

IIMS NEWS BULLETIN JULY 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

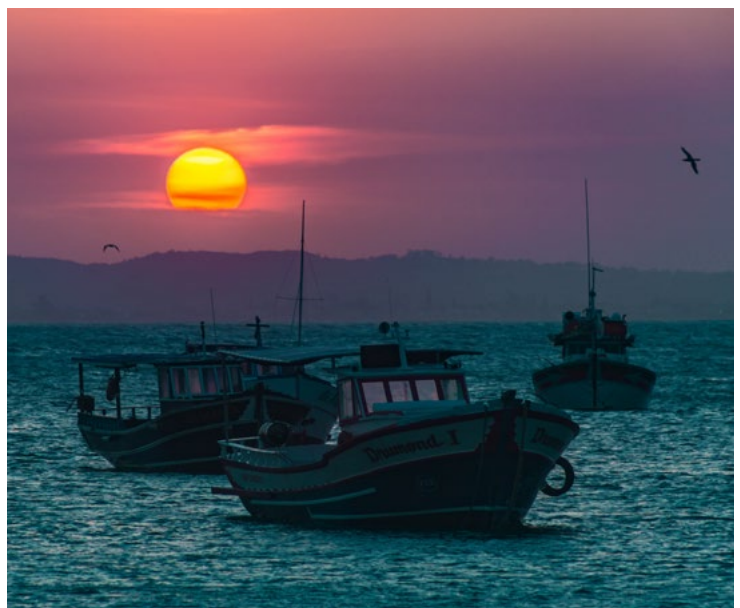
CEO Chat

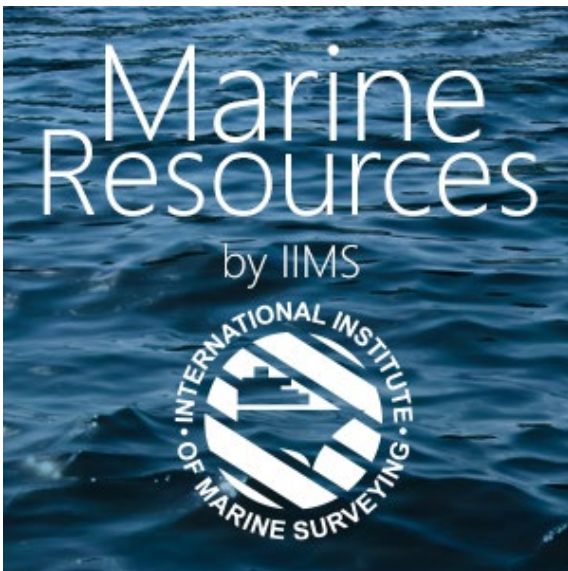
Dear Colleague

This month there is only one place for me to start and you will forgive me for being a little self-centred. I am delighted to inform you that last month we passed the 1,000 member mark for the first time; and we have another 40 plus applications currently under review by the Professional Assessment Committee. This is something of a milestone and certainly worth celebrating. The timing could not have been more perfect either as this achievement coincided with the Institute's 30th birthday celebrations.

When I took up my position with IIMS I had three primary objectives. One was to find and secure a permanent head office for the Institute, which was achieved last year with the acquisition of Murrills House. The second was a publicly stated aspiration to increase membership to 1,000 members. The third? Well, you will have to wait until that goal is met!

The remarkable and positive reaction to edition 96 of the Report Magazine, published last month, was heart-warming and I am grateful to those who took the time to comment on the publication. And as someone was heard to remark as they picked up one of the very few copies we print, "I see we are in the catalogue business now." At 136 pages it is a monster and if you have yet to read it, there are links in this bulletin to allow you to access it.





CEO Chat (continued)

The formal 30th birthday celebrations took place on 9th June immediately prior to the Annual General Meeting. Duncan William bedazzled those who were online with his amazing and frankly unbelievable cyber magic and was an instant hit. Just how did he do that? We will never know. And the 30-minute video that was compiled especially for the IIMS by the five strong Portsmouth Shanty Men was well received. Indeed, they have grown their fan base significantly as a result of their appearance! Videos of the Shanty Men and the AGM recording are available to view on a private play list on YouTube - see <https://bit.ly/3vwOy19>.

Delivering the AGM remotely, whilst efficient, is just not the same as doing it face-to-face. I am grateful to those who made time to join us live for the meeting. It is an opportunity to showcase all that is good and progressive about the organisation to members and to be able to publicly thank those who give freely of their time for the benefit of IIMS.

We have upgraded some of our website pages and I plan to briefly showcase an area of the site each month, starting with **Marine Resources** - more of that elsewhere in this bulletin. The website is the most remarkable resource available to you. It is the most comprehensive website on marine surveying to be found on the internet. So, if I have one frustration, it is that some members still do not appreciate the depth and breadth of content to be found. But the site is huge and I intend that a series of short articles over the coming months will help signpost members to valuable content.

Last month, I wrote a short column in the news bulletin entitled **What caught my eye**. I had not expected to get much reaction to it, but clearly it struck a chord with some members, and I thank you for your comments. This has spurred me on to write the column monthly and in it I plan to highlight some of the more serious news issues as well as looking at some of the more frivolous stories about the marine world.

Last month, with sadness, I formally resigned my role as Chair of the MCA's Certifying Authority Professional Standards Working Group at the CA BCC meeting after a period of five years. It came as a surprise to some. My failure to persuade the six UK based Certifying Authorities over that time to agree on a mechanism to effectively test the competency of coding examiners was my reasoning. It is frankly a disgrace that we could not reach an amicable agreement after such a long period of time and many discussions, especially when the safety of lives at sea is concerned. I can only wish my successor better luck and a fair wind to bring things to a satisfactory conclusion.

Survey well.

Mike Schwarz
Chief Executive Officer

Murrills House Founders plaque unveiled

Nearly 40 members and supporters of the Institute came together over the past 18 months or so to help with the cost of the renovations to Murrills House in a crowdfunding initiative. A sum of nearly £20k was raised and thanks are due to all those who generously donated to a good cause.

Constructing the new plaque was held up by Covid-19, but it is now proudly displayed in the Board Room at Murrills House (see photo below).



Thanks are due to member, Geoff Bowker, who made the tiles at a very reasonable cost out of light oak wood.

The plaque will remain in pride of place for as long as IIMS occupies the building.

The Board Room has been redecorated and freshened up. There was also a need to produce a new Presidents Board. The first one is full of the names of 15 past Presidents, but current President, Geoff Waddington, has the new board to himself - for now!



Spotlight on the IIMS website: Marine Resources

Go to <https://bit.ly/3cJss5w>.

Searching the internet for specific information can be a thankless and time-consuming task as we all know and not always successful. It might be one simple piece of information you are seeking and sometimes even Google just does not cut it. When the architecture was first scoped out for the IIMS website, the aim was to provide links to a series of valuable resources, some of which are not so easy to find, in one central place.

The result was the Marine Resources page which has been put together slowly over the years. It has just had a makeover. The main page categorizes links to valuable websites and pdfs full of valuable information for a marine surveyor.

From the main Marine Resources page, the sub-categories that can be selected are:

Business Management Resources - go to <https://bit.ly/3wzaSsE>. There are just a couple of links here for now, but they will grow.

Corrosion Guidance - go to <https://bit.ly/3cILUiU>. A great place to visit if you are seeking help on corrosion types. This page offers links to 9 different corrosion resources, many written for the National Corrosion Service, including cathodic protection, a guide to conservation of metals and bimetallic corrosion.

Enclosed Space Guidelines - go to <https://bit.ly/3wuYudr>. On this page there are seven links to important information about the dangers of entering enclosed spaces.

International Association of Classification Societies Recommendations - go to <https://bit.ly/3gELnPY>. IACS has produced a wide selection of material, but the ones most relevant to marine surveyors (14 in total), can be found here. They include the Duties of Surveyors under Statutory Conventions and Codes and Guidelines for Surveys Assessment & Repair of Hull Structures (container ships).

Marine Bookshops - go to <https://bit.ly/35ov18Y>. Here you will find links to 7 sites where marine books are sold online.

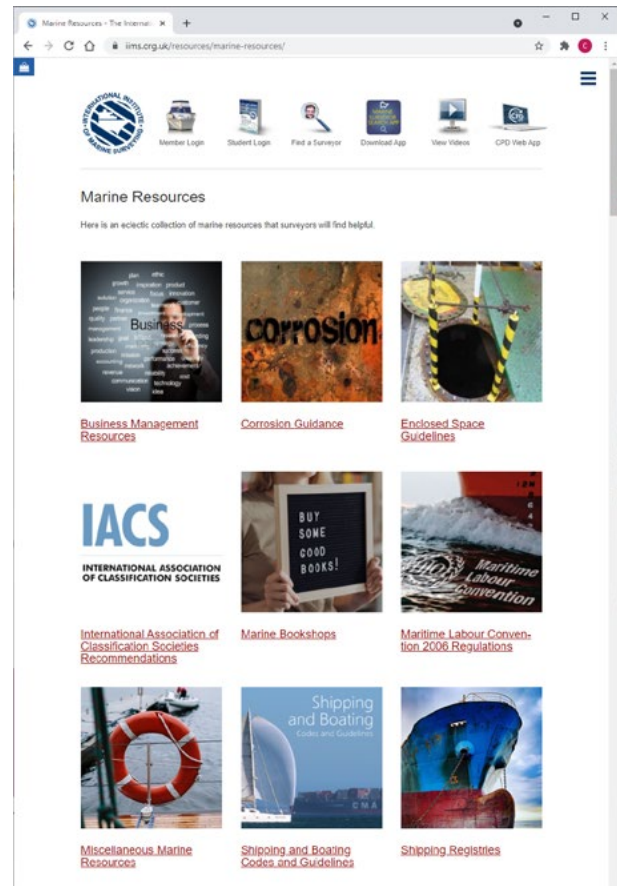
Maritime Labour Convention 2006 Regulations - go to <https://bit.ly/35pUvTI>. This page offers links to 14 specific parts of the convention covered by MINs, MGNs and MSNs.

Miscellaneous Marine Resources - go to <https://bit.ly/3iLnFEk>. Just a small collection of links to resources that we could not find a home for!

Shipping and Boating Codes and Guidelines - go to <https://bit.ly/2RZyW98>. One of the most valuable resources, this page links to 24 essential shipping and boating codes, including the Polar Code, UK Hire Boat Code and Workboat Code edition 2.

Shipping Registries - go to <https://bit.ly/3q0OnKE>. On this page are found links to 21 shipping registries worldwide. Expect more to follow.

Tonnage Regulations - <https://bit.ly/2TFJLhi>. This page offers a link to The Merchant Shipping (Tonnage) Regulations 1997.



If you would like to suggest links to other valuable resources, please suggest them to IIMS and they will be included.

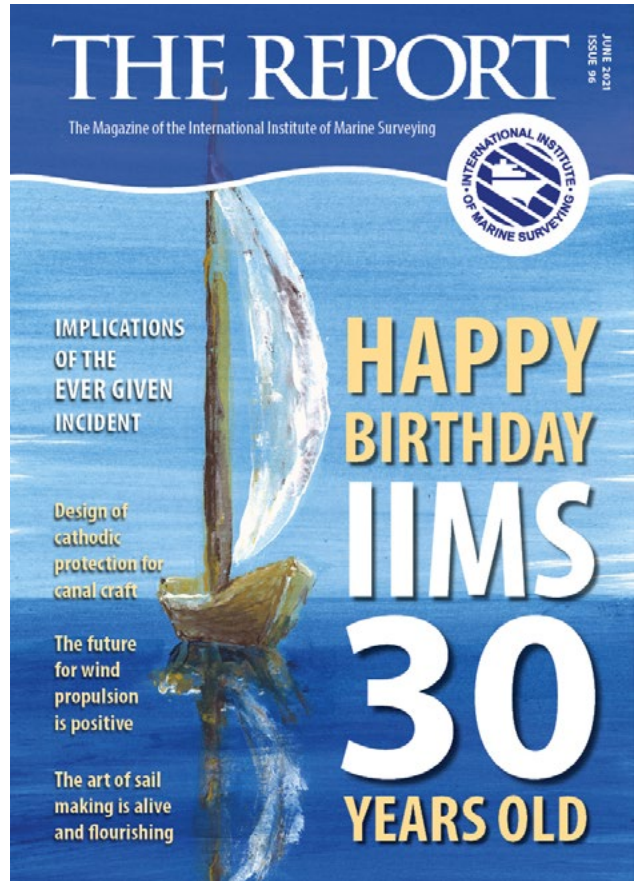
Did you miss the publication of the June Report Magazine?

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.

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

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?

By Gavin Ashurst, 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 sector in need of public announcements.

IWSA International Windship Association

THE DESIGN OF CATHODIC PROTECTION SCHEMES FOR CANAL CRAFT

Introduction

Designs for cathodic protection schemes for canal craft are a complex task, involving a range of factors such as the type of structure, the environment, and the availability of power. This article discusses the challenges of designing such schemes and provides some practical advice.

By Ian Jay Jeffrey, N. Casson Wood

A PERSONAL ACCOUNT OF GENDER DIVERSITY AT SEA

Is there bias?

This personal account by a professional based in the UK discusses the challenges of gender diversity at sea. It explores the barriers to entry and the need for a more inclusive industry.

By Nick Parkyn

Containers overboard - is theory overtaking practice?

With the number of major container losses at sea soaring on the rise, International Marine and Cargo Survivors' Bureau (IMCSB) Group has provided this useful overview and guide.

By Battersmann + Tillyer Group

SEAMAN'S MANSLAUGHTER

Introduction

This article discusses the legal implications of seaman's manslaughter, a crime that can be committed by a seafarer who causes the death of another person while on duty.

By Nick Parkyn

ELEVATORS ON SHIPS - FAILURES, SERVICE AND MAINTENANCE

Introduction

This article discusses the challenges of maintaining elevators on ships, which are subject to unique conditions and requirements.

By Nick Parkyn

THE ART OF SAIL MAKING IS ALIVE AND FLOURISHING

Introduction

This article discusses the art of sail making, a craft that has been passed down through generations and is still thriving today.

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STITCH BY STITCH: THE ART OF SAIL MAKING IS ALIVE AND FLOURISHING

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Obituary: Capt. Marazban P. Karanjia, 1932-2021

by Allen J. Fernandes

News of the death of Honorary IIMS Member, Capt Karanjia, reached the IIMS offices recently.

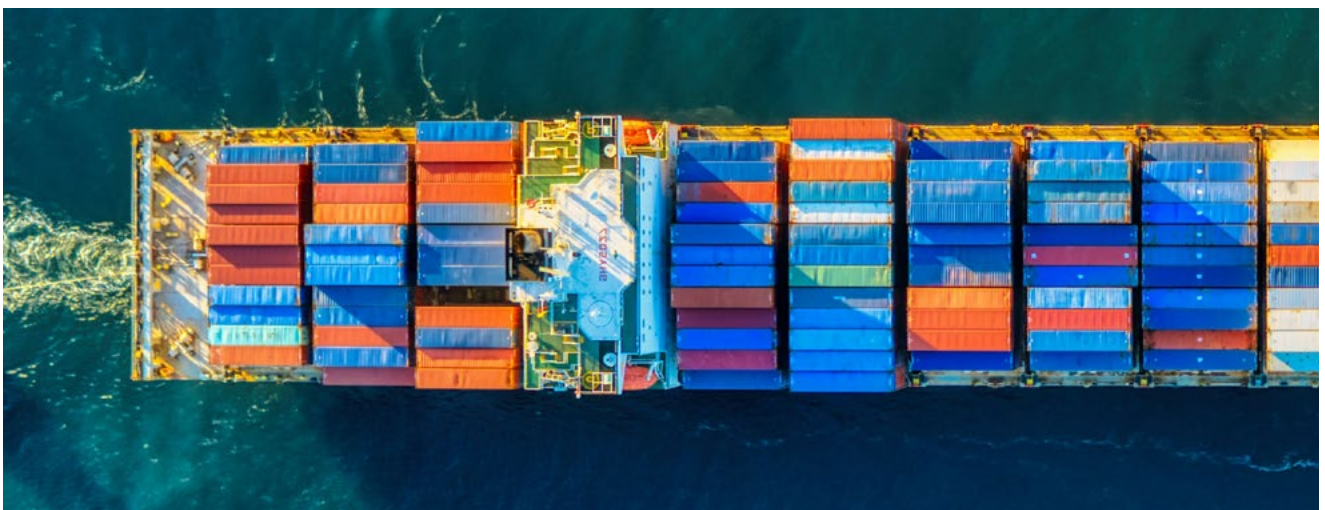
Capt. Marazban Pestonji Karanjia, MPK as he was fondly called, was a true professional and a thorough gentleman. All who knew him will remember him for his thoroughness and professionalism as a marine surveyor, traits he tried to impart to all those who were under him or associated with him during his long surveying career, spanning more than four decades.

In appreciation of his long-dedicated service and significant contribution to the marine surveying profession, Capt. Karanjia was awarded honorary membership by the International Institute of Marine Surveying UK in 2010.

After training in the Dufferin (1948-1950), Capt. Karanjia joined the Scindia Steam Navigation Company and served as a Merchant Navy Officer in various capacities from 1951 to 1960. He then came ashore and was an Executive Officer on Training Ships "Naulakshi" and "Mekhala" from 1960 to 1969, responsible for imparting training to Merchant Navy cadets and other personnel.

He then moved on to the US and took up marine surveying as Principal Surveyor with General Surveying Company, Philadelphia, but soon returned to India to start his marine surveying career in Mumbai, initially with J. B. Boda Marine and General Survey Agencies from 1971 to 1981. He then co-founded Seascan Services Pvt. Ltd. and was Director/Principal Surveyor in charge of the Marine & Cargo Division from 1981 to 1999. Thereafter, he was a Consultant and Principal Surveyor at Stewart Surveyors & Assayers Pvt. Ltd. and Alex Stewart International, from 2000 until his retirement in 2012.

Those who under him or interacted with him will recall his deep sense of dedication to the marine surveying profession, always with the highest level of integrity and professionalism, which gained him tremendous respect in the industry. Whether it was the Ship Owners or Charterers, Shippers or Receivers, Cargo Underwriters or the P&I Clubs or their local correspondents, they all sought his advice on various issues pertaining to Cargo inspections and Loss minimization. In his marine surveying work, especially in the 70's and 80's, he interacted closely with the Mumbai Port and it was a familiar sight to see Capt. Marazban Karanjia at 8.00 am in the morning in the docks, attending ships and cargo inspections, before proceeding to the office.



One issue which was a bug bear for marine surveyors in those days comes to mind. It was very difficult to obtain permission for photography within the port premises, requiring port and police permission for carrying a camera into the port and a police constable had to be present while the photographs are being taken, a set of photos given to the port and so on. One can imagine the delay in obtaining such permission and meeting all the port requirements, but Capt. Karanjia always pursued this issue with the port authorities to the highest level and it is through his efforts that the port photography permission, that initially would take 2-3 days, could be got the next day. This made things easier, especially in the case of cargo damage in the port warehouses and transit sheds, where the cargo had to be cleared or moved away the next day.

A disciplined approach, an eye for detail and a factual and technically correct description of the incident or cargo damage, is what Capt. Karanjia always taught us, with the saying that 'You are the eyes and ears of the client, who is sitting miles away' and unless your Survey Report is clear and in detail, with all supporting documents and photographs, it will not serve the purpose for which you have been appointed. He always stressed on the importance of detailed notes in our 'rough diaries', as he would say that in case of an investigation or enquiry, it is these notes in the surveyor's rough diary that would be relied upon and would stand as evidence in a court of law.

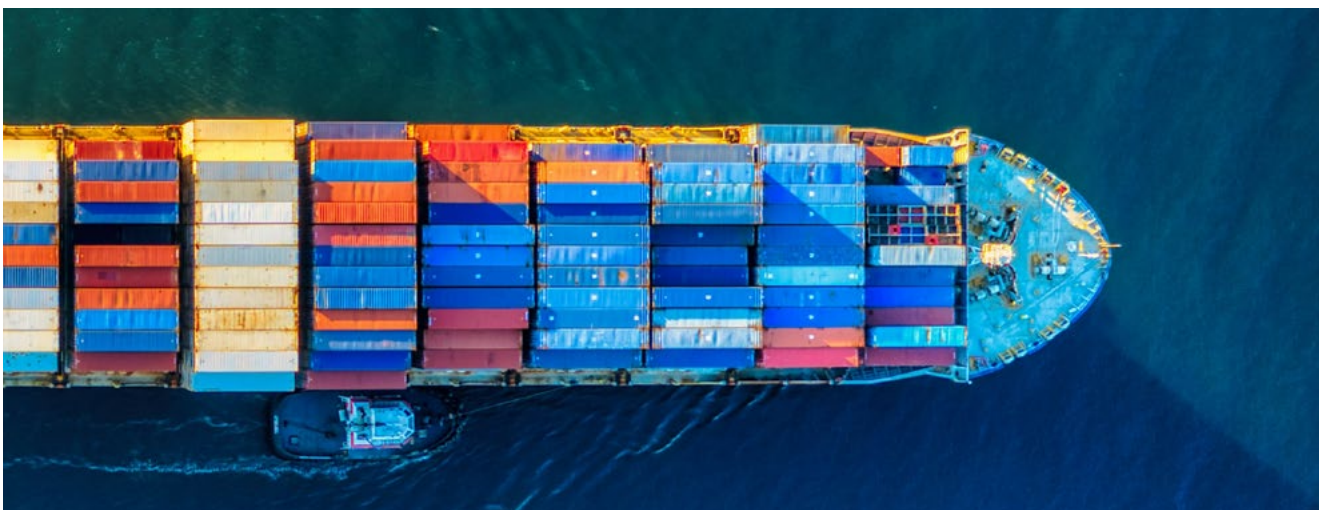
Capt. Karanjia had stood as 'Expert Witness' in several investigations and enquiries and would warn us that the opposition party would 'take your pants down' if you did not know your subject or had not done your homework, so maintain your records well was his motto. He was a wonderful teacher, and many have benefited greatly from his experience and knowledge.

After his passing away I have spoken to many of my colleagues, who have been taught and some 'moulded' by him in the early years of their surveying career and who have now gone on to achieve high positions in the marine surveying and inspection business. They all remember him for his disciplined approach to the job and his sound work ethics. Also, what stood out was his absolute sense of punctuality, with no tolerance for being late and blaming it on the proverbial 'Indian Standard Time,' whether it was an official meeting or social gathering, Capt. Karanjia was there well on time and smartly turned out – we would remark on his shoes, always polished to a shine that 'you could see your face in'. Many remember his work diaries, which would have every small detail about the job recorded, underlined in red and blue and highlighted. In those days, in addition to the volumes of Visiting Card albums that he would maintain, his diary would also have clients and associates' names, contact details, etc. including the date, time and place that he had last met them. He would often refer to these diaries years later and rattle out a person's names, dates and timings related to a particular survey job or meeting, which we had long forgotten.

Capt. Karanjia always stressed the need to understand the fundamentals of surveying and to know your role as a surveyor while undertaking an assignment, so that you do not overstep your function as a surveyor nor underestimate the job that you are required to do. Another great attribute of Capt. Karanjia was that he had a heart of gold. He was always eager to help anyone in need, be it professionally or otherwise. He was always willing to share his knowledge and vast collection of information – in those days maintained in books and files, which he kept meticulously, labelled and updated from time to time.

We will all remember Capt. Karanjia for the great professional and wonderful human being that he was. May his soul rest in peace.

Allen J. Fernandes



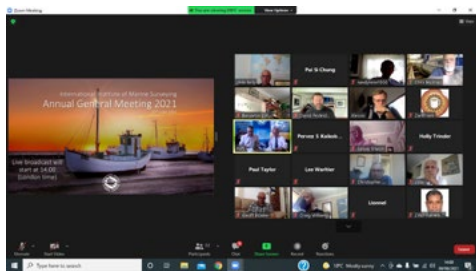
Obituary: Monday Ogadina

Reacting to the sudden death of Monday Ogadina MIIMS, Mike Schwarz, IIMS CEO, writes, "Monday's sudden passing was a great shock, both to me and to those who knew him in the West Africa area. Monday was the IIMS Regional Director in West Africa for a number of years and respected by those who encountered him. Whilst I cannot claim to have known him well, it was clear from the time I spent in his company that he was both a gentleman and a knowledgeable, well connected marine surveyor."

Prior to the pandemic, Monday was a regular attendee at the Institute's London Annual General Meetings and contributed fully at those events. We talked about how to develop the Institute's presence in the West Africa region and he was a passionate supporter of the Institute and its aims.

Monday will certainly be missed by those who knew him in West Africa."

RIP Monday Ogadina.



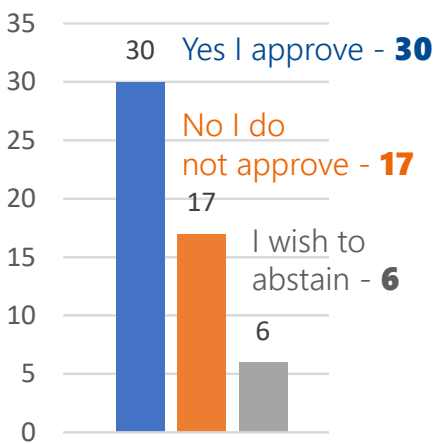
AGM 2021 and 30th birthday celebrations well attended

A healthy number of members joined IIMS online on 9 June for some frivolity to celebrate the Institute's anniversary followed by the more serious business of the Annual General Meeting 2021.

Videos of the AGM and the 30 minute musical set by the Portsmouth Shanty men are now available to view on a private playlist on the IIMS YouTube channel. Access and view the two videos at <https://bit.ly/3vwOyi9>.

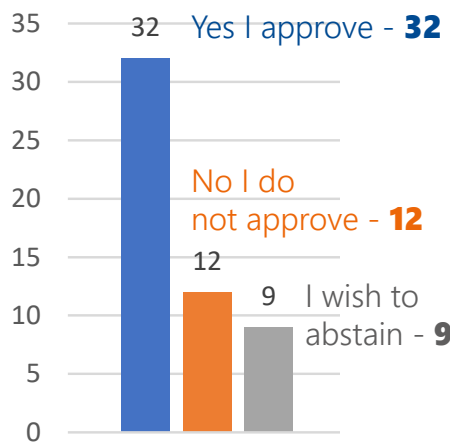
The votes cast online prior to the AGM on two proposals were as follows:

Proposal: Do you approve of the proposal to increase the 2022 membership fees which were frozen this year?



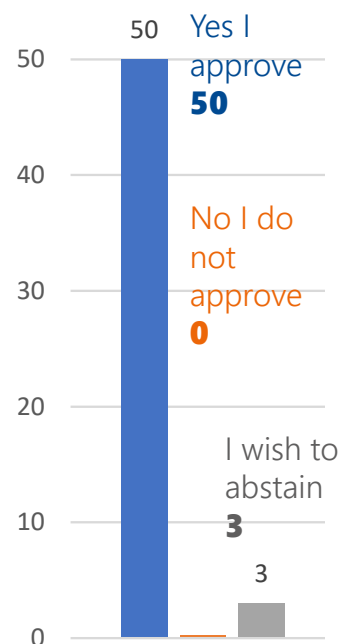
Proposal carried and will be adopted from January 2022

Proposal: Do you approve of the proposal to increase the number of CPD points from 10 to 15 per annum?



Proposal carried and will be adopted from January 2022

Additionally votes were cast pre AGM to re-elect the Management Board en-bloc as follows:





MAIB's Annual Report 2020 published

"I am pleased to introduce MAIB's annual report 2020. It was another busy and successful year for the Branch improving safety at sea by our sustained output of safety investigation reports, safety digests, and safety bulletins despite lock-down conditions affecting work for much of

the year. The Branch raised 1,217 reports of marine accidents and incidents and commenced 19 investigations in 2020," said Capt Andrew Moll in his opening statement.

In 2020, the MAIB published two investigation reports into the collapse of container stacks on large container ships, both of which were transiting the North Pacific Ocean in heavy weather at the time. Such accidents are challenging to investigate due to the multiple inter-related factors involved and that critical evidence could be lost overboard during the accident. There have been more accidents involving large losses of containers since, the most notable being ONE Apus, and more general concerns about large container vessels were already being raised before Ever Given grounded in the Suez Canal earlier this year.

On paper, 2020 was a safer year for the UK fishing industry, with only one accident (Joanna C, BM 265) resulting in fatalities. Regrettably, six commercial fishermen's lives have been lost already in 2021, meaning that eight commercial fishermen have lost their lives in the 6 month period November to May. While the investigations are ongoing, the indications are that five lives were lost as a result of small fishing vessels capsizing or foundering quickly. The MAIB is currently in the process of recovering the wreck of Nicola Faith (BS 58), the most recent small fishing vessel to founder, to establish why the vessel sank and its three crew lost their lives.

The accidents involving leisure and recreational craft that the Branch is investigating are quite varied, but two themes are worth mentioning. As the tragic accident onboard the motor cruiser Diversion demonstrated, lives are still being lost due to carbon monoxide poisoning (see Safety Bulletin 2/2020). There can be many sources of carbon monoxide on a cruising vessel, including the main engines, generators, heaters and cooking appliances. Whatever the source, the presence of carbon monoxide can be detected by a reasonably inexpensive alarm, which will provide ample warning that this odourless, highly toxic gas is present. Owners of craft with enclosed accommodation spaces are strongly advised to fit a carbon monoxide alarm suitable for use in the marine environment, and to test it regularly.

Two accidents involving Personal Watercraft (PWC) and Rigid Inflatable Boats (RIBs) show how vulnerable passengers are to injury when these craft collide or hit stationary objects while travelling at high speed. The collision between a PWC and RIB Rib Ticker, and the RIB Seadogz's collision with a navigation buoy are still under investigation, but both accidents resulted in fatalities that could have been avoided had a better lookout been kept and larger passing distances maintained.

Accident investigation continued throughout the pandemic, but it was far from business as usual. During parts of the year travel and quarantine restrictions severely curtailed the Branch's ability to attend accident sites. This resulted in heavy reliance on remote interviewing and third parties to collect physical evidence. Like many others, MAIB staff have become adept at remote working, but the constraints of the remote environment have hindered accident investigation.

Download the report in full at <https://bit.ly/3zfSve1>.

MCA to carry out unannounced inspections of fishing vessels



Surveyors from the Maritime and Coastguard Agency are to carry out unannounced inspections of fishing vessels across the UK. The inspections are being carried out as part of ongoing work around fishing vessel safety in an industry recognised to be one of the most dangerous in the world.

Since November 2020, there have been eight deaths –that’s more than ten per cent of the total for the previous ten years. Between 2011 to 2020, the Marine Accident Investigation Branch (MAIB), reported 60 fatalities from UK fishing vessels.

The MCA says it has worked solidly with the fishing industry, reinforcing the messages about the requirements of legislation around standards of safety for crew and for vessels. Surveyors regularly carry out surveys and inspections of fishing vessels and detain those that do not meet the requirement of the law, until those deficiencies are corrected.

The MCA has also worked with industry and other partners to drive home the message about wearing Personal Flotation Devices.

However, MCA says it will take action where it feels advice is being ignored and safety not taken seriously. “Fishing is one of the most dangerous industries in the world,” says Tony Heslop, assistant director, survey and inspection (South). “We’ve pushed the message for many years now about the importance of wearing life jackets and making sure that fishing vessels are fit for purpose under the survey and inspection regime. “While education is important and we will continue to do that, enforcement is also needed for those who consistently ignore our message, to emphasise why this matters and why we take it seriously.”



Greek customs authorities acknowledge rights of UK yachts to retain EU VAT status

Following a complaint to the European Union (EU) by the Cruising Association (CA) on the VAT Status of UK yachts in Greece after returning from outside EU waters, the latest announcement received from the Greek Customs authority acknowledges the rights of UK yachts to return to Greek waters and retain their EU VAT Status.

Greek Customs announced on 3rd June 2021 that, following a request to the EU Commission for clarity on this matter, they have followed EU advice and announced the acceptance of UK yachts returning from non-EU Countries to regain their Union Goods Status, provided they return within three years under the same ownership, with no changes to the vessel.

There is one area of clarity still needed, in that they ask for proof of the “yachts being in EU waters on the 31st Dec 2021”. This, the CA says, needs to be extended to anywhere in the world, excepting those in UK Waters on that date who now are UK VAT status.

Christopher Robb, speaking on behalf of the CA, says there is now little doubt that “the principle of the Union Customs Code (Art 203 UCC) has been accepted, and that we will get the clarity needed which is so important for yachts coming from Turkey and other non-EU countries.”

Rules in brief:

- a) All UK yachts in Greece or the EU 27 will be treated as full Union Goods status and will therefore not require a Transit Log to be issued of any sort whilst they remain in Greek Waters, the yachts being “in Free Circulation”.
- b) On return to Greek Waters inside three years, UK yachts will need to apply for “Customs Procedures” (Returned Goods Relief) and provide proof of VAT payment in the EU 28 and proof of their “Presences in EU Waters on 31st Dec 2021”.

Photo: National Transportation Safety Board
Photo Source: flickr.com <https://bit.ly/3vyQUgo>



AMSA to consider Conception fire NTSB findings when reviewing commercial vessel regulatory requirements

Following the NTSB investigation into the fatal fire and loss of the passenger vessel Conception off California in September 2019, the Australian Maritime Safety Authority (AMSA) has identified key points of concern for Australian vessels. Therefore, they have said it will consider the NTSB report in full when reviewing the current regulatory requirements for domestic commercial vessels, including the standards for fire safety and accommodation.

The US-flagged passenger vessel Conception was at anchor off Santa Cruz Island, California, when a fire broke out in the early morning hours of 2 September 2019. Five crew members were asleep in the crew berthing area on the upper deck. One crew member and all 33 passengers were asleep in the bunkroom below. Of the 39 people on board, 34 perished in the incident.

Report findings

The NTSB report drew 18 conclusions, the following of which are considered worthy of note by those persons involved in operating passenger vessels in Australia AMSA says:

- Although a definitive ignition source cannot be determined, the most likely ignition sources include the electrical distribution system of the vessel, unattended batteries being charged, improperly discarded smoking materials, or another undetermined ignition source.
- Although the arrangement of detectors aboard Conception met regulatory requirements, the lack of smoke detectors in the saloon delayed detection and allowed for the growth of the fire, precluded firefighting and evacuation efforts, and directly led to the high number of fatalities in the accident.
- The absence of the required roving patrol on Conception delayed detection and allowed for the growth of the fire, precluded firefighting and evacuation efforts, and directly led to the high number of fatalities in the accident.
- Conception's bunkroom emergency escape arrangements were inadequate because both means of escape led to the same space, which was obstructed by a well-developed fire.
- Although designed in accordance with the applicable regulations, the effectiveness of Conception's bunkroom escape hatch as a means of escape was diminished by the location of bunks immediately under the hatch.
- Conception's operator provided ineffective oversight of its vessels' operations, which jeopardized the safety of crew members and passengers.
- Had a safety management system been implemented, the operator could have identified unsafe practices and fire risks on the Conception and taken corrective action before the accident occurred.

Recommendations

Following the NTSB investigation and report, AMSA has reminded vessel operators to:

Review your risk-assessment for your operation regularly and update your safety management system as required.

- Consider emergency escape options for your vessel.
- Consider watch arrangements on your vessel, including the use of a roving watch during sleep periods.
- Ensure that smoke and fire detection systems on your vessel are suitable, allow for proper coverage and are properly maintained.
- Consider whether your vessel's electrical systems are capable of dealing with the safe simultaneous charging of large numbers of personal electronic devices such as mobile phones, tablets and computers, all of which utilize lithium-ion batteries.

Professional Indemnity Insurance Market update from Matrix Insurance Services Ltd

by Karen Brain

Over the past few years due to losses in the insurance market there has been what is called a “hardening” of insurance rates leading to increased insurance premiums and higher policy excesses. This is a general trend for most insurances and not just for professional indemnity.

The insurance market rates have always been shown to be cyclic. There may be ten years or so of lowering of rates and then they have always shown to rise again particularly when insurers make very little income from investments combined with losses arising from natural disasters; as we all know this low investment return is affecting all of us.

So, what we are seeing now is just a part of the normal insurance market trends. It will no doubt increase the premiums for professional indemnity for professionals, increase policy excesses and perhaps see some insurers veer away from underwriting certain types of risk. But there is no need to “panic” it is just a normal trend for the market.

We are pleased to announce that our IIMS professional indemnity scheme is performing well and so we have not been affected to the same extent as perhaps some other providers and we hope this continues. We support our scheme by providing advice, training and assistance both during the arranging of our client’s insurances and perhaps more importantly during any claims process with our in-house legal expertise.

If you have any concerns regarding marine professional indemnity insurance covers or other related insurance or just wish to have a general discussion about insurance, we will be happy to talk with you. We are a specialist independent insurance intermediary for the marine sector.

Please contact us and ask for Heather Kennedy or Karen Brain.

Telephone: **+44 1892 724060** | Email: **enquiries@matrix-ins.co.uk**

Matrix Insurance Services Ltd

Matrix House
Orchard Business Park
Furnace Lane
Horsmonden
Kent TN12 8LX

New WhatsApp groups set to launch



Over the past 18 months, IIMS has experimented with and successfully launched 14 free WhatsApp groups for students and some members in the UK and West Africa - and is now set to launch more.

Connecting via an IIMS WhatsApp group is an additional well of knowledge and resource. It is an opportunity for professional networking, to share ideas, or to ask for advice from other members of the IIMS who work in your territory.

The initial group, launched for UK Inland Waterways surveyors, has less than 20 members, yet it is a busy channel and regularly used as a way to check regulations, to share images for other opinions, and to impart news to one another.

IIMS moderates all groups from the UK and there is a set of guidelines and rules surrounding the use of the groups and this will be made available to those who choose to join.

IIMS is now preparing to launch four more Whatsapp groups, two for our Australian members and a further two for our Canadian cohort. Groups will be established for:



Australian Yacht & Small Craft surveyors **Australian Commercial Ship surveyors**

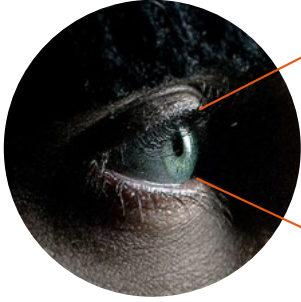
You can join either or both depending on the type of work you do.



Canadian Yacht & Small Craft surveyors **Canadian Commercial Ship surveyors**

Similarly, you can join either or both depending on the type of work you do.

If you are located in Australia or Canada, look out for an email invitation from IIMS head office to join the group most relevant to you. If you miss the email, you can send a request directly to Holly Trinder at **info@iims.org.uk**.



What
caught
my eye...

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

Another maritime accident of catastrophic proportions as *MV X-Press Pearl* sinks

Those who have followed my writing over the years will know my feelings about such events. Yes, we all know shipping is a dangerous business, of course. But yet again, here would seem to be an example of an accident that could have been prevented according to initial reports. Obviously, it would be inappropriate to pre-empt the outcome of the investigation.

Like many others, I watched in disbelief as this tragedy unfolded before my very eyes over a period of two weeks, following the devastating fire onboard the *MV X-Press Pearl* off the coast of Sri Lanka. The extreme effects of the fire (check them out online for they are unbelievable) led to the three-month-old vessel sinking. The potential for pollution to the beaches and marine environment of Sri Lanka, to say nothing of the livelihoods of the local population, is high. Locals have been warned to stay away from any wreckage as washes up as it might be contaminated with chemicals.

Sri Lankan officials say they believe the fire was caused by a nitric acid leak which the crew had been aware of since 11 May. The ship was carrying 25 tonnes of the highly corrosive nitric acid, which can be used in the manufacture of fertilisers and explosives. It has come to light that the vessel was denied entry in India and Qatar before catching fire off Colombo.

Tim Hartnoll, the executive chairman of X-Press Feeders, told Splash that poor packaging was allegedly responsible for the acid leak, which the crew had detected while in the Arabian Sea thousands of kilometres away from Sri Lanka. On detecting the leak, the ship's captain then contacted two ports - Hazira on the west coast of India and Hamad in Qatar - requesting to offload the containers in question. The requests were denied and the ship, which was delivered from a yard in China this February, made its way to Sri Lanka.

Although it is of little use, IIMS' thoughts are with the people of Sri Lanka at this challenging time.

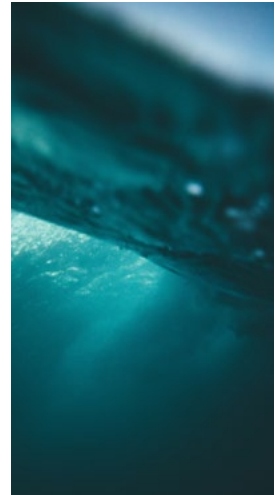


Where will **new technology** take us next?

I read recently that Norway's Kongsberg Ferrotech has teamed up with Equinor, SINTEF and Gassco to develop and test 3D printing technology as a repair method on the seabed. The 3D printing technology will be integrated in the company's underwater maintenance and repair robot the Nautilus. According to Kongsberg Ferrotech, the technology will allow for in-situ repairs of subsea components like flowlines and conductors by use of additive manufacturing techniques. This is expected to significantly extend the lifetime of the assets.

The Research Council of Norway is contributing NOK 21 million (approximately €2 million) in financial support for the project.

This is just yet another example of one of so many technological developments that are set to reshape the future of shipping. Where will it end?



Defective lifejackets - you cannot be serious, surely?



I was horrified to read that as many as half the lifejackets brought into a clinic recently failed to pass muster. How does the average man or woman on the water know if their lifejacket will save them at that vital moment and why would they not want to be certain that it was going to work?

A lifejacket clinic held recently by the RNLI in Eastbourne's Sovereign Harbour in the UK discovered more than half of the lifejackets checked were defective. Wearing a non-functioning lifejacket is a complete waste of time and that so many people should be putting themselves in potential danger is deeply concerning.

At the event, we are told, over 70 lifejackets were presented to the RNLI volunteers. The team verbally guided the owners through how to check for wear and tear and how to maintain their lifejackets. Shockingly, 42 lifejackets were found to have defects, potentially rendering them useless.

Reality TV show, **Below Deck**, reveals **staggering production cost**

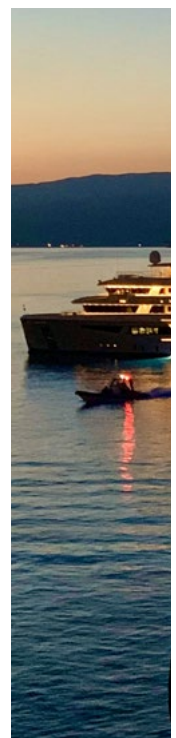
At first, I read this story with a sense of amusement, but clearly there is a very serious side to making reality TV shows and a large production budget to boot.

Bravo TV's *Below Deck* chronicles the lives of crew members who work and reside aboard luxury yachts during the charter season. Each season features a different crew configuration, and the episodes show how the crew members interact and deal with personal issues alongside their working lives.

Yacht owners have revealed how much they were paid for the use of their boats for the filming of the show. Bobby Genovese, owner of 46-metre M/Y *Valor* recently revealed how much he was paid for the use of his boat. "I don't use the boat those six weeks. They paid me a million dollars, they fixed the damage that they caused, my crew got the opportunity to have time off, and it made sense for me." It should be noted that his boat's real name is *BG*. Since he didn't want his vessel to be associated with the show, the stage name *Valor* was chosen.

Below Deck's cast member, Hannah Ferrier, revealed what it costs to film the series. "All I've got is the gossip, and numbers have been swirled between \$10 to \$12 million," she told the Daily Mail.

Mike Schwarz



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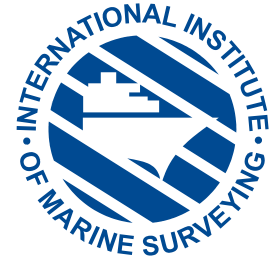
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information about Marine Surveying Academy courses (Sharon Holland)

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).