

IIMS NEWS BULLETIN APRIL 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

Working from home, a welcome novelty just a year ago, seems to have strangely lost its shine and appeal for many! I am pleased to announce that the IIMS offices (complete with magnificent new wooden windows due to be installed imminently) will start to fill up again from early April. We are planning a phased return to work and do not expect to have a full complement each day for the time being. I am sure I speak for all my colleagues when I say how much we are looking forward to returning to something at least akin to normality.



Bookings have now opened for both the June and November new **Professional Qualification in Marine Corrosion**. I am delighted at the early interest and thank all those who have taken the leap of faith! It is pleasing to see a good number firming up on their initial expressions interest to study for this new qualification. For more details and to view the schedule of live lectures, which have been published, go to <https://bit.ly/3sHFNAI>.

Sticking with the subject of training for a moment, I am proud of what we have delivered over the past 12 months as COVID-19 lockdowns penned us in. OK, so online delivery is different from face-to-face training, especially when one cannot crawl around vessels and get one's hands dirty. But we have proven in the past year that online training delivery can be highly effective and the ability to create a video of the proceedings for later viewing is very valuable too. The trend of excellent seminars has continued recently when Geoff Waddington presented to a large audience on the subject of '**Surveying small craft bilge pumps**'. On the face of it, the bilge pump is a rather innocuous looking piece of kit, but a vital device. I am grateful to all who attended, Geoff and the Jabsco representatives, Matt and Tim, for sharing their extensive knowledge. Our next seminar on 4th May tackles the subject of effective report writing. This quarterly, three-hour seminar has been well attended in the past year and brings the art of report writing bang up to date. For more details go to <http://bit.ly/20Xcmfw>.

CEO Chat (continued)

The hoo-ha that followed Brexit, about which you have already heard more than enough, is showing signs of stabilizing. The situation and challenges are much clearer now. But although things are a bit clearer, however, there are issues facing some surveyors. And as each week passes, another issue seems to pop up requiring further investigation.

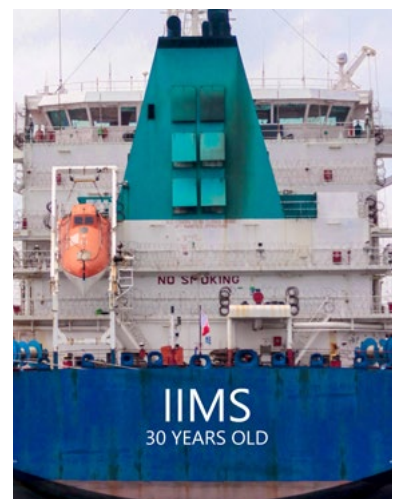
I want to give you notice of the Institute's Annual General Meeting (AGM), which will be held online via Zoom on Wednesday 9th June from 14.00 to 16.30 (UK time). It will be videoed and made available to view after the event. This year's AGM marks the Institute's 30th birthday, a date not to be missed. Of course, we cannot gather to celebrate this auspicious occasion in real time, but we have some online birthday celebrations that will take place during the late morning prior to the AGM. In the May News Bulletin, I will provide more details about what's happening on the day and what you need to do to be involved.

And finally, as we prepare to celebrate the 30th anniversary of IIMS, I have a request for you. I would like to encourage any member (or supporter of the Institute) to send in a birthday message which we will publish. Perhaps you have a message for your fellow surveyors around the world in these turbulent times? Or would you like to send a message to the head office team, or simply say Happy Birthday to the Institute? We will include your name with your message which should not exceed 25 words please. All birthday greetings should be emailed to Holly Trinder at info@iims.org.uk who will collate them.



Stay safe and survey well.

Mike Schwarz
Chief Executive Officer



IIMS Canada Branch AGM and Seminar

The AGM of the IIMS Canada Branch will be broadcast online via Zoom on Saturday 17th April from 09.00 PST. If you are a member based in Canada, you are strongly advised to join the meeting.

After the meeting, the local committee has arranged a few presentations for Canadian marine surveyors and others to participate in. At the time of writing, the agenda and speaker schedule is as follows:

09:00- 09:30 IIMS Canada AGM (open to members only to attend).

And then open to all...

09:40 - 10:00 IIMS update by Mike Schwarz, Chief Executive Officer.

10:00 - 10:40 Canadian Coast Guard speaking on the Wrecked Abandoned and Hazardous Vessels Act (WAHVA).

10:40 - 11:10 Cameron Berring (topic to be confirmed).

11:10 - 12:00 Pre-recorded video about the California dive boat fatal accident and subsequent investigation.

To register for the AGM and/or the Seminar presentations email Sarah White at info@iimscanada.ca. Zoom room details will be sent to all delegates in good time.

Important date for your diary... **Wed, 9 June**

Notice is hereby given that the 2021 Annual General Meeting of the Institute will be held on Wednesday 9th June from 14:00. It will be preceded by some online birthday celebrations and you are encouraged to join in the fun. See next month's News Bulletin for details.

2021: AGM



Report Writing Online Seminar May 2021

Being broadcast live via Zoom on Tuesday 4 May from 08.00 (London, UK time)

Paul Homer, IIMS Chairman of Standards and Mike Schwarz, IIMS Chief Executive Officer are your hosts for the increasingly popular quarterly report writing seminar.

IIMS receives too many surveyor complaints each year, generally caused by poor writing standards and skills, some of which are serious in nature. And the situation is not improving. A report is the surveyor's intellectual property and he/she lives or dies by it. This maximum 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. There is also, for the first time, a practical session and delegates will be required to do a little preparation before the seminar in readiness and encouraged to contribute their thoughts. So, if you want to tidy up and strengthen your report writing skills this is a good place to start.

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: Valuation Reports
- Part IV: Complaints, examples and practical exercises

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.

Students currently studying for the IIMS Professional Qualification in Yacht & Small Craft Marine Surveying are entitled to a free place. Please email Vicki Loizides on education@iims.org.uk otherwise you can reserve your place at <http://bit.ly/2OXcmfw>.

Did you miss the publication of edition 95 of the Report Magazine?

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>.



New IIMS standalone Professional Qualification in Marine Corrosion proving popular

Having recently soft launched the new Professional Qualification in Marine Corrosion, bookings can now be made for either the June or November courses.

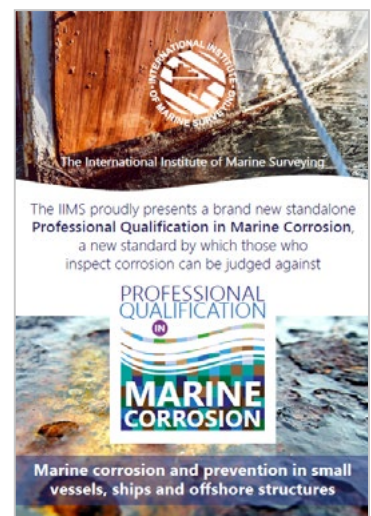
Who should study for this qualification?

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.

To download the detailed Prospectus go to <https://bit.ly/3az430w>.

To view the scheduled dates for the live lectures for both the June and November courses with payment options and the cancellation policy, go to <https://bit.ly/3sHFNAI>.

To confirm your place on either course go to <https://bit.ly/3raWxQu>.





Potential new costs of trading second-hand vessels between the UK and EU highlighted

British Marine and the RYA have now received further information from both the EU Commission and the UK Department for Business, Energy and Industrial Strategy (BEIS) on the trade of pre-owned CE marked recreational craft between the UK and EU following the UK's exit from the European Union.

Both the UK and EU have confirmed that any vessel being traded second-hand between the UK and EU will be required to meet the obligations set out in either the Recreational Craft Directive (RCD) in the EU or the Recreational Craft Regulations (RCR) in the UK when placed on either market after the 1 January 2021.

Therefore, this means that a pre-owned vessel being imported from the EU to be placed on the UK market will, after 1 January 2022, be required to obtain a new UK Conformity Assessed (UKCA) mark in line with the requirements of the RCR. In order to obtain a UKCA mark, a boat will require a Post Construction Assessment and third-party verification.

Similar rules will apply when selling vessels into the EU. Pre-owned CE marked vessels which were in the UK at the time of departure, 11pm on the 31 December 2020, when exported to the EU will be required to undergo a recertification of the CE mark when being placed on the EU market. This means a boat will require a Post Construction Assessment in line with the RCD and third-party verification.

Boat brokerages, distributors, boat owners and buyers may well be heavily affected by this post-Brexit position, as the responsibility will fall upon them to ensure a vessel meets the applicable requirements before buying and selling second-hand boats between the UK and EU. Estimated costs of Post Construction Assessments and verification are between 500-5000 GBP dependent on the vessel.

British Marine and the RYA are currently liaising with the European Boating Industry association in order to raise concerns with this position in Europe whilst also directly engaging with BEIS in the UK.

Howard Pridding, RYA Director of External Affairs, said: "This is yet another unanticipated and unwelcome aspect of Brexit which could affect many owners financially through no fault of their own. We are working in partnership with industry to better understand and mitigate the situation and potential cost burden."

Lesley Robinson, CEO of British Marine, commented: "As a consequence of Brexit, this is a complex and potentially difficult situation. Faced with the process of individual boat re-certification, boat builders, brokers and consumers will be impacted in terms of both time and cost when selling and buying second-hand boats cross borders. At this stage in time, British Marine is working hard to represent affected members and seek clarification of the exact ramifications of these regulations."

Further information will be made available as and when the results of these discussions are received.

RYA licensing arrangement in Spanish waters after Brexit

Since Brexit there have been a few individuals who have been working almost non-stop to find solutions and trying to prevent incorrect facts being reported in the news and on social media platforms. The last few days have seen some news articles published in Mallorca that have been fundamentally incorrect and inaccurate and many boat owners in the Balearics are receiving mixed and confusing messages over RYA licensing and what they can and cannot do.

These are the facts as confirmed by multiple legal opinions:

Why has the acceptance of RYA Licensing in Spain changed?

From the 1st of January 2021, as a result of Brexit, the Spanish ceased to accept all RYA and ICC [international Certificates of Competence] on any Spanish flagged vessels. This prevented anyone with RYA/ICC Certification from operating on a Spanish flagged vessel.

This did not affect the use of RYA/ICC Certification on British flagged recreational in Spanish waters and therefore, recreational operators of British flagged vessels in Spanish waters were not affected by the ruling of the 1st January 2021 and could continue to use their boats in Spanish waters. It did not affect any continued validity of RYA/ICC Certification on other Flag states inside or outside the EU.

On the 1st January 2021, the Spanish cancelled all Spanish Charter Licenses on British flagged vessels under 14m and prevented them from operating commercially. British flagged vessels over 14m currently not affected.

On Thursday 11th March ANEN [Asociacion Nacional de Empresas Nauticas] confirmed that there would be a change of the current legislation to allow RYA certification to be used on recreational Spanish flagged vessels. They have said that they expect this to be resolved before the Summer 2021 Season.

The acceptance of Commercial RYA Licensing on Spanish vessels operating commercially have never been accepted by the Spanish Flag State and to operate on a Commercial Spanish vessel you will need a Spanish Commercial License.



There are two factors that affect Marine Crew Licensing

1) Flag State Licensing:

The Country where the vessel is registered. This country decides the crew licensing requirements for its vessels.

2) Port State Licensing:

The waters where the vessel is operating and where the vessel must comply with any specific Port State legislation or bylaws etc.

Therefore, if you have a British flagged vessel, it is the British Authorities who decide on crew licensing and what is the legal requirement. However, when that vessel is operating in Spanish waters [the Port state] it has to comply with the Port state requirements. No Port state will ever dictate to a Flag state over crew licensing but they will control the issue of charter licensing and expect you to comply with their Port state legislation.

Article written by Steve Bell and first appeared on The Islander website

HM Treasury confirms **decision to maintain recreational boaters' entitlement to use red diesel** beyond April 2022

The lobbying campaign, mounted by The Cruising Association, Royal Yachting Association (RYA) and British Marine which the three supported in various ways, has argued successfully that having two colours of diesel would cause fuel supply problems and impact on safe sailing in the UK.

The decision allows for easy refuelling in England, Wales and Scotland and will avoid the logistical and environmental difficulty for the fuel supply industry of changing from red to white diesel, they say. Now pleasure craft in Great Britain will be able to use red diesel and pay fuel suppliers the difference between the red diesel rate and the white diesel rate, on the proportion intended for propulsion use.

For heating purposes, a vessel with a separate tank will still be able to use red diesel at the lower duty rate. The percentage relief scheme for heating use, for a craft with one tank, is to be announced.

In Northern Ireland however, recreational boaters will no longer be able to use red diesel for propelling craft. This is to ensure the UK meets its international obligations under the Northern Ireland Protocol of the Withdrawal Agreement, says the RYA. 'It will also align with fuel used by private pleasure craft in the Republic of Ireland, which the government believes will make it simpler for private pleasure craft users to access the fuel they need if they sail between Northern Ireland and the Republic of Ireland (and vice versa).' The RYA says the government expects the change to white diesel to be in force by June of this year.

The Cruising Association (CA) believes the government concluded that removing the entitlement to use red diesel in the commercial sector (including water borne freight, ferries, fishing vessels, operating at sea or inland) would have a detrimental effect on businesses' finances and viability.

'The entitlement to use red diesel in these sectors has been kept by Her Majesty's Government beyond April 2022, as otherwise marinas and ports would have had to stock two colours of diesel,' a CA statement says. 'This would have been uneconomic.'

"The government has accepted that it will not change the treatment of private pleasure craft in Great Britain and we will continue to be able to use red diesel and pay our fuel supplier the difference between the red diesel rate and the white diesel rate on the proportion we intend to use for propulsion."





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Web version, the login panel can be found at:
<https://bit.ly/37sr311>

IIMS is on YouTube






<https://bit.ly/2iInWun>

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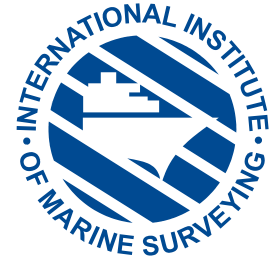
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Contact the IIMS Head Office team



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:



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).