

IIMS

MARCH 2022

NEWS BULLETIN

Dear Member

Welcome to this News Bulletin from the International Institute of Marine Surveying (IIMS). This and previous bulletins are available in PDF and eReader format at <https://bit.ly/3LQdD0w>. 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

The shipping and boating business is constantly evolving to meet new challenges and rarely sleeps for long, but changes happen quicker in some areas than others, yet sometimes not fast enough it appears. If you are wondering what I am going on about, you will read in this bulletin about the looming crisis facing the offshore wind sector. Put simply, there are not enough suitable vessels to handle the planned windfarm installations in the coming years. The size of the turbines is outpacing the supersized ships that are available and more are required. Frankly, I am not sure what the answer to this conundrum is and, as you will understand, there are some big risks to be assessed and then taken (or not) by financiers and operators, because building ships that could potentially become obsolete soon after launch does not strike me as a good business plan. That aside, I recommend the collection of other intriguing stories that have caught my eye (towards the end of the bulletin), for they are a fine and varied bunch this month.

The March Report Magazine - edition 99 - is published and available to read today in both pdf and/or eReader format at <https://bit.ly/2WQTosu>. It is another edition packed with thought provoking features and articles that offer the reader not only a diverse mix of informative reading material, but some practical information and advice too.





I am pleased to welcome Rosie Webb to the IIMS head office team. Rosie's surname is most appropriate given that her job title is *Office & Web Administrator*. You can read more about her in this bulletin, and we wish Rosie well. In passing, did you know that IIMS owns and maintains nearly 20 websites, including

the various brands and schemes run by the Institute and its subsidiary, the Marine Surveying Academy? So, Rosie will have her plate full!

If you are based in North America, I recommend either the US Marine Surveying Conference on 4th and 5th March or the IIMS Canada Branch AGM and Seminar on 12th March. Both events have attracted good speakers and I hope to welcome you online. There is still time to reserve your place. More details about both programmes are in this bulletin.

Whilst on the subject of training, keep an eye out for more events as we start to tentatively roll out face

to face meetings again. We are planning a practical man overboard demonstration and training day with speakers for certifying authority coding examiners and other interested surveyors at the RNLi HQ in Poole, UK in May. That same month, we plan to hold our first inland waterways training event since before the pandemic near Leicester, UK. More details about both events are coming soon, along with other online training seminars being held in the coming weeks, which are covered in this bulletin.

If you are reading this and are based in Australia, I should draw your attention to the public consultation of Australia's Domestic Commercial Vessel Safety legislation which is now open. The review will be conducted in two phases, with the first to focus on the National Law framework (Phase 1) and the second to consider national system delivery costs and future funding options (Phase 2). More details about the consultation can be found in the bulletin and I would urge you to click through to understand what the proposed changes are and how they may affect your role as a surveyor. You have until 30 March 2022 when the consultation closes to have your say.

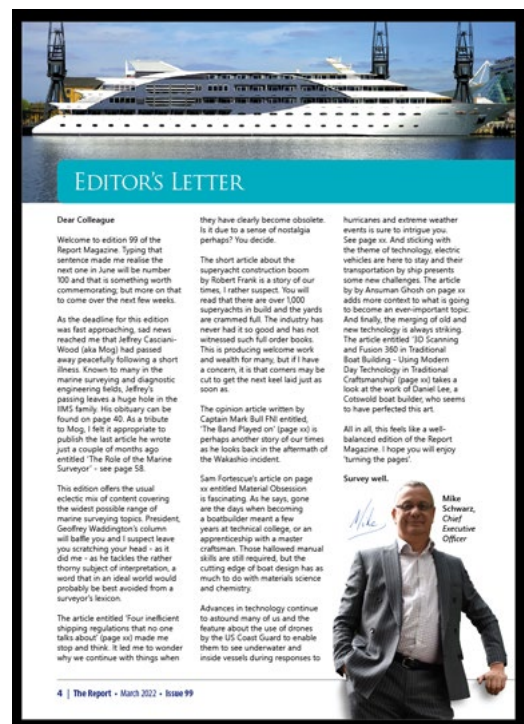
Survey well.

Mike Schwarz
Chief Executive Officer

Published and available today - The March Report Magazine edition 99

Some of the highlights of this edition of The Report 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
- Material obsession. From wood to window frames and rock, boatbuilding has never been so eclectic
- Aluminium versus steel boat hulls. Discuss
- Forensic Accounting in Marine Claims and Cargo Losses
- IIMS President speaks out about interpretation
- Four inefficient shipping regulations that no one talks about
- 3D Scanning and Fusion 360 in Traditional Boat Building



The Report can be downloaded and read in pdf or eReader format at <https://bit.ly/2WQTosu>.

Obituary:

Eur.Ing Jeffrey Casciani-Wood

CEng, FRINA, HonMIIMS, FLLA, FIDiagE

1930-2022

by **Mike Schwarz**

News reached the IIMS Head Office late in the evening on 16th February to inform me that Jeffrey Casciani-Wood (aka Mog) had passed away peacefully following a short illness.

Known to many in the marine surveying and diagnostic engineering fields, Jeffrey's passing leaves a huge hole in the IIMS family. His longevity and desire to continue to contribute to Institute life into his 90s marks him out as a unique and inspirational character. He was IIMS President from 1997-2000. There are many superlative adjectives and words that could be used to describe Mog, and all would be appropriate. Words and phrases such as a heavyweight, a legend, a giant, a humourist, consummate author, 'good bloke' and gentleman all fit. But he was those things and more.

I recall on my first day in post as CEO when he rang to introduce himself. I had been sitting in the hot seat for less than 30 minutes. He introduced himself simply as Mog. I replied that's an unusual name. He responded by telling me with gusto that it stood for **Moaning Old Git** and informed me how much he enjoyed making a nuisance of himself wherever and whenever he could and how proud he was of doing so. Our exchange of banter left a mark on me. We became good friends over the years and developed a healthy professional respect for each other, although both from very different backgrounds.

Jeffrey devoted so much of his professional life to the art of marine surveying, (an industry that he cared passionately about), even well after he stopped working. He was often the first name on the attendance sheet when a new training event or online seminar was announced, such was his continuing hunger for knowledge and a desire to keep his mind active. His mind remained sharp until the end. Jeffrey's legacy will live on for many years to come through the numerous articles and papers he wrote for the Report Magazine, from his videos stored on YouTube on steel bug attack, for example, and via the handy guides written by him and published by IIMS. Indeed he told me that his **Small Craft, Ship & Boatbuilding Terminology** handy guide, still a steady seller, was the culmination of 50 years work.

Jeffrey was always generous with his time for newbies making their way in the profession. I would occasionally call him and ask if he could help a fresh faced student and his reply was always positive. He loved passing on his knowledge and experience.

Mog was a devoted family man and used to tease me saying he had lost count of the number of grand and great grandchildren he had and would say, "Oh by the way another is on the way." My thoughts are with his family at this time as they mourn his passing.



Jeffrey Casciani-Wood was 'old school' and truly a one off who will be sorely missed by all who knew him. I doubt we will see his like again and in that sense, he is irreplaceable.

Given that this obituary was written right on the publication deadline, it was not possible to include comments from others. A more detailed obituary and overview of his life with memories from those who knew him will be published in the June edition of The Report Magazine.

Rest in Peace Jeffrey.

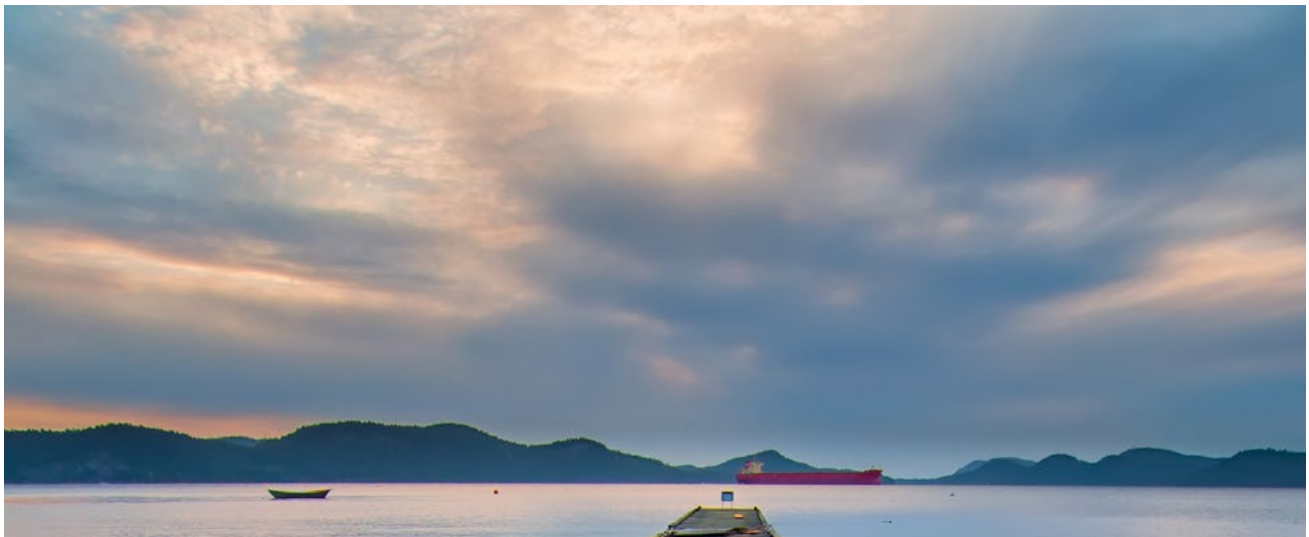


Time to bring your CPD points up to date for last year

Members are reminded that they have until 31st March 2022 to bring their Continuing Professional Development (CPD) up to date for last year, or to make any late claims. Those who meet the requirements will have the CPD roundel (shown above) added to their website and Marine Surveyor Search App listings.

If you have yet to use the CPD App, it is easy to do. You are reminded to supply the necessary evidence to enable the authenticator to process your application for points without delay or rejection. If you get stuck or have questions, please email us at info@iims.org.uk. Access to the App can be made at <https://bit.ly/2IWcXLi> using your usual login details.

To be compliant for last year a total of 10 points are required. However, members are reminded that at last year's AGM, it was agreed that the number of points would increase to 15 this year. With this in mind and to reflect the new points structure, a new CPD points table was issued and can be downloaded at <https://bit.ly/34tVp4j>.



Rosie Webb appointed as Office & Web Administrator at IIMS Head Office

The Institute is pleased to announce the appointment of Rosie Webb, who took up her new position as Office & Web Administrator effective from 1st March.

Rosie has joined IIMS from a veterinary reception background working in a busy Gosport clinic. When not at work, Rosie says she likes going for walks along the local beaches and through the forests with her boyfriend and their young daughter.

Rosie will be handling the inbound info@iims.org.uk email address and will be, for many, the first point of contact with the Institute. She will also pick up responsibility for handling and processing the many claims for Continuing Professional Development through the App. And with nearly 20 web sites to manage, Rosie will become a WordPress expert and whizz in no time!

On behalf of the IIMS Head Office Team and the members, we welcome Rosie aboard and wish her much success in her role.

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

You can book online at <https://bit.ly/3KwoYCE>.

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.

If you prefer not to use the online booking and secure payment platform, please call James Renn on 410-490-0216 or email him at randyrenn@aol.com to reserve your place.

Day One: Friday, March 4th 2022

- 0830-0900 Good Morning! Mike Schwarz, CEO, IIMS. State of the Industry.
EST 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.



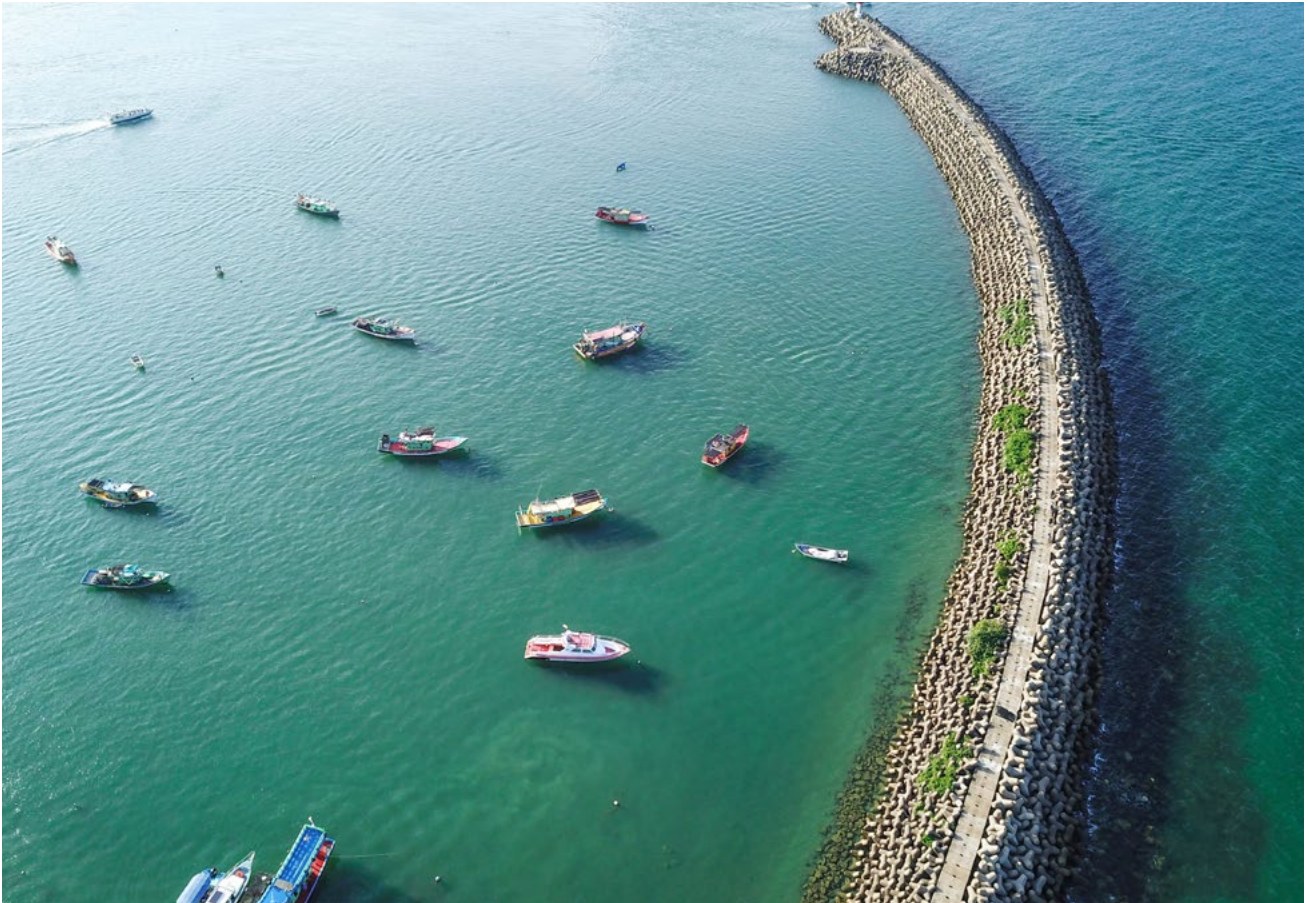
IIMS Canada Branch AGM and Seminar 12th March

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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| 0830 IIMS Canada Branch Annual General Meeting | 1200 Lunch |
| 0910 Ed O'Connor:
Welcome and introduction to the seminar | 1240 Matt Barrett, Drop Marine: Productive, modular and reliable approach to bringing modern technology into workboats |
| 0915 Mike Schwarz, IIMS CEO: News and developments from the Institute | 1330 Ian Weedman, Brian Toss Rigging: Modern rigging materials |
| 0930 Luc Tremblay, Transport Canada: Discussion on SMS | 1420 Austin Reid, Stem to Stern: Marine engine discussion for small craft marine surveyors |
| 1020 Mike Schwarz: Why train, how and where? | 1500 Ed O'Connor: Closing remarks |
| 1040 Joshua Woods: Net Zero Transition Pathways | |
| 1120 Arron Jackaman, Brookes Bell: Pulsed Eddy Current (PEC) for corrosion mapping | |

Attendance fee: \$50

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.

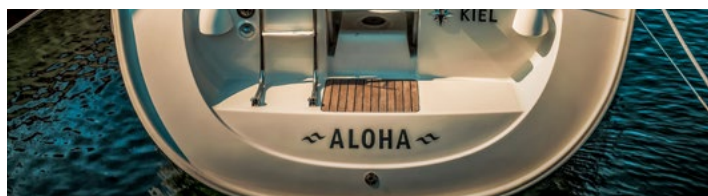
The cost for Part I and Part II is £275 for members and £295 for non-members.

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.



Public consultation of Australia's Domestic Commercial Vessel Safety legislation open until 30 March 2022

The Independent Review of Australia's Domestic Commercial Vessel Safety Legislation and associated Costs and Charging Arrangements has commenced. Information about the review, including terms of reference and reviewer information can be viewed at <https://bit.ly/34E8yHQ>.

The review will be conducted in two phases, with the first to focus on the National Law framework (Phase 1) and the second to consider national system delivery costs and future funding options (Phase 2).

Submissions for Phase 1 of the review are now being sought and a Consultation Aid has been published. To make a submission, please go to the Department of Infrastructure, Transport, Regional Development and Communications 'Have Your Say' webpage at <https://bit.ly/3Gzg5ou>. Here you will also be able to access the Consultation Aid and Phase one consultation timeframes. Submissions can be lodged via this website or emailed to dcvsafetyreview@infrastructure.gov.au.

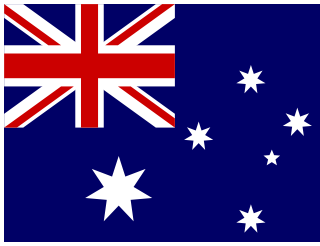
Australia's diverse maritime industries include tourism, transport and fishing operations. These businesses are especially important in our coastal and regional communities, as well as to the whole Australian economy. The Australian Government is committed to having an effective system of safety regulation for vessels and seafarers across these industries.

There have been a number of recent inquiries into maritime safety regulation. In response to the Inquiry into the Performance of the Australian Maritime Safety Authority (AMSA), the Government has committed to an independent review of the National System for Domestic Commercial Vessel Safety (National System) and the Marine Safety (Domestic Commercial Vessel) National Law Act 2012 (National Law). View the Terms of Reference for the independent review.

The National System is Australia's national regulatory framework to ensure the safe design, construction, equipping, crewing and operation of commercial, government and research vessels operating in Australian waters. Since mid-2018, the National System has been delivered by AMSA under National Law and related legislative instruments.

The review will be conducted in two phases, with the first to focus on the National Law framework (Phase 1) and the second to consider national system delivery costs and future funding options (Phase 2). This have your say is for Phase 1.

Please feel free to re-submit any relevant submissions from previous similar inquiries. Submissions will be accepted till 30 March 2022.



Australia announces new biofouling rules

International ships arriving in Australian waters will have to provide information relating to biofouling management practices before they arrive. More specifically, according to the Department of Agriculture, Water and the Environment Deputy Secretary Andrew Tongue, from 15 June 2022, all vessels subject to biosecurity control will be required to provide information relating to biofouling management practices before they arrive in Australia.

Andrew Tongue said, "Just by introducing this small requirement, we can incentivise best practice to manage biofouling for all ships coming to Australia, and allow the department to focus our resources on managing risks Australia will phase the introduction of new requirements. From 15 June 2022 to 15 December 2023 an education first approach will be taken for the Australian biofouling management requirements. Simple steps can make a huge difference in how we can manage biosecurity in Australia. Biosecurity is everyone's responsibility, and we all have a role to play in keeping Australia safe from pests, weeds and disease."

Singapore Chamber of Maritime Arbitration new rules applied from 1 January 2022



From 1 January 2022, all arbitrations commenced pursuant to the rules of the Singapore Chamber of Maritime Arbitration (SCMA) now apply the 4th edition of the SCMA Arbitration Rules. The Rules were last amended in 2015.

Prior to the launch of the latest Rules, the SCMA held public consultations and sought feedback from the shipping industry and its various stakeholders. The Standard Club actively participated in the consultation process which ultimately led to the 4th edition Rules.

The feedback gathered underwent thorough review and discussions at the different levels within SCMA with the aim of ensuring that the Rules remain user-friendly, cost-effective, efficient and, as far as possible, espouse a fuss-free approach to the resolution of disputes by arbitration.

Key changes - some of the key amendments introduced by the new Rules are as follows:

Keeping up with the way that business is increasingly conducted by electronic and digital means, the new Rules allow for service of documents by electronic mailing. Also included are provisions to allow the signing of awards electronically. The Rules also provide that hearings and case management conferences, if held, may be conducted virtually.

It is now enshrined in the Rules that two arbitrators may proceed with the conduct of an arbitration and the third arbitrator may be appointed just before the oral evidential hearing, if one is in fact held. In the case of documents-only arbitrations, two arbitrators

may conduct the arbitration and proceed to an award without the appointment of a third arbitrator.

Oral hearings are no longer mandatory. The discretion to hold a hearing lies with the Tribunal, save that a hearing shall be held if a party requests for one.

To prevent an abuse of process by late change of representatives in arbitration, the Tribunal is now empowered to withhold its approval to such change where the conduct of proceedings or the enforceability of any award might be prejudiced.

Arbitration proceedings will be deemed to be closed after the lapse of three months from the date of any final written submissions or final hearing. This provides for greater certainty in respect of the length of the arbitral process.

An Expedited Procedure with a threshold of US\$300,000 in the new Rules replaces the previous Small Claims Procedure that had a threshold of US\$150,000. The Expedited Procedure is meant to be a quick and cost-effective method to resolve disputes using a sole arbitrator, with the issuance of an award within 21 days from receipt of the final statements of case or close of any oral hearing.

To ensure greater certainty and transparency in the appointment of arbitrators, the newly introduced SCMA Standard Terms of Appointment now apply to all SCMA arbitrations by default, unless otherwise agreed. These deal with issues such as the independence and impartiality of arbitrators.

Source: Standard Club



Technological, Operational and Energy
Pathways for Maritime Transport to Reduce
Emissions Towards 2050

New report outlines pathways for shipping decarbonization

The shipping industry has the ability to hit its international decarbonisation goals by following pathways, says a detailed study, produced for OGCI and Concawe by Ricardo and extending to 272 pages.

The study outlines the need for large-scale deployment of new technologies and the use of low-carbon fuels to help the sector reduce greenhouse gas emissions by at least 50% by 2050 compared with 2008 levels to achieve the International Maritime Organization's (IMO) target.

The study, produced for OGCI and Concawe by Ricardo, a global energy and environmental consultancy, outlines three possible pathways broadly characterised as:

1 The early pursuit of green ammonia and hydrogen

- Ammonia and hydrogen for some new build vessels from 2025, ramping up to all new-build ships by 2035. Transitioning from "grey" to "blue" to "green" pathways for alternative fuels.
- Medium take up of energy efficiency technologies and operational measures. 10% speed reduction assumed for slow steaming.

2 Replacing fossil fuels with drop-in liquid and gaseous biofuels

- From 2025, HFO, MDO and LNG use increasingly substituted with drop-in biofuels (FAME, HVO and bio-methane (BioLNG)).
- Medium take up of energy efficiency technologies and operational measures. 20% speed reduction is assumed for slow steaming.

3 Maximum uptake of energy efficiency technologies, carbon capture onboard vessels and the gradual increase of green ammonia and methanol

- Focuses on maximising technology use with subsequent transition to alternative fuels.
- High take up of energy efficiency technologies and operational measures. 30% speed reduction assumed for slow steaming. Onboard carbon capture included in some new vessels (using carbon-containing fuels) post-2030.
- Ammonia and methanol fuel gradually introduced on new-build vessels by 2035, with LNG being used by the remainder of new vessels. Transitioning from grey to blue to green pathways (and LNG to BioLNG) for alternative fuels.

The full report can be downloaded in pdf format at <https://bit.ly/3GBDoOM>.

David Tournay to succeed Iain Mackinnon as Secretary to the Maritime Skills Alliance

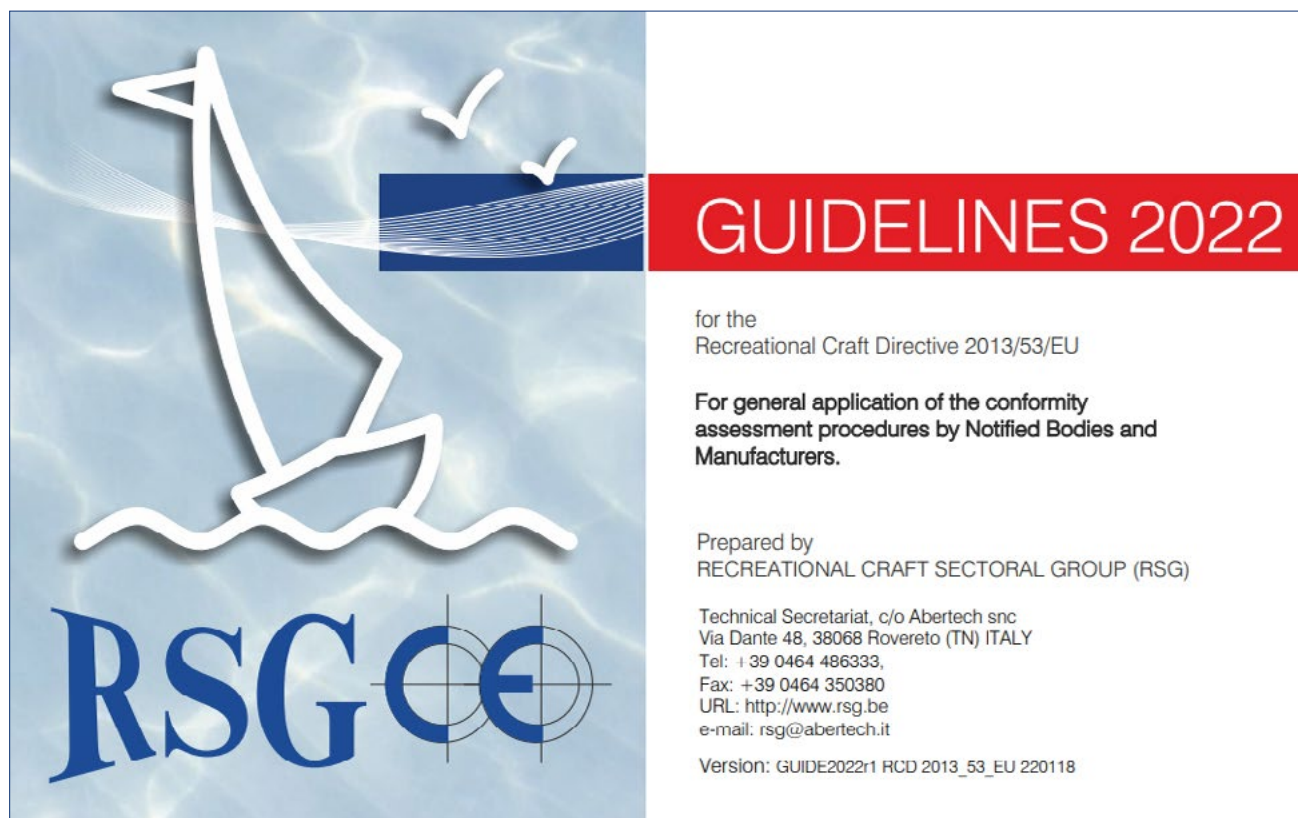
The Maritime Skills Alliance is delighted to announce that David Tournay has agreed to become Secretary to the MSA on the retirement of Iain Mackinnon on 31 March 2022. David has worked in the vocational learning field for nearly 30 years, working across a diverse range of industry sectors from aviation and hospitality to jewellery making and archaeology.

His work has focused on the design of qualifications, implementing labour market studies and working with employers and education providers to find the best approach to programme implementation and to navigate a pathway through the regulation and control.

He cut his maritime teeth as a long term trustee of the Pioneer Sailing Trust, an Essex-based charity that provides sail training and boat building apprenticeships for local young people. This led to involvement in the development of a range of specialist marine programmes and apprenticeships with British Marine.



Recreational Sectoral Group 2022 Guidelines to aid compliance for recreational craft published



The Recreational Sectoral Group (RSG) has published the new 2022 Guidelines for the general application of the conformity assessment procedures by Notified Bodies and Manufacturers. The aim is to prepare and assist with the conformity assessment procedures undertaken by Notified Bodies for recreational craft, personal watercraft, their components and their engines, in accordance with the Recreational Craft Directive (RCD) 2013/53/EU.

Due to the variety of watercraft, the RSG has considered the applicability of various parts of harmonised standards. Where suitable standards are not available, the RSG has established uniform guidelines to assist with demonstrating conformity with the Essential Requirements of the Directive.

The main features and updates of the 2022 RSG are:

- A system that has the ability to link the RCD Articles and Essential Requirements directly to the ERFUs (Endorsed Recommendations For Use) and applicable standards
- A new section (Part 5.) - "Harmonised Standards under RCD 2013/53/EU" that includes all the harmonised standards and the relative Annex Zs
- A full text search extended to the content of ERFUs and RFUs

Although the RSG Guidelines are written for the RCD and procedures undertaken by notified bodies, because of the current alignment of the RCD (EU) and the UK's recreational craft regulations (RCR), the RSG Guidelines can also be used as a guide to the RCR and approved body procedures.

Download the 325-page pdf document in full at <https://bit.ly/3JhWmvE>.



What
caught
my eye...

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

One of the bonuses of being an astronaut is the views are to die for!

In 2021, NASA's fleet of Earth-observing satellites captured some compelling moments on our planet. From record-breaking heatwaves to pandemic-related events, the images in this list showcase some of the beautiful and complex events that occurred on our planet in the past year. They also demonstrate how NASA's Earth-observing technologies and missions provide valuable information to scientists, government agencies, and people around the world.

*NASA image by Norman Kuring/NASA's Ocean Color Web,
using Landsat data from the U.S. Geological Survey.*



The above image is one such fine example of a view to die for, but there are many more. The image shows some of the highest diurnal tides in the world - nearly 14 meters (46 feet) - have been recorded in the Sea of Okhotsk. In the Russian Far East, narrow bays funnel and amplify the incoming tides, making it a prime location for tidal power generation.

The transition from smooth, laminar flow to mixed, turbulent flow is visible in this natural-color image of the western Sea of Okhotsk. The image of the Shantar Islands and Uda Bay was acquired on Sept. 24, 2021, by the Operational Land Imager (OLI) on Landsat 8.

I encourage you to read the full article and view some of the most incredible images at <https://go.nasa.gov/3of9Foa>.





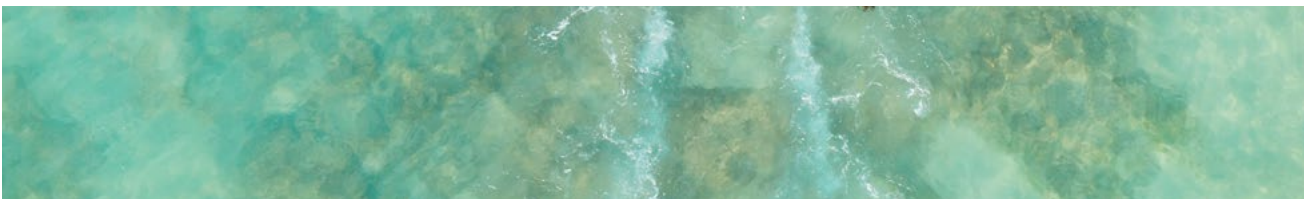
Photo credit:
Allan E. Jordan

Support given for critical repairs to the Grand Old Lady otherwise known as RMS Queen Mary

It seems that time is catching up on the famed RMS Queen Mary. I read that the City of Long Beach has authorized \$5 million for critical structural repairs to begin the process of catching up on essential maintenance for the ship. The beleaguered ocean liner, which became a hotel and tourist attraction 50 years ago, is suffering from years of deferred maintenance.

Recent reports have estimated that the Queen Mary, which entered service in 1936 and became the fastest ocean liner on the Atlantic, requires at least \$23 million in near-term repairs in addition to \$23 million the city had committed in 2018 to the prior leaseholder for repairs. On January 27, 2022, the City of Long Beach Council provided \$2.5 million in its 2022 budget for work to start in February, along with an additional \$2.5 million requested to be presented to the City Council in the coming months.

Let's hope work to preserve this famous vessel and landmark can be successfully undertaken to give her a new and extended lease of life.



Century-old "Koningshavenbrug to be partly dismantled to allow the world's largest sailing yacht to pass

Of course, on any level, this is an absurd, but true story about a forthcoming event allegedly involving Jeff Bezos' new superyacht (the soon to be largest sailing yacht in the world).

One can imagine the phone calls made between the builder Oceanco and Mr Bezos might have gone along the lines of:

Oceanco: "Mr Bezos your superyacht is too big to go beneath the century old bridge in Rotterdam."

Mr Bezos: "Sure, so ask them nicely to remove the top of the bridge."



Image courtesy
Reuters

It is reported that the city of Rotterdam has agreed to remove a section of the historic bridge to make way for the superyacht. A spokesperson for the city of Rotterdam said the mid-section of the century old "Koningshavenbrug" will be removed this summer to make way for a yacht with 40-metre (131-ft) masts.

To get from Oceanco's inland dock in Alblasterdam to the North Sea, the superyacht must pass under the old bridge, the first landmark to be restored in post-war Rotterdam. Undisclosed costs for the bridge operation will be covered by the ship builder, the city said.



10 years, 6,723 miles and 3,406 locks later...

This is an enchanting story that has reached my inbox concerning the antics of one man on the UK canal network and his unrelenting mission to travel the whole waterway network.

Let boat owner, Jon Reynolds, take up the story in his own words.

"I had set off from Castle Marina in Nottingham on 24 July 2011 on my newly acquired home with an ambition to not only complete the canal network, but basically to go wherever I could take a 52ft narrowboat.



"After 10 years, 6,723 miles and 3,406 locks I have finally fulfilled my ambition and been down every inland waterway and ditch I could, from pushing my way through the reeds on the Cambridge Lodes to stopping for a brew in the café at the end of the Somerset Coal Canal.

"I had a bottle of champagne which I had been saving for this exact moment, the day I completed the network; it had been in my fridge for five years and tasted beautiful."

I salute Jon for his dogged determination that has seen him finally complete his mission.

Anyone for tennis aboard a semi-submersible 146m vessel?

As a keen tennis player, you will forgive me for picking up on this story which really intrigued me. Tennis is a hard enough game to perfect and I found myself wondering how it might be to play on a ship gently rolling from side to side at sea!

I read that a semi-submersible former support vessel has been converted by Turkish facility, Karmarine Shipyard, into an expedition yacht with a difference. The vessel boasts a grass tennis court and enough room to carry 70 luxury toys, along with a 46m sailing yacht and a sea plane.

Now renamed OK, the original vessel was built by Oshima Shipbuilding in 1982 as a yacht transport ship. The yacht



has a sun deck jacuzzi, swimming pool surrounded by glass windows, outdoor cinema, botanic garden, four aquariums and enough room for 20 guests. Even more impressive though is that OK can also be partially submerged allowing the various amphibious toys, tenders and vessels to be floated on and off.

The owner of this amazing vessel is unknown as is the cost of the reconfiguration, but it seems that she is currently on the water. One to keep a look out for on your travels.

Size of wind turbines outpacing installation ships

I cannot say I was in the slightest bit surprised to read this story, although its potential ramifications are huge. Let's face it, the world is going renewable crazy with offshore wind turbines proliferating everywhere and getting ever bigger with each new installation it seems.

According to Rystad Energy, the offshore wind sector could be facing a serious shortage of the supersized vessels capable of installing them unless operators invest in new vessels or upgrades. As the energy transition accelerates, demand for offshore wind turbine installation vessels worldwide, excluding China, will increase significantly, from 11 vessel years in 2021 to almost 79 vessel years by 2030.

"When turbines were smaller, installation could be handled by the first-generation fleet of offshore wind vessels or converted jackups from the oil and gas industry. However, as operators continue to favour larger turbines, a new generation of purpose-built vessels is required to meet demand," says Martin Lysne, Rystad Energy rigs and vessels analyst.

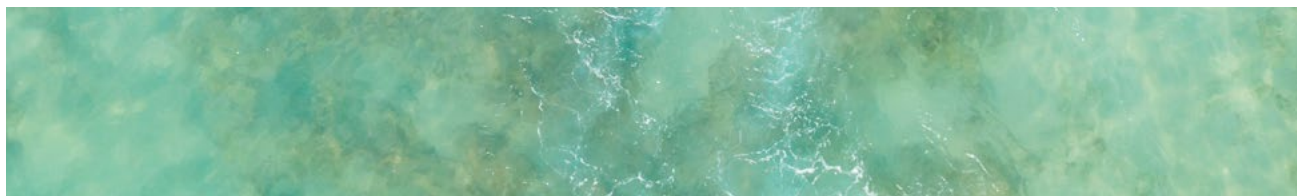


But vessels built even early this decade are already becoming outdated as turbines grow, making owners reluctant to commit to expensive newbuilds that could be obsolete before they are profitable. But if operators don't invest in new vessels or upgrade existing ones, the pace of offshore wind installations could slow down as super-sized turbines become the norm by the end of the decade.

So, what's to be done? Sometimes I am glad I do not have to make those sorts of monumental decisions!

That's all for this month.

Mike Schwarz



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