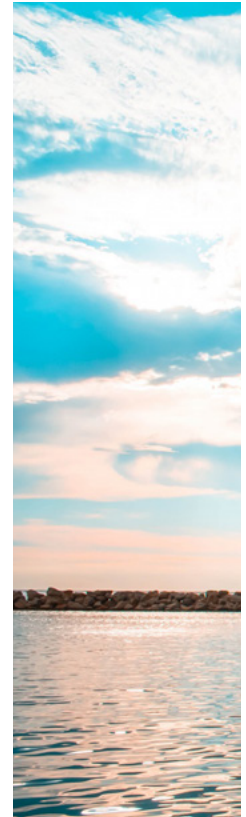


International Institute of Marine Surveying
Dedicated to Excellence in Marine Surveying

News Bulletin

AUGUST 2020



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

We have done it. Yes, we have really done it. I still have to pinch myself to realise that after months of challenges and not insignificant hurdles, IIMS has finally completed the purchase of the freehold of Murrills House – our permanent home and flagship head office – and a major new asset for members. We can finally boast that we are the owners of a period, landmark property dating back, in parts, some 500 years - a real piece of history and something to make our members proud, I hope? I will not begin to suggest any of this has been easy, because it hasn't. There have been huge frustrations along the way. But now that the deal is done, I can finally reflect on this momentous occasion, one of the proudest in my long career in business. When I look back to the parlous financial state of the Institute when I arrived six years ago, it is testament to how far we have come. We have made significant progress, and this really is something worth celebrating and shouting about.



Many things have changed in the past few months and not all of them good either as we have learnt to cope with tragedy and a new way of living courtesy of the pandemic engulfing us all. COVID-19 certainly has a lot to answer for, but out of the situation that was forced upon the profession, a new way of surveying is fast emerging, particularly in commercial shipping. I refer to remote surveying, which although not entirely new, was probably unimaginable to most of us just a few years ago and is perhaps a shock to the system for more traditional surveyors too. For a variety of sound commercial



CEO Chat *(continued)*

reasons, such surveys are suddenly fashionable and the talk of the town it appears. But can a vessel really be successfully surveyed remotely? I do not have the experience personally to be able to answer that rhetorical question, but I am sure there will be members who can and who fall on both sides of the debate. It would make for an interesting debate and one I am keen to stimulate. However, I am inclined to be more sceptical as to the surveying of yachts and small craft remotely. The fact that the 'majors' are seeing merit in remote surveying of larger vessels makes me think we must keep an open mind. But what do you think?

DNV GL reported back in March that they had completed over 15,000 remote surveys. Obviously, they see this as the way forward and the pandemic has made this way of working yet more prevalent. For sure there are benefits too for vessel owners as well as surveyors, who no longer need to travel to the extent they once did. But what about the integrity of the survey?

Further proof of how the tide is turning, if it is needed, can be found in the four news articles published in recent months on the IIMS web site:

- Bureau Veritas completes a remote marine survey on LNG dual fuel harbour tug PSA Aspen
- RINA (Classification society) performs statutory and class surveys remotely
- DNV GL's remote surveys surge
- Lloyds Register: Making the case for remote surveys

So, do remote surveys mean the end of the marine surveyor? In my opinion, certainly not, but I would encourage you to read the article I have written for publication in the next Report Magazine on this subject, which is published on 1 September and then to make your thoughts known.



To those of you are currently active, survey well and stay safe.

Mike Schwarz,
Chief Executive Officer



There's plenty of building work to do at Murrills House

As the Institute takes ownership of Murrills House as its new flagship headquarters, the work to restore this magnificent Grade II listed, 500 year old building to its former glory will begin shortly. IIMS is making a significant financial investment in essential maintenance and repair work which will only add to the value of this new asset.



Discussions have taken place with a local construction firm and the scope of work has been drawn up and agreed. The building survey threw up some key maintenance work that needs to be done with a degree of urgency, but nothing that was a major surprise. Because the property is a Grade II listed building, it means for some items, such as replacement of the old wooden windows which are rotten, that we need to apply for planning permission. Currently IIMS is in discussion with the conservation planning officer at the local council to seek the necessary permissions.

As part of the deal to acquire Murrills House, in a role reversal our ex landlord, Casson Beckman, has become our tenant. So IIMS is adjusting to life as not only a property owner, but also a landlord. This brings additional responsibilities in several areas, for example fire marshalling for the building and all its staff, health and safety for the site and keeping the extensive grounds manicured and tidy!

Mike Schwarz said, "To secure Murrills House as the long term head office for the Institute feels like a dream come true. It underpins the future of the organisation and provides a valuable asset for its members. Knowing that we are the next guardians of a building with a history going back 500 years is a great responsibility and an honour, but one my colleagues and I will rise to as we look to return the property to its former glory."



A potted history and guide to Murrills House



What we do know is that Murrills House started life as a tenant farm, part of a much larger estate in the area. Its origins can be traced back centuries and the oldest part (beneath the current Accounts Office), is believed to date from the 1500s when cattle routinely lived in the house. Once it was purchased from the Southwick estate, Murrills House owned in the region of 200 acres with land running down to the water and a large working pig farm. Looking around at the urban sprawl today, that seems almost impossible to imagine. Censuses have been viewed going back to the early 1800s, not long after the census first began in the UK in 1801. Various families are named as having lived at Murrills House, many of them large in number due to the size of the original property which boasted seven bedrooms.

The Curtis family were prominent owners of the building from the late 1800s until just after the second world war. At that time Murrills was clearly well known as the local manor house of the area. The Curtis family, it seemed, enjoyed an enviable and halcyon lifestyle – the house was often thrown open and lawn tennis was a much enjoyed sport on the grass court set within the gardens (sadly a car park now) in what must have been splendidly manicured gardens too.

Interestingly, Murrills House has a fascinating connection with the maritime world. In 1952, Associated British Combustion Ltd acquired the property as their head office and built a factory unit in what was the back garden. Their two most prestigious contracts, both with a Royal connection, were to provide and install the oil-fired heating system at Windsor Castle and to provide the boilers on board the iconic H.M Royal Yacht "Britannia". How ironic that more than half a century on, IIMS should be set to pick up and continue that nautical mantle once more.



Beware email hackers are on the loose

A member has been in touch with IIMS to tell us that his email account has been recently hacked. How safe is your email? Most people take email for granted and rarely think of the possible consequences until the worst happens. In terms of keeping your email account safe, one simple thing you should do is to change your password very frequently; yes, it is inconvenient, but will help to keep your account safe.

The cyber-criminal hacked into the surveyor's email account and found several emails to clients requesting payments with bank details shown in the body of the message. The cyber-criminal took over and sent mails as if he were the surveyor, notifying the clients that he had changed bank accounts, to ignore the old details and to make payment to the new account. A simple but effective fraud. The surveyor was completely unaware that the hacker was in ongoing dialogue with his clients. One client did as he was instructed and gifted the cyber-criminal £700, which will never be recovered.

There is an onus on us all to do our very best to prevent this type of fraudulent activity happening. Please take the necessary steps to protect your email accounts and, if necessary, seek advice from those who know best about this type of crime to help you.

Make your views on red diesel known to the UK Government by 1 October 2020

The Royal Yachting Association (RYA) is urging users of diesel propelled craft, particularly private pleasure craft, to have their say on the future of red diesel. It is not about the colour, tax status or price, says the RYA, it's about existing supply needs.

A consultation has been launched by HMRC about the proposed changes to the rules and you have until 1 October 2020 to read the proposals and make your views known.

At this year's Spring Budget, Chancellor Rishi Sunak shared plans for the intended removal of entitlement to use red diesel from April 2022, except for the agriculture sector (including forestry, horticulture and fish farming), railways, and where red diesel is used to power non-commercial heating systems, such as in homes, narrowboats and places of worship.

The Government's looking for evidence as to whether other sectors, including recreational boating, should be allowed to maintain use of the fuel beyond April 2022. The decision by the Government to withdraw red diesel from wider use has been motivated by its intention to tackle climate change by incentivising businesses to improve the energy efficiency of their products.

The RYA says it supports a move to increase energy efficiency in the short term and to develop a pathway to zero carbon for all sectors in line with UN goals. But the RYA's case for retaining red diesel is about existing supply needs. Recreational boaters already pay the full rate of duty and VAT when purchasing fuel for the purposes of propulsion.

The RYA will be looking at the proposals to reform the tax treatment of red diesel to see how this might affect the supply of fuel for recreational use.

The further west and north you travel in the UK the more likely it is that you will have to rely on waterside outlets that only supply red diesel for commercial purposes, such as to fishing fleets, says the RYA. In many remote places, the limited quantities of fuel used by recreational craft do not warrant the cost of installing additional equipment to supply white diesel for the recreational boating sector.

If the Government removes the entitlement to use red diesel from most sectors from April 2022 and white diesel is consequently made as widely available as red diesel is now, the supply of fuel will not be affected.

View the consultation and have your say at <https://bit.ly/3eSoeqe>.



Forthcoming online seminars in August

IIMS is delivering three online seminars in August. First up is new President, Geoff Waddington, who is presenting **SURVEYING AND INSPECTING SMALL CRAFT ENGINES** on 4th August at 12.00 GMT (London UK time).

Geoff is a highly experienced marine surveyor, with an engineering background gained from service in Her Majesty's Royal Navy before joining the profession. He is an active surveyor operating in both the UK and Portugal and is also an MCA coding examiner. Geoff has an all-round knowledge of small craft and ships of all types, but in this presentation he is focusing his attention on vessels below 24 metres. Many surveyors these days are reluctant to survey the engines, simply choosing to report the make and model of the propulsion unit and going no further.

Geoff will talk and show where to look and what to look for. He also has a wealth of knowledge and experience on common engine faults and will share those with delegates too, giving some practical hints and tips.

ONLINE REPORT WRITING SEMINAR at 14.00 GMT (London UK time) on 25th August. Paul Homer, IIMS Chairman of Standards and Mike Schwarz, IIMS Chief Executive Officer will host and present the Report Writing online seminar.

Who should attend this seminar?

The report writing seminar is aimed specifically at yacht and small craft surveyors, both those who are less experienced, but also those who feel they would benefit from a refresher.

IIMS receives too many surveyor complaints each year, generally caused by poor writing standards and skills, some of which are serious in nature. A report is the surveyor's intellectual property and he/she lives or dies by it. This three-hour online course, featuring a lot of new content bringing the art of report writing bang up to date, aims to provide the essential information that a yacht and small craft surveyor needs to consider when gathering the information and then compiling his/her report. There are suggested clauses for use in the report to protect against possible litigation and advice in the event that something goes wrong. Additionally, there is advice on contracts and terms of business and how, when and where these should be used.

Scope of the Seminar

Part I: Preparing for survey, gathering data and compiling your report

Part II: Giving the client what they want and not what the surveyor thinks they want

Part III: Preparation of Valuation Reports

Part IV: Complaints, examples and practical exercises

ULTRASOUND MEASUREMENT TOOLS ONLINE SEMINAR

On 26th August at 15.00 GMT (London UK time), George Hunter of Coltraco Ultrasonics will present the latest in Ultrasound Measurement Tools online seminar. In particular, he will present the latest in ultrasound measurements of storage tanks, fire suppression equipment, UT testing and bearing wear monitoring.

Coltraco Ultrasonics is home to an extensive range of ultrasonic instrumentation and constant monitoring systems, all of which have been handbuilt and undergone rigorous quality testing to ensure they meet the highest standards. As a professional and recognised leading ultrasonic testing equipment company, based in the UK, Coltraco Ultrasonics has an outstanding track record of delivering quality ultrasonic testing equipment both locally and on a worldwide basis. Over the last 30 years Coltraco has designed handheld, reliable, accurate portable ultrasonic inspection products.

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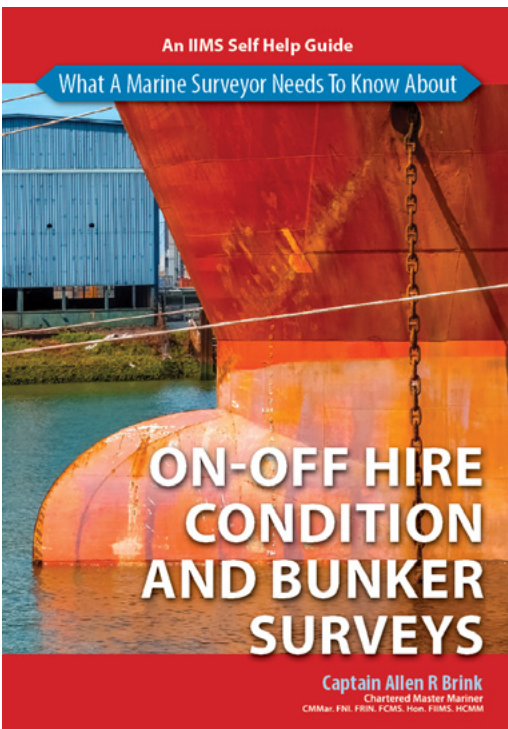
**ULTRASOUND MEASUREMENT
TOOLS ONLINE SEMINAR**

To reserve your place go to
<https://bit.ly/3hucSL5>

Handy guides number 23 and 24 published in the 'What a marine surveyor needs to know about' series

In recent weeks, the twenty third and twenty fourth handy guides in the IIMS series, *'What a marine surveyor needs to know about'*, have been published in paperback and downloadable pdf formats.

The 23rd handy guide is entitled 'What A Marine Surveyor Needs To Know About On-Off Hire Condition And Bunker Surveys' and the 24th is 'What A Marine Surveyor Needs To Know About Corrosion, Electrolysis, Galvanism, Anodes & MIC'.

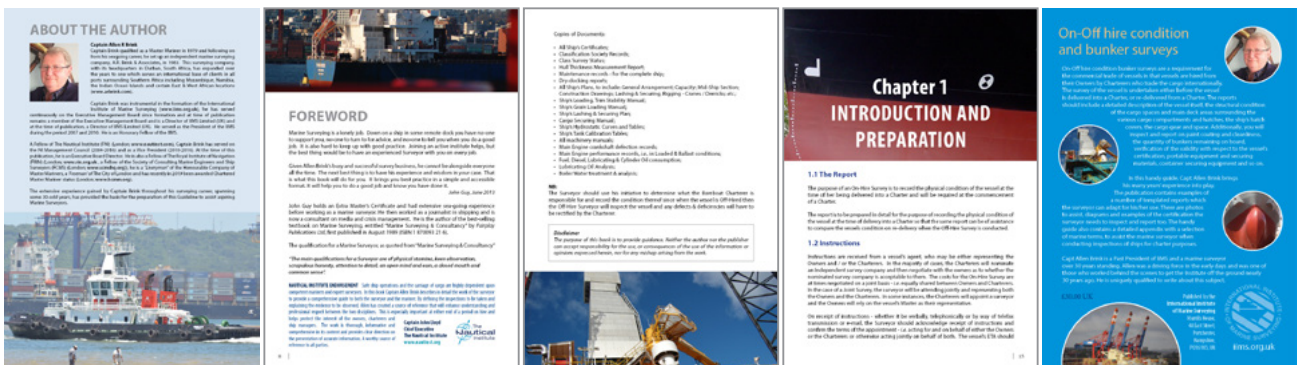


What A Marine Surveyor Needs To Know About On-Off Hire Condition And Bunker Surveys by Capt Allen Brink.

On-Off hire condition bunker surveys are a requirement for the commercial trade of vessels in that vessels are hired from their Owners by Charterers who trade the cargo internationally. The survey of the vessel is undertaken either before the vessel is delivered into a Charter, or re-delivered from a Charter. The reports should include a detailed description of the vessel itself, the structural condition of the cargo spaces and main deck areas surrounding the various cargo compartments and hatches, the ship's hatch covers, the cargo gear and space. Additionally, you will inspect and report on paint coating and cleanliness, the quantity of bunkers remaining on board, verification of the validity with respect to the vessel's certification, portable equipment and securing materials, container securing equipment and so on.

Author Capt Allen Brink brings his many years' experience into play. At an impressive 244 pages, the publication contains examples of a number of templated reports which the surveyor can adapt for his/her use. There are photos to

assist, diagrams and examples of the certification the surveyor needs to inspect and report too. The handy guide also contains a detailed appendix with a selection of marine terms, to assist the marine surveyor when conducting inspections of ships for charter purposes.

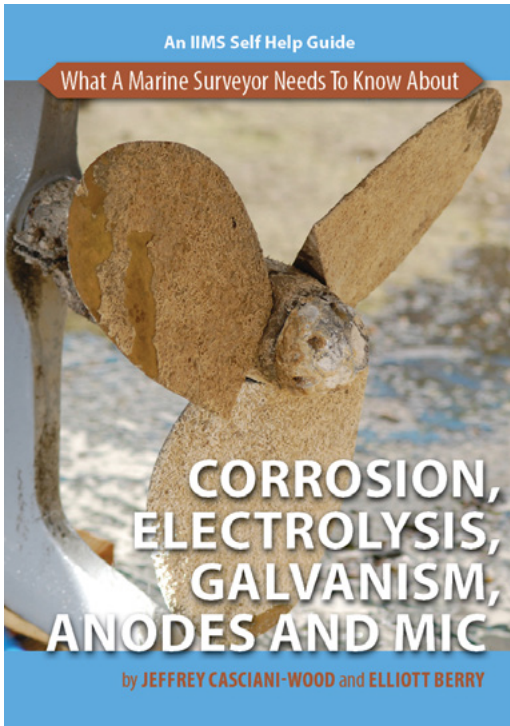


What A Marine Surveyor Needs To Know About On-Off Hire Condition And Bunker Surveys is available in paperback at £30 plus post and packaging or as a downloadable pdf for just £28. Click for details at <https://bit.ly/36EOsKw>.



Handy guide review

The first person to review this new handy guide by Capt Allen Brink said, "This is a labour of love and reflects Allen's immense knowledge and experience. I can't think of a more valuable piece of work, not only for the survey industry, but for the maritime industry as a whole. One of the hardest things for lawyers is to deal with reports which are not logically set out or written in English which judges and other lawyers can understand. So well done! This will add great value to the industry."



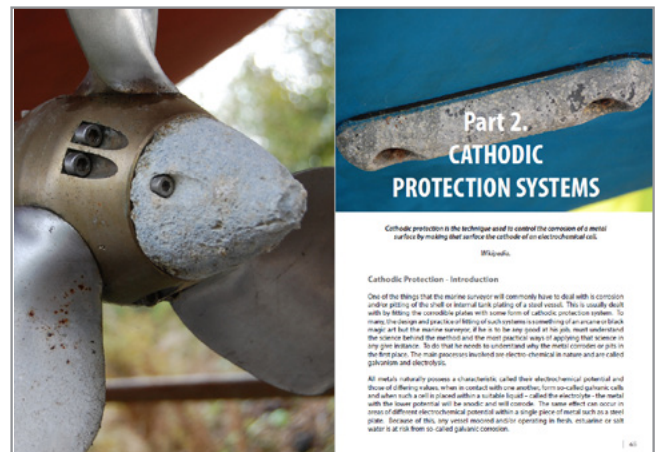
What A Marine Surveyor Needs To Know About Corrosion, Electrolysis, Galvanism, Anodes & MIC by Jeffery Casciani-Wood and Elliott Berry.

Practising marine surveyor, Elliott Berry FIIMS, and veteran, retired surveyor, Jeffrey Casciani-Wood HonFIIMS, (a name that needs little introduction to IIMS members), have combined to produce this authoritative 120 page handy guide entitled 'What a marine surveyor needs to know about corrosion, electrolysis, galvanism, anodes and MIC'. The guide presents some detailed equations to help to explain the science along with plenty of practical tips to help the marine surveyor to understand this essential, yet complex subject as they try to debunk some of the long held myths.

In Part 1 the authors consider the many and varied types of corrosion and their causes, including the often misunderstood microbial corrosion. The opening definition 'Corrosion is the degradation of a material by its environment' gives little clue to the depth of valuable information that follows. Part 2 introduces the surveyor to the various cathodic protection systems that exist, including

a lot of information about the correct use of anodes. Part 3 is an excellent glossary with descriptions of cathodic protection terms that any surveyor should be familiar with.

What A Marine Surveyor Needs To Know About Corrosion, Electrolysis, Galvanism, Anodes & MIC is available in paperback at £25 plus post and packaging or as a downloadable pdf for just £22. Click for details at <https://bit.ly/3hVwjxf>.



Coming soon – the September Report Magazine

Keep an eye out for notification when edition 93 of the Report Magazine is published on 1 September. Apart from the usual round up of marine and member news, safety briefings and new products, here's a preview of some of the key feature articles:

- The elephant in the room: What do remote surveys mean for the marine surveying profession?
- What surveyors ought to know about Fastenings Part II
- Sacrificial anodes – a waste of money?
- Cyber security and ships
- Decarbonizing shipping: the role of internal combustion engines
- Why do container stacks collapse and who is liable?
- Making ship systems smarter with simulation
- Limitation of liability: Who is an 'Operator' and who is a 'Manager'
- A Day in the Life of Jeffrey Casciani-Wood
- The making of the new Norwegian research vessel RV Kronprinz Haakon



Cyber Security & Ships

What surveyors ought to know about fastenings - Part II

Who is liable for containership stack collapses?

The making of research vessel RV Kronprinz Haakon

What do remote surveys mean for the surveying profession?

The elephant in the room: What do remote surveys mean for the marine surveying profession?

by Mike Schwarz

"It's like the elephant in the room. It's always been there and I can't see it as a professional man, but as a remote surveyor. Remote is not just a buzz word, it's a real thing. It's not just about taking photos and sending them to a client. It's about the whole process, from the client's perspective, to the surveyor's perspective, to the industry's perspective. It's about the future of the profession. It's about the challenges we face as a profession. It's about the opportunities we have. It's about the need for us to adapt and change. It's about the need for us to stay relevant. It's about the need for us to be proactive. It's about the need for us to be innovative. It's about the need for us to be resilient. It's about the need for us to be flexible. It's about the need for us to be open-minded. It's about the need for us to be curious. It's about the need for us to be humble. It's about the need for us to be kind. It's about the need for us to be honest. It's about the need for us to be transparent. It's about the need for us to be accountable. It's about the need for us to be responsible. It's about the need for us to be ethical. It's about the need for us to be professional. It's about the need for us to be excellent. It's about the need for us to be the best. It's about the need for us to be the future."

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by Mike Schwarz

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Contact the IIMS Head Office team

As always, the IIMS head office team are here to help you on any matters relating to your membership or education needs. Please contact the appropriate person as follows:

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information about Marine Surveying Academy courses (Sharon Holland)

It is important that we keep our database and records up to date. Perhaps you have a web site address to add? If your contact details - address, email and telephone number - should change, please be sure to inform us immediately by email: **info@iims.org.uk** or call +44 23 9238 5223 (answer phone out of office hours).

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