

THE REPORT
DECEMBER 2021
PUBLISHED

IIMS 2021
BIG QUIZ

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International Institute of Marine Surveying - Dedicated to Excellence in Marine Surveying

IIMS
NEWS
BULLETIN
DECEMBER 2021



Dear Member

Welcome to this News Bulletin from the International Institute of Marine Surveying (IIMS). This bulletin is available in PDF and eReader format from the IIMS website. It aims to keep members and non-members up to date with information on a monthly basis. Members are encouraged to share and forward this newsletter to colleagues, who they think might like to join the Institute, or who may be interested in its content. For more information about the Institute visit:

www.iims.org.uk

CEO Chat

Dear Colleague

Let me start with a heart-warming story in these still challenging times for many of us. You may recall that IIMS launched the *John Excell Award for Outstanding Achievement* earlier this year following John's untimely passing. I am delighted to inform you that the first two recipients of the award have been announced. And in Christopher Keenan and Matthew Willis, we have found two exceptionally gifted students. It was my pleasure to write to inform them both in the past month that they were to receive the award. Elsewhere in this bulletin you can read more about them, their citations, and their humble replies in response to the announcement.

John Excell
AWARD
for
Outstanding Achievement

Edition 98 of The Report Magazine, the December 2021 issue, is published today. The link to enable you to download and read it is <https://bit.ly/2WQTosu>.

It is another whopper - an insightful and thought-provoking edition, I believe; and there is plenty of excellent content for you to get stuck into, to learn from and reflect upon. I particularly enjoyed writing my *Review of the Year* (as I always do). It is my chance to showcase some of what has happened at the Institute this past year, good and bad. I hope you will be encouraged to read it so that you can get a better glimpse into life at IIMS and what goes on behind the scenes for your benefit. It has certainly not been a dull year and 2022 promises more of the same!

CEO Chat (continued)

At the 2021 AGM held in June, members voted to increase the annual CPD requirements from 10 to 15 points per year. The Professional Assessment Committee has been working hard in recent months to evaluate the situation and to

try and ensure that members are not disadvantaged by this change. The new points table, to be implemented from January 2022, is published in this news bulletin for the first time.

Also a first, IIMS has put together a **Big Quiz** for you to have a go at. A bit of fun, there are 75 multiple-choice questions that will test your general marine knowledge in the widest sense! The top scoring IIMS member will have his or her fee refunded as the first prize. Have a go. I promise you that you would be surprised if you knew just how few people entered these types of competitions. You really do have a chance of winning! Non-members are also welcome to test their knowledge too, but obviously cannot win the first prize. The questions can be accessed and answered online at <https://bit.ly/3mOAVKe>.

I would like to mention the new *Shipbuilding Acquaint Course* that Peter Broad (Deputy President) has been working on developing for some time. This is a joint venture between IIMS and Broadreach Marine Ltd. We are now ready to launch the first programme in February 2022. More details can be found in this bulletin.

News reached me recently following the announcement of the Seatrade Awards Virtual global winners. Congratulations to IIMS Immediate Past President, Capt Zarir Irani, whose company Constellation Cyber Security, (part of the Constellation Marine Services Group), emerged as top dog in the prestigious Cyber Security Award category.

And so, as another year starts to draw to an end it is time for reflection. Last year was strange, this one odd too, as we started as a world to rebuild cautiously post pandemic. Let's hope 2022 gets us firmly back on track to some kind of normality. If you celebrate Christmas, then I wish you a happy one with family, friends and good cheer. But no matter if you do, or do not, may I wish you prosperity and good fortune for the New Year.

Survey well.

Mike Schwarz
Chief Executive Officer



Published today - the December Report Magazine

Edition 98 of the Report Magazine, the December 2021 issue, brings together a wide selection of informative content and impactful features. Some of the articles awaiting your discovery are:

The missing question from the NTSB Report on MV Golden Ray: WHY?

Green Shipping: The not-so-distant future?

The state of Superyachting

Green building - the future of boatbuilding

Measuring the impact of extreme waves on offshore structures

Scuppered dreams and abandoned boats - an environmental threat in pictures

Could disruptive technologies in container ports and terminals be a game-changer?

Campaign to save and renovate a once great ship

The story of one stuck humble box of fertilizer highlights the global supply chain crisis

Safe loading and carriage of containers on vessels other than purpose-built container ships

Bottom Fouling: Whose head does it fall on?

Review of the 2021 year



To access the December Report Magazine go to <https://bit.ly/2WQTosu> and choose to read it in pdf or eReader format.



Christopher Keenan



Matthew Willis

Christopher Keenan and Matthew Willis recognised as the inaugural winners of the *John Excell Award for Outstanding Achievement*

The launch of the *John Excell Award for Outstanding Achievement* was announced earlier this year following his death in April 2021 at the age of just fifty-one. John was an Honorary Fellow member of the Institute and held high office. He was Director of Yacht & Small Craft Surveying, a member of the management board and an MCA coding examiner. John was passionate about training, educating the next generation and sharing his knowledge with fellow surveyors and gave generously of his time to do so. His memory will continue to live on through this award.



The recommendation for Chris Keenan presented to the education committee for consideration was as follows:

On a personal level Chris is courteous, friendly and has enjoyed meaningful and inciteful interactions with the assessors. He was always happy to ask for guidance and clarification and was keen to seek improvement. His positive attitude and passion for the industry, as well as his drive to learn and progress make him, in my opinion, an excellent candidate for this award.

Said Chris, 'As my studies continued, the depth and detail required was more work than I had realised at or before the beginning, which I see only as a good thing. It will make me a better surveyor and that is very much the focus of my striving.'

Assessor feedback on some of Chris' academic work:

"A superb submission."

"He is an exceptional student, and his paper would do for a published technical paper on the subject. Can we please give him a Distinction? His work really is that good!"

"He could write the textbooks! Please give him another Distinction!"

"I have thoroughly enjoyed reading this assignment. The discussions of your personal experiences and expertise make this particularly interesting."

Speaking about his award, Chris said, "Gosh! What an honour. To say I am delighted doesn't even come close. This is completely unexpected and caught me absolutely by surprise. Thank you. It feels very good to be appreciated. There were times during the course when my wife and I were at a low ebb, Covid-19 notwithstanding. This award makes the effort all worthwhile."



The recommendation for Matt Willis presented to the education committee for consideration was as follows:

Matt stands out for his tenacity and a determination to accomplish aspects of the course he found most challenging. He is thorough and keen to learn, asking meaningful questions of the assessors. Matt is unwaveringly affable and pleasant and, with his superb assignment marks, is an excellent candidate for this award.

Geoff Waddington recently published part of Matt's Unit 26 assignment in his recent article '**Beware the challenges of surveying steel hull inland waterways craft – and other considerations**'. Said Geoff, "Below is what I consider a well written preconceived piece by a current IIMS student, Mr Matthew Willis, who readily admits that he is not yet a surveyor, but someone who would wish to become a surveyor."

Assessor feedback on some of Matt's academic work:

"It's very good indeed with some interesting bits of input as well. Very professionally written answers and report template. A well-deserved Merit and a pleasure to read."

"What an amazing piece of work! Really great to see such quality, depth and obvious knowledge. A ray of sunshine midst the gloom."

"Not many students reach this level, but this is the standard that they should all be striving for."

In an extract from a personal letter sent to both Mike and Geoff, Matt Willis, said, "I am honoured to been selected as one of the inaugural recipients of the *John Excell Award for Outstanding Achievement*. I never had the pleasure of meeting John myself, but the brief description you wrote in the press release makes it clear that the world is a poorer place due to his tragic and untimely death. He was just two years older than me which puts life into perspective."

Announcing the IIMS 2021 Big Quiz (with prizes)



The 75 question **IIMS 2021 Big Quiz** is open now and anyone is welcome to have a go and test their knowledge. The theme of the quiz is loosely based around general marine knowledge, including questions on boats, ships and the oceans with a handful of obscure questions about IIMS.

To take part in the online quiz, simply go to <https://bit.ly/3mOAVKe> and follow the easy instructions. It is free to participate, and the quiz is open to members and non-members alike. There is a time limit of 20 minutes for the 75 questions, so not much opportunity to check Google as you go! There are three possible answers for each question, one correct and two incorrect ones; and, if you are not happy with the score at the end of your first attempt, you can have one additional go to try and improve it (maximum of 2 entries permitted per person).

There are prizes to be won too! First prize is one year's free membership to the Institute. Yes, one lucky IIMS member will have his/her annual membership reimbursed for 2022. Clearly the first prize can only be won by an existing IIMS member. For those who place second and third, the prize is one year's free subscription to the Report Magazine - that's the next four editions of the publication (including postage), which can be won by anyone (members and non-members) participating in the quiz. In the event of a tie for first place, there will be an 'online play off' organised to determine the winner.

The quiz is open until 31 December 2021. You may still participate after that date, but entries dated 1 January 2022 and later will not count.

The winner and two runners-up will be notified in January by email and the results published.

New IIMS CPD points table effective from 1 January 2022



At the IIMS Annual General Meeting in June 2021, members voted overwhelmingly to increase the number of continuing professional development (CPD) points required each year to be compliant from 10 to 15. Over the past few months, the Professional Assessment Committee (PAC) has been considering how to implement that change with the specific goal of not making it any harder to acquire 15 points than it was previously to gain 10 points. The new points table is presented below.

Activity	1	2	3	4	5	Comments
Work shadowing and or observing surveying work. (Signed off by a member)	✓					Maximum 5 per year
Subscription to a relevant marine publication, journal or magazine	✓					Maximum 3 per year
Visiting a technical exhibition, boat show or other maritime related show	✓					Maximum 3 per year
Face to face or online attendance at an appropriate marine industry networking event	✓					Maximum 3 per year
Associate or above member assessing another member, e.g., scrutineering, membership application processing, etc.	✓					Maximum 3 per year
Listening to an original IIMS or another recognised maritime organisation audio podcast relevant to marine surveying		✓				Maximum 3 per year
Watching an original IIMS or another recognised maritime organisation video relevant to marine surveying		✓				Maximum 3 per year
Award of a non-maritime recognised qualification. E.g., CAD, photography, cyber security.		✓				Maximum 2 per year
Purchase of a book or technical manual/guide by a recognised maritime organisation		✓				Maximum 3 per year
Presenting a paper at an industry relevant meeting or Training Day		✓				Maximum 3 per year
Researching a technical subject - computer, literature search, or seeking advice on technical helplines		✓				Verification and/or endorsement will be required
Appointment as a Director of a Marine Institute or other Professional Organisation and/or attendance at Board meetings and Committee meetings		✓				Online or face to face attendance
Face to face or online attendance at an IIMS Regional Branch AGM		✓				
Face to face or online attendance at the IIMS AGM		✓				
Online attendance at another recognised maritime organisation training seminar		✓				Maximum 3 per year
Purchase of an IIMS handy guide			✓			Maximum 3 per year
Purchase of a single education module from the IIMS education programme			✓			3 points for purchase of a module
Online attendance at an IIMS training seminar			✓			Maximum 3 per year
Being mentored by an IIMS Member, Associate or above			✓			
Mentoring a marine surveyor			✓			
Face to face or online attendance at an IIMS Branch networking or training event			✓			
Preparation of technical reports for insurers, litigation or arbitration purposes				✓		Maximum 3 per year
Purchase and passing of a single education module from the IIMS education programme				✓		
Face to face attendance at a recognised maritime organisation training event/seminar/conference				✓		
Attendance as an expert witness (court, arbitration, or mediation)					✓	
Face to face attendance at an IIMS organised training event/seminar/conference					✓	
Publication of an article in a marine related Journal or newsletter (including The Report)					✓	Per article published not per magazine published
Authorship of a Unit for IIMS Professional Qualification programme					✓	
Award of a recognised maritime qualification					✓	Details and dates of award will be required
Ad Hoc CPD for items not in the above table. Submission and points to be reviewed and approved by PAC. For example: Generated an IMCA audit verification template for Oceaneering Renewables & Subsea Projects					✓	Details to be submitted by member

Once a member achieves the required 15 points, the CPD compliant roundel logo will be added to both the member's IIMS website and Marine Surveyor Search App listings.

Providing acceptable evidence

To ensure your points are awarded promptly when you enter and submit your claim via the CPD App, you must provide sufficient supporting evidence. All applications are individually reviewed before being accepted. To ensure disappointment from a rejected claim, please be certain to add some evidence. A selfie taken at a boat show with your claim via the App is, for example, quite acceptable evidence.

You are encouraged to read the article in this edition of the Report Magazine which goes into great detail about what CPD is and why it is something to be considered as part of a surveyor's personal development.



Constellation Cyber Consultancy scoops Seatrade Cyber Security Award

At the recent Seatrade Global Virtual Awards in association with Lloyds List, held online on Wednesday 3rd November, fifteen more outstanding winners joined maritime's greatest roll of honour and were recognised for their outstanding achievements; unwavering resilience and inspiring dedication over the last 18 months. The Seatrade Awards were sponsored this year by ADNOC Logistics & Services, Bureau Veritas and DNV.

Constellation Cyber Security, (part of the Constellation Marine Services Group), managed by IIMS Past President, Capt Zarir Irani was announced as the winner in the prestigious Cyber Security category, beating off strong challenges from CyberOwl and GTMaritime. This Award recognises a solution to the challenge of improving the robustness, accessibility and cost effectiveness in cyber security across the whole maritime industry.

Speaking following the award ceremony, Capt Zarir Irani, said "We are grateful to the judging panel from Seatrade in collaboration with Lloyds List for believing in our innovative capabilities to deliver professional cyber resilience service to our maritime fraternity.

"At Constellation Marine we understand "Risk" more holistically, looking to offer practical solutions for loss prevention due to cyber compromise. Over the past 15+ years, we have consistently delivered "trust" to the maritime industry by being independent and innovative. With cyber compliance now paramount, we identify and educate our community and mitigate our clients' cyber risk exposure.

"Digital automation is the way forward for all aspects of Maritime trade. Speed of change is the current challenge. Adapting to newer technology comes with unique risks and Cyber vulnerabilities", he said.

For more information: <https://thecyberconsultancy.com>



New online shipbuilding acquaint course exclusive to IIMS unveiled

The recently announced Shipbuilding Acquaint Course has been developed by Peter Broad of Broadreach Marine Ltd, based in South Korea and is presented exclusively in conjunction with the International Institute of Marine Surveying.

The aim of this unique one-week online course from 7 February 2022, presented by experienced commercial ship surveyor, Peter Broad (IIMS Deputy President), is to provide an opportunity for the student to gain an understanding of modern shipbuilding procedures, from placing a contract to delivering a completed ship.



The course content and objectives can be summed up as follows:

- The Shipbuilding Acquaint Course content follows the logical processes and timeline required to build a ship from scratch.
- For example – it is obviously necessary to have a contract in place before we start building; as it is necessary to complete the design approval before we cut steel and start building the vessel; and to carry out onboard commissioning before we go to sea trials.
- There are 11 Units to this course. Unit 001 is an introduction to the course and a meet and greet session. Units 002 to 010 are the main course content.
- Unit 011 is the final multiple-choice exam.
- All students will need to sit and pass the final exam in order to be awarded an International Institute of Marine Surveying (IIMS) Certificate of Achievement.



The tutor will take students through each procedure in turn so that you can understand the 'Cradle to Grave' processes that enable a modern ship to be designed to operate safely and efficiently for up to forty years.

The tutor will explain how a ship that is designed today needs to be 'Future Proofed' to remain compliant with future legislation, efficient and environmentally friendly for the duration of its service life.

Ultimately, we need to consider too how it will be disposed of it at the end of its useful life.

These and other important considerations are covered throughout this course.

Note: The tutor will take you through the logical, step by step, procedures of the shipbuilding process. This is a generic course and not shipyard specific and some procedures and processes may have different names in different yards, but as a general rule all modern yards will follow these processes.

On successful completion of this course the student will be able to understand the basic terminology and processes involved in shipbuilding so that they can go forward with their learning and potentially work safely in a shipbuilding yard environment.

For more information read the full news story at <https://bit.ly/3vLrCNO> or download the course prospectus in pdf format at <https://bit.ly/3EDHQvl>.

MPC offers advice to personal watercraft regulation consultation



The Maritime Professional Council (MPC) of the UK has responded to a recent UK Department for Transport (DfT) consultation on whether personal watercraft (PWC) users should be subject to the same safety obligations that exist for the operators of ships.

In principle, the MPC supports the DfT's proposals that would ensure PWC come within the scope of the Merchant Shipping Act 1995 (MSA) and has made a number of constructive observations aimed at achieving regulations that are fit for purpose.

Since being formed in September this year, the MPC has been busy working on various areas of maritime policy and has engaged with a number of industry players and official agencies and departments. The MPC believes there are a number of policy issues which require urgent attention and is considering them in detail with a view to offering constructive advice on proposed regulatory changes. The MPC comprises the Honourable Company of Master Mariners, The Nautical Institute, International Institute of Marine Surveying, Institute of Seamanship, United Kingdom Marine Pilots Association and Trinity House.

The combined expertise of the MPC was used to good effect to review the proposed regulations for PWC. The Council's members were consulted by email and telephone and subject matter experts assigned to draft technical detail. Their views were collated into a collective MPC response.

Responding to a key DfT question on whether new legislation is necessary the MPC has answered: "Yes. There is evidence from our members involved in providing safety patrols in harbours, rivers and other areas around the UK routinely and frequently witnessing dangerous/irresponsible behaviour by PWC drivers."

A court case in 2005 cast doubt on what craft are covered by the MSA. So DfT's proposed definition of watercraft is any type of craft that is "situated wholly or partly in water, is used, or is capable of being used, to carry one or more persons, and is less than 24 metres in overall length". The MPC considered this to be an appropriate definition.

Exemptions are proposed for ships or fishing vessels, for which the MSA 1995 already makes separate provisions for safety, as well as any unpowered craft which is less than 2.5 metres in length or any product such as an inflatable dingy designed or intended for use in play by children under 14 years old. Again, the MPC considered this to be appropriate.

Among a number of other questions raised in the consultation the DfT asked: "Should the power of detention be available to enforcement officials to ensure dangerously unsafe watercraft are not used on the water?" The answer to that was an emphatic: "Yes, the power of detention is fundamental enforcement capability."

As to whether any significant new costs or administrative burdens might be created as a result of the introduction of the proposed legislation the MPC advised: "We believe there will be additional costs and administrative requirements associated with these changes including in circumstances where PWCs would not be covered by the MSA's definition of 'pleasure vessels'. The process of licensing and registration will have an administrative and financial impact though the scale of this impact is hard to assess."

The MPC is now awaiting the outcome of the public feedback which will be published on the DfT's website.

Tristar Safety at Sea Conference - Promoting welfare and well-being of seafarers

Tristar Group will host its Third Annual "Safety at Sea" conference on 8th December 2021 (1330 UAE time) at the Dubai Expo Site in the India Pavilion. This continued initiative by Tristar, supported by IIMS, Nautical Institute and IMarEST, is to draw industry and global attention to crew mental health issues and to improve the general well-being of all seafarers.

As business owners and leaders in the maritime industry the onus is on us to take a leading role to ensure that the mental health of seafarers is no longer a taboo subject and that we create platforms to discuss and put in place an ecosystem that will enable seafarers to seek counselling or professional advice before it is too late. The protection of Seafarers is also an essential part of the business, and we aim to awaken the industry. Speakers and panellists will include industry experts and sailing crew members.

The conference is being broadcast live to crewing centres in Mumbai and the Philippines and will be available online for all who cannot attend physically.

Click to register your place at the conference at <https://bit.ly/3CcDxWE>.

Speakers

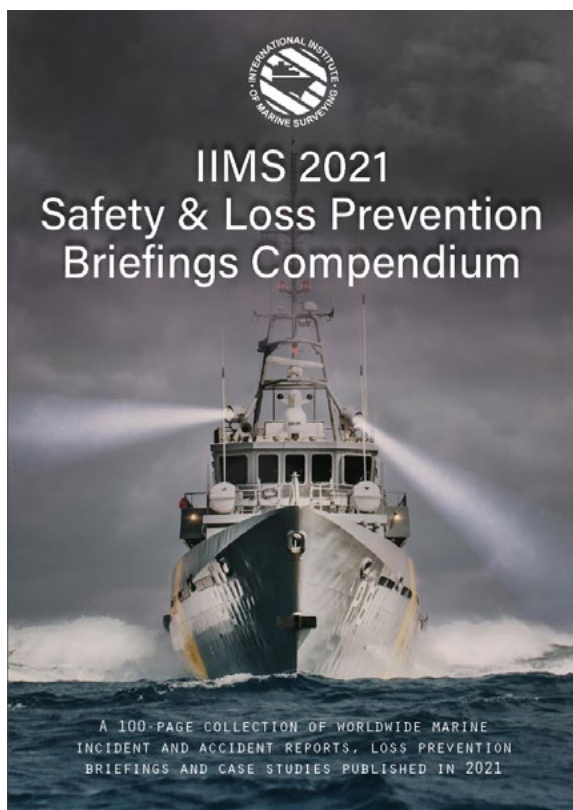
Cerian Mellor, Seafarer Wellbeing Expert, Shell

Manit Chander, CEO, HiLo Maritime Risk Management

Andy Bowerman, Strategic Mission Leader, Mission to Seafarers

Mark Geilenkirchen, CEO, SIPC, Sohar

Sanjay Verma, Director, Decarbonization Solutions, Wartsila



Look out for details next month of how and where you can download your free copy.

IIMS 2021 Safety & Loss Prevention Briefings Compendium - published on 1 January

Keep an eye out for a special new 100-page publication being released by IIMS next month, entitled the IIMS 2021 Safety & Loss Prevention Briefings Compendium.

The broad aim of this compendium is to showcase incident and accident reports, and loss prevention measures/guidance that happened in 2021, all easily accessible in one pdf document. Much of the content is distressing and covers carnage, destruction, chaos and sadly deaths. This new publication is set to become an essential reference resource for any marine surveyor's online library. The many links in the publication will be clickable, meaning you can easily access more details about an item of particular interest.

Yves Vandeborn, Loss Prevention Director of Standard P&I Club and Geoff Waddington, IIMS President, have agreed to write introductions to the compendium.

Other content has been provided from the IMCA Safety Flashes with extracts from the MAIB 2021 Safety Digests.

AMSA consultation begins on mandatory lifejacket wearing proposal on domestic commercial vessels

Photo credit:
AMSA



The Australian Maritime Safety Authority (AMSA) is inviting feedback from the domestic commercial vessel industry on a proposal to mandate lifejacket wear on some domestic commercial vessels. Informed by safety data, AMSA is exploring options to increase lifejacket wear across the domestic commercial vessel sector, focusing on sectors of the fleet with the greatest risk of a fatality following a person overboard incident.

AMSA Chief Executive Officer Mick Kinley said the proposal aims to minimise the risk of drowning and achieve greater safety outcomes for all people on domestic commercial vessels.

"Advancements in lifejacket design have made lifejackets more wearable than ever before and are proven to save lives, especially for people on domestic commercial vessels," Mr Kinley said.

"Old excuses that lifejackets are too bulky or awkward and people can't work in them, no longer cut it with modern designs. Lifejackets on boats are like seatbelts in cars or hard hats and high visibility clothes on work sites. We need to make them a normal part of the personal protective equipment on commercial vessels where the risk is real."

Maritime incident data between July 2018 to June 2021 showed 90 instances where people fell overboard. Of these incidents, 10 were fatal and 48 were categorised as very serious or serious. In 2020 alone, there were four fatalities all involving a crew member drowning after falling overboard.

"There is no doubt wearing a lifejacket improves both the prospect of staying alive and the likely survival time," said survivability expert Dr Paul Luckin.

The proposal to mandate lifejacket wear requirements will address a key safety issue that has been evidenced through safety data and numerous coronial recommendations. AMSA is seeking feedback on a series of options and questions, set out in a consultation paper. The feedback received will help inform the kinds of operations where wearing a lifejacket should be mandated.

Industry consultation will be open until 17 December 2021. Read more about the proposal and submit your feedback at <https://bit.ly/2ZsqOSw>.

Guidelines for the shipment of petroleum cargoes issued

The Swedish Club has published helpful cargo guidelines, focusing on petroleum cargoes shipments. The Club said that they wanted to give advice on the shipment of petroleum cargo specifically. A variety of refined petroleum cargoes are transported via the shipping industry. These cargoes are classified by the hydrocarbon range of the products. As the club explains, a common contamination found in refined petroleum products is the presence of particulates. This often leads to a failure in the appearance parameter which states that the cargo should be 'clear and bright' and typically leads to further cargo processing operations.

Read the article in full and download the guidelines at <https://bit.ly/3jZM3SC>.



**CARGO
ADVICE**

Petroleum cargoes



Examples include:

- Gasoline - classified by the hydrocarbon range $C_4 - C_{10}$
- Jet kerosene - classified by the hydrocarbon range $C_{10} - C_{25}$
- Gasoil - classified by the hydrocarbon range $C_{12} - C_{25}$

These products are isolated from crude oil, mainly through distillation where fractions are isolated based

Consultation for the carriage and charging of electric vehicles on Ro Ro ferries is now open

The consultation seeks your views on the draft Marine Guidance Note MGN 653(M) Electric Vehicles Onboard Passenger Ro-Ro Ferries. The increase in electric vehicle (EV) numbers in the UK has led to increasing demand for transit of EV onboard passenger Ro-Ro ferries (Ro-Pax). Currently, there are limited requirements specific to the charging of electric vehicles onboard UK vessels. However, noting the increasing popularity of electric vehicles it has become apparent that there is a potential for users of these vehicles to expect charging to be available onboard, and for operators of such vessels to consider offering this facility. This marine notice provides guidance for the safe carriage and charging EVs.

As increasing numbers of EVs are being transported on Ro-Pax ferries there is a need to provide guidance on the safety aspects associated with their carriage. This includes fire safety elements, electrical hazard risks, the increased risk from carriage of damaged EVs (accident recovery) and the safe charging of electric vehicles while onboard Ro-Pax vessels. The guidance focuses on the charging of EVs on board which is the most novel aspect of the guidance. Further risks from EVs on Ro-Pax vessels are explored and the MGN gives guidance on how to manage these risks effectively.

This consultation is now open and the deadline for responses is 23:45 on 20 December 2021.

Read the consultation document and find out how to make your comments at <https://bit.ly/3pNr4Gg>.



Fishing vessel pilot highlights new safety management project

Leading provider of grants and support to the maritime community, The Seafarers' Charity, has received funding for a pilot project to develop safety management onboard fishing vessels to the standard of the Fishing Safety Management (FSM) Code. The new service, Fishing First Safety Management by SafetyFolder, aims to improve safety in the UK fishing fleet.

The Seafarers' Charity's chief executive, Catherine Spencer says: "I am delighted that funding has been secured for this pilot project as the addition of an auditable safety standard that will transform vessel safety in the fishing industry. The Seafarers' Charity is improving the lives of seafarers every day and ensuring fishers can work and return home safely from voyages without experiencing harm or accidents is a big part of that."

The Seafarers' Charity is coordinating this pilot project which has secured funding support from the Marine Management Organisation (MMO), Fisheries and Seafood Scheme which has awarded £99,780 and the Trinity House DfT Maritime Safety Fund which has awarded £35,500. An industry steering group has been established and the development of safety management on board fishing vessels is fully supported by the Maritime and Coastguard Agency (MCA), which regulates and certifies UK fishing vessels.

Read the article in full at <https://bit.ly/3jQ8fhT>.

Review study on the Recreational Craft Directive 2013/53/EU – Final report published

The report has been created in line with the review clause set out in Article 52 of the Directive 2013/53/EU which requires the European Commission (EC) to submit a report to the European Parliament and the Council by 18 January 2022. The final report/study has been carried out by Panteia, TNO and Emisia on behalf of the EU Commission in terms of the RCD Review 2022 process and has been published.

The specific objectives of the study are:

- To quantify the share of exhaust emissions produced by recreational marine engines in the EU, compared to exhaust emissions produced in related sectors in the EU.
- To find out if it is technically feasible and cost-beneficial to further reduce the emissions of pollutants from marine propulsion engines (nitrogen oxides NO_x, hydrocarbons HC, particulates PT and carbon monoxide CO), the cost efficiency of those approaches and/or technologies, and the need to agree globally harmonised values for the sector have to be taken into account.
- To find out if other engine testing procedures listed in the Directive 2013/53/EU would be more appropriate for the recreational marine propulsion engines, including hybrid installations as well as if these procedures would better contribute to reduction of pollutants' emissions
- To list the possible options of further reduction of exhaust emissions from recreational marine propulsion engines.
- To access the possibility to set out requirements on evaporative emissions and fuel systems. To list possible options and accompany them by cost/benefit analysis.
- To assess the adequacy and impact of the current specification of watercraft design categories (based on combination of resistance to wind force and to significant wave height) on manufacturers and end-users.
- To assess the need to introduce further specifications, eventually to introduce further subdivision of the current design categories. Potential options to modify current specification of watercraft design categories are accompanied by cost/benefit analysis.

Read the full article and access the 174-page report at <https://bit.ly/31waPDK>.

Review study on the Recreational Craft Directive 2013/53/EU



The UK Maritime & Coastguard Agency (MCA) has released the following documentation in recent weeks



MSIS 05 - Instructions for the Guidance of Surveyors on Mandatory Radio Installations on Ships
Go to <https://bit.ly/3o0D58L>

MGN 588 (F) - Compulsory Provision and Wearing of Personal Flotation Devices on Fishing Vessels (Amendment 1)
Go to <https://bit.ly/3EOxlG4>

MIN 625 (M+F) - Construction Standards for Fishing Vessels of Less than 15 m LOA: Reboarding Ladders (Amendment 1)
Go to <https://bit.ly/2Yh7abg>

MIN 626 (M+F) - Construction Standards for Fishing Vessels of Less than 15 m LOA: Freeing Ports (Amendment 1)
Go to <https://bit.ly/3BRvqhU>

MIN 627 (M+F) - Construction Standards for Fishing Vessels of Less than 15 m LOA: Hatch Drains (Amendment 1)
Go to <https://bit.ly/3q4tuk2>

MIN 628 (M+F) - Construction and Outfit Standards for Fishing Vessels of Less than 15 m Length Overall to Less than 24 m Registered Length: Use of Scantling Tables (Amendment 1)
Go to <https://bit.ly/31oHDhy>

ABS Port State Control Quarterly Report for Q3 2021 published

The American Bureau of Shipping (ABS) Quarterly Report on Port State Control (PSC) provides information to owners on deficiencies identified on ABS vessels during inspections carried out by the various PSC regimes globally during the 3rd Quarter of 2021.

The report is being made available to assist owners by providing awareness of potential areas of concern that have been identified on ABS classed vessels.

Port State Control inspections have proven to be an effective tool for eliminating substandard vessels that may be in operation, which may impact maritime safety and the marine environment. A ship is regarded as substandard if the hull, machinery, equipment, or operational safety and the protection of the environment is substantially below the standards required by the relevant conventions or if the crew is not in conformity with the safe manning document. Evidence that the ship, its equipment, or its crew do not comply substantially with the requirements of the relevant conventions or that the master or crew members are not familiar with essential shipboard procedures relating to the safety of ships or the prevention of pollution may be clear grounds for the PSC inspector to conduct a more detailed inspection.

The report contains a number of photographic examples of some of the findings of concern, which marine surveyors will find of great help.

Download the report at <https://bit.ly/3aVhzMA>.



Canal & River Trust 2020/2021 Annual Report published

The Canal & River Trust 2020/21 Annual Report and Accounts document a year dominated by Covid-19, from the pandemic's operational and financial impact on the Trust, to the lifeline the waterways and towpaths provided throughout for millions of people across England and Wales. The Canal & River Trust 2020/2021 Annual Report also looks ahead to the 2021/22 Government Grant Review and demonstrating the waterways' benefit to the nation.

The Trust's income was £215.4 million in 2020/21 (2019/20: £216.1m), reflecting the actions taken in recent years to ensure that its income, vital for looking after the ageing waterways infrastructure, is secure. Whilst overall spend on charitable activities decreased year-on-year by £10.8m to £183.3m, partly the result of provisions for Toddbrook Reservoir made a year ago, underlying expenditure on core maintenance, repairs and infrastructure works continued to grow.

There was a small decrease in the contribution from boating, moorings and waterway-related businesses to just under 19% of income in 2020/21. This, in part, reflects the support the Trust gave to boating business and charitable partners during the pandemic and the granting of a one-month licence extension to private boat owners in light of the disruption to navigation in 2020.

Download the report at <https://bit.ly/3nKotW7>.

A catalogue of failures left navy personnel unprepared to fight USS Bonhomme Richard fire reveals investigation report

*Photo credit:
US Navy*



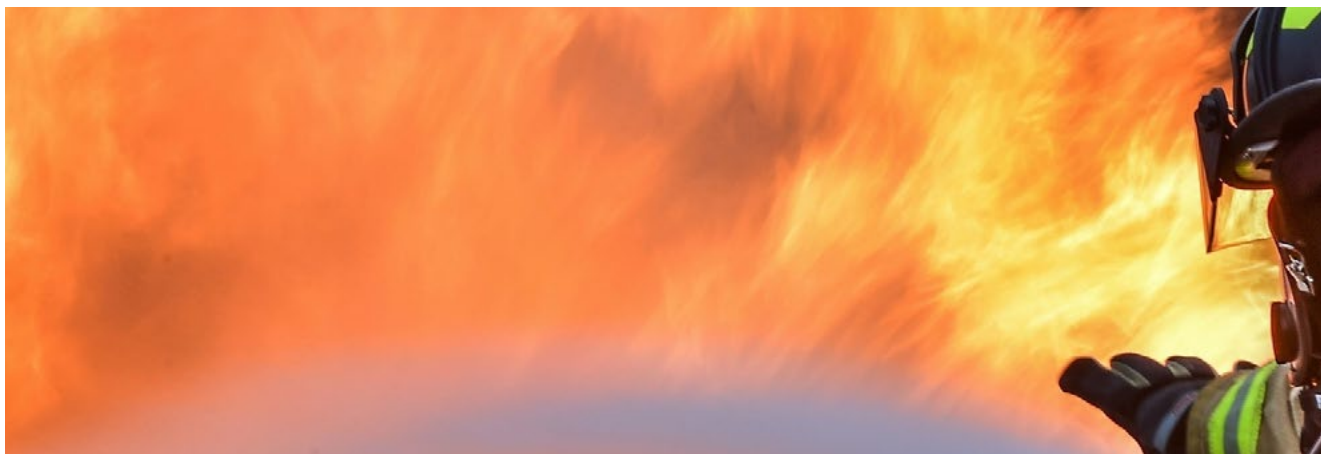
A scathing report extending to more than 400 pages by the US Navy into the fire that destroyed the USS Bonhomme Richard in 2020 has concluded that the loss of the ship was “completely preventable” and that there were major failures within the military chain of command that allowed the fire to destroy the warship.

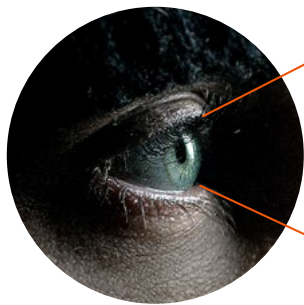
The blaze broke out on the USS Bonhomme Richard on 12 July 2020 and burned for four days. The report identifies 36 sailors, including five admirals, as having contributed to the loss of the ship. The report concluded that there were “four categories of causal factors that allowed for the accumulation of significant risk and led to an ineffective fire response: the material condition of the ship, the training and readiness of the ship’s crew, the integration between the ship and supporting shore-based firefighting organisations, and the oversight by commanders across multiple organisations”.

The command investigation also concluded a lack of familiarity with requirements and procedural noncompliance at multiple levels of command contributed to the loss of ship. One sailor has been charged with aggravated arson and hazarding a vessel. A preliminary hearing for the sailor is scheduled for mid-November.

Vice chief of naval operations (VCNO), Admiral Bill Lescher says: “The loss of this ship was completely preventable.” “And the Navy is executing a deliberative process that includes taking appropriate accountability actions with respect to personnel assigned to Bonhomme Richard and the shore commands designed to support the ship while moored at Naval Base San Diego.”

The report findings detailed widespread lapses in training, coordination, communication, fire preparedness, equipment maintenance and overall command and control. Additionally, the report recognised the “bravery, ingenuity, and resourcefulness in the actions of sailors across the San Diego waterfront and others who had a role in the response,” and identified ten meritorious performance recommendations for actions taken during the firefighting efforts.





What
caught
my eye...

*Mike Schwarz casts his
eye back over last month's
eye-catching and
eventful marine news*

The floating house move

Photo credit: Keith Goodyear

A young couple in McIvers, Newfoundland, recently found a unique way to beat the soaring cost of building materials. They bought a vacant WWII-era house on the waterfront, strapped a trailer and a few dozen empty barrels on the bottom, and floated it half a mile across the water. Thanks to this time-tested Newfoundland method, along with a high tolerance for risk and a lot of help from their boat-owning neighbours, they secured an all-in shipping rate of just \$4,000.



Homeowner, Daniele Penney, had coveted the square, two-story house on the point ever since she was young. When she heard that new owners were planning to tear it down and build a new house, she and her boyfriend resolved to buy it and relocate it to their own land. The only catch: due to topography and powerlines, it would not be possible to move the house by land. It would have to travel about half a mile across Newfoundland's Bay of Islands.

The preparations were straightforward: jack up the house, strap barrels to the bottom and insert a steel-framed trailer underneath for the shoreside portions of the journey. All went smoothly at first, but the arrangement began to lose buoyancy towards the stern. The aft-most portion of the house took on water up to the bottom of the second story, and Penney was briefly concerned that it might founder. However, half a dozen small boats rushed over to help push, and they managed to stabilize the house and move it to shore.

I say sometimes you simply have to admire the ingenuity and tenacity of some people and I applaud their sheer audacity!



Oil rig tourism set for take off

So, what does one do with an oil rig that has come to the end of its useful working life? Answer, turn into a theme park, duh!

The Saudi Arabian Public Investment Fund has announced the launch of "THE RIG.", a new tourism project. Inspired by offshore oil platforms, "THE RIG." will be located in the Arabian Gulf and will span a combined total area of more than 150,000 square

meters. It will offer a multitude of hospitality offerings, adventures, and aquatic sporting experiences.

This project is a unique tourism attraction, expected to attract tourists from around the world. "THE RIG." will feature a number of tourist attractions, including three hotels, world-class restaurants, helipads, and a range of adventurous activities, including extreme sports.

Watch the promotional video at <https://youtu.be/wXgzb6qedx4>.

Something new to dominate the Manhattan skyline

A towering statue of a woman's head with her index finger pressing on her lips now faces lower Manhattan along the Hudson River, inviting the chaotic metropolis to stop and listen. "The water, when it moves, makes a special sound, very special," Barcelona-based artist Jaume Plensa said.



The message of his 24-metre "Water's Soul" is "to keep silent, to listen to the profound noise of the water talking to us," Plensa said in an interview.

The snow-white head commands a sweeping view of the river in front of a high-rise buildings in Jersey City's rapidly developing Newport waterfront. It stands directly across from Greenwich Village and about four miles upstream from the Statue of Liberty.



Sub expedition to the Titanic open for applicants

Image credit:

Robert Ballard / National Geographic

I find it remarkable that to this day, more than a century on, the fate and story of the Titanic endures and continues to attract so much interest. There is a mystique around the sunken ship for certain and countless books and accounts have been written. It fascinates me and I have read a great deal on the subject, including the

inevitable suggestions of cover ups and conspiracy theories. And now it seems if your pockets are deep and you are lucky enough to be selected, you too could find yourself exploring the wreck.

Following a successful six-week expedition in 2021, applications are now open for a select few 'citizen explorers' to join submarine expeditions to survey the historic wreck of the Titanic. The next expedition to the wreckage will begin in summer 2022. Given the massive scale of the wreck and the debris field, the missions will continue over the next few years to fully document the wreckage.

The expeditions are led by OceanGate Expeditions but the once-in-a-lifetime experience comes with a hefty price tag of \$250,000.

OceanGate Expeditions has just completed its first exploration; six weeks of dives, taking photos and videos of the ship that famously sunk over 100 years ago. A team of experts, researchers and citizen scientists boarded Titan, the world's only five-person, 4,000-metre submersible and spent time examining the sunken vessel. The team returned to St. John's Newfoundland with images and videos that show parts of the wreck that may never have been captured before.

Aboard the surface supply ship, team members will help with navigation, maintenance, and catalogue once-in-a-lifetime historical finds. Aboard the submersible, they will descend to the ocean floor and soar over the wreck, skimming the ship's deck as cameras and lasers create a detailed 3D model.

Volcanic eruption brings 'Ghost ships' up from the deep

Sticking with the theme of sunken relics from the past for a moment, this extraordinary story really captured my imagination. I am certain that those responsible for sending these ships to the bottom of the Pacific in the 1940s would be shocked if they were still around to see them re-emerge seventy plus years later!

Two dozen 'ghost ships' have risen from the bottom of the Pacific Ocean, caused by seismic activity.



According to The Mirror newspaper, the sunken warships from World War II have emerged about 800 miles from Tokyo. An eruption from the underwater volcano Fukutoku-Okanoba created a new small C-shaped island from pumice and volcanic ash, while at the same time unearthing and bringing to the surface 24 ships that sank during the battle of Iwo Jima in 1945.

According to the US National Archives, the ships were moved and sunk during the war to form a breakwater in preparation for the invasion of US forces, shielding other boats as they unloaded troops and weapons. Iwo Jima is now home only to the Japanese military and civilian access to the island is extremely restricted.

That's all for 2021. I Look forward to bringing you more eyecatching stories in 2022!

Mike Schwarz



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