

# IIMS NEWS BULLETIN MARCH 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](http://www.iims.org.uk)

## CEO Chat

### Dear Colleague

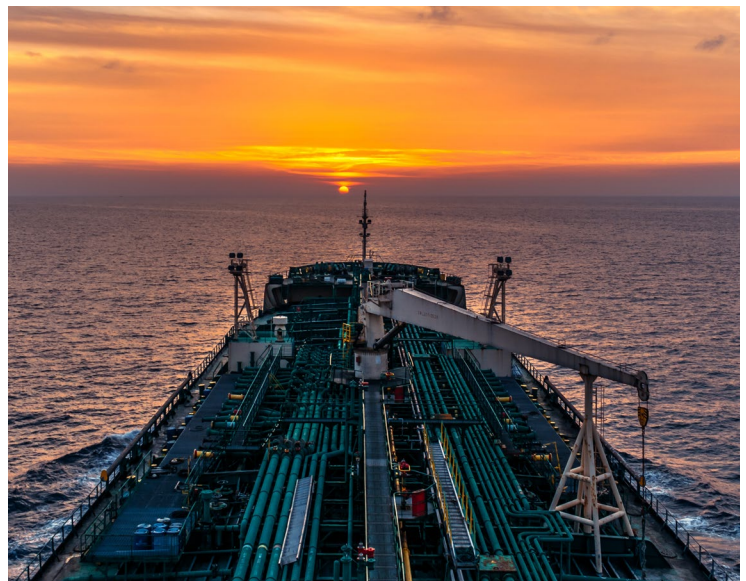
It struck me that I am rarely short of things to write about when I sit down to compile my News Bulletin introduction each month and this time round is no exception. These are busy times and it is hard to know quite where to start.

Let me begin by welcoming the newest member of our team to the Institute. Vicki Loizides starts as Education Co-ordinator with effect from 1 March to replace Lorna Robinson, who has left to take up a new challenge. You can find out more about Vicki elsewhere in this bulletin and I am sure you will join me in wishing her much success in her time with IIMS.

My colleagues and I have been amazed by the number and quality of new membership applications that have reached us during January and February - far beyond what we would expect to see or regard as normal. It seems we will be keeping the Professional Assessment Committee busy in the coming weeks!

Our first Certifying Authority training seminar of 2021, held recently, attracted a large audience. Many who attended were examiners who code with authorities other than the IIMS. I am grateful to our CA Chairman, Fraser Noble and also Rob Taylor, who spoke as a representative of the UK maritime regulator, the Maritime & Coastguard Agency.

Since announcing the launch of our new **Professional Qualification in Marine Corrosion** just last month, I have been delighted with the number of expressions of interest we have received so far. If you missed the announcement, please do have a look at what this standalone qualification has to offer you. It aims to give surveyors an in depth understanding of corrosion. IIMS members and students are entitled to a discount. Full details about the ten qualification modules and how to express your interest can be found at <https://bit.ly/39PG3qG>.





## CEO Chat (continued)

Another edition of the **Report Magazine** has been published today. By my reckoning (if my calculations are correct) this is the 29<sup>th</sup> edition of the magazine I have edited and it has come a long way over that time. So, it is worthy of note that the magazine was recently nominated and shortlisted for an award. Bringing the publication to readers each quarter remains a vitally important and pleasurable aspect of my role and I am always appreciative of comments I receive from members. I have focused this edition firmly on the challenges that have arisen in the container shipping sector following several high profile 'containers overboard incidents' that have captured recent media attention and rightly so.

You may have read last month that IIMS President, Geoff Waddington, and I have been involved in lobbying governments, politicians and flag states as we try to understand the full ramifications post Brexit. The picture that has emerged is much clearer now, although there remain more questions than answers sadly. This has prompted Geoff to write a longer than usual President's column in the **Report Magazine** extending to five pages in which he gives an overview on what we now know.

The **Report Magazine** can be accessed at <http://bit.ly/2WQTosu>.

I have included a number of short articles relating to the marine sector in this News Bulletin as they include reference to items and notices of relevance and interest to the marine surveying profession.

### Stay safe and survey well.

**Mike Schwarz**  
Chief Executive Officer

## Report Magazine edition 95 published

IIMS has published the March 2021 edition of the Report Magazine.

This edition has some key features that tackle some bang 'on trend' topics reflecting the times we live in - in particular the situation with VAT on boats post Brexit and several articles that take a closer look at the CTU Code and container stack collapses. Features in this edition on yacht and boat surveying are a bit sparse, but the editor felt it important to devote sufficient space to explore what is going on in the container shipping sector following several high profile and eye catching incidents in recent months.

Here's a review of some of the articles that can be found in edition 95.

- The CTU code - why we need it
- VAT on boats post Brexit explained
- New insights into MSC ZOE in shallow water that require further action to prevent future container loss
- Tackling the scourge of container ship fires
- The Estonia disaster continues to be a bottomless source of learning
- Costly claims for crane failures caused by human errors
- From composite evolution to vessel construction revolution
- Corrosion-resistant steels for cargo oil tanks
- New guidance document for cargo and cargo hold ventilation published
- Fault tree analysis of the grounding of M.V. C.S Cigne
- Rivets – Part 1
- A day in the life of Capt. Purnendu Shorey



The March 2021 Report Magazine can be downloaded in either pdf or eReader formats at <http://bit.ly/2WQTosu>.



# A warm welcome to Vicki Loizides

After two successful years with IIMS as Education Co-ordinator responsible for managing the Institute's distance learning Professional Qualifications programme and output, Lorna Robinson has decided to move on to pastures new. Lorna has accepted an administrative role with Portsmouth University and left the business on 26 February 2021. During her time with IIMS, the number of students has spiralled upwards to more than 200.

As her replacement, IIMS is delighted to welcome Vicki Loizides from 1 March who takes over management of this important part of the Institute's work. Living locally, Vicki is not entirely new to the shipping and cargo arena as she spent eight years in a project management role with NYK Group Europe Ltd based in Southampton.

Vicki gained a BSc degree in Psychology with Criminology (2:1) from Portsmouth University before embarking on her career and, as she says, this gives her some knowledge from the other side understanding the expectations of a student and knowing how to successfully tackle and complete assignments.

Vicki lives with her husband and young family close to the sea not far from the office. Away from work, she enjoys camping holidays, spending time dog walking, entertaining friends and pottering in the garden. Good luck Vicki.



## Certifying Authority training report

The IIMS Certifying Authority (CA) broadcast a training seminar on 22 February. As part of its new look strategy for CA training, which aims to pick off specific aspects of the codes and cover them in bite size training sessions, the first one was entitled '**Application and Update of the MCA codes**'.

Fraser Noble brought his detailed knowledge of coding into the Zoom room as he led proceedings for the sizeable audience. As part of his presentation he reminded delegates of their role and duty as a Flag State Inspector.

He also touched on:

- 2021 IMO Audit of UK Flag State under IIs Code
- IMO Audit and Code Surveyors (Common Standards of Competence)
- Watertight Bulkheads – when are they required, what to check, confirm boats match SIBs
- Equivalent Standards. Use of RCD Standards
- Overseas Vessels in UK Waters
- UK Registered Vessels operating Overseas and in EU – Brexit and cabotage implications
- Code Surveyors Working in EU post Brexit

Fraser was joined by Rob Taylor, *Code Vessel Lead, UK Technical Services Ship Standards*, who works for the UK maritime regulator, the Maritime & Coastguard Agency. Rob gave a thorough overview and update on the delay in rewriting the MCA codes, focusing his attention on the work to bring Workboat 3 to market.

# New incident and accident reports added to the IIMS database

The IIMS safety briefings database has been updated to include access to a number of recently published reports. The central database featuring access to hundreds of incident and accident reports is freely available in one downloadable excel spreadsheet, or you can browse the reports one by one. To view the safety briefings go to <http://bit.ly/3cwegeD>.

Some of the most recently added reports you will find there include:

- Fire on RoRo linked to accidental fuel spill says accident report
- MAIB report published about capsizing and full inversion of self-righting keelboat RS Venture Connect
- Report into fatal accident on board Sunbeam published by MAIB
- Transport Malta reveals pump room fatality caused by n-Butane intoxication
- Investigation report into collision between motor yachts Minx and Vision published
- Catastrophic engine failure aboard Susan Lynn led to fire and explosion reveals report



## Professional Qualification in Marine Corrosion attracts much interest

After many months of detailed discussion and product development behind the scenes, IIMS is pleased to announce the launch of a new standalone professional qualification in marine corrosion - subtitled marine corrosion and prevention in small vessels, ships and offshore structure. The programme has been written primarily with marine surveyors in mind, those whose job it is to inspect, understand and report on corrosion. The new qualification is pitched at education level 4, examples of which are certificate of higher education (CertHE), higher apprenticeship, or higher national certificate (HNC).

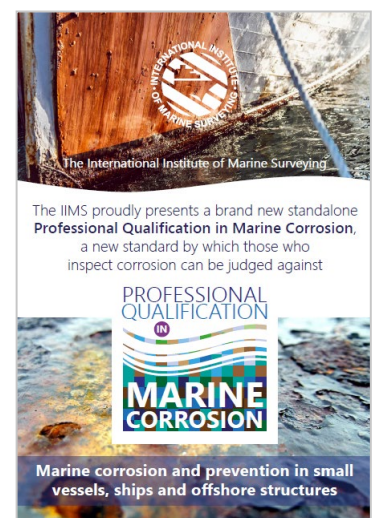
Commenting on the progress so far, Mike Schwarz, IIMS CEO, said, "I have been pleasantly surprised at the number of surveyors who have expressed an interest in studying for this new professional qualification. It seems we have tapped into an area of great interest to the surveying community. Mike (Lewus) and I are now working flat out to finalise the content and to develop the lecture schedule in readiness for delivery in June 2021."

The developer and content producer behind this new qualification is Mike Lewus, a name known to some members as he has presented at various IIMS events and seminars in recent years. Mike has an encyclopaedic knowledge of corrosion and has spent many years as a technical lead with the British Stainless Steel Association.

### Who should study for this qualification?

The course is intended for marine surveyors of ship, small craft and off-shore structures. It is also relevant for design engineers, material specifiers, other professional engineers and students of marine science and engineering. To gain the professional qualification 7 of the 10 modules must be undertaken and passed to achieve the IIMS professional qualification. Assessment is by multiple choice tests, with a pass mark of 70% required for each module.

For detailed information about this new professional qualification go to <https://bit.ly/39PG3qG> or to register your expression of interest in studying this qualification with no obligation at this time go to <https://bit.ly/3az430w>.



# You only have one month to close out your CPD claims for 2020

There is still time to claim your Continuing Professional Development (CPD) points for the year ended 31 December 2020. You have until 31 March 2021 to finalise your claims using the IIMS CPD App.

You can view the CPD points table at <https://bit.ly/2MIVKN8>.

To access the CPD App and register your points go to <http://bit.ly/2IWcXLi>.

Members who have acquired the 10 points that are needed to be CPD compliant will have the dated CPD badge applied to their listing on the Marine Surveyor Search App.



## Cruising Association says boat owners are caught 'in perfect storm'

Robin Baron, chairman of the Cruising Association RATS committee, has said that cruising yachtsmen are in the middle of 'a perfect storm'. His words come at the end of months of COVID-19 restrictions, a VAT 'trap' and new visa rules exacerbating everything. Amid a surge of enquiries about Brexit which has seen the Cruising Association run a seminar and respond to multiple questions from members in unfolding territory, Baron has settled on a plan to at least help members negotiate visa arrangements. He's looking to exert pressure from within.

Since 1 January 2021, people can only stay 90 days in any 180-day period within the Schengen area. The 180-day reference period is not fixed. It is a moving window, based on the approach of looking backwards at each day of the stay over the time period. Only absence for an uninterrupted period of 90 days allows for a new stay for up to 90 days.

"This simply doesn't work for cruising yachts," states Baron. "It cuts off either April and May, or August and September." But what perplexes him is that while the UK government gave "EU citizens the right to visit for up to 180 days, our government declined to negotiate the reciprocal arrangement with Schengen."

This is an extract from a much longer article on this political 'hot potato' which is available at <http://bit.ly/2LKJNRI>.



## New chief executive appointed by Inland Waterways Association

The Inland Waterways Association has appointed Phil Hornsey as its new chief executive. Hornsey is an experienced leader with a strong strategic, development and marketing background. He has a 20-year career across corporate and not-for-profit sectors.

As director of membership and community at British Rowing, Hornsey led the national delivery of programmes to engage, support and grow the sport, achieving record levels of participation, paying members, and unrestricted income for the organisation. Prior to joining British Rowing, Hornsey held senior management positions at O2, EE and Betfair.



## Consultation about safe disposal of time expired flares by MCA open until 15 March

The Department for Transport (DfT), in collaboration with the Maritime and Coastguard Agency (MCA), has published a consultation about the safe disposal of time expired marine pyrotechnics (flares) from the pleasure boat sector. The consultation remains open until 15 March 2021.

The consultation seeks feedback to decide the next course of action when, in December 2021, the MCA's current interim arrangements for flare disposal are set to end. The consultation doesn't hold back in assessing where the problem of who pays for the pollution has arisen, saying the industry has failed to organise itself effectively.

According to the consultation, the sector's multiple reasons for failing to engage in developing an effective range of solutions for flare disposal, does not justify its continued failure "to respond, as other sectors have, and to properly and responsibly address the management and safe disposal of its own waste."

You can make your views known at <http://bit.ly/3d3Ub1B>.



# New safety requirements for local pleasure vessels in Hong Kong

The Marine Department of Hong Kong has published a circular about the recent safety requirements and regulations for all local pleasure vessels, which will be applied from 1st of April 2021.

According to the circular all pleasure vessels licenced to carry more than 12 passengers that are let for hire or reward shall have on-board a suitable first aid kit, as stipulated in "Code of Practice IV" Chapter X – Part 2 with effect from 1st April 2021.

At the same time, from 1st April 2021, the following three categories of vessels shall carry sufficient number of lifebuoys for the maximum number of persons that the vessel is licenced to carry:

- A Class IV vessel that is licensed before 1 August 2020 to carry not more than 60 passengers and is let for hire or reward (except a Class IV open cruiser).
- A Class IV vessel that is an open cruiser licenced to carry not more than 60 passengers and is let for hire or reward. (This requirement is exempted if the passengers on board the vessel wear suitable lifejackets while the vessel is underway)
- A Class IV vessel of more than 150 GRT and is licensed before 1 August 2020.

As explained, a pleasure vessel that is licenced to a) carry 13 to 60 passengers and is let for hire or reward or b) carry more than 60 passengers, shall be equipped with a piece of VHF Radio equipment with a relevant licence issued by the Communications Authority.



## MCA targets uncoded race yachts

Action will be taken against uncoded commercially operated sailing yachts engaged in racing, the Maritime & Coastguard Agency (MCA) has warned, following the conclusion of legal proceedings against two vessels. The MCA has agreed to discontinue prosecution against two boats on the condition both enter into a written agreement to ensure their vessels are coded when engaged in any commercial activity.

The outcome reaffirms the agency's committed position to ensuring all vessels hold the correct documentation.

Mark Flavell, Lead Investigator at the MCA as part of the Regulatory Compliance Investigations Team, said: "A misinterpretation of the code concerning yachts engaged in racing had developed. The MCA want to send a clear message and dispel this misinterpretation.

"Commercially operated vessels, including those engaged in racing, must be coded. This is to ensure commercial vessels are subject of an independent survey and inspection regime. The aim being, as with any scrutiny of commercial operations, is to keep employees and public safe.

"We will not hesitate to take enforcement action against yacht owners who don't want to hear this message and fail to get their yacht coded."



# Vacancy for **Principal Inspector of Marine Accidents** at MAIB, Southampton

Your responsibilities will include but not be limited to:

- acting as duty co-ordinator and the Branch's initial point of contact for out of hours accident notifications within a 4-week cycle; leading and managing a team of specialist accident investigators;
- deploying to accident sites, at short notice during duty weeks, to manage the more demanding investigations; this could include travel worldwide;
- directing the progress, conduct, and quality assurance of investigations, the development of recommendations, and overseeing production of the report;
- dealing with individuals and organisations involved in marine accidents in what can often be stressful situations;
- representing the Branch at industry fora;
- contributing to MAIB's wider management strategies.

You will have:

STCW 95 A-II/2 (Deck) Unlimited; or STCW Deck Officer (Fishing Vessel) Class 1 Certificate of Competency or STCW III/2 (Engineering) Unlimited or a degree in Naval Architecture or a Post-Graduate Certificate or higher in marine accident investigation. Royal Navy equivalency is accepted.

Relevant industry experience utilizing the above qualifications. This is taken to mean any of: experience in command or as the senior engineer afloat, or senior management in role ashore; industry experience as a naval architect; or experience as a marine accident investigator.

You will need a full driver's licence valid in the UK and must be prepared to travel throughout the UK, as well as overseas.

Applications close 7th March 2021. For more information and to apply go to <http://bit.ly/37kThKv>.





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**info@iims.org.uk**

for general information and enquiries (Holly Trinder)

**ca@iims.org.uk**

contact for all Certifying Authority work (Dave Parsons)

**accounts@iims.org.uk**

for accounting matters (Jen Argent)

**accountsupport@iims.org.uk**

for accounting matters (Elly Bryant)

**membership@iims.org.uk**

for all membership enquiries (Camella Robertson)

**education@iims.org.uk**

for education course content and training information (Vicki Loizides)

**tonnage@iims.org.uk**

specific email address for tonnage paperwork and enquiries (Dave Parsons)

**msa@iims.org.uk**

for enquiries about Marine Surveying Academy affairs (Hilary Excell)

**info@marinesurveyingacademy.com**

information about the Marine Surveying Academy (Pui Si Chung)

**courses@marinesurveyingacademy.com**

information about Marine Surveying Academy courses (Sharon Holland)

## 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:



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).