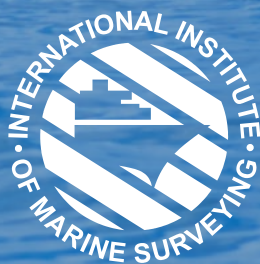


# IIMS NEWS BULLETIN JUNE 2021



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

### Happy birthday IIMS!

The coming weeks for me are about celebrating the Institute's 30<sup>th</sup> anniversary, participating fully in the birthday celebrations and delivering the 2021 Annual General Meeting on 9<sup>th</sup> June. I encourage you to join us, if at all possible.

My personal birthday present to IIMS members (and the wider maritime world) is a gigantic and most comprehensive 136-page Report Magazine, by some margin the biggest we have ever published - available today at <https://bit.ly/2WQTosu>. For me, this is a fitting way to celebrate and commemorate the Institute turning thirty! Compiling each edition of the magazine remains one of my favourite activities and gives me great pleasure.

Turning thirty provokes mixed emotions - a degree of poignancy laced with a sense of euphoria would perhaps sum it up best. It is an opportunity to pause and reflect for a moment, but not to stand still. I believe, however, it is necessary to look back at our roots, to understand where we have come from as an organisation, recognising the challenges we have faced and overcome; and to acknowledge our significant achievements over this time. But, as I say, we cannot dwell in the past.

The profession has come on in leaps and bounds over the past thirty years and marine surveying is unrecognisable from what it was back then; but there is a way to go still. The marine world is evolving rapidly, and we must grasp and embrace what is happening around us to ensure we remain relevant and will continue to be successful over the





## CEO Chat (continued)

next thirty years. So, the June Report Magazine provides a rare opportunity to do both things:

- a) to look back fondly at the memories we have created, and;
- b) to look ahead with hope, anticipation and excitement as we set out our stall in readiness to write the next chapters in the Institute's history.

I have never been called by someone to be told I have been 'honoured' for anything, so cannot imagine what it must feel like to receive a call out of the blue! But I had the pleasure recently of notifying five IIMS members that they have been honoured for their service to the Institute and the surveying profession. To hear their surprise and their genuine gratitude was special and humbling. They are most deserving of their awards, and I salute them all on your behalf. You can find out more about the new honours in this bulletin.

Following the sad news of John Excell's death (as reported in last month's bulletin), I am delighted to be able to announce the unveiling of the John Excell *Award for Outstanding Achievement*. Given John's thirst and hunger for knowledge and learning throughout his surveying career, there can be no finer way to ensure his legacy continues through this award. There are more details on this topic in the bulletin.

The first marine corrosion professional qualification course starts on 18<sup>th</sup> June, but there is still time to register to take part and expand your knowledge in this critical area of surveying. For more information, please go to <https://bit.ly/39PG3qG>.

There have been several high-profile breaking news stories since last month's news bulletin and I have included them in abbreviated format in this publication with links (where appropriate). They are:

- Interim MAIB report on fatal accident between Seadogz and a buoy plus urgent safety recommendation published;
- Sir Robin Knox-Johnston warns of double VAT for extended cruises;
- Revised Code for the design, construction and operation of hire boats published.

And finally, I hope to see you online for the birthday celebrations and AGM on 9th June. To register your place, go to <https://bit.ly/3tvasCa>.

**Mike Schwarz**  
Chief Executive Officer

Survey well.

# Your last chance to register for the 2021 AGM and 30th birthday celebrations

The 2021 IIMS AGM will be held online via Zoom on Wednesday 9th June from 14.00 (UK time). It will be preceded by some online birthday celebrations starting from 12.00 and you are encouraged to join in the fun at no charge.

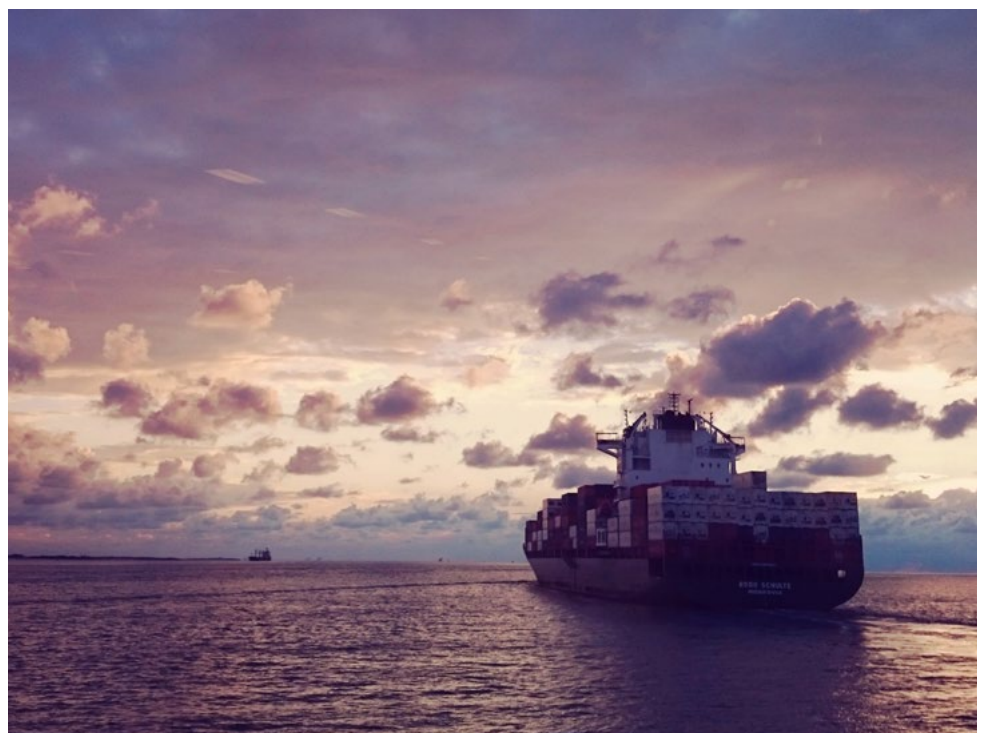
To reserve your place at the AGM and free entertainment, go to <https://bit.ly/3tvasCa>.

Download the CEO's 2021 AGM report at <https://bit.ly/3fJe25Z>.

To view the AGM agenda and other reports (as they appear), go to: <https://bit.ly/3n1wHNL>.

Timings for the day are as follows:

- 12.00 **Duncan Williams, Cyber Magician will entertain delegates with some spellbinding online magic tricks. Watch a short clip of his skills at <https://vimeo.com/424045767>.**
- 12.30 **The Portsmouth Shantymen will give a 30 minute performance of traditional songs associated with the sea. Listen to a sample of their work at <https://bit.ly/3ekQ14m>.**
- 13.00 Lunch break
- 14.00 **Annual General Meeting**
- 16.00 Close



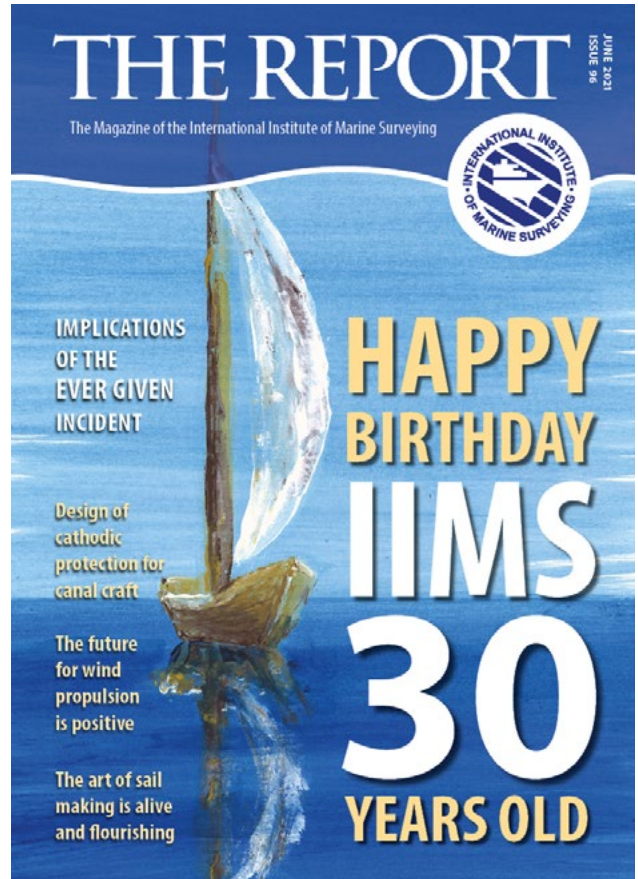
# June Report Magazine: 30th birthday edition published today

Edition 96 of the Report Magazine is published today and is available to download in pdf or eReader formats at <https://bit.ly/2WQToSu>.

Extending to 136 pages, the 30th birthday anniversary edition is by far the biggest ever produced by IIMS and boasts an array of original content that is not to be missed.

## The key features include:

- Ship Propulsion: The future for wind is positive
- Could our 'old friend', the wind, be the solution to reducing the fuel consumption of ships?
- The design of cathodic protection schemes for canal craft
- The implications on the legal and insurance sectors after the Ever Given incident
- Seafarers 'N' Ever Given respect. What will we do this time so that history is not repeated?
- A personal account of gender diversity at sea
- An expert's view on the carriage of soya bean cargoes from Brazil to China
- How well does Cathodic protection negate corrosion when used in seawater filtration?
- Containers overboard – is theory overtaking practice?
- The classification of riveted joints (part II)
- Elevators on ships - failures, service and maintenance



- Stitch by stitch: The art of sail making is alive and flourishing
- Seaman's Manslaughter: An arcane US statute turned enforcement risk
- A day in the life of Nick Parkyn

**SHIP PROPULSION THE FUTURE FOR WIND IS POSITIVE**

With a lot of attention and investment going into alternative, low emission fuel development, how does the return of wind propulsion sound? becoming an 'old friend' technology segment?

Simon Ashworth, the Secretary General of the International Windship Association (IWSA), answers a series of questions facing the uptake of this technology and what is behind a sense of recent public announcements.

**IWSA International Windship Association**

**DESIGN OF CATHODIC PROTECTION SCHEMES FOR CANAL CRAFT**

INTRODUCTION

Advances have a great potential for marine engineering in the field of cathodic protection, but of knowledge and results that have been achieved in the field of cathodic protection for canal craft and sea. Over the years, I have given these results through a series of lectures and presentations at various international conferences and seminars. This paper is the result of my work in this field.

**By Ian Jay Jeffrey**  
**N. Cassell Wood**

**Containers overboard - is theory overtaking practice?**

With the number of major container losses at sea soaring on the rise, International Marine and Cargo Surveyors Battersmann + Tillery Group has provided this useful overview and guide.

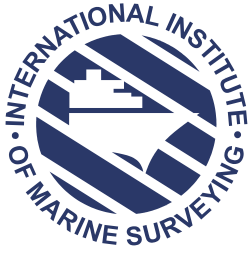
**Battersmann + Tillery Group**

Specific details of the container loss on the sea and the impact on the cargo and the vessel are discussed. The article also covers the latest developments in the field of container loss prevention and the role of the International Maritime Organization (IMO) in this regard.

**A PERSONAL ACCOUNT OF GENDER DIVERSITY AT SEA**

It is time to talk about gender diversity at sea. The International Maritime Organization (IMO) has been working on this issue for many years, but there is still a long way to go. This article provides a personal account of the challenges and opportunities of gender diversity at sea.

**HUMAN RIGHTS AT SEA**



# IIMS MEMBERS HONoured

Details of new honours awarded to IIMS members have been released. Recognition and the presentation of these awards will formally take place at the IIMS online Annual General Meeting on 9<sup>th</sup> June 2021.

IIMS would like to congratulate the five members who have been recognised with an Award this year...

**Capt Zarir Irani** is awarded an Honorary Fellowship. Now a Past President, having held the post from 2018-2020, Zarir is formally recognised for his work on behalf of the Institute in this role. Additionally, he remains an active and enthusiastic Regional Director for the UAE branch and continues to play a significant role in maintaining a high presence in the territory for the Institute. As a prolific networker, Zarir is always keen to promote the organization to the wider marine world.



**James Renn** is awarded an Honorary Fellowship. James has been a member of the IIMS management board for several years. He developed and hosts the annual US two day seminar, constantly sourcing inspirational and relevant speakers on a range of topics – an event drawing an every increasing audience. He continues to represent IIMS in America, notably at the IBEX show each year. James has been responsible for driving a number of new membership applications from America.

**David Pestridge** is awarded a Fellowship. A relative newcomer to the IIMS management board, David is also a co-opted member of the education committee, which meets several times a year. A yacht and small craft surveyor, David is someone who has grown through the ranks of the organization since completing and passing the Diploma some years ago, proof of what can be achieved.



**Mike Proudlove** is awarded a Fellowship. He has been a member of the Institute for many years. Over that time, he has made a significant contribution to the IIMS, initially in developing the Diploma and education offering. More recently, he is a non-executive Director of the Marine Surveying Academy and continues to give freely of his time, sharing his knowledge and speaking at various conferences and seminars for the benefit of members.

**Mike Marshall** is awarded an Honorary Membership. Over the years, Mike has given a lot to both IIMS and its subsidiary, the Marine Surveying Academy. He has been recognised for his work as both a member of the Institute's Professional Assessment Committee and as an Assessor for the eCMID Accredited Vessel Inspector programme.



The launch of the **John Excell Award for Outstanding Achievement** is announced

John Excell  
**AWARD**  
for  
Outstanding Achievement



IIMS has unveiled an award in memory of yacht and small craft marine surveyor, John Excell. The **John Excell Award for Outstanding Achievement** is open to all students enrolled on the distance learning diploma in marine surveying. It will be awarded on a periodical basis to deserving students - those who deliver not only outstanding academic achievements, but who also demonstrate first-class interpersonal skills. Suitable recommendations will be put to the IIMS Education Committee for review and acceptance.

John Excell, who was an Honorary Fellow member of the Institute, died in April 2021 following a long illness at the age of just fifty-one. He held high office with the Institute and was Director of Yacht & Small Craft Surveying, a member of the management board and an MCA coding examiner. John was passionate about training and sharing his knowledge with fellow surveyors and gave generously of his time to do so. It is, therefore, fitting that this award should be presented in his memory.

Speaking following the launch of this new award, IIMS Chief Executive Officer, Mike Schwarz, said, "John was a friend and a colleague. One of the good guys, he touched so many in the surveying and boating community and is sadly missed by fellow members and his clients. His life was cut tragically short. I can think of no finer way to keep his spirit alive than to have an education award that bears his name."



# Interim MAIB report on fatal accident between Seadogz and a buoy - plus urgent safety recommendation - published



The Marine and Accident Branch has issued an interim report and safety recommendation on the investigation of the collision between the high-speed passenger craft Seadogz and a navigation buoy resulting in one fatality in Southampton Water on 22 August 2020.

At 1008, Seadogz passed the car ferry Red Falcon, which was proceeding on a south-east course down Southampton Water. This offered the skipper an opportunity to drive Seadogz across, and so to jump over the ferry's wake. As Seadogz passed astern of Red Falcon for the fifth time the RIB accelerated on a steady easterly heading for 10 seconds until, at 1011:09 and at a speed of 38.4kts (44.2mph), it collided with the North-West Netley starboard hand buoy.

The force of Seadogz's head-on impact knocked the buoy over to an almost horizontal position and threw the RIB's bow upwards. The impact and abrupt deceleration forces caused all on board to be thrown violently forward from their seats. Two of the passengers seated in the front row of jockey seats were thrown out of the boat and into the water where their lifejackets inflated automatically.

## Injuries and damage

Everyone on board Seadogz, except for one passenger, sustained injuries during the collision, including broken limbs, fractured vertebrae, dislocations and a punctured lung. Emily Lewis, a 15-year-old passenger who was sitting on the bench seat in the middle, sustained fatal internal injuries.

## Initial findings

Seadogz collided with the North-West Netley buoy because the RIB's skipper was concentrating on conducting high-speed manoeuvres in close proximity to another vessel and did not see the fixed navigational mark in time to take avoiding action. The reasons why the skipper did not see the buoy and the factors that contributed to the tragic consequences of the collision will be discussed in detail in the full investigation report.

## Urgent safety considerations

The voluntary CoP was issued following an accident to recommend and promote common safe working practices for the industry. The investigation so far has found, and it is of concern, that few of the safe working practices in the voluntary CoP were being followed on the day of the accident. The implementation of the guidance in the voluntary CoP and the conduct of safe navigation will be further discussed in the final report, but of particular note are:

- During the trip, the passengers became accustomed to passing close by large navigation buoys at high speed, so they were unconcerned that the RIB was heading directly towards North-West Netley buoy immediately prior to the collision and so did not attempt to alert the skipper.
- High-speed figure-of-eight turns increase the risk of the RIB hooking or spinning out.
- The skipper was operating single-handedly, at high speed and did not see the navigation buoy, which was directly ahead, for 10 seconds before impact.
- Crossing the ferry's wake at high speed increased both the risk of the passengers suffering spinal injuries and of the RIB coming close to a craft or object previously obscured from view by the ferry's hull, leaving the skipper little time in which to react.

## MAIB recommendation

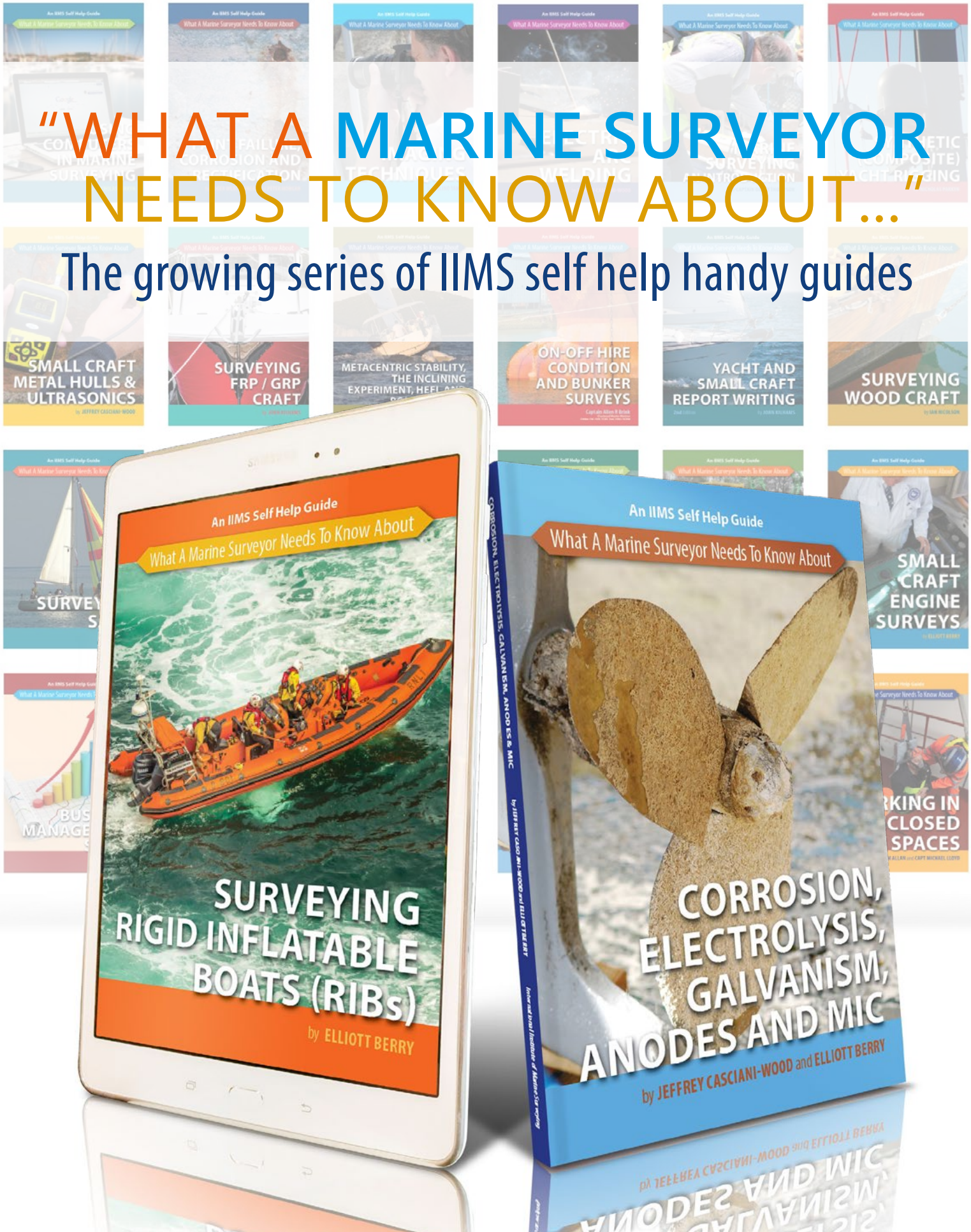
All UK Operators of small commercial high-speed craft such as Rigid Inflatable Boats, sports boats and other vessels engaged in carrying passengers on trips and charters are recommended to:

***Review the risk assessments for the operation of their vessels and take measures, as appropriate, to ensure that they comply with the safe working practices and standards contained in the Passenger Safety on Small Commercial High-Speed Craft & Experience Rides voluntary Code of Practice. Where an operator cannot comply with the provisions outlined in the Code of Practice, steps should be taken to mitigate against risk, and details of those measures included in the relevant operating procedures.***

Read the full report and download the interim report at: <https://bit.ly/3yAZnma>.

# "WHAT A MARINE SURVEYOR NEEDS TO KNOW ABOUT..."

The growing series of IIMS self help handy guides



BUY ONLINE AT: <https://bit.ly/2KIN5WM>

or call +44(0)23 9238 5223 and pay by credit/debit card



# Sir Robin Knox-Johnston warns of double VAT for extended cruises

Sir Robin Knox-Johnston (pictured)



In a letter published in *The Times*, Sir Robin Knox-Johnston, patron of the Cruising Association (CA), has highlighted the devastating effect of HMRC's demands for VAT on boats returning to the UK. This includes all British boats that had been out of the UK for three years having to pay VAT again on their return.

His letter is counter-signed by many other sailing names including Sir Ben Ainslie, Mike Golding OBE, Pip Hare, Dee Caffari MBE, Libby Purves OBE, Paul Heiney and Bob Shepton, in addition to the president of the CA, Julian Dussek.

The text of Knox-Johnston's letter says:

"The freedom for yachtsmen and women to sail from the United Kingdom and return a few years later has been struck a deadly blow by Her Majesty's Revenue and Customs (HMRC).

"As recently as April 2019, HMRC had said that the status quo (i.e. no further VAT would be due on returning British registered pleasure craft which had already paid VAT) would persist after we left the European Union. However, in late 2020 HMRC changed their ruling and stated that all British boats that had been out of the UK for three years or more will have to pay VAT again if they return to the UK.

"An eighteen-month period of grace within which pleasure craft can return without incurring VAT dues has been granted, but that might be insufficient for yachts that are as far away as Australia. No privately owned boats can now leave the UK for more than three years without having to pay VAT a second time on their return.

"Boats (private pleasure craft) are subject to VAT regulations on "Goods" by HMRC. We are asking the government to add British registered pleasure craft, on which VAT has already been paid, to the list of exceptions to VAT demands on returned goods, in order that British sailors can continue to enjoy the centuries-old practice of extended cruising abroad."

"HMRC changed their tune from previously stating that when we left the European Union it would be status quo regarding VAT and they suddenly changed the rules at the end of last year," Dussek, CA's president, told *The Times*.

Dussek explains the three major changes.

"Any boats that had been in the UK and were now abroad would have to be back within three years from 2017 to avoid paying the VAT a second time, initially by the end of the year, rapidly changed to the end of 2021 and, because of covid, changed to June 2022. Backdating the departure date to 2017 was a totally unreasonable demand.

"HMRC would not recognise boats in the EU which were fully VAT paid while we were in the EU with the consequence that they cannot now return to the UK without having to pay VAT again.

"It is now impossible to sail away from the UK for more than three years and return without having to pay VAT for a second time."

Dussek expects that up to 30,000 UK-owned boats in the EU could be affected by these rulings.

## Code for the Design, Construction and Operation of Hire Boats.

Version 2 : 2021



# Revised Code for the design, construction and operation of hire boats published

The Hire Boat Code outlines the standards for boats let for hire on UK inland waterways and carrying 12 people or less. Developed by British Marine and AINA, it provides the framework for continued safe business operations of hire boats on inland waterways, and clarifies the responsibilities of operators, navigation authorities and users. It also helps businesses by the consistent application of licensing and registration requirements through inland navigation authority waterways in the UK. Importantly, the Maritime & Coastguard Agency has been actively involved throughout the development of the Hire Boat Code and is supportive of its purpose and content.

First published in 2009, the latest version of the Code includes a new raft of requirements, including a new stability requirement, and formalises a number of current and new safety management procedures. One of the major changes is the recognition that it is of the utmost importance that all who take part in hire boating understand their responsibilities to ensure the experience is a safe and enjoyable one. The

responsibilities for user safety do not solely rely on the hire boat operators but also the navigation authorities and most of all the users. Another key update to the Code is the requirement for improved handover procedures before a boat leaves the shore.

Due to different licensing or registration processes followed by navigation authorities in different areas of the country, the revised Hire Boat Code will be rolled out and implemented over the next 12 months dependent on the navigation authority. Navigation authorities will engage with hire operators on their waterways to inform them of when and how the revised Hire Boat Code will be implemented on their waterways.

Nigel Hamilton, Chair of British Marine Inland Boating Association, said: "In the last year we have seen a large increase in the numbers of new users on the waterways. The latest Code supports hirers and navigation authorities to provide safe on the water experiences for all, and that safe and manageable waterways are ensured. It plays a key part in making certain we continue to attract new and existing users to the inland waterways."

Download the Hire Boat Code at <https://bit.ly/3h4W8Nm>.



# Great expectations (with apologies to Charles Dickens)

*By Capt John Noble HonFIIMS*

Long standing IIMS member, Capt John Noble, was asked by Capt Purnendu Shorey to reminisce for a forthcoming edition of his publication, Offing Echoes. This is what he wrote.

## **Introduction**

I am going to look back over the start of my seagoing career and look at some of the factors that laid the path of the past 59 years! Like many a young seafarer, my career began with great expectations for the forthcoming years. I will take it in steps and trust this look backwards will help you appreciate where my generation is coming from. To borrow another publication, I do not "Look Back in Anger" (with apologies to John Osborne, who wrote the play in 1956)!



## **In the beginning**

Back in the dark ages (1962 in my case) prospective officers had the opportunity to undertake a two-year pre-sea training course. My training was undertaken at HMS Conway, by that time a shore based residential school. Much of the history of HMS Conway can be found in the book *The Conway* by John Masefield first published in 1933. The training course in my day followed a combination of academic and practical lessons. Boat craft was a central feature along with more traditional subjects like navigation and seamanship. After two years I could tie most knots, handle a sextant and communicate using the morse code, semaphore or international flags.

## **The apprentice**

My three-year seagoing apprenticeship was conducted under Indentures with Alfred Holt and Company (Blue Funnel). Training involved 18 months on deck, working as a deckhand alongside the crew. Work involved such tasks as "Soogi-moogi" (cleaning paintwork with a sooji (strong soapy) fluid and waste rags). Topping the ships derricks (26 in total), chipping, scraping, red-lead painting and applying Stockholm tar to the standing rigging were all jobs we undertook. The philosophy was that no ships officer should ask the deck crew to undertake a task that he had not done himself! The second part of training involved understudying an officer on watch either on the bridge or on cargo watch in port. Bridge training involved navigation using a sextant, compass and paper charts. Even today the sextant remains the most versatile navigating instrument capable of taking readings for sun and star sights plus horizontal and vertical angles used in coastal navigation. All too soon, once the training phase was over. It was time to sit the Board of Trade Second Mate (now Class 3) exams.

## **Seagoing career**

My first job after obtaining my second mate's certificate was as mate on a small ship, the *Albatross*, a 650gt ungeared coaster. The *Albatross* had been designed as a feeder ship, but on the mistaken assumption that containers would be 7ft 6ins in height. The tween deck was built for 7ft 6ins boxes; as a result, she could not be used in the container trade. Keeping watch and watch about with the Master proved a demanding role. The ship was fitted with a magnetic compass controlled auto-pilot. This worked very well, with one issue; just after Cuxhaven on the river Elbe there was a (charted) wreck that was marked as a magnetic anomaly. If the ship passed

too close to this area the magnetic compass reacted and being on autopilot, the ship would take a veer. On board we were prepared, but the river pilots would be highly alarmed when this did occur!

After my RNR training (List 1, course P71), some time was spent sailing to the Baltic with the United Baltic Corporation. The ships were ice-strengthened and that was just as well. An interesting experience while on watch one evening was running the ship hard into a free-flowing ice field. I had never seen what ice looked like on the radar and I misinterpreted the image on the screen and piled the ship into the ice, so much so that an ice breaker had to be called to free the ship! Occasionally, while sailing along the ice channel we would become stuck. One method used to "free" us was to place a heavy weight on a runner and swing the derrick from side to side. This caused the ship to roll slightly, thus breaking free and able to sail onward!

Having obtained my Mate's certificate (Class 2) and married, the short deep-sea trips to West Africa were appealing and I sailed with Palm Line. Ships sailing round this coast (Dakar to Lobito) we called at many ports. Loading logs while at anchor in a swell was challenging; huge 10-ton tree trunks would swing about and the skill was to stow them without damage to the ship. Navigationally, the creeks in the Niger delta offered some interesting ship handling experiences. One was to round a sharp bend by digging the bow into the soft mangrove mud and allow the current to swing the ship onto the new course required. Another ruse when sailing loaded from the creeks across the Escravos Bar, where the water depth was, say, 21 feet, was to load the ship to 21ft 3 ins and go full speed. The action of the riverbed on the ship's hull was to clean off all the debris that had built up in the bottom plating and leave a smooth hull bottom.

This had the effect of giving us an extra half knot at sea speed, which resulted in gaining a tide when docking in Liverpool or Europe, thereby paying off early!

### **Shore side employment**

After passing my Master's Certificate of Competency (Class 1) and sailing as Chief Officer I was encouraged to take my BSc in Nautical Studies at Southampton University and the School of Navigation at Warsash. This was not an easy option as I had to abandon my dreams of command, but given the decline in the British Merchant Navy in the 1970s the only realistic option was the offshore supply sector. Having seen the North Sea at its worst, the option of "driving a desk" seemed more appealing. Limited space means this paragraph is a precis of my shore career. Essentially, I ended up as a marine surveyor working out of the City of London. I did travel worldwide between 1980 and 2005 and had many interesting experiences. I ended up specialising in major casualty response and investigation. There are far too many tales to recount, some quite harrowing, where a casualty involved loss of life. I recall back in 1979, while still lecturing at Warsash, becoming involved in the training for "entry into enclosed spaces" following a tragedy when several individuals had died. It worries me today that there are still too many incidents resulting in death following entry into an enclosed space.

Throughout my career the number one consideration has been "Safety of Life". Nothing, even pollution response, must ever be allowed to impinge on the safety of life message.





What  
caught  
my eye...

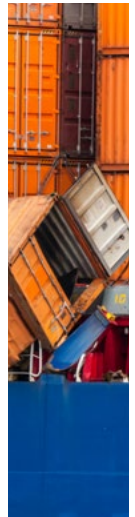
*Mike Schwarz  
casts his eye over last  
month's marine news*

## IMO set to move on container losses at sea

It is difficult to have precise figures on the number of containers lost, particularly as container visibility from the bridge may be limited by the containers themselves, and only the upper tiers and the nearest bays can be seen, we are told. When a relatively distant stack of containers collapses, it is difficult to determine immediately and precisely how many containers are involved and when they fell. These events generally occur in adverse weather conditions that prevent immediate on-site investigation.

Discussion is underway to agree to initiate new measures to detect and report containers lost at sea, which may enhance the positioning, tracking and recovery of such containers. The aim is to establish a compulsory system requiring the loss of containers to be declared and the setting up on board of measures to easily identify the exact number of losses. Along with installing such a system, ships would be obliged to report the loss of containers through a standardized procedure.

Given the comments made in the first paragraph, which seem to be at odds with the second paragraph, it strikes me as improbable that the number of containers can be accurately reported, one would think. I applaud the sentiment behind this move by IMO, but is it workable?



## Your new bike might still be stuck on the Ever Given



Remember that ship that had its 15 minutes of fame recently when it blocked the Suez Canal, inspiring a week of incredible memes, bringing shipping into the mainstream news and seriously threatening to upend the entire global economy? As it turns out the news cycle has moved on for many and the 18,000 containers that were on the Ever Given have been seized by Egyptian authorities and are being detained, along with the ship itself and the crew members, pending demands of eyewatering sums of money.

Canyon has a shipment of bikes stuck on the Ever Given, a spokesperson said in March, and Bird Cycleworks posted last week that there's a shipment of new handrails aboard too.

So, when might you get your new bike? How on earth will this standoff be resolved and brought to a conclusion to everyone's satisfaction? Impossible!

## Famous face gets a lesson on surveying and UTG from an IIMS stalwart

John Heath, a highly experienced and respected marine surveyor with over 40 years' experience is the IIMS Technical Director and a board member. Recently, he got a huge surprise when he was conducting a pre-purchase survey on an ex-passenger vessel on the River Thames. As he was taking measurements with his thickness gauge a famous face approached him from within the boatyard. It was none other than Sir Tony Robinson, a British 'national treasure and icon', who is a prolific creator of factual and historical documentaries about the UK, (but is perhaps most famous for playing Blackadder's sidekick – Baldrick)!

Sir Tony was filming a series for Channel 5 called "*The Thames: Britain's Greatest River*" and he and his team were in the same boatyard where John and his team were working. Sir Tony approached John on the slipway and, much to everyone's amusement, he broke off from filming to be given a lesson on marine surveying and ultrasonic thickness gauging.



# CYGNUS 2+

ULTRASONIC THICKNESS GAUGE

- HANDS FREE OPERATION • INTUITIVE
- ACCURATE • DURABLE • MULTIPLE-ECHO TECHNIQUE APPROVED BY CLASS



[CLICK HERE FOR A FREE QUOTE >](#)



**SAVE 10%**  
QUOTE IIMS2021  
WITH ORDER

MARITIME | YACHTING | OFFSHORE

## Thermal imaging & ultrasonic leak integrity testing

for the prevention of electrical outages, engine room fires and water ingress concerns



Accredited thermographic surveys performed at your convenience. At your home port, marina or anchorage location of your choice, or when underway to your next destination. No downtime or disruption to day to day operations.



Geo Therm Ltd, Reydon Business Park,  
Unit 2 Fountain Way, Southwold IP18 6SZ United Kingdom

Geo Therm Ltd – an American Bureau of Shipping (ABS) & Lloyd's Register Marine (LR) approved service supplier for thermal imaging & ultrasonic enclosure tightness testing.



[info@geothermltd.co.uk](mailto:info@geothermltd.co.uk) [www.geothermltd.co.uk](http://www.geothermltd.co.uk)

UK +44 (0) 1502 723241 USA +001 772 807 4102 UAE +971 50 892 9937 AUS +61 404 625 942

WHAT A  
**MARINE SURVEYOR**  
NEEDS TO  
KNOW  
ABOUT

The growing series of IIMS self help handy guides



BUY ONLINE AT:

<https://bit.ly/36zG3XJ>

## The IIMS CPD App...



For iOS users go to the "App Store".  
**Android**, go to the "Google Play Store".  
Search 'IIMS CPD' and install the app.  
Login using your IIMS credentials.  
Or the "My CPD Program" link on the IIMS membership details page, re-directs the user to the new CPD Program Website.

Web version, the login panel can be found at:

<https://bit.ly/37sr311>

IIMS  
  
is on  
YouTube



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

## Tritex NDT Multiple Echo Ultrasonic Thickness Gauges



All IIMS members receive a 10% discount and free shipping



Tritex NDT specialize only in the manufacture and supply of Multiple Echo Ultrasonic Metal Thickness Gauges, used for verifying corrosion levels and measuring metal thickness from one side only, without removing any protective coatings.

Tritex NDT gives you the excellent performance that you would expect, with free annual calibration for the life of the gauge.

simple . accurate . robust

sales@tritexndt.com

www.tritexndt.com

+44 (0) 1305 257160



**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).