Number 95 December 2025

IFSMA NEWSLETTER

The Shipmasters' International Voice

Uncontrolled launching of fast rescue craft
Passenger ferry *Lord of the Isles*

MAIB Accident Report

See story on page 17

UNITY FOR SAFETY AT SEA
IFSMA

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Secretary General's Message

Firstly, I would like to introduce myself. My name is Captain Andrew 'Andy' Cook and I have the pleasure in taking over the Secretary General role at IFSMA.

I join IFSMA at a time when there is a lot of change in the industry. As reported in November, the discussions on IMO's Net-Zero Framework were postponed for another twelve-months. However, the drive to achieve reduced carbon emissions in the industry will continue; although at the present time, we have more questions than answers.

In this month's edition, it is reported that Houthi militia terrorist attacks on shipping in the Red Sea region could stop. Potentially, this could cause an increase in the number of vessels transiting the Suez Canal. This would save costs for ship owners as they avoid the long southerly route around South Africa. In turn, if vessel numbers transiting the Red Sea increase, the threat from Somali hijackers could also increase. We also see more vessels being targeted as part of geo-political conflicts where seafarers' lives are placed at risk. IFSMA will be monitoring this very closely, as the safety of seafarers onboard all affected vessels must remain the single biggest priority.

Internally at IFSMA we are continuing our work on developing the website and the use of social media. In order to effectively provide guidance at IMO meetings, we need to understand the views of our members and their Shipmasters. Our aim is to improve the way we communicate, so we can hear your voice and keep you updated.

As you are very aware, Commodore Jim Scorer is retiring this month after a long career afloat and ashore and having successfully driven IFSMA forward for the last ten years. I am sure we will need to lean on Jim's experience in 2026 but I would like to take this opportunity to wish him and his wife Fiona, all the very best as their next chapter begins.

On behalf of he Executive Council and our Secretariat I send all our members, ashore and afloat, festive greetings for the weeks ahead. May you all have fair winds and following seas in 2026.

From the News Editor

Hold fire: Bulk carrier *Altay*

Loading scrap metal

Synopsis

On the morning of 27 June 2025, the Marshall Islands-registered bulk carrier *Altay* (Class: Bureau Veritas; 119.95 metres loa; 5,222gt; crew 14) from Amsterdam was loading scrap metal into its aft cargo hold at Albert Dock, Hull.

At 0948, the master observed smoke rising from the cargo and immediately activated the general alarm and called for the shore grab operator to discharge cargo to remove or expose the source of the fire. Meanwhile, the crew mustered and prepared firefighting equipment.

Noxious cloud caused by cargo fire.

By 0958, two firefighting teams had proceeded to the aft cargo hold to apply water from the port and starboard sides. Additionally, other crew members cleaned the hatch coamings ready for the hatch covers to be closed if necessary. Ashore, the terminal supervisor called the emergency services.

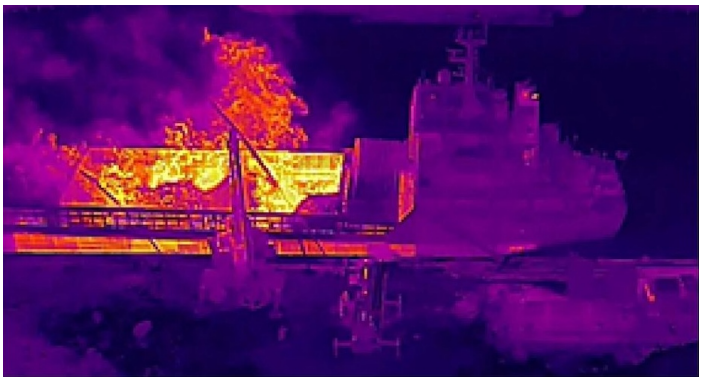
At 1030, several shore fire and rescue service appliances arrived and, after coordinating with *Altay*'s master, started firefighting. *Altay*'s crew evacuated the vessel and, from the quayside, the master and chief officer monitored the vessel's draught and checked the vessel's stability was not compromised by water from the firefighting.

The smoke and continuously evaporating water created a noxious cloud that drifted over the local area (***see illustration here***). At 1215, the fire and rescue service issued a safety alert advising nearby residents and businesses to close windows and doors and remain inside. Consequently, several businesses and two main roads were temporarily closed.

The fire was extinguished in the early hours of 28 June. There were no injuries and there was no loss of life. Over several days, *Altay* discharged the contaminated firefighting water from the hold into road tankers for disposal. The scrap cargo was discharged and surveyed to check its composition. On 14 July 2025, the ship was surveyed for damage. Significant heat damage was found to structural steelwork in the aft cargo hold. The Maritime and Coastguard Agency attended and permitted *Altay* to leave port on 27 July and proceed to a drydock in Turkey for repairs.

Findings

The fire was likely caused by an undischarged battery or other ignition source, causing a spark during loading that ignited combustible material in the scrap cargo.



Infrared picture of cargo fire on Altay.

The scrap cargo had been collected from several sources and the recipient company, The Griffiths Group Limited, expected its suppliers to screen their product to remove hazardous material such as combustibles and batteries.

Deliveries of scrap cargo to Hull were visually checked on arrival. There was no additional sorting and screening facility to ensure that contaminants were not present.

The cargo had been classified as group C (**See footnote** [1]) scrap metal under the International Maritime Solid Bulk Cargoes (IMSBC) Code, which did not require the shipper to declare hazard identification and cargo composition. However, the scrap cargo contained hazardous impurities, including batteries, oil drums, and oily residues, which posed a fire risk.

Actions taken

Altay's operator, Beyaz Denizcilik Ltd Şti, has:

- Arranged repairs to the vessel.
- Highlighted to its crews the importance of cargo loading monitoring and cargo pre-loading inspection.

The owner of the cargo loading facility, The Griffiths Group Limited, ceased trading following the incident.

[1]The IMSBC Code classified scrap metal cargoes into three groups:

Group A – cargoes that could liquefy if shipped above their transportable moisture limit.

Group B – cargoes that possess chemical hazards (e.g. self-heating, toxicity).

Group C – cargoes not classified as group A or group B hazards, including most conventional scrap metal unless contaminated.

Editorial note:

Text here based on UK Marine Accident Investigation Branch (MAIB) Completed preliminary assessment (PA) summary 2/25: Altay and reproduced with grateful thanks.

Illustrations by courtesy of Humberside Fire & Rescue Service © with grateful thanks.

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 as a source and copy-right holder.

Material used here with grateful thanks IMO ©.

Pacific States

Harmonizing ballast water management procedures

Countries across the Pacific are joining forces to protect marine ecosystems from invasive aquatic species through more effective management of ships' ballast water[1].

Broad representation

A regional workshop and expert meeting, held in Nadi, Fiji, from 28 to 31 October brought together over 30 representatives from maritime authorities[2], biosecurity experts, and regional partners to align implementation of the Ballast Water Management (BWM) Convention.

Standards

The BWM Convention[3] helps ensure ships manage their ballast water to a certain standard to prevent the spread of harmful aquatic organisms and pathogens, a key step in safeguarding Pacific biodiversity and livelihoods.

Australian support

With the support of in-kind expertise provided by the Australian Government's Department of Agriculture, Fisheries and Forestry (DAFF), under a Memorandum of Understanding between IMO and the Australian Maritime Safety Authority (AMSA), the meeting advanced the work towards a harmonized regional framework consistent with the BWM Convention's provisions. The initiative aligns with DAFF's Pacific Biosecurity Strategy 2022–2027[4].

Procedures drafted

Over the four-day event, participants refreshed their knowledge of the Convention, shared national experiences and circumstances, and reviewed draft regional harmonized procedures developed by IMO and DAFF. Once finalized, these harmonized procedures will help countries across the Pacific apply consistent practices and strengthen compliance monitoring and enforcement.

The support to the region was particularly timely, as Vanuatu recently ratified the Convention and the Solomon Islands announced their intention to deposit its instrument of accession during the upcoming 34th session of the IMO Assembly (currently underway from 24 November to 3 December. This further increases the already high proportion of Parties in the region.

Gender equality

In line with IMO's commitment to gender equality, representatives from the Pacific Women in Maritime Association (PacWIMA)[5] and its national chapter Women in Maritime Association Fiji (Fiji WIMA) shared insights on empowering women and promoting gender perspectives in the Pacific region in connection with BWM. Opportunities for future collaboration were identified.

Fiji Government hosted

The workshop and meeting were hosted by the Government of Fiji, through its Maritime Safety Authority, and delivered with support from the Secretariat of the Pacific Regional Environment Programme (SPREP)[6] through IMO's Integrated Technical Cooperation Programme (ITCP)[7]. The IMO Regional Presence Office (RPO) for the Pacific, recently established in Fiji, was also represented. The potential role of both SPREP and the RPO in supporting further work and cooperation at the regional level was also discussed.

[1] https://tinyurl.com/3fb7wrd6

[2] Cook Islands, Fiji, Kiribati, Marshall Islands, Nauru, Niue, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu, Vanuatu.

[3] https://tinyurl.com/5n949pjk

[4] https://tinyurl.com/y7cmyjw8

[5] https://tinyurl.com/5n6dubvs

[6] https://www.sprep.org/

[7] https://tinyurl.com/y2kxbu79

World Maritime University

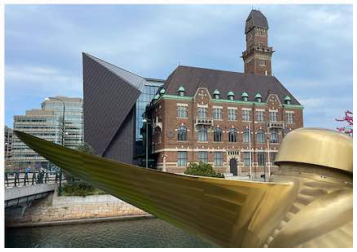
Class of 2025

The World Maritime University (WMU) celebrated its graduating Class of 2025 on 1 November in Malmö honouring a new generation of future maritime and ocean leaders. This cohort brings the WMU alumni community to over 6,600 graduates across 171 countries, with more than 75% advancing to senior roles within a year of graduation.

WMU graduates join a global network of maritime professionals who will continue to support each other and collaborate throughout their careers.

S-G IMO

Addressing the graduates, IMO Secretary-General and WMU Chancellor Arsenio Dominguez congratulated the Class of 2025, wishing them success and fulfilment in their professional journeys. He expressed gratitude to the City of Malmö and the Government of Sweden for their continued support in hosting WMU since its establishment in 1983, as well as to the many donors who make the University's mission possible.



He commented: '*As global citizens educated in this unique environment, your influence will reach far further than you might imagine.*

'*WMU graduates see life through a distinctive lens, one that recognizes that an international community can be vibrant, constructive, and happy. Your lives after WMU will be a testament to this. The maritime world is deeply interconnected and you are now an integral part of it, for life*.'

He encouraged the graduates to embrace WMU's strong global network and to transform today's challenges into opportunities through collaboration and proactive engagement.

To lead and to contribute

The ceremony's central message to the graduates was clear: lead with purpose and contribute to a sustainable, inclusive and harmonious future for the maritime and ocean sectors.

A shared journey and commitment

The ceremony was opened by WMU President, Professor Maximo Q Mejia, Jr. Other speakers included Carina Nilsson, Mayor and Chairperson of the Malmö City Council, and Sofiana Kontouri, President of the Student Council for the Class of 2025, who reflected on the cohort's shared journey and commitment to shaping a better maritime future.

Mamadou Bajo (Gambia), was awarded the Secretary-General's Prize for best dissertation.

The total number of students in the Class of 2025, including those enrolled in PhD programmes, China MSc programmes, and distance learning, exceeded 300.

For the first time in WMU's history, the Class of 2026 will have an equal number of male and female students.

To learn more readers are invited to visit the WMU website by the link here: https://tinyurl.com/5as99shb

Viet Nam: a National Action Plan

Viet Nam is accelerating the development of a National Action Plan (NAP) on maritime decarbonisation, supported by the SMART-C GHG Project.

Alignment with IMO

A commencing workshop was held on 23/24 October in Ha Noi, Viet Nam, and brought together key national stakeholders to align the country's maritime sector with the 2023 IMO GHG Strategy.

WMU technical input

Organised under the SMART-C GHG Project – implemented by IMO and funded by the Republic of Korea's Ministry of Oceans and Fisheries – the event was hosted by the Viet Nam Maritime Administration (VIMAWA) with technical input from the World Maritime University (WMU). The Project supports the collection and analysis of national maritime emissions data and the formulation NAPs to drive decarbonisation across Asia.

A call for more

In his opening speech, Mr Hoang Hong Giang, Deputy Administrator of VIMAWA called for stronger national data collection systems, enhanced inter-agency coordination, and policy coherence with the 2023 IMO GHG Strategy.

Best practices discussed

Workshop sessions explored NAP frameworks, methodological approaches to GHG data collection, and policy alignment with global targets. Prof Aykut I

Ölcer, WMU's Director of Maritime Research, led discussions on best practices for emissions data management and NAP formulation.

Broad representation

Dedicated working sessions engaged representatives from VIMAWA, the Viet Nam Register, port authorities, shipping companies, and training institutions to review current practices, identify data gaps, and discuss regulatory challenges.

Shared commitment

The workshop concluded with a shared commitment to advance Viet Nam's National Action Plan as a strategic instrument to guide the transition towards low- and zero-carbon shipping. Participants outlined priority actions and capacity-building needs under the SMART-C GHG Project.

Collaboration to continue

Moving forward, IMO and VIMAWA will continue to collaborate on technical assessments and draft policy measures to support effective, sustainable implementation of the NAP.

Building LNG fuel training in Japan

Seafarer trainers from Indonesia, the Philippines, and Viet Nam have strengthened their expertise in preparing crews for LNG-fuelled ships, through an advanced practical workshop held in Ashiya and Yokosuka from 28 October to November.

The subregional train-the-trainer workshop offered hands-on and simulator-based training on the safe operation of ships using liquefied natural gas (LNG) as fuel. It forms part of a three-year project jointly implemented by Japan's Ministry of Land, Infrastructure, Transport and Tourism (MLIT) and the IMO to boost regional capacity for high-quality training on alternative-fuel operations.

Improving participants' skills

Building on the first workshop in 2024, this year's programme deepened participants' instructional and technical skills in LNG bunkering, emergency response and advanced simulator exercises.

Classroom and practical training

Training combined classroom lectures at the Marine Technical College in Ashiya, simulator sessions replicating LNG bunkering, and live emergency drills using LNG (-162°C) at the Maritime Disaster Prevention Centre (MDPC) in Yokosuka.

Participants practiced with Self-Contained Breathing Apparatus (SCBA), Personal Protective Equipment (PPE), LNG detection, emergency measures for leakage, and firefighting techniques for handling low-temperature LNG safely.

Taking the message back home

Trainers from maritime academies and training centres will apply these skills to improve courses in their home institutions, helping ensure seafarers can operate LNG and other alternative-fuelled ships safely and effectively.

STCW and IMO Model Courses

The course content was based on the Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Convention[1] and Code, and IMO Model Courses 7.13[2] and 7.14[3], covering basic and advanced training requirements for personnel on ships subject to the International Code of Safety for Ship Using Gases or Other Low-flashpoint Fuels (IGF Code)[4].

Broad Japanese institutional support

Co-organized by Japan's MLIT and the IMO Secretariat under the IMO Integrated Technical Cooperation Programme (ITCP), the event was supported by the Nippon Foundation, the Japan Ship Technology Research Association (JSTRA), and the Japan Agency of Maritime Education and Training for Seafarers (JMETS).

This initiative supports IMO's wider efforts to build global capacity for training seafarers in alternative fuels and new technologies, promoting a safer and more sustainable maritime future.

For more information on preparing seafarers for the energy transition readers are invited to see the link here: https://tinyurl.com/3v9vk68u

[1] https://tinyurl.com/3kjxpu6v
[2] https://tinyurl.com/bde5cemn
[3] https://tinyurl.com/ys9n5mp9
[4] https://tinyurl.com/6e6239n5

Latin America and the Caribbean:

Latin America and the Caribbean:

Gender equality through Port State Control training

Women Port State Control officers in Latin America and the Caribbean have completed the first IMO Subregional Train-the-Trainer Programme for Women on Port State Control (PSC)[1], held in San Pedro Sula, Honduras from 20-24 October.

IMSAS

Through practical exercises and expert-led sessions, participants gained hands-on experience in PSC inspection techniques, development of standard operating procedures and audit follow-up mechanisms under the IMO Member State Audit Scheme (IMSAS)[2].

IMO instruments

The training aimed at building technical capacity, promote gender equality and enhance implementation of key IMO instruments, including the SOLAS, MARPOL, STCW and BWM Convention.

Jointly organized by IMO and the Secretariat of the Viña del Mar Agreement[3] under IMO's Integrated Technical Cooperation Programme (ITCP), and with the financial support for the event provided by Malaysia, the initiative supports the IMO Gender Equality Strategy (2024-2029)[4] and contributes to safer, cleaner and more inclusive maritime operations in the region. It also included a virtual preparatory phase (held from 8 to 26 September) and on-the-job training within national maritime administrations (currently underway from 3 November to 12 December.

[1] https://tinyurl.com/4nupb8y4
[2] https://tinyurl.com/yc4wdwwf
[3] https://alvm.prefecturanaval.gob.ar/
[4] https://tinyurl.com/5n82pttc

Honduras

IMO maritime and port security standards

The IMO in collaboration with the Comisión Nacional de Protección Porturia (CNPP), conducted the National Workshop on Port Facility Security Assessment (EPIP) in San Pedro Sula, Honduras from 3 to 6 November.

Enhancement

The objective was to enhance maritime and port security standards in line with the International Convention for the Safety of Life at Sea (SOLAS, Chapter XI-2) and the International Ship and Port Facility Security (ISPS) Code.

Having entered into force under SOLAS Chapter XI-2 in 2004, the ISPS Code sets mandatory security requirements and recommended guidelines to protect international shipping and port facilities from security threats.

Broad representation

Seventy-five participants representing ports across Honduras took part in the training, including port security officers, national maritime authorities, and representatives from the private sector.

Multitude of topics

Participants engaged in theoretical and practical sessions covering topics such as risk assessment methodologies, threat and vulnerability evaluations, and the development of comprehensive port facility security plans.

IMO support for Member States

This workshop is part of IMO's ongoing efforts to support Member States in implementing and maintaining effective maritime and port security measures, fostering a safer and more resilient global maritime community.

Africa: Implementing the IMO ship recycling Convention

Representatives from eight States in East and Southern Africa have agreed on several action points to support the implementation of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HKC) across the region.

The HKC, which entered into force in June 2025, ensures that ships are recycled safely at the end of their service life, with minimum risk to human health or the environment.

Regional workshop

A regional workshop on the ratification and implementation of the Hong Kong Convention, organised through the IMO Integrated Technical Cooperation Programme (ITCP), was held in Mombasa from 5 to 7 November to introduce the region to the international standards that govern ship recycling.

The event brought together 32 participants, including 14 women, reflecting growing regional commitment to gender inclusion in maritime policy and environmental governance.

Opened by the Director General of the Kenya Maritime Authority (KMA) Mr. Justus Omae Nyarandi, the workshop guided participating countries, in their capacity as Flag States or ship recycling regulators, on the requirements established within the context of the Hong Kong Convention.

In the future

Participants outlined plans to be carried out in their respective countries, including to:

- Perform preliminary analysis on the impact of the HKC.
- Prepare advocacy and information briefs for national policy makers.
- Identify and address capacity gaps that currently impede HKC ratification.

Participating countries included: Comoros, Kenya, Madagascar, Mauritius, Mozambique, Seychelles, South Africa and Tanzania.

IMO facilitation

The course was facilitated by IMO staff and a consultant working on ship recycling in Bangladesh, a partner country under the Safe and Environmentally Sound Recycling of Ships (SENSREC) Project.

SENSREC

For more information on SENSREC – Safe and Environmentally Sound Recycling of Ships readers are invited to use the link here: https://sensrec.imo.org

Addressing marine geoengineering

Intensifying efforts

Parties to the London Convention and Protocol (LC/LP)[1] – the IMO treaties that regulate the dumping of wastes at sea – have warned against the potential negative impacts of rising marine geoengineering activities and adopted a statement to highlight the current state of work undertaken under the treaties. To read the full statement readers are invited to use the link at footnote [2] below.

Marine geoengineering[3], as defined under the London Protocol, seeks to mitigate climate change by using ocean-based methods to remove carbon dioxide from the atmosphere, such as stimulating plankton growth or brightening clouds.

Protection is central

Meeting at IMO headquarters in London from 27 to 31 October) parties to the LC/LP stressed that protecting the marine environment must remain central to any such actions.

Increased activity

They highlighted the growing number of marine geoengineering activities worldwide, including those conducted by private or commercial companies, which

could potentially have harmful effects due to their nature and scale.

Impact on LDCs and SIDS

Some countries raised concerns about the possible environmental, social and economic impacts on developing countries, especially Least Developed Countries (LDCs) and Small Island Developing States (SIDS).

Reestablishing the Correspondence Group

Based on their deliberations, the meeting agreed to re-establish the intersessional Correspondence Group on marine geoengineering to continue working on the issue and to report back to the next LC/LP meeting in 2026.

Focus

The correspondence group will focus on:

- Clarifying how the London Convention and Protocol apply to marine geoengineering.
- Refining definitions for the priority marine engineering techniques currently under review.
- Clarifying the application of the revised Ocean Fertilization Assessment Framework and the draft assessment frameworks for other techniques.
- Advising on steps to support their implementation.

Commitment

Parties confirmed their commitment to strengthening the scientific understanding of marine geoengineering techniques to inform their decisions and potential actions.

Carbon sequestration

Among other topics, the meeting further advanced discussions on carbon sequestration in sub-seabed geological formations, disposal of fibreglass vessels and managing radioactive wastes dumped at sea, and technical cooperation to support the implementation of the LC/LP.

Summary text

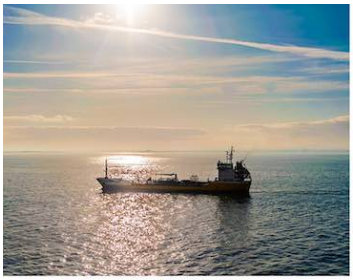
To see a summary of the 47th Consultative Meeting of Contracting Parties to the London Convention and the 20th Meeting of Contracting Parties to the London Protocol (LC 47/LP 20) readers are invited to use the link with footnote [4].

[1] https://tinyurl.com/2uksed4x
[2] https://tinyurl.com/448tw8ph
[3] https://tinyurl.com/4cnfst7j
[4] https://tinyurl.com/yc9ahv3j

France signs Jeddah Amendment

Combating illicit maritime activity

On 11 November IMO reported that France had signed the Jeddah Amendment to the Djibouti Code of Conduct (DCoC-JA), 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.



HE Mrs Marine de Carné de Trécesson de Coëtlogon, Ambassador and Permanent Representative of France to the IMO, deposited the instrument with Ms Dorota Lost-Sieminska, Director of the Legal Affairs and External Relations Division at the IMO during a ceremony at HQ in London.

IMO supports the implementation

By joining the DCoC-JA, France becomes the 19th Signatory State working to strengthen regional maritime security, enhance information sharing and support capacity-building in areas such as human trafficking prevention and port and ship security. IMO supports the implementation of the DCoC-JA with assistance from partners and donor States.

The instrument deposited

The Jeddah Amendment[1] plays a key role in promoting coordination and communication among Signatory States. The Signatory States went on to hold the 8th High Level Meeting[2] in Mauritius from 12-14 November, focusing on maritime crime updates, information sharing and operational cooperation and coordination at sea.

Building on the DCoC-JA

The DCoC-JA builds on the Djibouti Code of Conduct (DCoC), adopted in 2009 to combat piracy and armed robbery against ships, and since 2017 has expanded its scope to address a wider range of illicit activities, including illegal, unreported and unregulated (IUU) fishing, arms and drug trafficking, illegal trade in wildlife, crude oil theft, human trafficking and smuggling and illegal dumping of toxic waste.

Signatory States apply the IMO's 'whole-of-government' approach through national maritime security committees, risk registers and national strategies developed with IMO support.

Nineteen signatories

The nineteen signatories to the expanded DCoC-JA are as follows: Bahrain, Comoros, Djibouti, Ethiopia, France, Jordan, Kenya, Madagascar, Maldives, Mauritius, Mozambique, Oman, Saudi Arabia, Seychelles, Somalia, South Africa, United Arab Emirates, United Republic of Tanzania and Yemen.

[1] https://dcoc.org/about-us/jeddah-amendment/
[2] https://tinyurl.com/nhdjnpaj

Seychelles

Regional maritime drills. Readiness at sea

Maritime and port security officials in Seychelles are strengthening national preparedness and coordination to respond effectively to potential security threats at sea.

Broad participation

A National Drills and Exercises Workshop, hosted by the Government of Seychelles through the Seychelles Maritime Safety Authority (SMSA) in Victoria, was held from 3 to 7 November 2025. This event brought together twenty participants from key national agencies, including the Ministry of Transport, Ministry of Foreign Affairs, National Information Sharing Coordination Centre (NISCC), Marine Police, Seychelles Port Authority, Seychelles Coast Guard, Seychelles Maritime Safety Authority, and Seychelles Fisheries Authority.

In his opening remarks, Captain Daniel Adam, Chief Executive Officer of the SMSA, underscored the importance of preparedness and inter-agency cooperation in safeguarding the maritime domain.

He commented: '*It is not enough to have plans – we must test them*.' He noted that practical drills help strengthen coordination among agencies in times of crisis.

Enhancing capacity; ensuring implementation

Over five days, participants enhanced their capacity to plan, execute, and evaluate maritime security drills and exercises using the APEC Manual of Maritime Security Drills and Exercises for Port Facilities. This training aims to ensure the effective implementation of port facility security plans and improve coordination across Seychelles' key maritime institutions.

Ongoing efforts

This initiative forms part of ongoing efforts to bolster maritime resilience and operational readiness across the western Indian Ocean region. By testing and refining its port security framework, Seychelles continues to play a pivotal role in advancing safe, secure, and sustainable maritime operations in line with the 2050 Africa's Integrated Maritime Strategy.

EU-funding

The event was organized by IMO under the European Union-funded project[1] on Port Security and Safety of Navigation in Eastern and Southern Africa and the Indian Ocean.

[1] https://tinyurl.com/ycxrurm4

A reminder

The International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual

Amendments applicable on 1 January 2026

At IMO the Maritime Safety Committee, at its 109th session held from 2 to 6 December 2024, having been informed that the International Civil Aviation Organization (ICAO) had approved the amendments to the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual prepared by the ICAO/IMO Joint Working Group on Harmonization of Aeronautical and Maritime Search and Rescue, and that they had been agreed by the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) at its eleventh session from 4 to 13 June 2024, approved the amendments to Volumes I, II and III of the Manual, as set out in annexes 1, 2 and 3, respectively, in accordance with the procedures for amending and updating the IAMSAR Manual set out in resolution A.894(21).

Amendments concern:

Appendix O Sample template for a joint search and rescue exercise

Appendix P Sample memorandum of understanding between the SAR service and the accident investigation authority

Appendix Q Sample process for expeditious approval to allow SAR units from an assisting State to enter into the territory of the State of the RCC

The Committee agreed that the amendments should become applicable

on 1 January 2026.

Member States of IMO have been invited to bring the amendments to the attention of all parties concerned.

Note

Under SOLAS regulation V/21, all ships are required to carry an up-to-date copy of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual Volume III.

As stated in MSC-MEPC.2/Circ.2, the IAMSAR Manual Volume III must always be available in hard copy, as it is required for use during emergencies.

IMO Gender Equality Award:

Professor Momoko Kitada

Renowned World Maritime University Professor has inspired generations of students

Professor Momoko Kitada, Nippon Foundation Professorial Chair in Gender and Innovation; Head, Maritime Education & Training at the World Maritime University (WMU), has been selected to receive the 2025 IMO Gender Equality Award, following her nomination by Japan.

The Award is bestowed on individuals who have made significant contributions to advancing gender equality and the empowerment of women in the maritime sector.

The IMO Council endorsed Professor Kitada as the recipient during its 135th session held in London on 20 / 21 November, to receive the award in May 2026, alongside celebrations for the International Day for Women in Maritime (18 May).

Global impact on gender equality

Members of the assessment panel noted that her influence extended far beyond her role at WMU in Malmö. She has inspired generations of students to carry forward the principles of gender equality into their own administrations and institutions.

The panel highlighted the global impact of her work, with her research, teaching and leadership of WMU's gender and diversity initiatives translating into tangible change in many countries. Bridging academia, policy and practice, Professor Kitada's quiet leadership style has achieved transformative results for both women and men in the sector, while maintaining a strong and authentic commitment to diversity.

Former seafarer

Professor Momoko Kitada is a former seafarer and was awarded a PhD in Social Science from Cardiff University in the UK. She joined WMU in 2011 and serves as Full Professor and Head of Maritime Education and Training (MET). She coordinates and teaches in other MSc specializations, including Maritime Energy Management (MEM), as well as the Postgraduate Diploma in Maritime Energy and the Summer Academy on Maritime Decarbonisation.

Supporting women's integration

Professor Kitada leads WMU's collaboration efforts with IMO, which supports women's integration in the maritime sector. She is a certified Gender Audit Facilitator and a certified expert in Monitoring and Evaluation as well as Impact Evaluation.

Professor Kitada actively incorporates gender perspectives in her interdisciplinary teaching in maritime subjects, including maritime education and training, maritime energy management, sustainable development, capacity building, digitalization and innovation, and research methodology. She has 20 years of research experience in gender equality in the maritime and ocean sectors.

Letters of Commendation

In addition to the IMO Gender Equality Award, the Council decided to award Letters of Commendation to the following nominees, to highlight their dedication to women's empowerment through best practices and various initiatives across the globe:

- **Mr Marcos Tinti**, nominated by Brazil, for the significant reforms and initiatives undertaken under his leadership at Companhia Brasileira de Offshore (CBO), which the Panel considered to represent notable progress in promoting diversity in the offshore sector.
- **Mrs Mariana Pescatori Candido da Silva**, nominated by Brazil, for her work within the Ministry of Ports and Airports, where her contributions to strengthening gender perspectives in national maritime governance were recognized by the Panel as particularly important.
- **Ms Eleni Polychronopoulou**, nominated by Greece, for her leadership and advocacy for gender equality, where the Panel underlined her success in the recruitment of women into technical roles, recognizing that this was a rare achievement in the industry, and for raising the visibility of women with marine engineering backgrounds in Europe.
- **Commodore Christine Pauline Bergaño-Diciano**, nominated by the Philippines, for her

pioneering and transformative role in the Philippine Coast Guard, where, in parallel to her successful career, she championed opportunities for women. Panel members noted that her advocacy influenced change not only in the Philippines but also across Southeast Asia.

- **Ms Elisa D Chomi**, nominated by the Philippines, for her achievements as the country's first female Chief Engineer and her role as a visible example to others in a male-dominated profession. The Panel stressed her leadership by example, showing other women that they could attain senior technical positions at sea.
- **Rear Admiral Mitzie Silva-Campo**, nominated by the Philippines, for breaking barriers within the Philippine Coast Guard and implementing gender-responsive policies that opened doors for women to achieve flag rank. Panel members emphasized her influence in promoting equal opportunities not just nationally, but also through international engagements.
- **Ms Christine Duffy**, nominated by the Cruise Lines International Association (CLIA), for her advocacy and success in raising the proportion of female staff across Carnival Cruise Line's fleet. The Panel highlighted the tangible results of her executive leadership, noting the significant percentage increases in female representation achieved under her tenure and her tireless work in developing mentorship and sponsorship schemes to support the career advancement of women.

IMO Gender Equality Award

The IMO Gender Equality Award was established by IMO to recognize individuals, irrespective of their gender, who have made significant contributions to advancing gender equality and the empowerment of women in the maritime sector.

Nominations, 2026

Nominations for the 2026 Award were considered by an Assessment Panel comprising of IMO Secretary-General Mr Arsenio Dominguez as Chair, along with representatives from IMO Member States who are Members of the IMOGENder Network; the International Transport Workers' Federation (ITF); Women's International Shipping and Trading Association (WISTA International); Cruise Lines International Association (CLIA); and the Chair of the Sub-Committee on Pollution Prevention and Response (PPR).

Future nominations

Nominations may be made by Member States and observer organizations, specialized agencies, programmes and funds of the United Nations system; intergovernmental organizations with which IMO has established cooperative agreements or arrangements; and non-governmental international organizations in consultative status with IMO.

2026-2027 IMO Council elected

IMO reported on 28 November that the IMO Assembly had elected the following Member States to serve on three categories of the IMO Council:

A representative of an IMO Member State voting in the first round for the IMO Council, 28 November.

Category (a): Ten States with the largest interest in providing international shipping services:

1. China
2. Greece
3. Italy
4. Japan
5. Liberia
6. Norway
7. Panama
8. Republic of Korea
9. United Kingdom of Great Britain and Northern Ireland
10. United States of America

Category (b): Ten States with the largest interest in international seaborne trade:

1. Australia
2. Brazil
3. Canada
4. France
5. Germany
6. India
7. Netherlands (Kingdom of the)
8. Spain
9. Sweden
10. United Arab Emirates

Category (c): Twenty States not elected under (a) or (b) above, which have special interests in maritime transport or navigation and whose election to the Council will ensure the representation of all major geographic areas of the world:

1. Bahamas
2. Belgium
3. Chile
4. Cyprus
5. Egypt
6. Finland
7. Indonesia
8. Jamaica
9. Malaysia

10. Malta
11. Mexico
12. Morocco
13. Nigeria
14. Peru
15. Philippines
16. Qatar
17. Saudi Arabia
18. Singapore
19. South Africa
20. Türkiye

The newly elected Council met for its 136th session on 4 December and elected its Chair and Vice-Chair for the next biennium.

For more information on the structure of IALA readers are invited to use this link: https://tinyurl.com/46raj4xa

Copernicus Sentinel-1D satellite launched

Copernicus Sentinel-1D was successfully launched on 4 November 2025 at 2202 CET (21:02 UTC) aboard an Ariane 6 rocket from the European Spaceport in Kourou, French Guiana. The satellite was released into orbit 34 minutes after launch, and the first signal was received at 2322 CET by the Troll ground station in Antarctica.

At the heart of Copernicus Sentinel-1 is the C-SAR (C-band Synthetic Aperture Radar) instrument, operating at 5.405 GHz. It provides high-resolution imaging of the Earth's surface regardless of weather conditions, day or night. The radar supports four operational modes: Strip Map (5 × 5 m resolution, 80 km swath), Interferometric Wide Swath (5 × 20 m resolution, 250 km swath), Extra Wide Swath (20 × 40 m resolution, 400 km swath), and Wave mode for ocean monitoring.

Integration of AIS

A key feature of Sentinel-1D, also present on Sentinel-1C, is the integration of the Automatic Identification System (AIS), which enables detection and tracking of ship signals in coastal and Arctic regions.

Both satellites are also compatible with Galileo, the EU's Global Navigation Satellite System. This compatibility ensures autonomous operation in the event of GPS signal unavailability.

This launch marks the completion of the Sentinel-1 family, with Sentinel-1D representing the final satellite in the first generation of the Copernicus satellite constellation.

For more information

To learn more about how Copernicus Sentinel-1D will strengthen the resilience of Copernicus Services and support the EU's strategic autonomy, readers are invited to access the *EU Space Observer* using the link here: https://tinyurl.com/ye36kv4e

Credit: *ESA-CNES-ARIANESPACE/Optique vidéo du CSG–P. Piron.*

Indian Register of Shipping

Delivery of deck cargo ship *Haiteng 007* in China

Indian Register of Shipping (IRS) reported in mid-November the successful delivery of the deck cargo ship *Haiteng 007*, 14,399gt, built under IRS classification at Qindong Shipyard, China.

IRS informed that this milestone reflects the dedication, precision, and relentless pursuit of excellence demonstrated by every department involved. From the initial stages to final delivery, the project has been powered by expertise, collaboration, and unwavering commitment – raising the bar for quality and service standards.

The vessel's owner, HK Haiteng Shipping Limited of Hong Kong, extended sincere appreciation to the IRS Qingdao Office, the IRS Plan Approval team, and IRS management.

Furthermore, the owners conveyed their intention to construct similar vessels in the future and have expressed a strong preference for IRS to continue as their classification partner. This recognition underscores IRS's reputation as a trusted and reliable classification society, providing consistent support and high standards of service.

Delivery of *Haiteng 007* stands as a testament to IRS's commitment to supporting shipowners worldwide with excellence in classification and technical services.

ICS *Deck Procedures Guide, First Edition*

Price £180.00

Every onboard department needs to work together to ensure the safety and security of the crew, ship, environment and cargo.

The procedures in the International Chamber of Shipping (ICS) *Deck Procedures Guide* align with those in the widely used ICS *Bridge Procedures Guide* and *Engine Room Procedures Guide*, completing an essential set of guides that enable companies to uphold the highest standards of best practice across ship operations. When used in collaboration, users can benefit from harmonised inter-departmental communications and procedures.

A comprehensive overview

Offering a comprehensive overview of essential deck operations, the ICS *Deck Procedures Guide* ensures that all those working on or maintaining machinery on deck are well-equipped to handle a wide range of operations including cargo operations, bunkering and heavy weather preparations. It includes practical procedures and checklists for deck operations and maintenance of core equipment, across all ship types.

Crews can expect guidance that enables compliance with the IMSBC and IMDG Code.

The guide is an invaluable tool for masters, chief officers, bosuns, technical superintendents and other members of deck crew, as well as engineers responsible for maintaining deck equipment and performing bunkering operations, shipping company shoreside safety teams and training institutions.

ICS recommends that a copy is carried on board every ship.

Foreword

ICS has published the book's foreword here:

All departments on board ships need to work together to ensure the safety and security of the crew, ship, environment and cargo. This new publication provides procedures that align with the long-established ICS *Bridge Procedures Guide* and the ICS *Engine Room Procedures Guide*, completing a group of essential guides that will help companies uphold the highest standards of shipboard practice for all aspects of the ship's operations.

The *Deck Procedures Guide* offers a comprehensive overview of essential deck procedures, ensuring that all those involved in working on deck, or maintaining deck machinery, are well-equipped to handle a wide range of operational scenarios. Long established procedures such as mooring and anchoring are outlined in detail, as well as new procedures such as bunkering low flash point fuels including LNG, methanol and ammonia.

Addressing common deficiencies

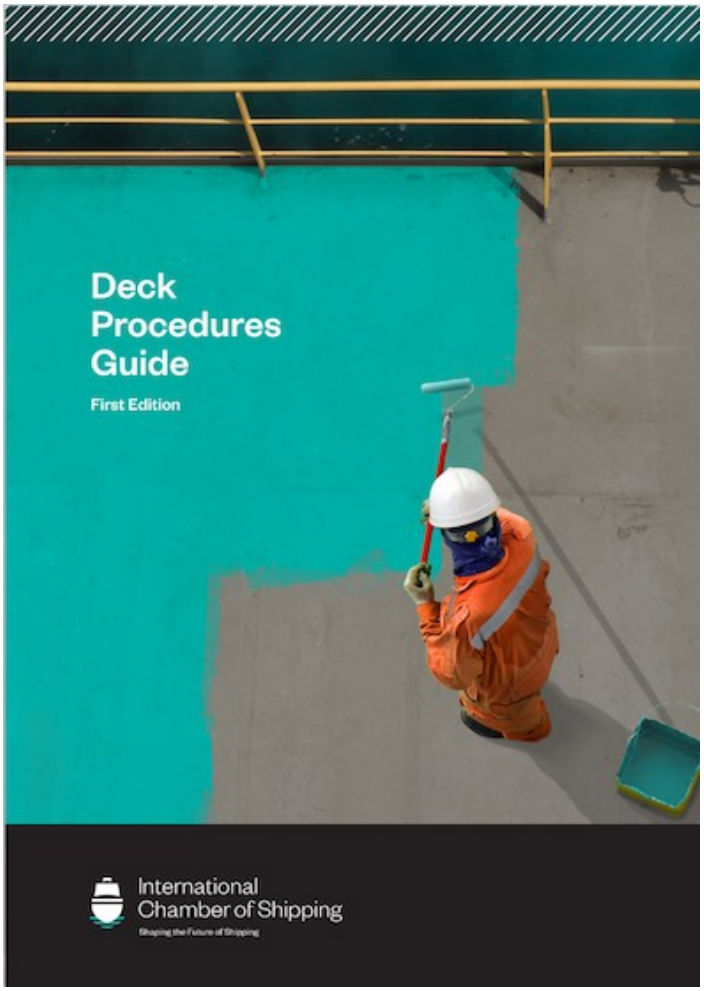
This guide also addresses common deficiencies related to the maintenance of the ship and its equipment, life-saving appliances and fire safety.

Ship risk profile deck self-assessment tool

Appendix A: Ship risk profile deck self-assessment tool is provided to help ships' officers ensure that their deck equipment and procedures are in a good condition.

An invaluable resource

The best practices provided within Deck Procedures Guide are designed to be an invaluable resource for all crew members, fostering a culture of safety and preparedness.



The following ranks will find this guide particularly relevant and helpful for enhancing the safety and efficiency of deck operations:

Chief Officer
Chief Engineer
Deck Officers
Any engineers designated to maintain deck equipment;
Bosuns
Able Seamen (AB)
Ordinary Seamen (OS)

Ratings, including general purpose ratings
Deck Cadets.

Together, the ICS *Deck Procedures Guide*, *Bridge Procedures Guide* and *Engine Room Procedures Guide* will help ship's crews ensure a well-coordinated and proficient shipboard operation.

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Orders may be placed at the International Chamber of Shipping, 7th Floor, Walsingham House, 35 Seething Lane, London EC3N 4AH
By E-mail: publications@ics-shipping.org
Tel +44 20 7090 1460

ISWAN helplines for crew

SeafarerHelp and YachtCrewHelp

Accredited to 2028

In mid-November the International Seafarers' Welfare & Assistance Network (ISWAN www.iswan.org.uk) reported that its services SeafarerHelp and YachtCrewHelp had been awarded the Helplines Standard for the next three years by demonstrating a high-quality service and best practice for service users and staff.

Helplines Standard 2025-2028

Awarded by the UK membership organisation Helplines Partnership, the Helplines Standard identifies the practices and operations that enable an organisation to deliver a helpline service that is consistent, relevant to the needs of its service users and stakeholders, and effective in what it is trying to achieve. Certification is a recognition of excellence and best practice in the helpline sector.

Free, confidential and multilingual

SeafarerHelp and YachtCrewHelp are ISWAN's free, confidential, multilingual helplines for seafarers and their families around the world. Both helplines offer emotional, wellbeing and practical support and are available all day every day, year round.

In its assessment report, Helplines Partnership highlighted that ISWAN's key strengths included: its helpline guidelines, especially around suicidal callers; bringing clinical supervision in-house; and the dedication and professionalism of the team.

Third consecutive triennial award

This is the third consecutive time since 2019 that SeafarerHelp has been accredited after meeting the high standards of the Helplines Standard assessment, and the first time that the newer YachtCrewHelp has been assessed.

Comment

ISWAN's Helplines Manager Chester Quintal commented: '*Achieving this accreditation is a true reflection of the hard work and care our team puts into our work supporting seafarers and their families. We are incredibly proud that the high-quality service we provide has been recognised for both of our core helplines, and we are committed to continuously improving our service to provide the best possible support to crew and their loved ones.*'

For support

Seafarers and their families can access support at any time on ISWAN's website at
www.iswan.org.uk/get-support

A case for co-operation

By Michael Grey, IFSMA Honorary Member

As that wonderful fable of the ants all collaborating to shift a recalcitrant bear sitting in their path illustrated, a co-operative approach to insuperable problems is most likely to be the strategy that will produce results. Japanese maritime industry, even though it fiercely competes, has always been better than most in working together to develop new technology, which would be more difficult for individual organisations.

Those of a certain age might remember the 1980s and the Japanese Maritime Research Institute, which became the locus for a whole range of technological research as Japanese industry, like all others at that time, struggled through the years of recession. Under the leadership of Professor Noboru Hamada, this organisation was able to range widely across every field which offered opportunities for Japan Inc. to prosper. Professor Hamada was possessed of the ability to be able to lift the telephone and persuade those running the great Japanese engineering firms of that era, university leaders, financiers and government agencies to collaborate, to sponsor specific research projects and generally put their shoulders to the country's industrial wheel.

With fuel costs going through the roof, it produced, among much else, ground-breaking developments in propellor design, hydrodynamics and (of current relevance) sail assistance. The use of ceramics, machinery which offered much reduced maintenance, and the design of streamlined superstructure were other development that were to be seen in what the

Japanese yards were to subsequently offer their clients, along with a great deal of work in shipbuilding technology, with the increasing use of robots. There was much of what we would today describe as "blue-sky" thinking, and some failures which never commercially benefited anyone, but the fact that there was such an organisation brave enough to have attempted these breakthroughs, like the high-speed cargo liner project, or remote-controlled ships, was of itself, admirable.

Over the years, the suggestions that such a model of co-operation as was to be found in Japanese industry should be emulated elsewhere, was often made, but rarely seemed to translate itself from aspiration to action. And it is difficult to deny that the need for a more collaborative approach in so many areas that face the maritime world today is amply illustrated. The very many elements of the demand for more sustainable shipping would be, just for starters, a perfect example of what collaboration might achieve. So it was interesting to read that some ten Japanese organisations; major shipbuilders and heavy engineers, ship owners and research institutes including Japan's greatest universities are to join forces in research to produce the "next generation" of ships. And just as the context of the 1980s, when the poor image of "old, dirty industry" and a declining interest in the maritime world was prevalent, there are similar pressures in today's situation.

Huge challenges on the environmental front and the worrying demographics of a declining labour force become the 2025 backdrop to the Japanese research effort. Among the plans that have been revealed for the new collaboration is the building of a simulation platform that will model a ship's entire lifespan from its design stage onwards, through construction and operation. The aim rather resembles earlier "ships of the future" with the emphasis being on sophisticated, high-performance vessels, incorporating energy saving, greenhouse gas emission reduction, integrated control systems and autonomous navigation. The optimisation of design and construction will be a large part of the research, which is clearly important to the shipbuilders.

It would be good if the human element could be part of this research, with some real effort going into the whole business of what it will mean to operate these advanced ships. One would like to think that there will be more to this than just crew reductions and real work can be done on a new pattern for ship operation. If humans are to live and work aboard these future ships, they need new ideas around the sort of skills for the "crews of the future" – arguably different, and much better than those of today.

This article was first published in *The Maritime Advocate Online* No 895 of 14 November 2025 and appears here by kind permission of the author and of the editor.

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

Yacht Crew Help

With thanks from ISWAN

On 20 November London-based international seafarers' charity ISWAN issued a note of thanks to the maritime community for its support now that ISWAN had reached the end of its YachtCrewHelp campaign.

In an accompanying statement ISWAN sent thanks to all participants for their support in the charity's campaign to raise awareness of YachtCrewHelp. This effort reached yacht crew around the world, showing them that confidential, 24hour, week in, week out support can be had by a call or message.

The International Seafarers' Welfare and Assistance Network, otherwise ISWAN, is already seeing the positive results of the word-wide maritime community's efforts to spread the word.

Message received widely

Research has indicated that ISWAN's social media posts were seen over 130,000 times during the campaign. Calls and messages to YachtCrewHelp more than tripled compared with the same period last year (2024)

More than ten relative events around the world were attended by the ISWAN team. YachtCrewHelp page views on the charity's website increased by over 20% and ISWAN took part in many podcasts, interviews and panel sessions.

Over £23,000 was raised by donations and fundraisers across the industry.

Many people were involved in the ISWAN #PassItOnChallenge. ISWAN's #PassItOnChallenge video is available here: https://tinyurl.com/42mkt55n

In the words of Emma Ross of Seas the Mind*: '*…all you need sometimes is just a voice at the end of the phone line to remind you that you're going to be OK*.'

Her experiences as a yacht crew member can be found here: https://tinyurl.com/3sjxcnmm

Encouragement

Alongside this campaign, the Marathon for Mental Health, organised by former yachtie and co-founder of

Seas the Mind, Melanie White, encouraged the yachting community to walk, run and hike the distance of a marathon throughout October to raise awareness and funds for the Welfare of Yacht Crew Project and YachtCrewHelp. Taking part were 260 crew across 13 countries and raised over £15,000 for ISWAN. Again thanks have been extended to Melanie and to everyone who was involved.

A special thank you has been extended by ISWAN to superyacht charities in gratitude for support in the campaign, which made it possible to reach even more crew with the message.

Effort continues

In the words of ISWAN: '*Our campaign may have ended, but YachtCrewHelp remains here for all crew and their families – anytime, anywhere, and always confidential.*

'*Please keep spreading the word among your networks so that no crew member ever has to feel alone. There are resources to help share the helpline's contact details.*

'*Thank you so much for all your support and for being part of our campaign. You can keep up to date with our Welfare of Yacht Crew Project and other ISWAN news by signing up for our e-news or following us on social media – find us on Facebook, Instagram and LinkedIn.* #YachtCrewHelp #HereForAllCrew

For further enquiries

Whether seafarers have a problem or question or just need someone to talk to, YachtCrewHelp is here to listen and offer support.

The helpline is free, confidential, multilingual, and available 24 hours a day, 365 days a year.

Under YachtCrewHelp the charity may be contacted at any time, day or night here: www.iswan.org.uk/yachtcrewhelp

For privacy-related enquiries, readers are invited to contact the charity at: **iswan@iswan.org.uk**

The International Seafarers' Welfare and Assistance Network is based at 4th Floor, Silverstream House, 45 Fitzroy Street, Fitzrovia, London, W1T 6EB, UK

From IFSMA

In September this year we promoted YachtCrewHelp in Newsletter No 92.

* https://www.seasthemind.co.uk/

Uncontrolled launching of fast rescue craft

Passenger/car ferry *Lord of the Isles*

23 August 2025

Synopsis

At 1645 on 23 August 2025, the crew of the passenger/car ferry *Lord of the Isles*[1] were carrying out an exercise involving the launch of the vessel's fast rescue craft (FRC) ***see Figure 1*** using stored power[2]**.** The FRC fell nine metres to the water on launching. There were no injuries, but the FRC was damaged beyond repair and had to be replaced.

Narrative

At 1558, *Lord of the Isles* departed Lochboisdale, South Uist, Scotland on a scheduled service to Mallaig on the mainland. The crew planned to carry out a routine test of the stored power launching system with an FRC drill shortly after leaving port. The chief officer conducted a toolbox talk, where the procedure for the stored power launch procedure was discussed. The master stopped the vessel within the Lochboisdale harbour limits for the drill to take place.

Figure 1: *Lord of the Isles* FRC and davit

The vessel-specific procedure for the stored power launch of the FRC contained twenty steps, including the operation of seven different ball valves in the davit's hydraulic system that were located on two decks. The crew worked under instruction from the chief officer. When all the valves were thought to be in the correct positions and the boat was slewed out into the launching position, the chief officer gave the order to a crew member to operate the launch cable. When the crew member pulled the launch cable, the uncrewed FRC immediately fell about 9m to the water.

The master witnessed the FRC fall and quickly confirmed there were no injuries to the crew. The FRC was recovered and the chief engineer inspected the system. The chief engineer found that a valve for draining pressure from the hydraulic system was in the open position. The operation of this valve was not included in the procedure for launching the FRC using stored power, and its opening meant that there was no hydraulic oil pressure available in the system to arrest the fall of the FRC once the launch cable was pulled.

The stored power launch system was subsequently tested using the documented procedure with the correct valve sequence and proven to work without incident. The damage to the FRC was inspected and deemed irreparable. Three days after the accident, the FRC was replaced.

Findings

The stored power launching procedure required the opening of a ball valve labelled as BV6. During the launch, the chief officer had opened an adjacent drain valve (BV9), which would typically only be used for maintenance, under the impression it was BV6. Examination of the valves showed that the label for BV9 was missing and the label for BV6 was placed adjacent to BV9 ***see Figure 2***. The handle for BV9 was painted yellow and the handle for BV6 behind it was painted green.

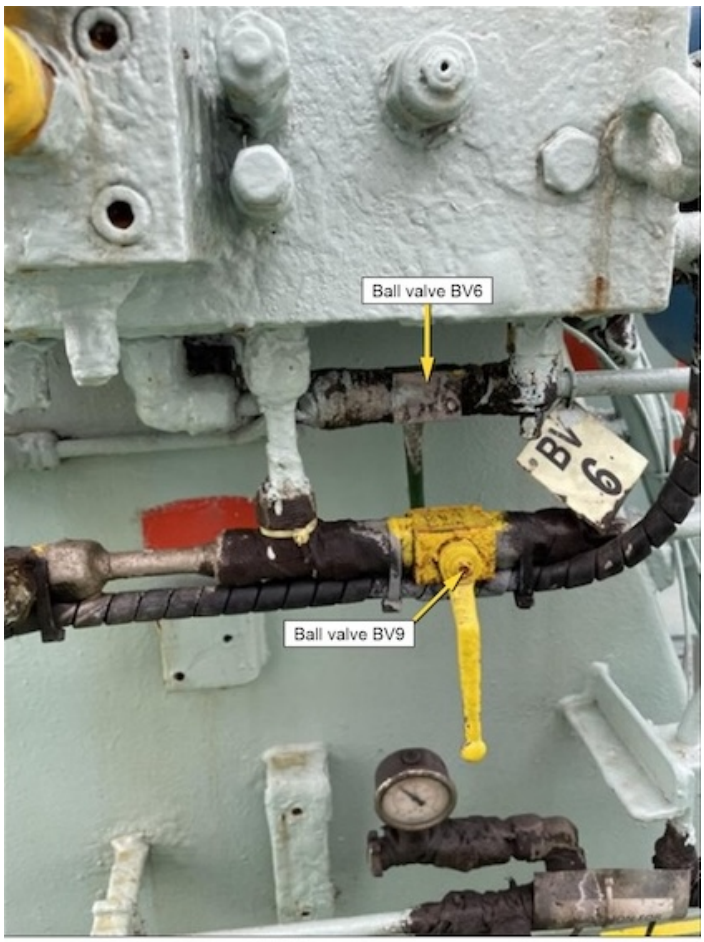


Figure 2: The valve arrangement

The procedure for the launching of the FRC under stored power was complex and required a significant number of actions in different locations. Combining the test of the stored power system with a routine launch of the FRC required crew who were not fully familiar with the task to undertake the valve operations.

While following the documented procedure, the chief officer had misidentified BV6 and opened BV9, draining the system of pressure. This allowed the FRC to fall once the launch cable was pulled, releasing the boat from its stowed position.

The FRC sustained damage to its deck, with two cracks visible from the forward corners of its lifting frame. The FRC's engine was displaced from its mountings due to the force of the impact as the boat hit the water. Other components within the engine bay had also moved.

Actions taken

CalMac Ferries Limited has:

- Updated the stored power launching procedure and vessel-specific risk assessments to detail the risk of operating the hydraulic system valves incorrectly.
- Secured the handle of BV9 to prevent inadvertent operation.
- Added new labelling to the valves in the hydraulic system.
- Scheduled a replacement of the FRC davit system on *Lord of the Isles*.

[1] Operated by CalMac Ferries Limited; built 1988; 75.78m loa; 3505gt; 31 crew, 133 passengers.

[2] A system test designed to enable the FRC to be launched from a vessel in the event of no electrical power on board. On *Lord of the Isles*, the power to launch the FRC was supplied by pressure stored in a hydraulic accumulator.

Editorial note:

Text and illustrations above are based on UK Marine Accident Investigation Branch (MAIB) *Completed preliminary assessment (PA) summary 1/25: Lord of the Isles*, published on 20 November 2025 and reproduced here by kind permission.

Containership *Dali* contact with Baltimore's Francis Scott Key bridge

26 March 1924

Blackouts led to loss of steering and propulsion on 984-foot-long vessel

NTSB investigation

On 18 November the US NTSB said that a single loose wire on the 984-foot-long containership *Dali* caused an electrical blackout that led to the giant vessel veering and contacting the nearby Francis Scott Key Bridge in Baltimore, which then collapsed, killing six highway workers.

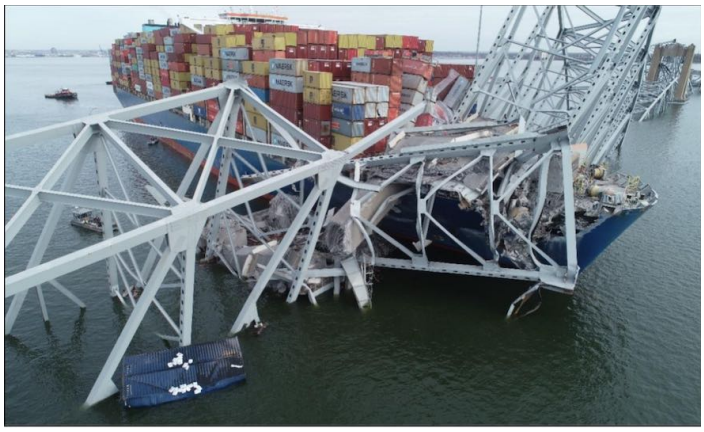
A sequence of events

At a public meeting at NTSB headquarters investigators said the loose wire in the ship's electrical system caused a breaker to unexpectedly open – beginning a sequence of events that led to two vessel blackouts and a loss of both propulsion and steering near the 2.37-mile-long Key Bridge on 26 March 2024. Investigators found that wire-label banding prevented the wire from being fully inserted into a terminal block spring-clamp gate, causing an inadequate connection.

Loss of propulsion

After the initial blackout, the *Dali*'s heading began swinging to starboard toward Pier 17 of the Key Bridge. Investigators found that the pilots and the bridge team attempted to change the vessel's trajectory, but the loss of propulsion so close to the

bridge rendered their actions ineffective. A substantial portion of the bridge subsequently collapsed into the river, and portions of the pier, deck and truss spans collapsed onto the vessel's bow and forwardmost container bays.



A seven-person road maintenance crew and one inspector were on the bridge when the vessel struck. Six of the highway workers died. The NTSB found that the quick actions of the *Dali* pilots, shoreside dispatchers and the Maryland Transportation Authority to stop bridge traffic prevented greater loss of life.

NTSB Chair's comments

NTSB Chairwoman Jennifer Homendy commented: '*Our investigators routinely accomplish the impossible, and this investigation is no different.*

'*The Dali, at almost 1,000 feet, is as long as the Eiffel Tower is high, with miles of wiring and thousands of electrical connections. Finding this single wire was like hunting for a loose rivet on the Eiffel Tower.*

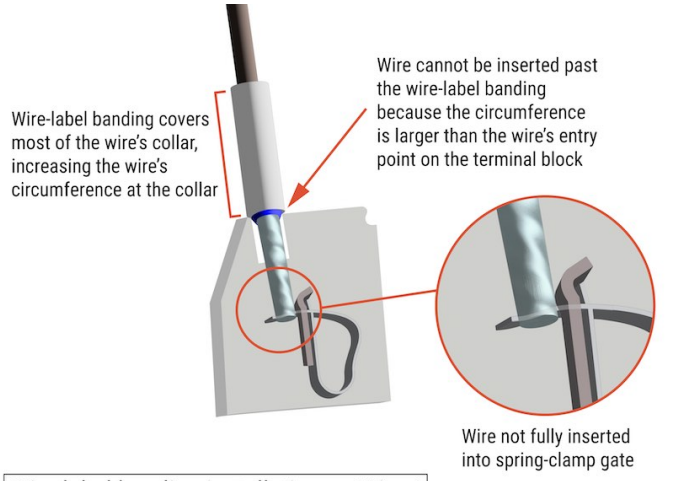
'*But like all of the accidents we investigate, this was preventable. Implementing NTSB recommendations in this investigation will prevent similar tragedies in the future*.'

Lack of countermeasures

Contributing to the collapse of the Key Bridge and the loss of life was the lack of countermeasures to reduce the bridge's vulnerability to collapse due to impact by ocean-going vessels, which have only grown larger since the Key Bridge's opening in 1977. When the Japan-flagged containership *Blue Nagoya* contacted the Key Bridge after losing propulsion in 1980, the 390-foot-long vessel caused only minor damage. The *Dali*, however, is ten times the size of the *Blue Nagoya*.

Vulnerability of bridges nationwide to potential collision

As part of the investigation, the NTSB in March released an initial report on the vulnerability of bridges nationwide to large vessel strikes. The report found that the Maryland Transportation Authority—and many other owners of bridges spanning navigable waterways used by ocean-going vessels—were likely unaware of the potential risk that a vessel collision could pose to their structures. This was despite longstanding guidance from the American Association of State Highway and Transportation Officials recommending that bridge owners perform these assessments.

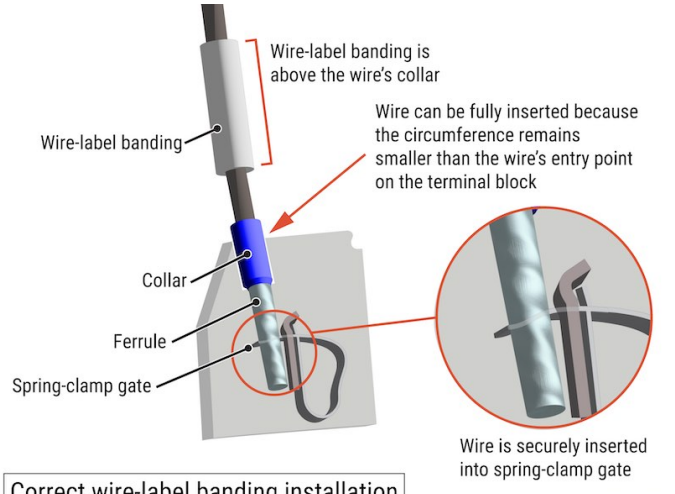


Wire-label banding installation on Wire 1

The NTSB sent letters to thirty bridge owners identified in the report, urging them to evaluate their bridges and, if needed, develop plans to reduce risks. All recipients have since responded, and the status of each recommendation is available on the NTSB's website.

New safety recommendations

As a result of the investigation, the NTSB issued new safety recommendations to the US Coast Guard; US Federal Highway Administration; the American Association of State Highway and Transportation Officials; the Nippon Kaiji Kyokai (ClassNK); the American National Standards Institute; the American National Standards Institute Accredited Standards Committee on Safety in Construction and Demolitions Operations A10; HD Hyundai Heavy Industries; Synergy Marine Pte. Ltd; and WAGO Corporation, the electrical component manufacturer; and multiple bridge owners across the nation.



Correct wire-label banding installation

The NTSB report

In accordance with Federal rules and agreements, the National Transportation Safety Board (NTSB) has overlapping jurisdiction with the Coast Guard in respect to conducting safety investigations for major marine accidents.

In this case, the Coast Guard has convened a Marine Board of Investigation and is investigating, however the NTSB was designated as the lead federal agency for the marine casualty to determine the cause of the accident.

A nineteen-page synopsis from the NTSB's report is available here: https://tinyurl.com/2n93mudb

NTSB's staff are currently making final revisions to the report. It is understood that the complete document will be released in the coming weeks.

Illustrations kindly provided by the US National Transportation Safety Board ©.

ISWAN and Filipino seafarers' MoU

A significant new partnership between ISWAN and the Philippines Department of Migrant Workers aims to enhance protection, wellbeing, and coordinated support for Filipino seafarers and their families.

A new partnership

ISWAN and the Department of Migrant Workers (DMW) have formalized a new partnership through the signing of a Memorandum of Understanding (MOU) designed to enhance the welfare, protection, and wellbeing of Filipino seafarers and their families on 13 November at the Office of the Secretary, Department of Migrant Workers, Blas F Ople Building, Ortigas Avenue, Mandaluyong City.

The Philippines remains one of the world's leading sources of seafarers, and this collaboration reinforces the shared commitment of ISWAN and DMW to respond more effectively to the evolving needs of maritime workers—both at sea and onshore.

The agreement was signed by DMW Secretary Atty Hans Leo J Cacdac and ISWAN Chief Executive Simon Grainge, witnessed by DMW Assistant Secretary for Sea-based OFW Concern, Atty Jerome T Pampolina and Country Manager (ISWAN – Philippines), Marville Cullen Espago. They were also joined by ISWAN Projects and Relationships Manager Georgia Allen, ISWAN Chairman of the Board of Trustees, René Andersen, ISWAN Trustee Mike Esplago, and DMW Director for Sea-based Accreditation Bureau Ogie B San Diego III.

Stronger coordination

This partnership outlines stronger coordination between ISWAN and DMW in handling cases involving Filipino seafarers and their families. It also solidifies joint efforts to promote mental health awareness, provide crisis and emergency support, and improve access to welfare information and services for seafarers around the world.

ISWAN-led wellbeing initiatives

Under the MOU, DMW will provide support in assisting cases referred by ISWAN, take part in ISWAN-led wellbeing initiatives, and ensure the appropriate handling of data in accordance with the Data Privacy Act. ISWAN, meanwhile, will continue providing 24/7 helpline services through SeafarerHelp and YachtCrewHelp, emergency financial assistance via the Seafarers' Emergency Fund, and welfare support for seafarers facing trauma or crisis situations.

Supporting DMW's orientation programmes

ISWAN will also support DMW's orientation programmes by sharing its expertise on mental health, workplace bullying, and other psychosocial concerns that affect seafarers and their families.

A strengthened collaboration

The signing of this MOU signals a strengthened collaboration between government and civil society in ensuring that Filipino seafarers—who play a crucial role in global maritime operations—receive accessible, timely, and holistic welfare support.

Both organisations reaffirm their dedication to protecting seafarers' rights and ensuring that every Filipino seafarer remains supported, informed, and cared for, wherever in the world they may be.

Working with India's cadets, ratings and trainees

Sailors' Society receives prestigious international award

Recognition of Outstanding Work by an NGO for Indian Cadets and Seafarers has been awarded to Sailors' Society by the Samudra Manthan Foundation.

The award goes to an NGO that has shown unwavering dedication and meaningful contribution towards enhancing the welfare and wellbeing of Indian cadets and seafarers.

The global maritime welfare charity received its award at the prestigious International Samudra Manthan Awards 2025 in Mumbai.

The Foundation bestowed the award in recognition of excellence in seafarer care as: '*A testament to your impactful service and commitment to the maritime community*'.

Sailors' Society Vice Chair of Trustees, Joshua Hutchinson, and the charity's client and project manager, Dr Deepti Mankad, receiving the Recognition of Outstanding Work by an NGO for Indian Cadets and Seafarers Award from the Samudra Manthan Foundation.

Sailors' Society CEO, Sara Baade, commented: '*We are extremely honoured and grateful to the Samudra Manthan Foundation, the Directorate General of Shipping, and Bhandarkar Publications for this prestigious recognition, as it acknowledges our unique and unrivalled work with cadets, ratings and trainees in India, carried out in partnership with the ITF Seafarers' Trust*.'

About Sailors' Society

For more than 200 years, international maritime charity Sailors' Society has been transforming the lives of seafarers and their families. The charity works to provide practical, emotional and spiritual welfare support 24/7 to today's 1.9 m seafarers, supporting wellbeing across every area of their lives and giving them the best opportunity to enjoy a fulfilling - and productive - career at sea.

www.sailors-society.org

CHIRP report

Fall from pilot ladder

A report issued by the Confidential Human Factor Incident Reporting Programme, CHIRP, considers the severe injury caused by a fall from a pilot ladder.

While descending a pilot ladder, a pilot fell approximately five metres onto the pilot launch and was severely injured. The standard operating procedure for this pilotage authority was for the pilot vessel to position itself at the foot of the ladder and remain there while the pilot or other personnel descended.

CHIRP's reporter was concerned that this procedure may conflict with best practice, as falls from even moderate heights onto a pilot vessel can be fatal. They prefer to be partway down a ladder before the pilot vessel approaches alongside.

CHIRP Comment

Pilot Transfer Arrangement (PTA) incidents often reflect broader systemic issues, such as inconsistent onboard training, insufficient supervision, or a lack of shared understanding of procedures.

Note

Ensuring all parties know what to expect, and when, is crucial for safety.

An educational video* by the *Federation Francaise des Pilotes Maritimes* highlights that a fall from three metres onto a pilot vessel can cause serious injury, a fall from five metres can cause permanent disability, and a fall from eight metres can be fatal. This underscores the importance of clear communication and coordination between the ship's bridge team, the pilot, and the pilot launch crew.

When a pilot is embarking, it is generally safer for the launch to move away from the vessel once the pilot is secure on the ladder and has started to climb. However, when the pilot is disembarking and still at the top of the ladder, the risk of fatal injury should they fall onto the pilot vessel is at its greatest.

This creates a conflict between two competing risks: that of falling from height onto a pilot vessel already at the bottom of the ladder, and the chance that the pilot vessel could snag the bottom of the ladder as it manoeuvres alongside, causing the pilot to be thrown off the ladder by the violent motion.

Note

There is no 'best' answer that can be universally applied.

However, the Standard Operating Procedures (SOPs) of many pilot authorities will favour the positioning of the pilot vessel at the bottom of the ladder before the pilot arrives at the top of the pilot ladder and begins their descent. CHIRP suggests that pilot authorities

augment their SOPs by permitting the pilot some discretion if their dynamic risk assessment (conducted in coordination with the ship and the pilot vessel) indicates that, in that specific circumstance, the balance of risk favours the pilot descending partway down the ladder before the pilot vessel approaches the bottom of the ladder.

IMO poster

In all instances, the IMO guidance posters (MSC.1/Circ 1428)** can reinforce good coordination and shared expectations. Clear communication, mutual awareness, and precise timing remain the most effective ways to ensure every pilot transfer ends safely.

Key Issues relating to this report

Situational Awareness

Be aware of the factors that can cause a pilot to fall. These include the weather and sea state, the relative movement of the two vessels, the height of climb and the efficacy of the 'lee' created by the larger vessel, among other factors.

Local Practices (Shortcuts/Deviation)

The operating procedures of this pilotage authority are contrary to global best practice. However, as written, this pilot's descent of the ladder before the pilot vessel is at the foot of the ladder is also a deviation from documented practice. The pilotage authority is encouraged to reconcile these different perspectives to ensure that risks are as low as reasonably practicable (ALARP).

Communication/Alerting

The pilotage authority did not address the reporter's concerns.

Pressure

There was implicit pressure from the pilotage authority for the pilots to adhere to a rigid operating procedure, despite this being contrary to industry best practice.

Key Takeaways

Regulators: Enforce best practice before tradition becomes a hazard.

Strengthen oversight to ensure disembarkation practices comply with international guidance and address cultural tolerance of unsafe methods.

Managers:

Are risks '*As Low As Reasonably Practicable*' (ALARP)?

Review and align local procedures with international best practice to prevent normalisation of unsafe shortcuts.

Pilots/Contractors/Seafarers:

In CHIRP's words: '*Your safety comes first – don't ascend or descend the ladder until agreed safety practices are in place.*'

Always verify the launch's safe positioning before committing to the ladder, and challenge unsafe instructions if necessary.

On CHIRP

CHIRP's website displays the mantra

Stand up, Speak out, Stay safe!

Don't let silence endanger safety at sea.

Maritime safety is built not just on regulations and procedures, but on the everyday courage of those who speak up when something isn't right. This latest website news from CHIRP contains powerful examples of moral bravery, from sounding the alarm on illegal waste disposal at sea, to challenging unsafe pilot transfer arrangements in harbour, to confronting bullying leadership ashore.

Each report reflects a deeper truth: safety culture is shaped by the actions of individuals, and sustained by the systems that support them. Whether it's a pilot refusing to board an improperly rigged ladder or a crew member resisting pressure to violate MARPOL rules, these stories remind us that compliance is not just about ticking boxes; it's about protecting lives, the environment, and professional integrity.

CHIRP depends on the voices of seafarers and maritime workers worldwide to raise safety concerns in their environments. Every report, regardless of size, helps us identify trends, challenge complacency, and foster learning across the industry.

Your experiences are important; in fact, they can literally save lives.

Can readers help?

If you have witnessed a safety issue, faced pressure to cut corners, or want to share a lesson learned, CHIRP encourages seafarers to submit a confidential report. Together with CHIRP the community can maintain momentum and foster a maritime culture where courage is celebrated, compliance is standard, and safety is everyone's responsibility.

* https://tinyurl.com/4dhka28c

**See here: https://tinyurl.com/3h4425v2

Safe recovery of yacht crew

Excellent seamanship by bulker's crew

News was received from Canfornav Inc towards the end of November regarding a daring rescue at sea which took place on 16 November in the western North Atlantic and was conducted by bulk carrier mv *Puna* (Cyprus-flag) owned by Canfornav Inc, a member of the Canadian Forest Navigation Group. The vessel was on passage from Cienfuegos, Cuba, to Quebec City.

Weather the time was severe and the rescue concluded with the safe recovery of five distressed Canadian seafarers whose yacht had sunk.

Rapidly worsening conditions

At 1447 local time *Puna* received a distress call from the sailing vessel *Hulla Balo III* reporting loss of sails and serious structural damage as well as failure of communications apart from VHF. Five persons were on board and conditions were rapidly worsening. The situation escalated into a genuine emergency as *Puna* was thirteen nautical miles distant. Her Croatian Master Captain Jasa Rizvic altered course and initiated his vessel's emergency response procedures.

Guidance was provided by the Joint Rescue Coordination Centre (JRCC) Halifax and in time USCG Boston while *Puna* maintained communications and relayed messages between the authorities and the distressed yacht all the while steaming through winds of Force 6 / 7.

Careful manoeuvring and a lee

Because of severe weather it was not possible to provide the damaged yacht with material or fuel. The yacht crew abandoned their craft and took to a liferaft. *Puna* made visual contact with the survivors and by careful manoeuvring and providing a lee the crew successfully took on board the five Canadian nationals at 2015.

The rescued, three men and two females, were exhausted, shaken and stressed after prolonged exposure although they had no injuries. They were provided with shelter, dry clothing and warmth. Initial medical checks were made and they were able to make Internet access to their families on shore. By 2030 local time *Puna* had resumed passage to Quebec City.

Excellent seamanship

From a footnote by Canfornav it was learned that the operation highlighted the excellent seamanship and disciplined execution shown by *Puna*'s master and crew as well as the effective coordination between the ship, the emergency response team at Canfornav and the Canadian and United States rescue authorities.

Contingency procedures applied

The team in *Puna* maintained full control of the situation, applied contingency procedures and acted with professionalism throughout. This doubtless contributed to the successful outcome and demonstrates the perils that are always prevalent at sea.

The ice class bulk carrier *Puna*, built 2010, is of 190 metres loa, with six holds and of 20,535gt and carries a crew of twenty.

As Somali pirates make a comeback, collaboration is key

Overstretched naval deployments and a focus on Red Sea security have left parts of the Western Indian Ocean vulnerable.

By Timothy Walker© Senior Researcher, Maritime, ISS Pretoria

and

Halkano Wario©, East Africa Regional Organised Crime Observatory, ENACT, ISS Nairobi

Editorial note:

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Somali pirate activity in early November 2025 represents the most serious cluster of incidents in the Western Indian Ocean since the mid-2024 downturn. The attacks do not signal a broader resurgence of piracy, but rather highlight the continued value of several established counter-piracy measures at sea.

After a period of suppression following Indian Navy action in 2024, a suspected Somali pirate group showed its ability to operate far offshore using hijacked fishing vessels as motherships. Another group has now been doing the same. On 3 November, assailants opened fire as they attempted to board the chemical tanker Stolt Sagaland in international waters well over 300 nautical miles off Somalia's coast. Private security onboard repelled the attack.

On 6 November, the Hellas Aphrodite was boarded by pirates firing rocket-propelled grenades (RPGs) and small arms. The crew took refuge in the citadel (safe room) and retained control until the Spanish warship ESPSVictoria, under the European Union's counter-piracy mission Operation Atalanta, reached the tanker the next day. The Al Thumama, a liquid natural gas tanker, was reportedly approached by a suspicious vessel in the same vicinity, which it outran.

This arguably reflects pirate groups' regained confidence and organisational capacity. The fundamental Somali piracy model seems unchanged – using a mothership and skiffs to assault vessels with small arms and RPGs to capture crew from

commercial vessels for ransom. Pirates lack the shore facilities to offload the cargo carried by most vessels, preferring to extract the maximum ransom for hostages.

The Somali piracy model seems unchanged – capturing crew from commercial vessels for ransom

Frustration among Puntland and central Somali communities over perceived illegal fishing by foreign ships could strengthen the networks pirates use for anchorage, logistics and intelligence. Local narratives that foreign naval patrols 'protect' the vessels fishing illegally fuel resentment.

Somalia's coast has for decades been ravaged by unlicensed fishing vessels run by criminal operatives from numerous countries. Last month, Puntland authorities seized several fishing vessels accused of illegal fishing – an offence that strips the Somali government of revenue and erodes the livelihoods of artisanal fishers. Pirate groups often claim they are 'protecting' their waters and making a living in an environment with limited fishing opportunities.

The growing relationship between al-Shabaab and Houthis adds to maritime insecurity. In meetings between the two, al-Shabaab has reportedly requested advanced weapons and training in exchange for escalating piracy in the Gulf of Aden and off Somalia. Targeting cargo ships, disrupting vessel movement and collecting ransoms would further disrupt global maritime traffic and strengthen the Houthis' chokehold on the Red Sea and Gulf of Aden.

It is not yet clear whether the recent piracy incidents were a result of this relationship or were carried out by resurgent pirate cells.

In December 2023, pirates successfully hijacked the MV Ruen. In March 2024, the Bangladesh bulker Abdullah was seized as it sailed from Mozambique to the United Arab Emirates, carrying coal. After a month-long ransom negotiation, the pirates allegedly extorted US$5 million for its safe release.

The growing relationship between al-Shabaab and Houthis adds another layer to maritime insecurity

A swift and decisive response by the Indian Navy in March 2024 ended the MV Ruen hijacking and led to the capture of 35 pirates who seemed to be using it as a mega-mothership. This reduced the temptation for further piracy after the reported ransom for the Abdullah.

One reason for the renewed pirate activity is the weather, with the southwest and northeast monsoons serving as a natural deterrent. Recent attacks benefitted from a favourable window, with calmer seas enabling close approaches using skiffs. This will probably shift as the northeast monsoon sets in from late November to early February, bringing stronger winds and rougher seas that have historically limited pirates' ability to operate at a distance.

Anti-piracy initiatives established over the past two decades have not disappeared, despite being somewhat overstretched. Coordination mechanisms such as Shared Awareness and De-confliction (SHADE) and the Djibouti Code of Conduct (Jeddah Amendment) continue to function. But their mandates and geographic scope are broader.

Overstretched navies and a focus on Red Sea security leave parts of the Western Indian Ocean vulnerable

Persistent gaps in multinational naval coverage are worrying. Pirates have also taken advantage of the broader maritime instability caused by Houthi attacks in the Red Sea. Overstretched naval deployments and a focus by major maritime powers on Red Sea security have left parts of the Western Indian Ocean vulnerable.

The recent Hellas Aphrodite attack highlights the importance of Best Management Practices (BMPs) in combatting piracy. The vessel, carrying petrol from India to South Africa, did not have guards on board. When the pirates attacked, the crew managed to prevent a hijacking by occupying the citadel, as emphasised in the BMP's sixth iteration.

A citadel is a secure location designed to accommodate the entire crew and additional personnel for three to five days – the duration required for friendly naval forces to assist. The citadel must be equipped with sufficient food, water, sanitation and medical supplies. Independent two-way communication with company headquarters and naval or law enforcement authorities must be maintained via separate satellite systems from those on the bridge.

The recent surge in attacks also calls for greater sensitisation of coastal communities about the dangers and penalties of engaging in piracy. Improved onboard security, increased naval patrols and rapid responses to incidents will undoubtedly safeguard vessels in the western Indian Ocean and the Gulf of Aden in the coming years.

Development partners

The ISS is grateful for support from the members of the ISS Partnership Forum: the Hanns Seidel Foundation, the European Union, the Open Society Foundations and the governments of Denmark, Ireland, the Netherlands, Norway and Sweden.

USCGC *Polar Star* departs Seattle for Antarctica

USCGC *Polar Star* departed Seattle on 20 November commencing its 29th deployment to Antarctica in support of Operation Deep Freeze.

Operation Deep Freeze is an annual joint military mission to resupply the US Antarctic stations in support of the National Science Foundation (NSF), the lead agency for the United States Antarctic Program (USAP).

US access, security, and leadership in the polar regions

Historic investment in the Big Beautiful Bill of nearly 25 billion, $9 billion of which is specifically for icebreakers and infrastructure in the high latitudes. This massive investment in icebreakers will secure US access, security, and leadership in the polar regions.

McMurdo Station

As the US Coast Guard prepares to revitalize its icebreaking fleet, *Polar Star* remains the only US vessel capable of breaking a navigable channel through the ice to reach McMurdo Station, the largest Antarctic station and the logistics hub of the US Antarctic Program.

Mission to protect security, freedom, and prosperity

Each year, the cutter serves a vital role in ensuring surface access for fuel and supply ships through the Ross Sea to resupply the US Antarctic bases. *Polar Star*'s mission directly protects the security, freedom, and prosperity for the US its allies and partners.

CO's comment

Captain Jeff Rasnake, CO of *Polar Star* commented: '*Polar Star's crew does remarkable work maintaining and operating this ship.*

'*Each year brings unique challenges, and I'm proud to say this crew has risen to meet them all. The way we've come together over the course of maintenance, and our logistical preparations is exciting as we enter the operational phase of our annual deployment cycle*.'

Commissioned in 1976, *Polar Star* is 399 feet loa, with a draft of 34 feet and displaces 13,500 tons. Despite reaching nearly 50 years of age, *Polar Star* remains the world's most powerful non-nuclear icebreaker with the ability to produce up to 75,000 shaft horsepower.

Ensuring the nation's access to Antarctica

The continuous effort *Polar Star*'s ship's company commits to maintaining the aging cutter ensures the nation's access to the continent and the economic, environmental, and national security interests in the high latitudes. *Polar Star* will continue to support Operation Deep Freeze until new Polar and Arctic Security Cutters enter service in the coming decade.

Since 1955, Active, Reserve, and Guard members of the US Coast Guard, Air Force, Navy, and Army have proudly supported the USAP by the air and sea lift of supplies to McMurdo Station.

News and illustration per US Coast Guard Pacific Area Public Affairs

With grateful thanks. USCG ©

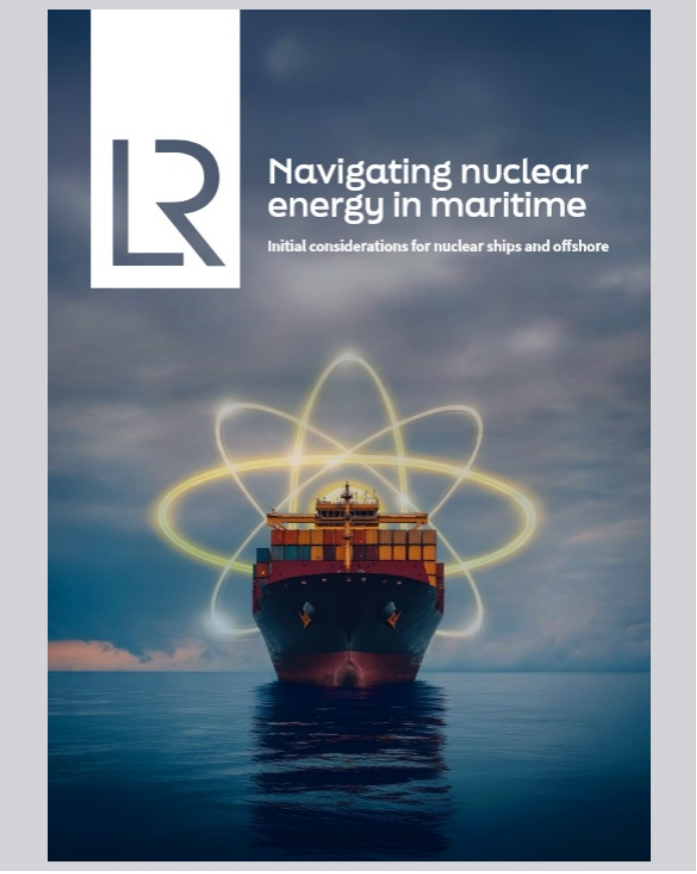
BAR Technologies and carbon payback for WindWings®

Lifecycle Assessment undertaken

From Portsmouth on 27 November MarineShift360 announced results from its recently concluded Impact Accelerator programme, including the outcomes of BAR Technologies' lifecycle assessment of its pioneering WindWings® system.

Carbon payback

With emphasis on carbon saving the study has confirmed that WindWings® achieves a carbon payback in under six months, setting a new benchmark for transparency and lifecycle performance in the maritime sector, it was reported.



BAR Technologies completed the ten-month Impact Accelerator programme, which applied advanced lifecycle assessment (LCA) to drive sustainability in marine design and supply chains.

Reducing fuel consumption and CO_2 emissions

This analysis, it is reported, demonstrated that the WindWings® system, which is already reducing fuel consumption by an average of 1.5 tonnes per wing per day, hence cutting CO_2 emissions by 4.7 tonnes daily on global shipping routes, offsets its embedded carbon emissions in operational use in less than half a year.

Such a breakthrough challenges long-held industry assumptions about the carbon cost of maritime innovation. By quantifying the true environmental return on investment, BAR Technologies is providing shipowners, regulators, and investors with verified data to support rapid decarbonisation.

It is understood that the LCA, conducted in line with ISO 14044 standards, revealed that metalwork contributes the largest share of embedded emissions (44%), prompting BAR Technologies to pivot procurement towards recycled-content DH32 steel produced via electric arc furnace processes.

Furthermore it is reported also that additional carbon reductions are being achieved by increasing tooling utilisation and revising composite layups.

For more information on progress with this topic readers are invited to use the links here:
www.marineshift360.org

https://tinyurl.com/yp86kkdb

Don't mention the oil

By Michael Grey, IFSMA Honorary Member

As tens of thousands of weary delegates stagger off their righteously offset intercontinental flights, leaving the inhabitants of Belem to clear up the mess from a fortnight of COP30 in the Brazilian jungle, there are just a few signs of hope. Not in any progress that might have emerged from this annual Olympiad of catastrophism and cant, but some serious voices suggesting that the format for this expensive and frequently futile exhibition might have gone about as far as it can, and that changes ought to be made.

The pointlessness of the final statement of this latest gathering, hosted by a nation with ambitions to become a world leader in the production of oil and gas, when fossil fuels were excised from the document, has underlined the sheer silliness of these events. And what do all these tens of thousands of delegates do for a fortnight, other than eat three square meals a day and reinforce their own righteousness? Why cannot they just stay at home and communicate electronically? We know the answer of course; there is a lot of money involved in such events, just as there is a need to keep the funds flowing to the participating NGOs and climate catastrophe departments, by constantly shrieking about the imminence of climate disaster.

They will not give up in a hurry, but rather more questions might be asked about the whole grisly process and that surely is progress. Here is an idea – as most of the participants do very little to ameliorate the process of climate change, which we can probably agree has been a permanent feature of life on this planet, why not leave it to those very few countries whose actions can make a difference (and, more importantly, can afford to do so?) Let the others do what they can, when they can, and preferably without wrecking their economies. Surely some of this is bound, by the use of the markets, if nothing else, to filter down and around, to the benefit of all. And maybe we should discourage nations (like the UK) from adopting such a "holier than thou" approach; pretending leadership, when no-one on earth is following, and effectively de-industrialising, while hazarding both its own security and ability to feed itself, with unaffordable energy.

Let us secularise what has become a global religion, tone down the rhetoric, pause the preaching, stop terrorising young children and focus on the contribution of scientists and engineers rather than climatologists, priests of this cult, and their hypothetical models. Perhaps we can recognise the reality that we cannot electrify everything by the day after tomorrow and that there is still a future in making fossil fuels more sustainable, rather than trying to push water up a hill, by banning them. It might be also quite sensible to refrain from drastic action, when governments are stampeded by howling activists to do things like banning gas boilers or petrol cars, to properly analyse, at an early stage, both the practicality and price of such moves.

To properly count the cost of insane and doctrine-driven ideas of leaving oil and gas in the ground, when importing it from elsewhere, just to keep the lights on. More carefully analysing the ridiculous practice of "exporting emissions" would provide a cruel shot of reality. And finally, rather than spending time shouting about hypothetical disaster, let the powers that be recognise what progress is being made by engineers and scientists to make things better. Give some credit to brilliant automotive engineers who have made mobility more sustainable. To those who realise that because sails or batteries are unlikely to power a 300,000dwt ship any time soon, you must make big powerful diesels cleaner and greener. And we might, for a start, just tell all those tens of thousands of pointless activists and their co-religionists, already booking their offset tickets to COP31, that it isn't going to happen.

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