescribed by a qualified medical practitioner and appropriately used by the assured,
- any employment dispute,
- the assured's insolvency, bankruptcy, refusal or inability to pay.

The policy provides a Global network of Admiralty and Maritime solicitors available 24/7

The policy is subject to a Combined Single Limit of Euro 1million for all claims irrespective of the Section of the policy under which the claim falls.

The annual premium shall be Euro 300 per capita, per annum subject to confirmation that no incidents have occurred which might have given rise to a claim under the policy during the past 3 year. Underwriters shall reserve the right to decline to quote or adjust the premium upward should it prove there has been a particularly adverse frequency of incidents.

There shall be an annual adjustment of the annual premium within 60 days of the expiry of the policy year and an endorsement shall be processed to reflect any additions or deletions of named members throughout the policy period, upon which a pro-rated additional or return premium shall apply and processed in accordance.

The above summary is not exhaustive, the full policy conditions should be consulted before taking advantage of the IFSMA Legal Insurance being offered.

For further details contact IFSMA HQ at hq@ifsma.org

For earlier editions of the IFSMA Newsletter please visit the IFSMA website, details will be found at top of page 2.