

IIMS

FEBRUARY 2022

NEWS BULLETIN

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



VIEW *from* the HELM

Dear Colleague

2022 has kicked off in busy fashion for IIMS on several fronts and there are a number of ongoing projects during January that have kept my colleagues and I with our heads down at our desks!

There has been a rush of new membership applications in recent weeks, so if you have recently joined and are reading this bulletin for the first time, welcome to the organisation.

Perhaps the biggest project for some time to report on is the roll out of the new IIMS student education portal for those enrolled and studying the distance learning Professional Qualifications. More than twelve months in the making with our software partner, eDot Solutions in Goa, we finally went live on 10 January. As with many new technological launches, this one was not without a few technical dramas, (despite rigorous testing), but the glitches were soon ironed out. I mention this project, (which I accept will be of limited interest to many), only because the Institute has invested a significant sum of money to make a major step change through technological innovation in how we present our distance learning material. The result is an enhanced learning experience for students. There is a longer article in this bulletin that gives more detail on this project.



The reaction I have received following the publication of the *2021 Safety & Loss Prevention Briefings Compendium* last month has been astonishing and has surprised me. Although the importance of the compendium was apparent to me when compiling it, I had not anticipated the extraordinary feedback that would follow. Clearly this will now become an annual publication. If you have yet to download your free 100-page copy of the compendium in pdf format, you can do so by going to <https://bit.ly/3mqDVf4>.

We have finalised and announced a selection of training opportunities covering a wide range of surveying topics in the coming weeks that will be of interest to many members, including online seminars in the US and Canada. See inside this bulletin for the detailed events calendar and how you can take part. In particular, I would draw your attention to a couple of upcoming events. The next Marine Corrosion Professional Qualification starts on 11 March 2022. Over 30 delegates joined the programme last year and the course fees have been held for 2022. Full details about this comprehensive qualification can be found at <https://bit.ly/39PG3qG>. Last year IIMS rolled out remote tonnage training following approval from the MCA. The first programme was a great success and, as a consequence, a number of new tonnage measurers around the world have qualified and are now authorised to undertake this activity through IIMS as a result. The next seminar takes place on 29 March, and you can read more and/or reserve your place at <https://bit.ly/3GPBV8k>.

IIMS Fellow appointed as new president for International Salvage Union

The Annual General Meeting of the International Salvage Union (ISU) has appointed Captain Nicholas Sloane as its new president with James Herbert selected as next secretary general.

Captain Sloane, a director of international salvage service provider Resolve Marine has taken over as ISU president from Richard Janssen who continues as an ISU executive committee member. Mr Janssen reflected that most of his presidency was during the covid pandemic where ISU rose to the challenge acting as the global voice of the industry including "working on the important issues facing - if not threatening - our sector."

Captain Sloane, a well-known figure in the salvage industry hails from South Africa and is a Fellow of the Nautical Institute and the International Institute of Marine Surveying. He has a commendable track record in the salvage world after starting his sea career in 1980 in many roles, primarily salvage and towage, rising to become master of the South African super-tugs John Ross and Wolraad Woltemade and then salvage master. His involvement in casualties and wrecks include all classes of ships and oil rigs but probably his most notable, and highest profile reference was leading the team that raised the cruise ship Costa Concordia from the Italian island of Giglio between 2012 and 2014.

You will read in this bulletin about the recent acquisition by IIMS wholly owned subsidiary, the Marine Surveying Academy Ltd, of the assets of the Institution of Diagnostic Engineers. There is certainly a synergy between IIMS and DIAGS (as it is affectionately known). I would encourage you to take a look at the new website – go to <https://institutiondiagnosticengineers.org/>.

I often think that the majority of the general public have little (or no) idea about what goes on at sea, the complexities of the industry and the inherent dangers - until major disaster strikes when it occasionally becomes headline news for a day or two. So, I was pleased to see a programme broadcast on the BBC recently entitled 'Why ships crash'. The programme focused mainly on the saga of the *Ever Given* with some time devoted to the *El Faro* sinking. Whilst I would have liked to have seen a wider selection of accidents covered, I believe it was helpful in giving a greater insight into the maritime world for those who take for granted how the goods we need and buy every day reach us.

And finally, I offer my personal congratulations to Capt Nick Soane, an Honorary IIMS Fellow, who I see has been appointed as the new President of the International Salvage Union.

Stay safe and survey well.

Mike Schwarz
Chief Executive Officer



Captain Nick Sloane
HonFIIMS





Results of the IIMS Big Quiz



Many thanks to those who took part in the 75 question IIMS Big Quiz during December, which proved to be rather more challenging than originally intended.

First place with a score of 53.3% **Ursula Smith**
Second place with a score of 52% **Ken Hodgkins**
Third place with a score of 50.7% **David Byrne**

The winner, Ursula Smith, has had her year's IIMS membership fees credited for achieving first place.

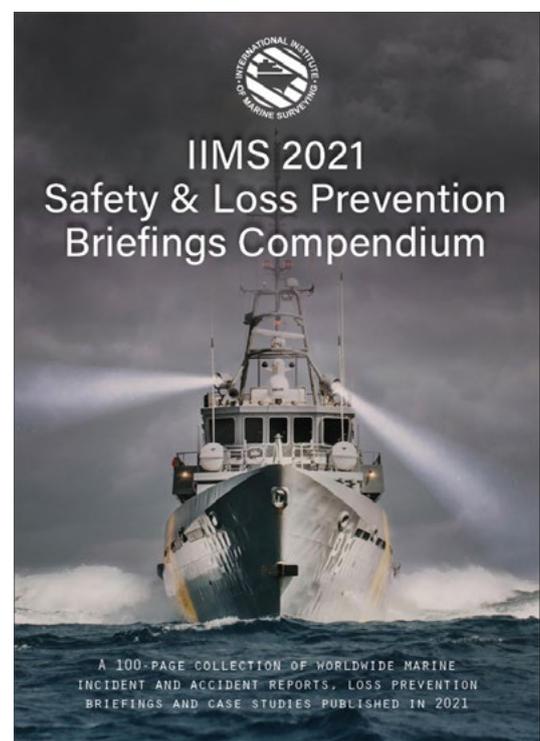
The runners up, Ken and David, have both won a year's free subscription to the Report Magazine.

If you missed notification of the publication of the IIMS 2021 Safety & Loss Prevention Briefings Compendium, you are still able to download your free copy now...

Last month, the Institute published a special 100-page publication, entitled the *IIMS 2021 Safety & Loss Prevention Briefings Compendium*. The positive reaction and interest in the publication has been overwhelming.

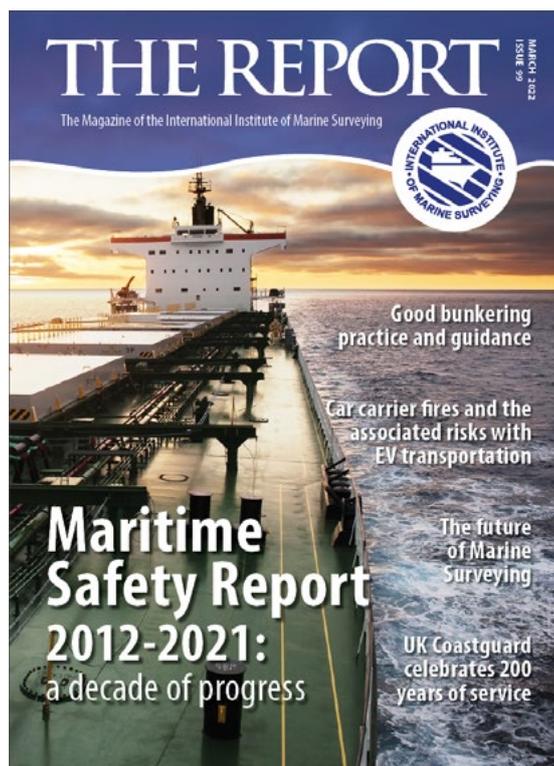
The simple aim of the compendium is to showcase incident and accident reports, and loss prevention measures/guidance that were issued in 2021, all easily accessible in one pdf document. This new publication is an essential reference resource for any marine surveyor's online library. The many links in the publication are clickable, meaning you can easily access more details about an item of particular interest.

Yves Vandeborn, Loss Prevention Director of Standard P&I Club and Geoff Waddington, IIMS President, have both written informative introductions to the compendium.



Download your free copy now at
<https://bit.ly/3mqDVf4>

Coming next month – The Report Magazine edition 99



Watch out for notification of the publication of edition 99 of The Report Magazine next month.

Some of the highlights include:

- Maritime Safety Report 2012-2021: a decade of progress
- DIGITALIZATION: Keeping your hull stress and fatigue under control
- Getting to zero coalition – Closing the Gap: A new report
- Superyacht building boom creates a supply crunch and crew shortage for ultrarich buyers
- Why are shipping containers lost at sea and where do they end up?
- Good bunkering practice and guidance
- Aluminium versus steel boat hulls. Discuss
- Forensic Accounting in Marine Claims and Cargo Losses
- 3D Scanning and Fusion 360 in Traditional Boat Building

All this and more coming in the March edition of The Report Magazine, published on the first of the month.

Shipbuilding Acquaint Course set to broadcast live from 7th February

Peter Broad, IIMS Deputy President, will deliver his inaugural and unique Shipbuilding Acquaint Course online over the week commencing 7 February 2022. Over 20 hours of live broadcasting will be delivered, although delegates do not have to study live and can pick up the content on video catch up.

- There are 11 Units. Unit 001 is an introduction to the course and a meet and greet session. Units 002 to 010 are the main course content.
- Unit 011 is the final multiple-choice exam.
- All students will need to sit and pass the final exam in order to be awarded an International Institute of Marine Surveying (IIMS) Certificate of Achievement.

Peter will explain how a ship that is designed today needs to be 'Future Proofed' to remain compliant with future legislation, efficient and environmentally friendly for the duration of its service life. He will take delegates through the logical, step by step, procedures of the shipbuilding process. This is a generic course and not shipyard specific and some procedures and processes may have different names in different yards, but as a general rule all modern yards will follow these processes.

There is still time to reserve your place on this course.

For more information read the full news story at <https://bit.ly/3vLrCNO> or download the course prospectus in pdf format at <https://bit.ly/3EDHQvI>.



Online Report Writing seminar - 15th February 2022

This online seminar will be broadcast using the zoom video conferencing platform and will last for 3 hours on Tuesday 15th February starting at 10.00am UK London time. The seminar is open to IIMS members and non-members.

Your hosts and presenters for this seminar are Paul Homer, IIMS Chairman of Standards and Mike Schwarz, IIMS Chief Executive Officer.

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.

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. The cost of the seminar is £75.

For more details and/or to reserve your place go to <https://bit.ly/33yVOIG>.

Nick Parkyn presents: HMPE synthetic rigging - what a surveyor needs to know 24th February



The online seminar of about 90 minutes will be delivered by Nick Parkyn on 24th February from 09.00 (UK time). Nick is a surveyor who has studied this subject in-depth and also written a handy guide about it too. He plans to go into the subject in detail, highlight best practices that should be adhered to, and take the audience through a set of actual examples of good and bad usage, evaluating these just as a marine surveyor would need to do in the real world.

If the date and time are not convenient for you, there is an option to purchase the video of the seminar to watch on-demand at a later date.

The aim of this seminar is to upskill marine surveyors with knowledge about HMPE synthetic rigging, its characteristics, and how to survey it.

Specifying or upgrading to HMPE synthetic rigging represents a cost-effective "upgrade" for any cruiser, cruiser/racer, or racing sailing craft. Nick will explain why.

Based on increasing acceptance and affordability of synthetic rigging, marine surveyors will increasingly be requested to survey craft with HMPE rigging.

The seminar will educate marine surveyors on the new fittings and hardware and usage of HMPE for lifelines, running rigging, and standing rigging.

The seminar will cover all aspects of HMPE usage, working life, terminations, and best practices.

For more information and/or to reserve your place go to <https://bit.ly/3nK9QHY>.



IIMS Virtual US Marine Surveying Conference 4th and 5th March

Returning once again in a virtual format, the IIMS Virtual US Conference open to IIMS and non-IIMS members, organised by James Renn, is entitled "The Progress of Expected Changes or Some Surprises in Our Industry" The event takes place on Friday, March 4th, and Saturday, March 5th, and will be broadcast by zoom.

14 CE's Suggested

The Zoom Meeting Room Entry Code will be provided for each day of the meeting.

Cost: \$150 equivalent for both days (charged at £110 GBP) or \$75 equivalent for one day only (charged at £55 GBP).

You will get access to all the videos made of the presentations after the event included in the cost.

Day One: Friday, March 4th 2022

- 0830-0900 EST Good Morning! Mike Schwarz, CEO, IIMS. State of the Industry. Moves Forward and Institute Additions.
- 0900-1030 Jason Minor, Hydro Fin. Theory and Installation of sophisticated Hydrofoils on Multihull Vessels.
- 1045-1215 Douglas Natoce' OXE Diesel Outboard Motors. Life Cycle and Support of Diesel Outboard Motors.
- 1300-1400 Greg Sharrow and John McFadden. Forget what you know about Marine Propellers and see another concept in use.
- 1400-1445 George Zeitler, Marine Surveyor. The complexities of performing Surveys for Government Contracts and Inspecting Military Assets.
- 1500-1545 Ayman Arakawa, Marine Surveyor. Inspecting Cargo and Containers in a Major Port.
- 1545-1615 Joel Jenkins, Marine Surveyor. Real time use of Electronic Engine Diagnostic Equipment.
- 1615-1645 Kristoffer Diel, Marine Surveyor. Confined Space Safety.
- 1645-1700 Lloyd Griffin-Marine Surveyor. Review of Heavy Lift Procedures and Demonstration of Actual Situations and Activities from long-term experiences.



Day Two: Saturday, March 5th 2022

- 0830 EST Good Morning!
James Renn, Marine Surveyor. A quick introduction with Video to Diurnal Emission Components.
- 0900-1015 Gary Goldstein, Marine Surveyor. Issues in Bulk Break Inspections Overall.
- 1030-1200 Dr. Robert Gregory Phd. Dr. Gregory's New Book Title "Guide for Business Starts Ups and Existing Businesses," says what it's all about.
- 1300-1345 Ray Bracken, Marine Surveyor. Alternate fuel production research utilizing renewable organic materials such as Sawgrass.
- 1345-1500 Dr. Joseph G. Ferko III-EMS Innovations. As White House Disaster Advisor Dr. Ferko is in a unique position to speak to forms of disaster mitigation and perhaps advanced preparedness.
- 1515-1545 Capt. William Ackley, Marine Surveyor. Open Ocean Fish Farming.
- 1545-1630 James Renn, Marine Surveyor. Wind Farm Generators fueling Autonomous Capacitor Ships which return to shore to Discharge Electrical Current into the Electric Grid.
- 1630-1700 Lloyd Griffin, Marine Surveyor. "You just can't make this up". The humorous look at photos that defy the imagination.



IIMS Canada Branch AGM and Seminar 12th March

The Annual General Meeting of the IIMS Canada Branch takes place online on 12th March at 08.30. (All times stated are Vancouver, Canada time). It is followed by a seminar, open to all, covering a range of topics.

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|-------|--|----------|--|
| 08.30 | IIMS Canada Branch Annual General Meeting | 11.20 | Arron Jackaman, Brooks Bell: Pulsed Eddy Current (PEC) for corrosion mapping |
| 09.10 | Ed O'Connor Welcome and Introduction | Time TBC | Matt Barrett, Drop Marine: Productive, modular, and reliable approach to bringing modern technology into workboats |
| 09.15 | Mike Schwarz, IIMS CEO: News and developments from the Institute | Time TBC | Lloyds Joshua Woods: Net Zero Transition Pathways |
| 09.30 | Luc Tremblay, Transport Canada: Discussion on SMS | | Final speaker to be confirmed |
| 10.20 | Mike Schwarz: Training - why train, how and where to train | | Closing remarks |
| 10.40 | Ian Weedman, Brion Toss Rigging: Modern rigging materials | | For more information or to register your place please email info@iimscanada.ca . |



IIMS yacht and small craft remote tonnage measurement surveyor training 29th March

Last year IIMS was authorised and approved by the Maritime & Coastguard Agency (MCA) to conduct the training and subsequent approval of tonnage surveyors through online theory training (Part I) and remote practical video demonstration (Part II). This is an additional service to its existing face-to-face UK tonnage training, (currently curtailed due to the pandemic) which has been authorised by the MCA for some years. As a result of this training programme a number of new tonnage measurement surveyors have qualified and are now recognised.



This training is available to IIMS members and non-members too. But to become formally authorised to process tonnages through IIMS where the Institute has registry agreements in place – see list below – both Part I and Part II must be completed and you need to be a member. Those who wish to study Part I only, UK tonnage measurement theory, may do so to extend their surveying knowledge.

IIMS is building on its use of technology to deliver a new methodology of authorising tonnage surveyors. As a consequence, tonnage theory training can now be offered remotely to surveyors anywhere in the world who are involved with vessels up to 24 metres.

Part I – Tonnage measurement theory seminar

Using the Zoom platform, IIMS will deliver the next live tonnage measurement theory seminar on Tuesday 29 March from 10.00 to 13.00 (UK time). The training provides a thorough explanation of UK tonnage measurement theory, including the background to tonnage and detailing the specific requirements and measurements necessary to successfully complete a tonnage measurement.

Prior to the seminar, delegates will be sent the comprehensive pdf IIMS Tonnage Training Manual. The seminar itself will be recorded. Following the presentation, all delegates will be sent the PowerPoint slides and a copy of the video as a reference. A certificate of attendance will be issued.

The cost for Part I only is £120 for members and £130 for non-members.

Part II – The practical video evidence

For those who wish to become an IIMS approved tonnage surveyor and thus able to process tonnages through the Institute, it is necessary to complete Part II, the practical evidence-based assessment leading to formal authorisation.

There are no time constraints on completing Part II and it can be done at the surveyor's convenience once Part I has been undertaken. Surveyors will be required to record short video clips (filmed by their own hand or by an attending associate) to demonstrate an understanding of the requirements and principles of conducting a tonnage measurement as taught by the theory training in Part I. IIMS will want to see video evidence of measurements being taken on a vessel in water, out of water and one with a step-deck for scrutineering. IIMS had made some sample videos to give an idea of what is expected which can be view on a YouTube playlist. Video evidence along with a completed electronic tonnage form needs to be submitted for scrutineering before authorisation is granted.

Those who become formally authorised as an IIMS MCA approved tonnage surveyor on completion of Part I and Part II will receive a formal certificate of achievement.

The cost for Part I and Part II is £275 for members and £295 for non-members.

Important Note

The MCA Tonnage Authority agreement authorises IIMS to certificate United Kingdom ships in accordance with certain applicable requirements of the legislation. Part III of the 1997 Regulations regulates the tonnage and certification of under 24 metre vessels by way of a simplified tonnage measurement system.

IIMS is currently able to process tonnage surveys on behalf of surveyors through the following registries:

*British Virgin Islands
Cayman Islands
Gibraltar
Guernsey
Isle of Man
Jersey
United Kingdom*



If you become authorised through IIMS training and wish to carry out tonnage surveys through registries other than those named above, please note that the Institute does not have formal agreements in place at this time. Other registries may have similar but different tonnage requirements and you should satisfy yourself before becoming formally IIMS authorized. IIMS will provide confirmation of your certification to other registries on request to help you to gain their acceptance of your capabilities as a tonnage surveyor, but IIMS cannot give a guarantee of their acceptance.

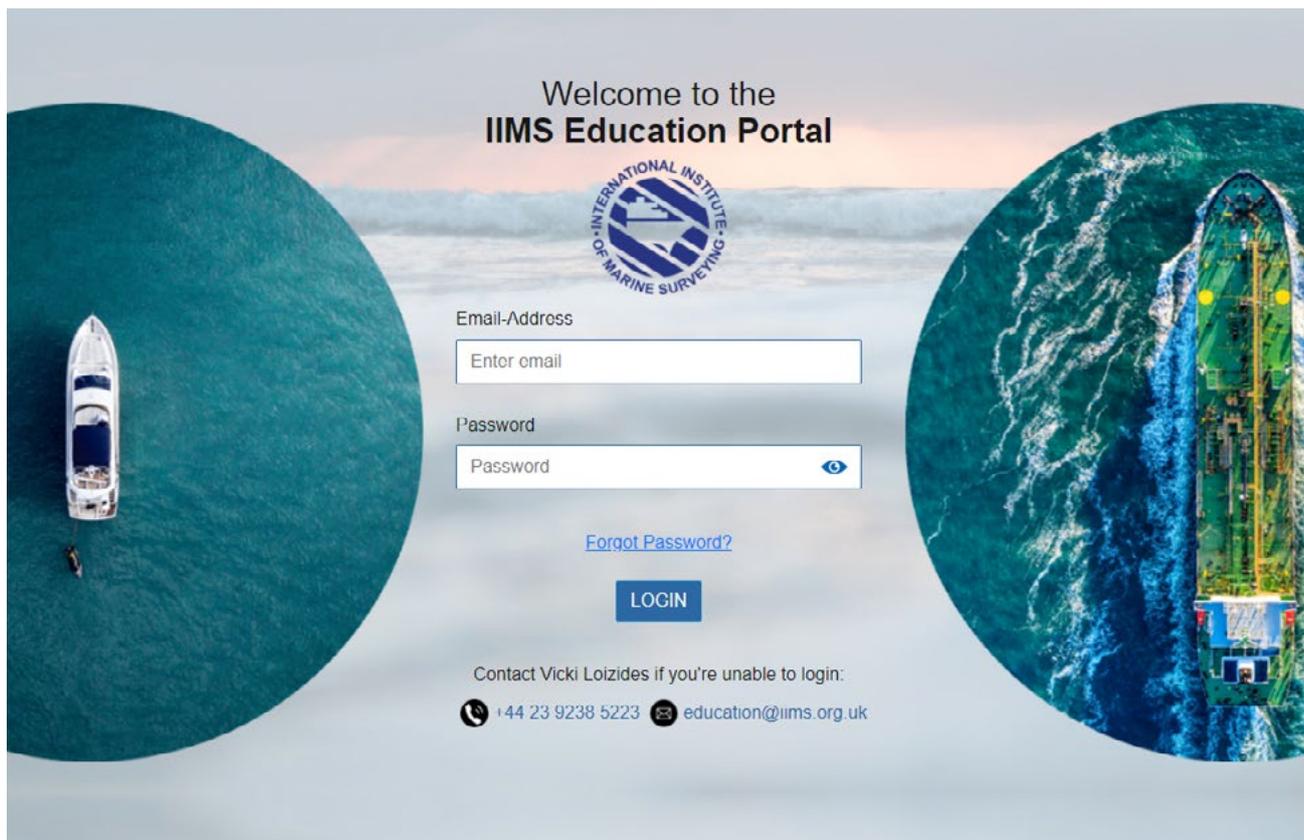
To register your place go to <https://bit.ly/3GPBV8k>. Or if you prefer not to book online, please email Vicki Loizides at education@iims.org.uk or call her on +44 23 9238 5223 and we will arrange to invoice you.

New state-of-the-art student portal launched

For more than a decade, IIMS has made use of a standalone student portal through which the two distance learning professional qualifications have been delivered. The system worked but was, to say the least, adequate and rather rudimentary with no frills.

Two years ago, the IIMS team set about developing the architecture to create a vibrant new portal, one which would enhance the study experience for the learner and automate many of the mundane, manual administrative functions.

IIMS felt it important that students (and the next generation of marine surveyors) should be given a more intimate experience as part of their studying with the Institute. The result is the roll out and launch of the new student portal last month.

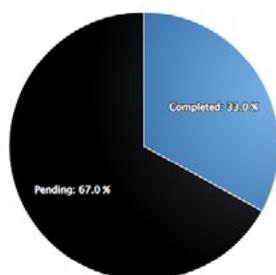


The new portal log in screen is modern looking and user friendly

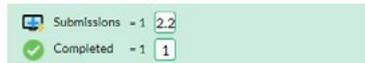
Course Progress

Professional Qualification in Yacht & Small Craft Marine Surveying

Core Modules

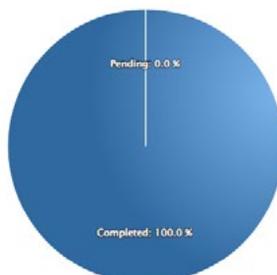


Modules [View all](#)

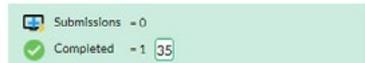


Professional Qualification in Yacht & Small Craft Marine Surveying

Specialist Modules



Modules [View all](#)



Marine News

- Major changes in the ABS Marine Vessel Rules announced from January 2022
- API, England Master charged with operating a vessel in an unseaworthy condition
- The importance of verifying wire rope terminations
- MCA releases guidance on Safety Bulletin 24 - Non-SOLAS lifejacket servicing requirements

Marine Events

- Report Writing Online Seminar November 2022
- Marine Corrosion Professional Qualification: Course 4 - Meet and Greet
- Report Writing Online Seminar August 2022
- IIMS AGM

The student dashboard is clear and provides a simple overview of the course progress. From this page, students are fed links to the latest marine news, events and the latest Report Magazine.

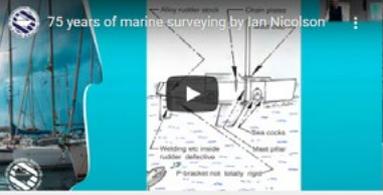
Your Module Essential videos to watch Essential reading Essential business management videos

Essential advice to help to improve your assignment Recommended other general resources for this Module

Essential videos to watch

Here is a collection of recommended videos chosen from YouTube. Although IIMS has vetted the YouTube video links below, the Institute does not endorse them, or their presenters and cannot be held responsible for the accuracy of the content. However, the links have been selected because they give a good general overview with information relevant to this module which may assist you with your studies.

75 years of yacht surveying by Ian Nicolson



Listen to Ian Nicolson speaking at a training event in Scotland as he talks about his many years of experience and reminds surveyors of the importance of thoroughness and going the extra mile when on survey. Ian offers many practical tips and advice.
Video run time 70 minutes

Interview with Jeffrey Casciani-Wood and Ian Nicolson



Jeffrey and Ian have over 120 years combined experience as marine surveyors. In this interview, they chat frankly about the role of the marine surveyor.
Video run time 63 minutes

Module by module, IIMS has selected a range of relevant study material and resources, including links to videos and essential reading material.



Core Module 1 - Large Yacht & Small Craft Surveyors
Introduction to Marine Surveying is a mandatory module.

Core Module 2: Part 2 - Large Yacht & Small Craft Surveyors
Corrosion is a mandatory module.

Core Module 2: Part 1 - Large Yacht & Small Craft Surveyors
Materials is a mandatory module.

Modules are neatly and intuitively displayed on the page.

Your Module Essential videos to watch Essential reading Essential business management videos

Essential advice to help to improve your assignment Recommended other general resources for this Module

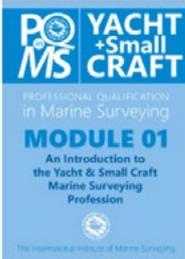
Core Module 1 - Large Yacht & Small Craft Surveyors

Introduction to Marine Surveying is a mandatory module.

This module provides the marine surveyor with a general overview of the marine industry and all the elements that make the complex industry what it is. This module looks at trade, the types of vessels and the many different entities that make the marine industry work. This will give the student the background knowledge required to understand the details of the specific modules to follow covering the surveying of boats and yachts. A practising surveyor will find this module a useful refresher to further hone their skills and increase their knowledge base.

Module 1 concentrates on the role of the marine surveyor as opposed to the marine consultant. These two titles often cause confusion as to the differing roles they play.

"The marine surveyor is someone who measures, assesses, surveys, inspects, examines and reports on the subject of survey based on the client's instructions."



Download Module 1

Each module offers an explanation of the content and learning outcomes with a selection of links to study material, easily accessed from the top-level tabs.

 **Specialist Module 5 - Commercial Ship Surveyors**

Your Module Essential videos to watch Essential reading

Essential advice to help to improve your assignment Recommended other general resources for this Module

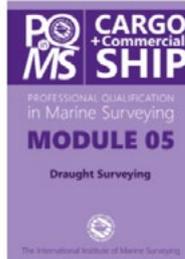
Specialist Module 5 - Commercial Ship Surveyors

Draught Surveying is a specialist module.

At the end of this module students should be able to perform and calculate a draught survey. However, there is no substitute for experience in some of the operations needed to obtain the draughts and data required for the calculation.

It is strongly recommended that students spend as much time as possible with an experienced surveyor in order to become familiar with the practical aspects of reading draughts, sounding tanks, understanding the large variety of hydrostatic particulars and many other aspects of the procedure.

This module has been written for students who have not had seagoing experience and who are not familiar with ships and thus ex-seafarers may find some of the content a bit obvious. However, it is hoped that they will still gain from carrying out the study.



Download Module 5

Both the commercial ship and yacht and small craft modules are easily downloadable and have been given a facelift and redesign.

Institution of Diagnostic Engineers acquired by IIMS subsidiary

The Marine Surveying Academy Ltd (MSA), a wholly owned subsidiary of the International Institute of Marine Surveying, has announced the acquisition of the Institution of Diagnostic Engineers, to include the intellectual property, brand name and organisation's assets.



The Institution of Diagnostic Engineers (known worldwide as DIAGS) was founded in April 1981 by the late Dr. Ralph Collacott, notching up its fortieth year in 2021.

In recognition of the special knowledge and skills needed for the diagnosis of deterioration of plant and machinery and the development of faults, DIAGS was founded to promote the education, training and professional development of such persons. Dr. Collacott recognised the need for an institution to encompass all engineers dealing with diagnostics, fault finding and condition monitoring in all areas of industry, regardless of their academic qualification.

Speaking about the acquisition, Honorary Life President, Jeffrey Casciani-Wood, C. Eng. FRINA, FCMS, HonFIIMS, FLLA, FIDiagE., said, "The need for a professional body of this kind has never been more necessary than it is today given the transformational change the engineering profession is going through. Whilst the passing and demise of the old Institution is sad, I wish the new guardians of the DIAGS brand much success."

Commenting on the news, IIMS and MSA Chief Executive Officer, Mike Schwarz, said, "Having the opportunity to breathe new life into the unique Institution of Diagnostic Engineers excites me. It is a big responsibility and carries with it a duty to those who have been loyal and associated with the organisation, supporting it over the past 40 years. It was apparent right from the start that it is a great brand that has sadly fallen on hard times. DIAGS is a special organisation to many and one that I believe is worth saving and redeveloping."

For more information visit the DIAGS new website at <https://institutiondiagnosticengineers.org/>.

Maritime Safety Report 2012-2021: a decade of progress

Shipping has seen a significant improvement in safety over the past decade as higher standards of ship construction and operation have cut the number of casualties, but emerging risks from new fuels and digital technologies must be mitigated to maintain progress, according to DNV.



It follows the release of a major new analysis, 'Maritime Safety 2012-2021: a decade of progress', from Lloyd's List Intelligence and DNV that shows a marked decline in casualties, losses and detentions over the period.

Between 2012 and 2021, the tally of annual casualties declined 20% from 1922 to 1537 and losses resulting from casualties dropped 56% from 132 in 2012 to 58 in 2020, while the number of detentions decreased by 60% by the end of 2020 – mostly in the general cargo carrier segment.



Download the full report at <https://bit.ly/33HKN16>.

Getting to zero coalition - closing the gap: A new report



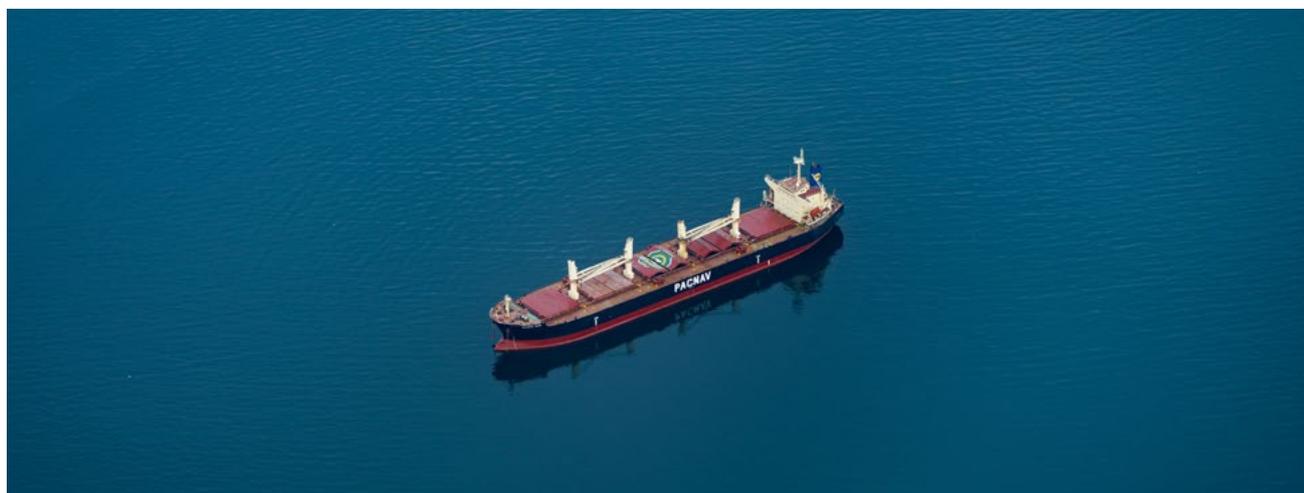
Shipping is a cornerstone of global trade and, as such, the GHG emissions created by shipping are significant and rising, accounting for almost 3% of global anthropogenic emissions (Faber et al. 2020a). Recent projections suggest that by 2050, shipping emissions will increase by between 90-130% of 2008 emissions by 2050 (ibid.). However, in April 2018, the IMO adopted the Initial GHG Strategy which set the ambition to reduce total annual GHG emissions by at least 50% by 2050, while pursuing effort towards phasing out GHG emissions this century as a matter of urgency, consistent with the Paris Agreement temperature goal. With emissions projected to rise and international targets having been set, the question becomes, how these targets can be met by shipping?

For international shipping to align with the IMO's Initial GHG Strategy, zero-emission fuels would need to become the dominant fuel source by the 2040s, gradually phasing out current fossil fuels. However, there exists a significant competitiveness gap between incumbent fossil fuels and alternative zero-emission options. This gap is the result of the existence of market barriers and failures, availability issues, a relative lack of information and regulation on safety, as well as the price difference in the fuels, which in turn is driven by R&D, infrastructure, and investment requirements. Projections suggest that across the 2030s and 2040s, zero-emission fuels will be approximately double the price of conventional fuel at best (Lloyd's Register & UMAS 2020). As a result, there is an urgent need for policy to close the competitiveness gap and ensure shipping meets its decarbonisation commitments.

There is a range of potential measures to promote decarbonisation in shipping, including economic instruments or MBMs, direct regulatory approaches, information policies, voluntary initiatives, and national and regional action. This report provides an overview of different policy measures to address maritime decarbonisation and to close the competitiveness gap while enabling an equitable transition. Fairness and equity aspects are emphasised by e.g. the Initial IMO GHG Strategy. Therefore, the viability of any IMO climate policy instrument depends to a large extent on how these aspects are considered and operationalised.

This report explains which policy options could help close the competitiveness gap and enable an equitable transition and considers the policy options.

Click to download the report at <https://bit.ly/3FBfxOJ>.





Important MCA amendments recently announced

The UK maritime regulator, the Maritime & Coastguard Agency (MCA) has issued and distributed the following new documentation over the past few weeks.

02 December 2021

SI 2021 No. 1316 - The Merchant Shipping (Radiocommunications) (Amendment) Regulations 2021

View details at <https://bit.ly/3zYzLAM>

03 December 2021

MSN 1853 (M) - The Merchant Shipping (Boatmasters' Qualifications, Crew and Hours of Work) Regulations 2015: Structure and Requirements (Amendment 1)

View details at <https://bit.ly/3zqnC5x>

06 December 2021

MSN 1870 (M+F) - The Merchant Shipping and Fishing Vessels (Personal Protective Equipment) Regulations 1999 (Amendment 3)

View details at <https://bit.ly/3qiPQOo>

07 December 2021

MGN 641 (M) - Guidance on Radiocommunications under Chapter IV of SOLAS

View details at <https://bit.ly/310IHln>

MSN 1690 (M) - Serviceability and Maintenance Requirements of Radio Equipment under the Global Maritime Distress and Safety System (GMDSS) (Amendment 1)

View details at <https://bit.ly/334gjTi>

MSN 1903 (M) - GMDSS Ship Requirements

View details at <https://bit.ly/3rhNPSz>

09 December 2021

Code of Safe Working Practices for Merchant Seafarers (CoSWP)

View details at <https://bit.ly/3r4nGpm>

10 December 2021

Safety Bulletin 023 - Aerosol Fire Suppression Systems: Incorrect Wiring Arrangements

View details at <https://bit.ly/3zOLPV3>

MGN 524 (M+F) - Life-Saving Appliances - Category C Medical Kits - Wholesale Distribution Authorisation - Wholesale Dealers Licence (Amendment 1)

View details at <https://bit.ly/3ru3Nbr>

15 December 2021

Safety Bulletin 024 - Furuno Navigation & Communication Equipment (incl GMDSS): GPS Week Number Rollover

View details at <https://bit.ly/34INzDU>

16 December 2021

SI 2021 No. 1401 - The Merchant Shipping (Polar Code) (Safety) Regulations 2021

View details at <https://bit.ly/3nlt1aO>

23 December 2021

GMDSS Procedures for Small Boat Users (Rev. 12/21)

View details at <https://bit.ly/3GohmQ5>

MSIS 27 - Chapter 1 - Surveys and Inspections (Rev. 11/21)

United Kingdom Instructions to Surveyors - MSIS 27

View details at <https://bit.ly/3r85IYQ>

Additionally, the MCA has released an update to conformity assessment procedures for marine equipment. The Maritime and Coastguard Agency (MCA) has released an amendment to Merchant Shipping Notice (MSN) 1874 – “Marine Equipment - United Kingdom conformity assessment procedures for marine equipment, Other Approval and Standards”.

MSN 1874 gives technical information and guidance about the procedures for obtaining type approval in conformity with the Regulations (SI 2016/1025 as amended, formally known as the Marine Equipment Directive). It also gives information regarding the United Kingdom's policy for enforcing these requirements, and other standards to be applied to equipment on board United Kingdom ships.

Amendment 5 addresses failures of the Regulations (as originally enacted) to operate effectively and other deficiencies arising from the withdrawal of the United Kingdom from the European Union.

Download the MSN 1874 Amendment 5 at <https://bit.ly/3sXhklG>.

MCA opens consultation for the inclusion of new guidance for meeting the needs of persons with reduced mobility on small passenger vessels

On 5 January 2022 the Maritime & Coastguard Agency (MCA) published a consultation on an amendment to update MGN 306(M) Designing and Operating Smaller Passenger Vessels: Meeting the needs of persons with reduced mobility. The reason for looking to publish an amended version of the MGN is to update it in certain areas due to changes in legislation, documentation, practice and to obtain the views of interested parties.

The MCA would like to hear any comments that you may have about the proposed MGN. They are particularly interested in hearing about your comments on the following aspects of the draft MGN:

- Any content which you believe to be inaccurate;
- Any typographic errors;
- Any non-statutory advice with which you disagree;
- Any content you believe is unclear;
- Any content you think is inappropriate to include, and should therefore be omitted;
- Any content which has been omitted which you believe should be included.

The MCA has included two Annex's with the consultation letter and the draft MGN 306(M) Amendment 1, looking for your answers on the subject matter of the consultation (Annex A) and the MCA consultation feedback form, for comments on the way in which the consultation was conducted (Annex B).

To submit your comments for Annex A, the MCA requests that you complete the form and either scan or photograph a clearly readable copy to be emailed to dpv@mcga.gov.uk. If you do not have access to email, then they ask you to phone the MCA's Passenger Vessel Team on 020 381 72379 or 72392. The consultation will close on 5 February 2022 and a summary will be posted on the GOV.UK page (Policy papers and consultations) within three months of completion of the consultation.

Read the draft MGN Amendment 1 at:
<https://bit.ly/3Go7XrK>.

Read the consultation letter at:
<https://bit.ly/3qo7qk5>.



Two men to appear in court following the Seadogz accident

Two men are to appear in court having been charged in connection with the death of a girl after the RIB she was a passenger in crashed during a sightseeing trip.

The speedboat, Seadogz, was driven by Michael Lawrence who has been charged with gross negligence manslaughter. The owner of the boat, Michael Howley, has been charged with failing to take all reasonable steps to ensure the boat was operated in a safe manner.

The two men are due to appear at Southampton Magistrates' Court on 2 February 2022.

The excursion took place in Southampton Water on 22 August 2020 with an MAIB report released at the time stating Seadogz carried out high speed manoeuvres up and down Southampton Water, zigzagging across the main channel, passing close to navigation buoys and conducting figure-of-eight turns in order to cross its own wake. After jumping over the Red Falcon car ferry's wake, the RIB collided with a buoy causing all those on board apart from one to be thrown from their seats and sustain injuries. Emily Lewis, 15, was fatally injured; two other passengers were thrown overboard.

The advice is keep batteries of any kind away from metal objects

In the January Safety Flashes document published by IMCA, a case has been summarised following the explosion of a lithium battery that burnt and damaged the ship's lifejackets.



Burned lifejackets (left) and the lamp used in the lifejackets (right)



During a routine inspection on a vessel in cold lay-up, the lifejackets stored underneath a sitting bench in the wheelhouse were found burned and melted. No one was harmed in the incident.

A Lithium battery (3.6v) had exploded in one of the self-igniting lights. As the bench was in a properly closed position, without any gaps, the fire could not spread due to a lack of oxygen. Therefore the fire was not detected and did not activate a fire alarm, as the smoke was contained inside the storage compartment. Investigation showed that the battery of the "Lalizas 71209" life jacket light had expired five months earlier.

A possible cause could be that this battery was exposed to moisture before the lay-up period and water ingress affected the battery content after the lifejacket was put back in storage.

Lessons learned:

- Store such equipment in a secure, dry and cool place away from flammable materials;
- Keep batteries of any kind away from metal objects to avoid short circuit between the terminals;
- Lithium batteries in your workplace:
- Assess where Lithium batteries are present and check, if possible, the condition of the battery and cover;
- Verify the expiry date of the battery;
- Regularly inspect batteries of lifejacket lights and other devices like radios as per planned maintenance schedule;
- If batteries are expired or damaged, remove them and dispose of them properly;
- For laid-up vessels, it may be appropriate to consider whether or not to remove Lithium batteries and other hazardous materials from vessels before going onto lay-up.

BEIS releases five guidance documents on the UKCA mark in preparation for 1 January 2023

The Department of Business, Energy and Industrial Strategy has released a number of guidance documents to help raise awareness about the support and guidance which is available for the up and coming changes the UK will be facing on 1 January 2023 for the UKCA mark. These guidance documents have been created to make sure businesses make the necessary changes before the UK's new product certification system comes into place.

BEIS has produced five documents and one video for businesses to look over, especially businesses from outside the UK. The documents that have been created are:

1. Step by Step Guide: UKCA mark
2. New Product Marking & Conformity Assessment
3. Step by Step Guide: UKNI
4. Using the UKCA marking
5. Using the UKNI marking

Guidance about using the UKCA mark is available at <https://bit.ly/3qVFwMv>.



Department for
Business, Energy
& Industrial Strategy

New guidance published to help reduce pilot transfer fatalities



The International Chamber of Shipping (ICS) along with the International Maritime Pilots' Association (IMPA) published the guide "Shipping Industry Guidance on Pilot Transfer Arrangements", updating maritime pilot transfer safety procedures amid industry concerns about poorly rigged ladders causing severe injuries or fatalities.

Seafarers should always check the condition of the ladder before it is rigged and ensure it is secured to the ship. While this is done, seafarers should always take care of their own safety, wearing all appropriate PPE. If seafarers are uncertain about any of the requirements, they should always ask their supervising officer for advice.

IMO Resolution A.1045(27) regarding 'Pilot Transfer Arrangements' makes provisions for a 'trapdoor arrangement' in combination ladders.

The resolution states the minimum size of the opening (750mm by 750mm) and that it should open upwards and be secured flat on the platform or against the rails. The pilot ladder should extend above the platform to the handrail and remain aligned against the ship's side.

Shipping companies should ensure that:

- All ladders are SOLAS compliant;
- The inspection regime and records are adequate and maintained;
- Replacement ladders are quickly and readily available onboard; and
- Seafarers involved receive the necessary training and have a full understanding of the requirements.

The Master and officers should:

- Closely supervise the rigging of pilot ladders;
- Closely observe the boarding and disembarkation of pilots from ladders, ensuring that SOLAS requirements are met;
- Maintain a lee until the pilot vessel is well clear.

Download the guidance document at <https://bit.ly/3KIC8Cu>.

UK Coastguard celebrates 200 years of service

From its beginnings with coastal lookouts to today's hi-tech national network of coordination centres, from small localised beginnings to international players – one thing has stayed the same for two centuries – Her Majesty's Coastguard seeks to search, to rescue and to save.

Two hundred years of saving lives along the UK coast and at sea, as well as coordinating rescues for those in distress in international waters, is being marked this year as HM Coastguard celebrates its milestone anniversary.

It was on 15 January 1822, that HM Coastguard was formally brought into existence and has been working to keep people safe at the coast and sea ever since.

Over the past two centuries, HM Coastguard has gone from strength to strength. In 2022, coastguard operations centres coordinate responses to emergency situations at the coast calling on 310 Coastguard Rescue Teams – made up of 3500 dedicated volunteers – and using 10 search and rescue helicopter bases.



AMSA provides flexibility to continue to temporarily operate with liferafts undergoing servicing



AMSA has amended Exemption 06 to provide the domestic commercial vessel (DCV) industry with greater flexibility to temporarily operate if a liferaft is being serviced, repaired or replaced.

Under the new arrangements:

- Vessels can continue to operate if liferaft numbers are below complement, provided there are sufficient liferafts to accommodate all on board for a voyage;
- The number of persons and liferafts must be recorded in the vessel's logbook prior to departure, and evidence that the liferaft is being serviced, repaired, or replaced must also be kept on board the vessel;
- If the liferaft is expected to be out of service for more than 14 days the vessel's safety management system needs to be updated to address these matters.

AMSA said, "You do not need to apply to AMSA to operate under these arrangements. This change will save industry time and money by no longer having to apply to AMSA for an exemption. It will also provide certainty and continuity for DCV owners and operators when a liferaft may no longer be in service."

Exemption 06 is relevant to owners of domestic commercial vessels who want flexibility as to when their vessel undergoes periodic or load line surveys, or more time to obtain a new certificate of currency for equipment, or to operate their vessel without compass adjustments that would otherwise be required.

To read for full details about the amendment go to <https://bit.ly/3feLph4>.

Leading Maritime Cities report 2022 by DNV and Menon published

There have been many dramatic developments since the last edition of the LMC report was published in 2019. For one, we are still living with the pandemic. Two years of fluctuating restrictions have caused severe trade and travel upsets. Extreme weather events have made us all more acutely aware of the climate crisis, another major driver of change. Shipowners, charterers, cargo owners and lenders are gearing up for a decarbonized future, with rapid adoption of zero-carbon fuels expected over the next decade.

“Maritime cities and clusters are generating unique strategies to cope with these global transformations. They will play a leading role in the green shift, with new business models that drive the transition,” says DNV Maritime CEO Knut Ørbeck-Nilssen.

The LMC report is compiled in cooperation between classification society DNV and Menon Economics. As before, it benchmarks each maritime city based on five key pillars – Shipping, Maritime Finance & Law, Maritime Technology, Ports & Logistics and Attractiveness & Competitiveness.

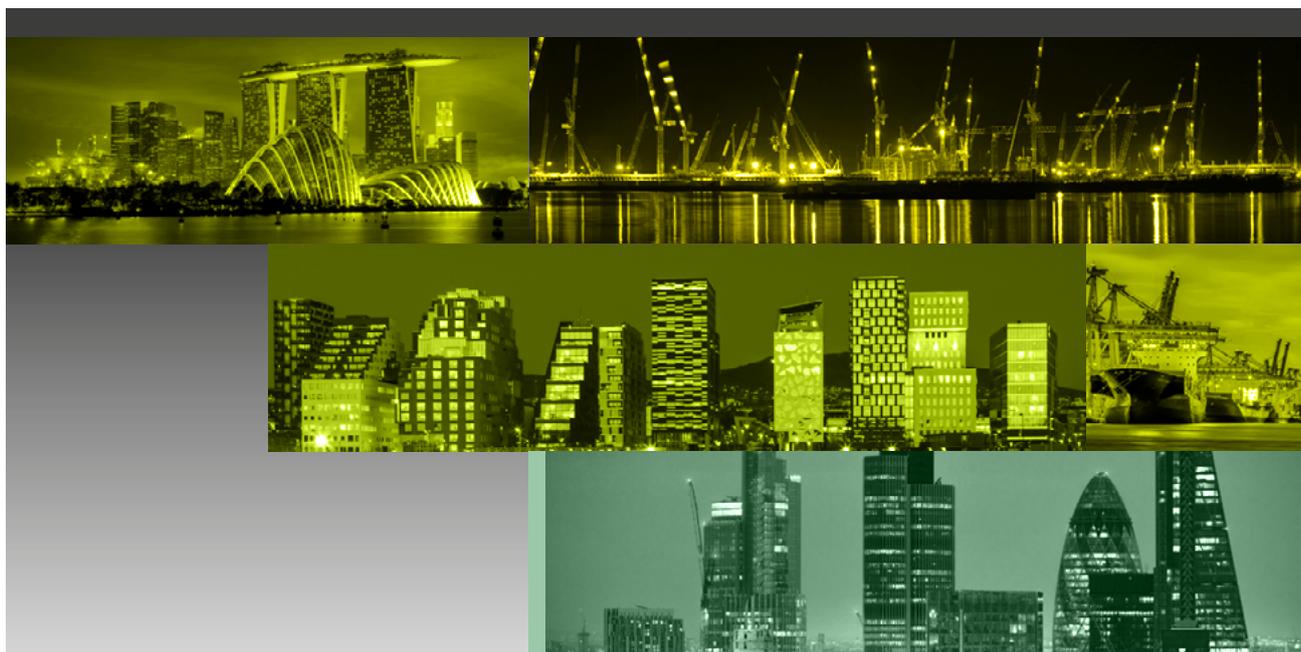
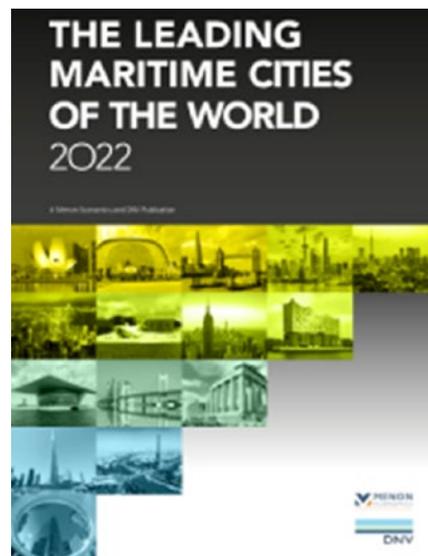
Singapore’s strong performance across the board sees it retain its number 1 spot overall. “Singapore holds the top slot for Attractiveness & Competitiveness while also scooping the Maritime Technology title, thanks to the city-state’s unrelenting focus on digital transformation. Singapore gives way to Athens and Shanghai in Shipping and Ports & Logistics respectively, and losing some ground in Maritime Finance & Law,” notes Dr Shahrin Osman, Regional Head of Maritime Advisory at DNV and the report’s co-author.

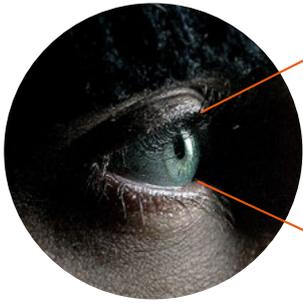
Two European cities feature in the top three as well. “Rotterdam’s 2nd place demonstrates that it’s a maritime city on the rise. Although only 10th in Shipping, the Dutch hub scores well overall and particularly in Ports & Logistics and Attractiveness & Competitiveness. London is also among the top contenders, from 5th to 3rd place overall, however it has lost out its previous top slot in Maritime Finance & Law to New York,” says Dr Shahrin Osman.

About Menon Economics

Menon Economics is an economic analysis and advisory firm, with 60 economists on master and Phd level. Menon has studied the maritime industry for 20 years and has published the biennial report The Leading Maritime Capitals of the World since 2012.

Download the report at <https://bit.ly/3nrsnsu>.





What
caught
my eye...

*Mike Schwarz casts his
eye back over last month's
eye-catching and
eventful marine news*

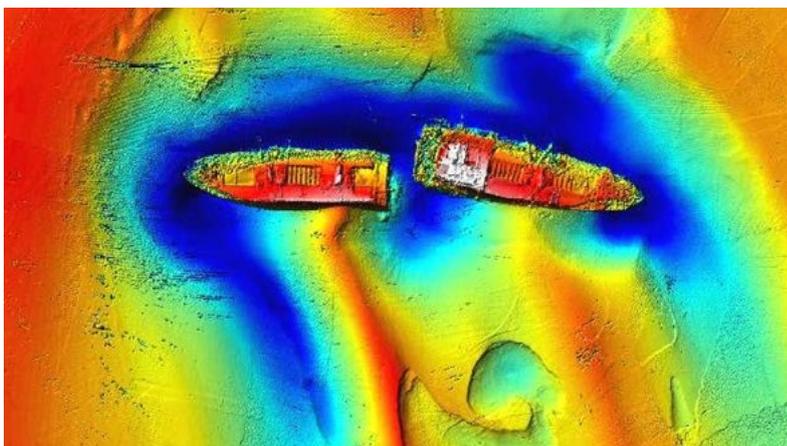
Royal Navy set to dismantle sunken 'bomb ship' in London's River Thames

Stories like this one never fail to grab media attention, and for good reason in my opinion for they are genuinely fascinating. One wonders why nearly 80 years after the vessel sank in low water, close to shore, that no attempt has been made to remove the wreck and its potentially deadly hazard.

Anyway, The Royal Navy has been called in to help cut the masts from a sunken cargo ship in the River Thames, after the latest survey revealed decay could trigger a deadly explosion of 1,400 tonnes of explosives on board. And that sounds potentially catastrophic.

The SS Richard Montgomery was an American Liberty ship, which ran aground on the Nore sandbank in the Thames Estuary in August 1944, during World War II. Despite attempts to remove its dangerous cargo, the ship's hull cracked, and it sank off Medway in Kent.

The latest survey found the ship's three masts were deteriorating and in a poor state. Reports have found cracks in the vessel's hull are increasing, prompting fears that further decay to the wreck could trigger an explosion that would "throw a 300 metre-wide column of water and debris nearly 3,000 metres into the air and generate a wave 5 metres high", according to the Ministry of Defence.



A sonar image of the wreck site

*The SS Richard Montgomery has 1,400 tonnes of explosives on board.
Photo credit: Margaret Flo McEwan/Facebook*



Navy specialists trained in underwater demolitions have been called in to advise government sub-contractor Briggs Marine on safety matters as it dismantles the masts in a two-month operation.

In a statement, the Maritime and Coastguard Agency said: "Ongoing monitoring and assessment of the SS Richard Montgomery has identified that the masts may be placing undue strain on the rest of the vessel structure."



*Image credit:
Matthew Power*

Britain's smallest county yields up largest 'Sea Dragon'

Let's face it, we all love a dinosaur (or ichthyosaur) story, don't we? And this one is a corker! Just imagine Joe Davis' sheer elation at discovering a 180 million year old fossil in his local reservoir.

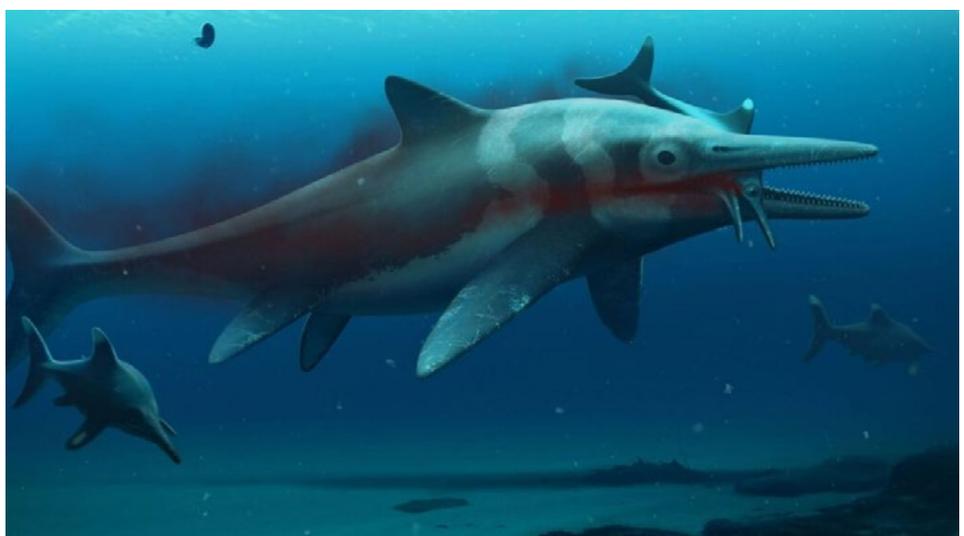
The fossilised remains of Britain's largest ichthyosaur, known as a 'Sea Dragon', have been discovered at Rutland Water Nature Reserve. The remains were discovered by Joe Davis, Rutland Water Conservation team leader, during the routine draining of a lagoon island for re-landscaping.

To date, it is the largest and most complete skeleton of its kind found in the UK and is also thought to be the first ichthyosaur of its species found in the country.

Davis and reserves officer Paul Trevor set off across the lagoon when Joe noticed what looked like clay pipes sticking up out of the mud, except that "they looked organic."

Davis says: "I worked out in the Hebrides, so I've found whale and dolphin skeletons before. This appeared similar and I remarked to Paul that they looked like vertebrae. We followed what indisputably looked like a spine and Paul discovered something further along that could have been a jawbone. We couldn't quite believe it.

"The find has been absolutely fascinating and a real career highlight, it's great to learn so much from the discovery and to think that this amazing creature was once swimming in seas above us, and now once again Rutland Water is a haven for wetland wildlife albeit on a smaller scale!"



Here's how the ichthyosaur might have looked – image credit Bob Nicholls Artwork



Yamaha Rightwaters program recycles 10,000 lbs of plastic

As everyone knows, and for good reason, the advancement in recycling technologies and activities is hot news currently; and here is yet another example of innovation going on that should be applauded.

I read that Yamaha's US business unit has announced that its pilot Rightwaters plastics recycling program returned more than 10,000 pounds of polyethylene and polypropylene sheet plastics back to base materials last year. The company says the result validates the effectiveness of its flagship sustainability initiative, while providing encouragement that the program can be expanded further.

"Polyethylene and polypropylene constitute a substantial portion of the plastic in our oceans, harming fish populations," said Yamaha US marine business unit government relations manager, Martin Peters.

"This pilot program proves these plastics can be broken down in a cost-effective manner, and that Yamaha Rightwaters can potentially replicate this on a national level", he said.



Announcing Roy McFarlane as Britain's new Canal Laureate 2022

I found this announcement rather endearing for it struck me as a peculiarly British thing. I had no idea that we even had a Canal Laureate in this country, so my warm congratulations to Roy on his new appointment.

The Poetry Society and the Canal & River Trust have announced that Roy McFarlane is the next Canal Laureate.

Poet Roy grew up in Birmingham and the Black Country, surrounded by canals. He says: "I lived, played and loved by canals and rivers and am looking forward to recapturing those stories; tales of diverse communities in urban settings who lived with canals in their backyard."

During his Laureateship, Roy is interested to explore how people feel about their local canals currently, and how our national and global history can be read in the story of the canal network's development.

Established in 2013 by The Poetry Society and the Canal & River Trust, the Canal Laureateship aims to encourage exciting new writing about the Britain's historic canal network.



Royal Thai Navy intercepts “Ghost Ship” near oil rig

The Royal Thai Navy has intercepted and attempted to tow a derelict freighter away from an oil platform in the Gulf of Thailand.

At about 1600 hours on January 6, the Royal Thai Navy command for the Southern Gulf of Thailand received notice from the crew of an offshore rig that there was a cargo ship with a pronounced list drifting

nearby. The location of the vessel was about 90 nautical miles to the east-southeast of Koh Samui - approximately the area of the Rossukon oil field.

Vice Adm. Soonthorn Khamkhai, commander of the 2nd Naval Area Command, dispatched a patrol boat to the scene to provide assistance. On arrival, the crew of the patrol boat found a rusting 260-foot coastal freighter, with markings identifying it as Fin Shui Yuen 2. The vessel was unmanned, in exceptionally poor condition and at risk of sinking.

The patrol boat sent a boarding team over to the freighter to investigate. Video taken by the team shows that the vessel had sustained heavy damage to her gunwale on the starboard side, and many of her hatch cover pontoons were missing. The empty hold contained several feet of water, which was sloshing across the full width of the beam from port to starboard as the vessel rolled.

An inspection of the interior revealed that the vessel had been left in a state of disarray, with belongings strewn about in the berthing areas and the bridge. Flooding was also found belowdecks in the engine room and machinery compartments.

Indonesian Navy releases rescued turtles

Authorities on the Indonesian tropical island Bali have released 33 endangered green sea turtles into the ocean in an effort to boost a population threatened by poachers and illegal traders.

The turtles, from the *Chelonia mydas* species that is protected in Indonesia, were released on Kuta beach after they being rescued during a Navy operation against poachers in December. Tourists gathered to watch and film the release on their mobile phones, cheering the turtles on as they trudged across on the beach.



Photo credit: NOAA Pacific Islands Fisheries Science Center

“It’s a great idea for the conservation effort,” said Australian tourist Briant Firth. “They were getting some of the poachers and they were saving the turtles.”

So, it is certainly hats off to the Indonesian Navy for their efforts and for ensuring these mystical creatures have been returned to their natural habitat. Well done to the Indonesian Navy for doing something which frankly restores faith In humanity!

That’s all for this month.

Mike Schwarz

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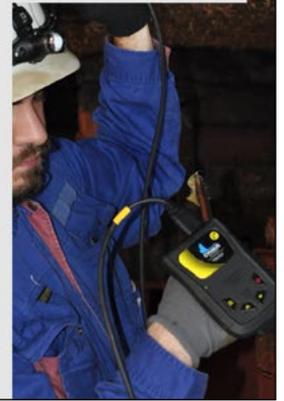




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