

IIMS

NEWS BULLETIN

MAY 2022

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/3LQdDOW>. 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:

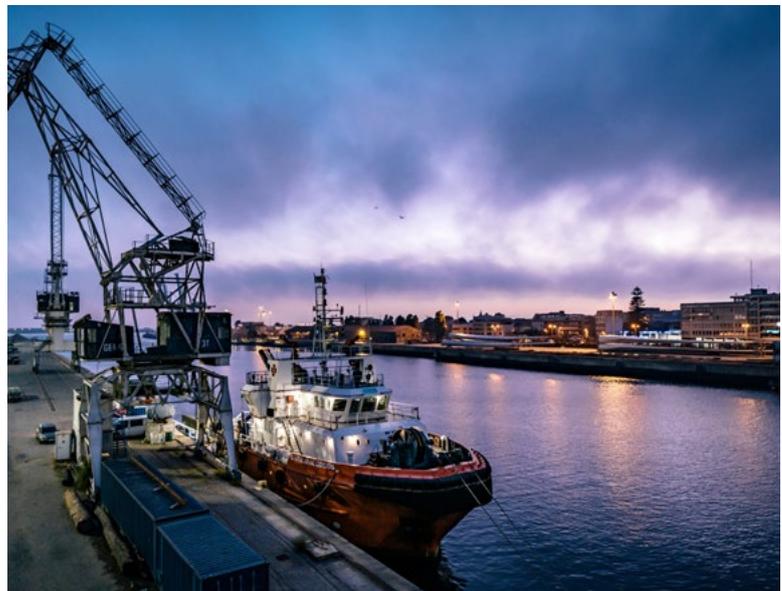
www.iims.org.uk



VIEW *from* the HELM

Dear Colleague

Two of our own have hit the news headlines over the past month, but for entirely different reasons. I call Albert Weatherill 'one of our own', for he is one of the longest standing IIMS members having joined the organisation decades ago. These days he is Managing Director of successful marine surveying firm, Van Ameyde McAuslands. A couple of weeks ago Albert wrote an article that was instantly picked up by the shipping and boating press and rightly so. He rightly argues that seized maritime assets could pose a "significant risk" to ports, harbours and marinas if there is no requirement to ensure mega yachts detained under sanction rules are not properly maintained, made safe, or deactivated and exposes the safety concerns. One wonders why no-one had thought to question what would happen when over 100 mega yachts are effectively impounded, seemingly in the blink of an eye. Read more elsewhere in this bulletin about this.



The other headliner is our very own Craig Williams, the in-house IIMS graphic designer. In April he celebrated 10 years with the organisation and the Institute could not let that go by without a small celebration. Much of the published output you see from IIMS, including The Report Magazine and this very news bulletin, have been inspired by Craig's talents and my colleagues and I wanted to make a fuss of him to mark the occasion - and we did.

The Institute's 2022 Annual General Meeting is fast approaching. The online meeting will be broadcast live from Murrills House, Portchester at 14.00 on Tuesday 7th June. The meeting will be recorded and made available on

the IIMS YouTube channel for viewing at a later date for those who are interested but cannot make the date. Please keep an eye out for an electronic form so that you can vote in advance of the meeting. Voting on the day is not possible. Various reports will start to appear on the website in the coming weeks at <https://bit.ly/367gO4k>. This AGM will see current President, Geoff Waddington, marking the end of his two-year stint as in-bound President, Peter Broad, takes up the reigns. And if you are local, please do come and join the IIMS team for an informal garden party. Pre-registration for either event is required and can be done by completing the online form at <https://bit.ly/3CEkeqW>.

After two barren years with no face-to-face training possible, IIMS is once again on the road in the UK as we plan to test getting back together for some live training. I hope to meet a group of small craft surveyors (non-members welcome too) at the inland waterways event on 16 May in Leicestershire. And later that week on 19 May, we plan to meet at the RNLI headquarters for a certifying authority training event to witness a man overboard recovery demonstration, followed by some classroom training on fire suppression systems. It would be good to see some of you in person! Sticking with live events for a moment, it is great to see that the Seawork exhibition is back in Southampton at the end of June. IIMS has a stand at the show and looks forward to catching up with members there.

And finally, my colleagues and I have been working hard behind the scenes on the IIMS website. The home pages and site pages have had a minor facelift, but the bit you don't see has had major surgery. The site is now operating on the very latest technological platform, which means those who access the site via a mobile device will see a significant change and much improved user experience. And we have moved the site into a Progressive Web App format too.



Never a dull moment!

Survey well.

Mike Schwarz
Chief Executive Officer



Annual General Meeting Notice - 7th June 2022

IIMS members (and other interested parties) are reminded that the 2022 Annual General Meeting will be held on Tuesday 7th June from 14.00 to 16.30 (UK time). As with the past couple of years, this will be an online AGM hosted and broadcast via Zoom from the IIMS headquarters at Murrills House. To register your online place at the AGM please follow the link below in this article.

Annual General Meeting 2022
Tuesday 7 June 2022 at 14.00 (UK London time)
Venue: Broadcast online via Zoom

AGENDA

- 1) Apologies
- 2) Minutes of previous AGM held in June 2021
- 3) President's Report (Geoff Waddington)
- 4) Chief Executive Officer's Report
- 5) Directors' Reports
- 6) Pre AGM election voting results on
 - a) Management Board re-election en-bloc
 - b) New Deputy Vice President nomination ratification
- 7) Pre AGM voting results on
 - a) Proposed fee structure for 2023 membership
 - b) Incoming President's Message (Peter Broad)
 - c) Fellowship & Honorary Membership awards
- 10) Any Other Business

After the event, starting at 17.00, we plan to hold a simple garden party with food prepared in the garden available from 17.30. We fully appreciate that most will not be able to join and do not expect anyone to fly halfway around the world, but if you are local to our office in Portchester and would like to pop by (partners welcome) and do some networking whilst enjoying some food and drink (at our expense) we would love to see you. All we ask is that if you would like to join us, please let us know in advance by completing a very simple online form at <https://bit.ly/3CEkeqW>. This same form can also be used to pre-register your online place at the AGM.

UK inland waterways training event Monday 16 May 2022

After a very long wait indeed, IIMS is pleased to announce its first face to face event post pandemic for inland waterways marine surveyors and other interested parties.

The event will take place on Monday 16th May across two sites in south Leicestershire.

0930 Registration with tea and coffee on arrival

1000 Martin Mortimer, a grit-blast specialist, will give a practical demonstration

1030 Tea and coffee break

1045 David Orme of Debdale Wharf Marina will give a presentation on the whole hull treatment process in the classroom

1200 Break for lunch

1230 Depart for North Kilworth Marina (approximately a 20-minute drive)



Work in progress at Debdale Wharf Marina

1315 Presentation covering the back to metal repaint of a narrowboat - 'A Modern take on Narrowboat Painting' by John Barnard.

1400 Ed Warren from AkzoNobel will talk about Perfection Pro.

1500 Geoff Waddington talks about the potential dangers of diesel heaters.

1530 Close

The cost is £90 per person which includes lunch, tea and coffee.

The addresses of the two locations are:

- Debdale Wharf Marina, Debdale Lane, Smeeton Westerby, Kibworth, Leicestershire LE8 0XA.
- North Kilworth Marina, Station Road, North Kilworth, Lutterworth, Leicestershire LE17 6HY.

To reserve your place please go to the IIMS website at <https://bit.ly/3MUJkXz>.

If you prefer not to book online, you can call the IIMS head office team on 023 9238 5223 or email Vicki Loizides at education@iims.org.uk instead.

Capt John Noble donates new book to the IIMS library

Recently Capt John Noble HonFIIMS (pictured right) popped into the IIMS offices. His purpose? John was keen to donate a copy of a new book to IIMS Chief Executive, Mike Schwarz (left), published by the Nautical Institute entitled Guidelines for the Maritime Expert Witness, which he has collated, written the introduction to and edited. The 76-page guide is available from the Nautical Institute's website.



Report Writing Online Seminar - 17th May 2022

Before you reserve your place, please note this online seminar will be broadcast using the zoom video conferencing platform and will last for 3 hours on Tuesday 17th May 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.

Report writing remains the area most likely to trip a marine surveyor up, (and not a lack of technical knowledge), leading to potential litigation from a disgruntled boat owner. This practical course, always popular, is packed with essential tips and advice and always draws positive feedback from those who attend it.

- *Thanks both. Very enjoyable and informative! Matt B*
- *Brilliant presentation. Thank you guys. Michael G*
- *Thank you all. Very engaging and useful. Gulshan R*
- *Many thanks Mike and Paul. Excellent online training course. Lionnel P*

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, worked 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.

For more details and to reserve your place go to <https://bit.ly/3NRv2aF>.



Next month The Report Magazine turns 100!

The June 2022 edition of The Report Magazine will be the one hundredth edition published by the Institute. It is fair to say that it has come a long way over the years. These days each issue is widely read by many thousands, not only by the Institute's marine surveying members, but also by the wider shipping and boating sectors and by those who touch the surveying profession.

Marking the publication of edition 100 is an important milestone and should be celebrated. The magazine has a few surprises awaiting readers to enjoy.

Some of the feature article highlights to whet your appetite include:

- 10 awesome ships that were never built
- The Emperor has no clothes
- Wonders of Britain's inland waterways
- The challenging project that is dry-docking
- Going to Court
- From the murky bilge
- 10 best practices for a successful superyacht refit
- The Art of Communication
- BIMCO EEXI transition clause for time charterparties
- Knowing how to stay the course: The story of one man and the Endurance



Coming to you on 1 June...



Masts, Rigs & Sails online webinar – 6th July 2022

This webinar is being delivered by Nick Parkyn. The subject of Nick's webinar is Masts, Rigs & Sails, something of a specialism for him. It will be essential viewing for any yacht and small craft marine surveyor whose job it is to inspect and report on such equipment. The presentation will be broadcast live on 6 July 2022 from 09.00 (UK time). The video content may also be purchased for viewing later on demand for those who cannot make the live broadcast.

Nick has an extensive background in both the marine and information technology disciplines. An IIMS member, he is based in Queensland, Australia. His work in the marine industry includes marine surveying, yacht and small craft design and marine software development. He holds

the DipMarSur Diploma in yacht and small craft surveying and has presented numerous papers at marine conferences and written many technical articles too.

In this extensive webinar, Nick plans to cover the following:

- Introduction
- Types of rigs
 - Traditional rigs – Junk Rig – Lateen Rig – Crabs Claw – Gaff Rig – Bermuda Rig
- Apparent Wind
- Rig evolution for fast sailing craft: multihulls and foiling monohulls
- Wide head mainsails
- Mainsail configurations
 - Interesting aspects of low-speed aerodynamics – Conventional soft sail – Soft sail double luff (wing) – Wing Mast with soft sail – Wing sail (Solid Wing Rig)
- Foresail configurations
 - Conventional – Self-tacking
- Downwind sails
 - Symmetrical Spinnakers – Asymmetrical Spinnakers
- Types of masts
 - Conventional Fixed – Turbulators – Rotating – Rotating Wing Balestrom/Aerorig
- Masts configuration
 - Un-stayed masts – Stayed masts – Bi-plane – Canting
- Spreaders, Diamonds and Jumpers
- Boom configurations
- Bowsprits/prods
- Mast Design Process & Construction
 - Wooden masts – Aluminium Masts – Carbon Fibre Masts
- Boom Design Process & Construction
 - Wooden Booms – Aluminium Booms – Carbon Fibre Booms

To reserve your place or to register for a copy of the video go to <https://bit.ly/3ra7oMC>.

METSTRADE 2022 set to get new layout

The organisers of METSTRADE 2022 (15-17 November at RAI Amsterdam) have announced significant improvements to the show layout this year. Following a one-off adjusted pandemic edition in 2021, METSTRADE 2022 says it will be strengthening its position as the world's largest leisure marine B2B exhibition and global networking hub.



According to the announcement, "Early indicators for 2022 are very positive, with 96% of visitors and 90% of exhibitors declaring their intention to return. Marine industry associations are experiencing significant uptake for national pavilions," the statement continued, "and METSTRADE is receiving many first-time applications, particularly from electric propulsion and electronics companies."

Find out more information about METSTRADE 2022 at <https://www.metstrade.com>.



Seawork exhibition is back

Seawork from 21-23 June 2022 is a 'one stop shop', providing access to the commercial marine and workboat markets. It is the largest European commercial marine exhibition held at the prestigious Mayflower Park venue in Southampton, United Kingdom.

After the enforced closure due to COVID-19, the show is back. Now in its 23rd year, Seawork offers a unique combination of undercover exhibition space, open air demonstrations and floating displays.

The exhibition encompasses:

- 18,000m² of undercover space spread over two purpose-built exhibition halls
- Purpose built pontoons for more than 70 vessels and floating exhibits
- Demonstrations out on the water
- Quayside area for trailers, large exhibits and outdoor demonstrations
- Excellent conference and meeting programme



Register to attend Seawork free at <https://bit.ly/3KrIQYq>.



Boating Industry Association Australia

The State Council AGMs for 2022 were held recently with members in SA, NSW and Queensland meeting in-person for their state AGM for the first time since 2019. The meetings provided an update on BIA local and national activity over the year of 2021 and a welcome opportunity for members to meet face-to-face for industry networking. Thanks go to Drummoyne Sailing Club and Sanctuary Cove Marina for hosting members in NSW and Queensland.

Each state council elected councillors for the year ahead, a full council of 11 now in place in each state. New councillors were welcomed in NSW and Queensland, with two Councillors in Queensland retiring after several years committed service to their industry peers as state representatives.

US House of Representatives passes new safety regulations for DUKW boats

Photo (USCG)

The U.S. House of Representatives has passed legislation requiring new safety measures for DUKW boats, the amphibious landing craft commonly repurposed for tourist trips.

DUKW boats, also known as duck boats, were designed and built in WWII for military use. A number were later converted for commercial service, carrying tourists on brief land and water itineraries. DUKW boats have been implicated in several fatal accidents, including two tragic sinkings.

Interim requirements – taking effect immediately on passage of the act – would restrict the use of canopies, require better bilge pumps, and minimize the number of through-hull penetrations. The proposed new rules the safety of DUKW boats now go to the Senate, where the Coast Guard reauthorization bill is now under consideration.

"This is the first meaningful action to improve safety on DUKW boats in 20 years," NTSB Chair Jennifer Homendy said on Friday. "I especially thank Reps. Peter A. DeFazio, Sam Graves, Salud O. Carbajal, Bob Gibbs, André Carson and Julia Brownley for championing these provisions and their efforts to improve maritime safety for all."

Read the full story at <https://bit.ly/3jfKeQC>.



Footnote

Just a couple of weeks ago, a judge in Stone County, Missouri dismissed state criminal charges against three employees of Ride the Ducks Branson in connection with the deadly sinking on Table Rock Lake in 2018 involving Stretch Duck 7.

While Judge Alan Blankenship acknowledged that the sinking was tragic, he found that "the defendants did not have enough weather information to appreciate the threat of high winds," though they were aware of an oncoming storm. "I do not feel that the evidence supports those levels of criminal intent as defined by statute," Blankenship ruled.

First woman Commandant of the US Coast Guard nominated

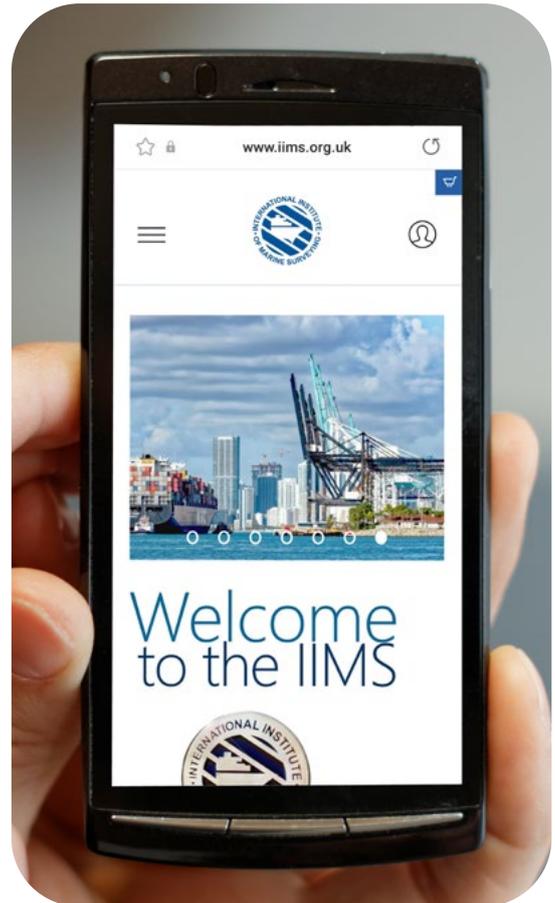
President Joe Biden nominated Adm. Linda L. Fagan to serve as the 27th Commandant of the US Coast Guard. Upon confirmation, she will be the first woman to serve as Commandant of the Coast Guard. Adm. Fagan is currently Vice Commandant and previously served as Commander of the Coast Guard Pacific Area overseeing operations from the Rocky Mountains to the waters off the East Coast of Africa. Pending confirmation, Adm. Fagan is expected to relieve the current Commandant of the Coast Guard, Adm. Karl L. Schultz, during a change of command ceremony planned for June 1, 2022 in Washington, DC.



New look IIMS website with enhanced performance on mobile devices

If you have recently looked at the IIMW website www.iims.org.uk, you will have noticed a slightly redesigned home page. It utilises a more modern type font and the site and its pages have been given a bit of a makeover. But the significant difference is what has gone on behind the scenes, the biggest redevelopment since the site was launched in late 2014. The site has been redeveloped using Bootstrap 5 framework, replacing version 3. The biggest change that users will notice is that the site is now highly responsive on mobile devices. Bootstrap 5 was launched mid-last year. Already studying backend data, the performance of the site on mobile devices is seen to be greatly enhanced.

Whilst undertaking this development work, IIMS has taken the decision to migrate the website into a progressive web app (PWA) - the way the digital world is moving at pace. A PWA is a type of application software delivered through the web, built using common web technologies including HTML, CSS, JavaScript, and WebAssembly. It is intended to work on any platform that uses a standards-compliant browser, including both desktop and mobile devices. Since a progressive web app is a type of webpage or website known as a web application, they do not require separate bundling or distribution. Developers can just publish the web application online, ensure that it meets baseline "installability requirements", and users will be able to add the application to their home screen.



MAIB Safety Digest April 2022 published

The MAIB Safety Digest April 2022 features 25 case studies and draws the attention of the marine community to some of the lessons arising from investigations into recent accidents and incidents. It contains information that has been determined up to the time of issue and offers some invaluable lessons of interest to the surveying fraternity.

This information is published to inform the merchant and fishing industries, the recreational craft community and the public of the general circumstances of marine accidents and to draw out the lessons to be learned. The sole purpose of the MAIB Safety Digest April 2022 is to prevent similar accidents happening again.

In his introduction, Chief Inspector of Accidents, Andrew Moll, says, "I would like to start by thanking Bob Baker, Pete Dadds and Pip Hare for their introductions to the merchant, fishing and recreational sections of this MAIB Safety Digest April 2022. They each have a wealth of experience in their respective fields, and their introductions are very thought-provoking. If nothing else, please read their articles. That said, I hope you will read much more than that. There is a cautionary tale here for everyone, and when you have finished reading the digest, please pass it on so others can benefit too.

Download the Safety Digest at <https://bit.ly/3KI57Wy>.



Latest Maritime & Coastguard Agency (MCA) updates



Notification has been issued about new documentation that has been released by the Maritime & Coastguard Agency (MCA) between 10 March and 5 April 2022 regarding the following:

14 March 2022

MGN 630 (M+F) - FISHING VESSELS: Pre-Registration Surveys for Fishing Vessels of Less than 15 m LOA Built before 16 July 2007 and Existing Vessels of 15 m LOA to Less than 24m Registered Length Wishing to Join the UK Register (Amendment 3)

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

17 March 2022

MGN 306 (M) - Designing and Operating Smaller Passenger Vessels: Guidance on Meeting the Needs of Persons with Reduced Mobility (Amendment 1)

Go to <https://bit.ly/3LHd8Fs>

MSN 1747 (M) Amendment 1 Sea areas associated with the Merchant Shipping (Passenger Ships on Domestic Voyages) Regulations 2000

Go to <https://bit.ly/3xeGkj8>

18 March 2022

MGN 478 (M) - Maritime Labour Convention, 2006: Seafarer's Wages (Amendment 1), including Annex 1 – Information to be Contained in an Account of a Seafarer's Wages and Annex 2 – Suggested Form for an Allotment Note

Go to <https://bit.ly/37m6SEf>

24 March 2022

MGN 664 (M+F) - Certification Process for Vessels Using Innovative Technology

Go to <https://bit.ly/36Wqmj8>

28 March 2022

Safety Bulletin 026 - CO2 Fire Suppression Installation Testing

Go to <https://bit.ly/36Z0iDS>

29 March 2022

MIN 632 (M) - COVID-19 Extension of Seafarer Employment Agreements (Amendment 6)

Go to <https://bit.ly/3Ji7AzB>

IACS publishes unified requirement for remote classification surveys

The significant impact of the COVID19 pandemic on the maritime industry resulted in an increase in the deployment of remote classification surveys by IACS Members to ensure the maritime industry was able to continue functioning in as smooth and efficient a manner as possible.

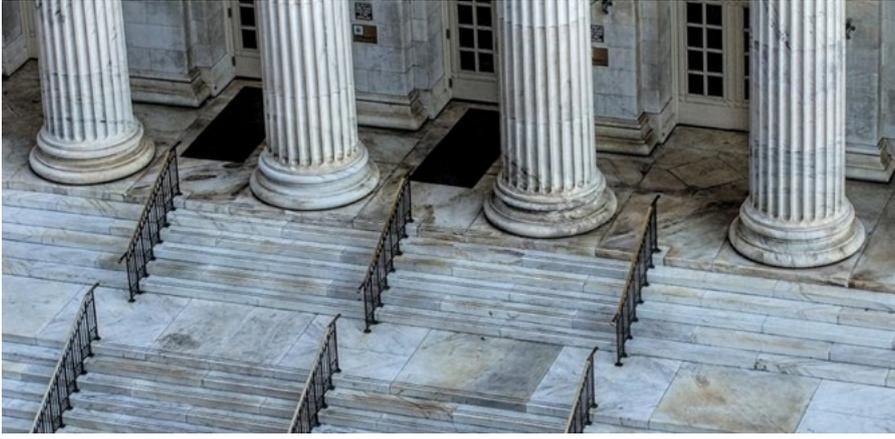
Noting many IACS Members introduced remote survey aspects prior to the pandemic, advancements in Information and Communication Technologies (ICT) together with the experience and knowledge gained during the pandemic, means that remote classification surveys will increasingly form part of IACS Members' operations given the many advantages that can be achieved in terms of practical delivery while ensuring the same quality and safety levels. A "Remote Survey" is defined as a process of verifying that a ship and its equipment are in compliance with the rules of the Classification Society where the verification is undertaken, or partially undertaken, without attendance on-board by a surveyor.

To ensure all IACS Members have uniform guidance and requirements on remote classification surveys it was considered essential to develop minimum common requirements for their implementation. The IACS Unified Requirement UR Z29 has therefore been developed to deliver the core objective that a remote classification survey will only be appropriate when the survey is carried out without compromising the quality and results of such survey, providing the same level of assurance as those performed by a surveyor attending onboard the vessel. To achieve this fundamental goal, it was essential that IACS developed principles to ensure equivalency between remote survey and traditional survey by establishing a general definition, application scope, conditions and limitations of remote survey together with identification of requirements in terms of training of personnel.

IACS Unified Requirement on remote classification surveys UR Z29 will enter into force for IACS Members on 1 January 2023.

Download Unified Requirement UR Z29 at <https://bit.ly/3xdqR31>.





The importance of expert witness training highlighted by recent case

In the recent case of Patricia Andrews and others vs Kronospan Ltd [2022] EWHC 479, the Senior Master has given judgment on the

defendant's application in the course of managing group litigation, prohibiting the claimant from relying upon their expert's evidence (worth £225,000), due to his inability "to act in accordance with his obligations."

The case concerned a group action relating to a nuisance claim, arising out of the emission of dust, noise and odour from the Defendants' wood processing and wood product manufacturing plant. Both parties were given permission to appoint their own experts in dust dispersion modelling and dust analysis. Expert reports were exchanged in April 2021 and joint discussions began in May.

At the joint meeting of experts, it emerged that the claimant's expert had been in communication with his instructing solicitors from May to November 2021, during which he had sent them draft versions of the joint statement and sought their input, and the solicitors had made suggestions on the substantive content of the statement, which went beyond typographical matters.

The claimants accepted that it was wrong for their expert to solicit input from their instructing solicitors during the process of drafting a joint statement and wrong for their solicitors to provide it; that to do so was a "serious transgression" of the rules.

As Senior Master Fontaine put it: "The basis upon which the claimants received permission to rely on [their] expert witness, namely his duties under CPR35.3, PD35 paragraphs 2.1 and 2.2, has been undermined" and therefore "... the court has no confidence in [the expert's] ability to act in accordance with his obligations as an expert witness'.

Accordingly, the Senior Master revoked the order giving the claimants permission to rely on the expert evidence in question and ordered a new expert to be appointed.

This case provides a timely warning for both experts and their instructing solicitors on what is permitted by law with regards to their working relationship. Of course, it is perfectly acceptable that experts remain in constant dialogue with their instructing solicitors regarding the content and nature of an opposing party's expert report, as well as discussing matters such as court appearances and filing deadlines. But it is essential that once the experts have begun their joint discussions, that they are siloed from their instructing solicitors and left to independently prepare their statement.

The principle that experts are not to discuss or disclose the draft of their joint statement is embedded in the terms of the rules that deal with experts' discussions (CPR35.12; PD35, paragraph 9; the Guidance, paragraphs 70 - 83), as well as in an expert's duty to the court. It is all too easy to be led astray by an understandable, and wrong, intention to be helpful to the instructing party; indeed, Master Fontaine observed that the expert in question's approach "strongly suggests he regards himself as an advocate for the claimants rather than as an independent expert whose primary obligation is to the court".

Appointed experts are assumed to have read and understood the terms of their appointment, including their duty to the court and are expected to comply with their obligations at all times. This case emphasises the value of regular and up to date professional training to an expert witness, to ensure that they are aware and fully cognisant of their duty and its application, particularly with regard to their role in joint expert discussions and the drawing up of the joint statement.

Bond Solon Bond Solon offer a comprehensive range of Expert Witness courses - see <https://www.bondsolon.com>.

Emirates Team New Zealand's prototype hydrogen foiling chase boat

Emirates Team New Zealand has designed and built a prototype hydrogen foiling chase boat for the next America's Cup.

Specifications for the prototype foiling chase boat:

- length 10 metres in length
- displacement 5200kg
- cruising speed 30-35 knots
- top speed of around 50 knots
- capability to carry 6 crew members
- range of between 150-180km
- range at cruise speed (35kts) is 180km



- generates approximately 440kW peak power via a 400V DC system powered by the Hydrogen Fuel Cell
- four onboard hydrogen storage tanks each store 33kg of hydrogen gas at pressure of 350bar

The design of the foils draws on experience from the AC75 foiling monohull America's Cup yachts. The ride height is automatically controlled by an autopilot which is Emirates Team New Zealand's proprietary technology. The prototype was launched in early April 2022 and is currently undergoing testing.

Mahi Two, a Torqeedo-powered uncrewed surface vessel (USV), has become what is believed to be the first to cross the Atlantic Ocean using only solar power.

World's first ocean crossing by a solar-electric autonomous vessel

The autonomous robotic boat left the Spanish coast in September 2021 and made landfall in Martinique six months later after more than 4,300 nautical miles at sea.

Project Mahi started in the founder's garage. Pieter-Jan Note assembled six friends from a variety of engineering backgrounds. They spent the next few years building, designing, and writing software. "Our first crossing attempt in 2019 capsized during an unusually heavy storm in the Bay of Biscay," said Note. "We learned a lot from that short journey and used that knowledge to build Mahi Two."

The four-meter Mahi Two has a composite hull for strength, efficiency and durability. It is driven by a Torqeedo Cruise 2.0 pod drive which the team modified to rotate. "We learned from the previous attempts that we didn't want a rudder," said Note, "So we modified the drive to rotate and steer the vessel."



New autonomous vessel centre opens

A new research centre exploring maritime autonomy has been launched at Warsash Maritime School, part of Solent University, Southampton.

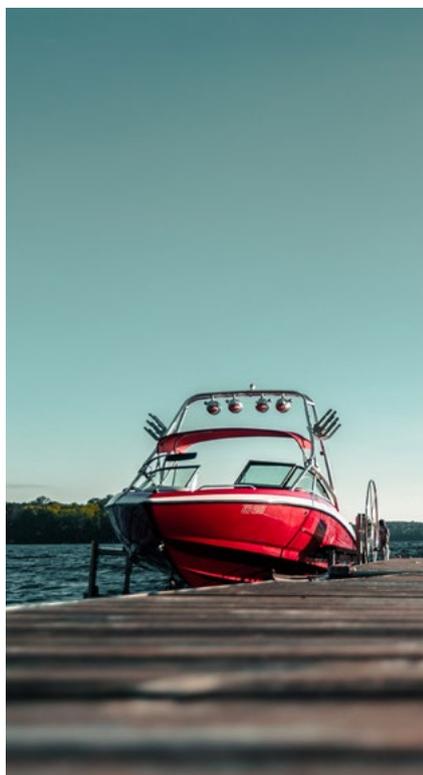
The Warsash Maritime Autonomous Surface Ships (MASS) Research Centre (WMRC) will examine different aspects ranging from smart ships and smart ports to the human elements of working in tandem with smart systems,

together with maritime teaching and consultancy. Although there have been significant advances in MASS technologies, Centre bosses say little research has been carried out on analysing the human element, the human-machine interface and seafarer training needs for working with MASS.

"Our overarching aim is to drive forward maritime education, training, research and innovation to support this challenging technology - in practical ways, in real terms and above all with the safety of people and the industry in mind," said Professor Syamantak Bhattacharya, Pro-Vice Chancellor, Research & Knowledge Exchange for the Centre.



Canadian government releases draft legislative proposals to implement luxury tax on new boats



In Budget 2021, the government proposed the introduction of a tax on the sale of new luxury cars and aircraft with a retail sale price over \$100,000, and new boats over \$250,000. The tax would be calculated at the lesser of 20 per cent of the value above these price thresholds or 10 per cent of the full value of the luxury vehicle, aircraft or vessel.

To implement this commitment, the government released for public comment draft legislative proposals. These proposals reflect, and respond to, input received during consultations with stakeholders. You have until 11 April to have your say.

The draft legislative proposals build on, and replace, the backgrounder that was released on August 10, 2021, as part of the consultation on the proposed Luxury Tax.

Two notable new provisions contained in these draft legislative proposals are as follows:

- relief is proposed to be provided to after-sale improvements that are made to vehicles, aircraft or vessels purchased below the relevant price threshold; and
- relief for aircraft is proposed to be expanded to take into account qualifying flights that are conducted in the course of a business with a reasonable expectation of profit.

Subject to Parliamentary approval, this tax would come into effect on September 1, 2022.

More details commentary can be found on the Canadian government website at <https://bit.ly/36VxATQ>.

HRH Duke of Edinburgh's motorboat comes under the hammer

A classic motorboat formerly owned and driven by HRH the late Prince Philip, Duke of Edinburgh, for more than 30 years was offered for auction in

the Bonhams Goodwood Members Meeting Sale on 10 April. It is unknown if the motorboat sold, but it had an auction estimate of between £20,000 to £30,000.



Celebrated for his distinguished navy career, Prince Philip was a keen and skilled sailor of pleasure sail boats and powered craft. Little wonder that he should select Albatross Marine's all-aluminium British speedboat, beloved by a distinguished clientele around the world, including Aristotle Onassis, Brigitte Bardot, Prince Rainier of Monaco, Lord and Lady Docker and racing driver Prince Bira of Thailand.

The Duke's 1956 Albatross MkIII Super Sports Runabout was carried on the Royal Yacht Britannia for more than a decade, including on the World Cruise of 1956/1957. It was famously photographed at Cowes driven by Prince Philip with the eight-year-old Prince Charles as his passenger (photo above).



Image credit: ACR Electronics

Annual 406Day campaign celebrates 10 years of raising awareness about life-saving beacons

The annual 406Day campaign, a safety awareness day marked on 6 April, celebrated a decade of bringing attention to the vital role of 406 MHz beacons. The campaign highlights how boaters and adventurers can benefit from the life-saving technology available in these emergency location

devices and highlights the importance of EPIRBs (Emergency Position Indicating Radio Beacons), PLBs (Personal Locator Beacons) and ELTs (Emergency Locator Transmitters).

406Day founder ACR Electronics has joined forces with other brands and partners in 2022 for the safety awareness day. This year, one of the campaign messages was that significant developments in the functionality, design and features of the leading beacons ensure the units are even more effective than ever before at enhancing survival chances in an emergency at sea and in remote regions.

Mikele D'Arcangelo, vice president of global marketing & product management at ACR Electronics, said, "On its tenth anniversary, 406Day will once again aim to raise awareness about 406 MHz Emergency Locator Beacons, particularly how to test and register your beacon. This year, our focus is to highlight that the technology of the devices continues to advance, proving that it is even more essential to have this gear in your backpack, on your boat, or in your ditch bag. Ready for activation in an emergency to instantly access rescue services via the satellite network, these beacons are very easy to use, very affordable and do not require subscriptions. They will provide you and your family with peace of mind – and could end up saving your life."

The MCA has published a document called 'A Master's Guide to the UK Flag – Large Yacht' and has just updated and published edition 4.

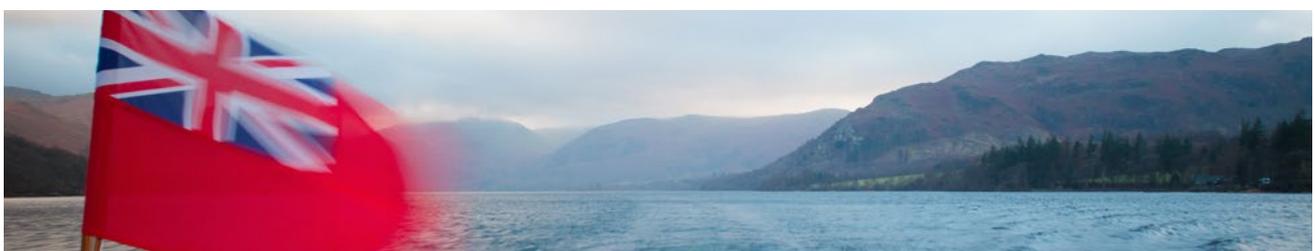
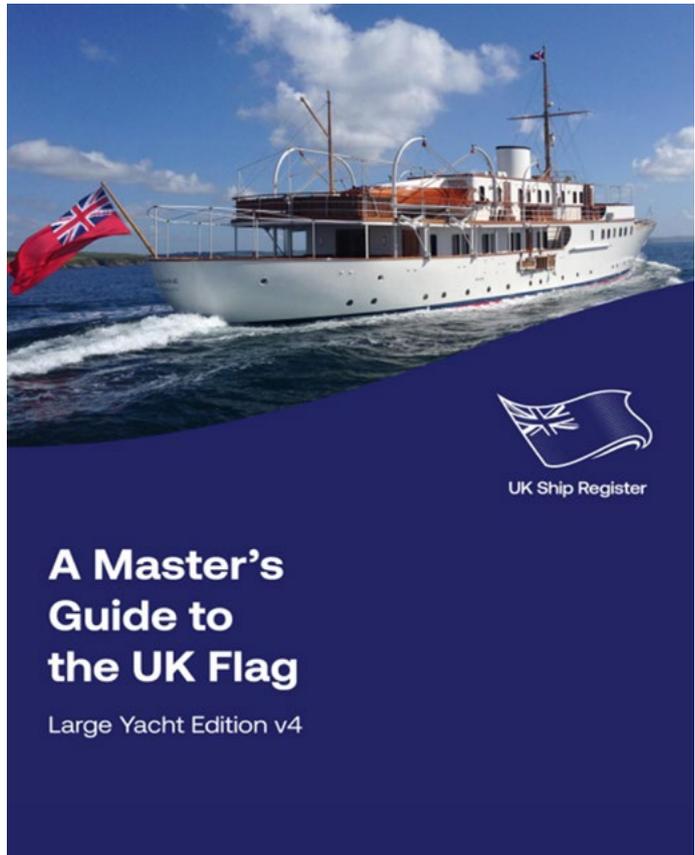
The purpose of the guide is to provide easy to use information regarding United Kingdom merchant shipping regulations and administrative procedures. UK regulations and procedures may differ from those of other Flag Administrations that you may be familiar with, this guide will help you to comply with UK requirements.

It should be noted that the legal requirements, forms, etc. of other Registers including Red Ensign Group (REG) registers will vary from those of the UK, this document is for the UK register only.

The updates in edition 4 include the following:

- The latest version has been designed for electronic distribution, this version introduces links to supporting websites and documents.
- The content now references the requirements of the REG Large Yacht Code (previously LY3).
- Contact information for relevant MCA branches has been updated.
- All references to M Notices and guidance documents have been updated to the latest available versions. Links provided for each.
- Guidance for Non-STCW Yacht Master licence holders employed as Yacht Ratings added, see paragraph 1.3.2.
- Additional guidance on training for stewards and persons preparing food in a galley for whom food preparation is not their primary role, see paragraph 1.4.3.
- Requirements for Schedule of Shipboard Working Arrangements added, see paragraph 2.3.
- Acceptance of electronic records of hours of rest added, see Paragraph 2.4.3 Schedule of Working Hours.
- Guidance on Statutory Paid Leave added, see paragraph 2.7. - Guidance on Shore Leave added, see paragraph 2.8.
- Accident Reporting changed to Marine Casualty and Marine Incident Reporting. MAIB Contact information updated. Links added for Accident Report Form (ARF). See chapter 9.
- Shipowner's Liability and Financial Security requirements added, see Paragraph 10.3.
- Guidance on Alcohol and Drugs added, see chapter 15.

A master's guide to the UK flag - large yacht edition 4 can be downloaded at <https://bit.ly/36X0ljk>.



New requirements for fuel oil sampling and testing – MARPOL Convention Annex VI amendments

New requirements for fuel oil sampling and testing have entered into force under the MARPOL Convention Annex VI, supporting the implementation and enforcement of the IMO 2020 0.50% limit for sulphur in ships' fuel oil.

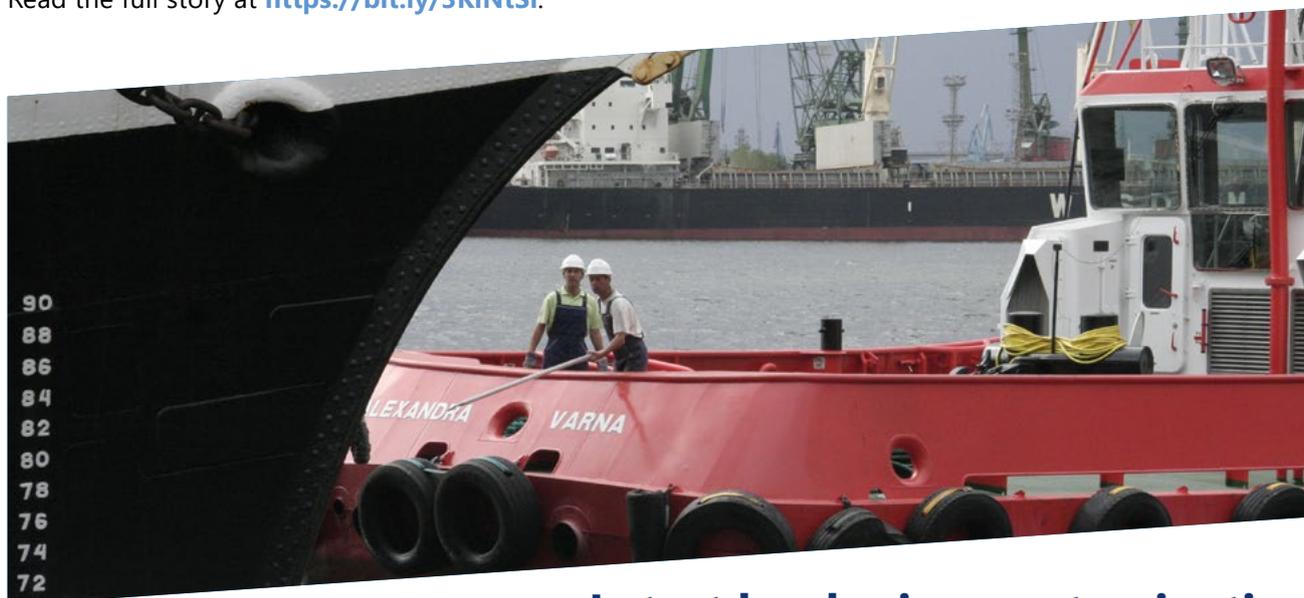
According to the International Maritime Organization, the amendments are intended to support Port State Control and other environmental authorities, particularly those tasked with fuel sampling and testing, thereby enhancing a global level-playing-field in enforcement of IMO202.

The amendments were adopted by the Marine Environment Protection Committee (MEPC 75) in 2020.

As IMO has indicated, other amendments to MARPOL Annex VI significantly strengthen the Energy Efficiency Design Index (EEDI) "phase 3" requirements, bringing forward the entry into effect date of "phase 3" to 2022, from 2025, for several ship types, including gas carriers, general cargo ships and LNG carriers.

This means that new ships-types built from that date must be significantly more energy-efficient than the baseline.

Read the full story at <https://bit.ly/3KINtSl>.



Read the full article at <https://bit.ly/35RsRT5>

Latest bunkering contamination validates need for early warning system

The latest fuel contamination outbreak to hit the bunkering market, this time in Singapore, should be a wake-up call to the danger of discovering quality issues only after fuel is onboard vessels, warns marine fuel tracking expert FuelTrust.

FuelTrust estimates the scale of this contamination outbreak to have spread to dozens of vessels. The disruption is widespread, with many vessels suffering blackouts, engine damage, and the need to debunker. Given the additional disruption to cargo delivery, insurance claims could easily run in the hundreds of millions of dollars.

"We are seeing another fuel crisis similar to Houston in 2018," said Jonathan Arneault, Co-Founder of FuelTrust. "Four years later, the lawsuits from Houston are still ongoing, and we're just realizing the financial impact that a single batch of bad fuel can have on the industry. This recent incident is shining a light on a persistent global issue. Fuel quality problems cause debunkering issues every month in ports around the world, most of which never make the news."

Bunkering remains a fragmented supply chain, full of 'unknown unknowns'. Contaminant issues may not be picked up by today's required testing. The lack of digital technology to drive transparency and traceability across the industry means greater risk of fuel quality, quantity, compatibility, and fraud issues. Early warning systems to alleviate risk exist today, at a cost that works out to cents on the barrel.

UK Marine Management Organisation spring 2022 newsletter

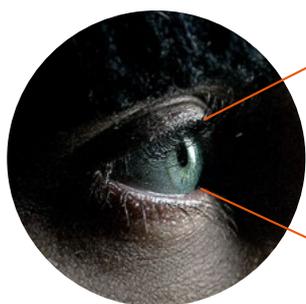


The MMO Marine

Planning team has published its spring 2022 newsletter. This edition includes information on the following:

- Marine plans annual report. This online, interactive resource supports the implementation of England's marine plans. It does this by providing proponents, decision-makers and all stakeholders with up-to-date evidence and marine planning information.
- Monitoring surveys. The monitoring surveys represent an industry opportunity to share experience of using the marine plans and will help support the MMO's understanding of the influence marine plan policies have in the decision-making process.
- Sussex Bay Project. This ambitious vision, stretching from Selsey Bills to Camber Sands and extending beyond six nautical miles, aims to reconnect seas, rivers and intertidal areas, regenerate coastal communities and create blue jobs through a new blue ecotourism economy.

View the Marine Planning newsletter Spring 2022 at <https://bit.ly/3r8Oo13>



What
caught
my eye...

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

Daring thieves pinch over £250,000 of diesel fuel from the Royal Navy!

How, just how can this possibly have happened? When I read this story, I was simply aghast at [a] the audacity of the thieves and [b] the ineptitude of the security function.

We learn from newspaper reports that more than £250,000 of diesel was stolen from a Royal Navy warship under the noses of UK defence chiefs. A gang of thieves drove off with tankers intended to power HMS Bulwark over a period of weeks at HMNP Devonport in Plymouth. It is thought to be one of Britain's biggest fuel thefts.

They were able to get away with the daring raid despite a high security presence at the naval base and were only caught when suspicious guards stopped a tanker trying to leave the site. However, it is believed most of the fuel was sold on the black market before the scheme was uncovered.



Picture: LA(Phot) Shaun Barlow, Crown Copyright/ MOD 2009



Theft of rare £1m lighthouse lantern prompts an appeal and a £5,000 reward

Continuing with the subject of thieves and their ill gotten booty, (which seems to be a topical theme this month), here is another quite extraordinary story that hit my inbox.

The stolen lantern was originally installed at Hartland Point Lighthouse, North Devon, and was due to be reinstalled after refurbishment. It's feared that the rare lantern, described as a vital piece of English coastal heritage, could have been moved from Devon to the West Mercia, West Midlands or Bristol areas. It is now a race against time to stop £1million-worth of historic equipment being melted down.

Mick Duthie, director of operations at Crimestoppers, said: "It's so incredibly important for us to protect our precious heritage and that includes key historic structures such as lighthouses on our coastline. It's sad to think that criminals have stolen vital equipment dating back to the 1800s - one of only three left in the world."

Once again I find myself speechless ...

Dutch authorities impound fourteen Russian superyachts in shipyards

This is an almost incredulous story, almost unimaginable just a couple of months ago and to see an industry turned on its head in such spectacular fashion is quite extraordinary. The full implications of sanctions facing the superyacht sector is now hitting home. Dutch customs authorities have impounded fourteen Russian owned yachts currently in shipyards across the country.

This includes twelve superyachts currently under construction. The yachts are barred from being formally delivered and handed over to the owners, and cannot leave the country, Dutch foreign minister, Wopke Hoekstra, says.

The shipyards implicated have been informed that final deliveries of the yachts are blocked while their ownership structures are being investigated. All shipyards are reported to be cooperating in full. Twelve of the fourteen impounded superyachts are under construction in five different shipyards, according to Hoekstra, while the other two are undergoing maintenance.

What an unholy mess!



Image used for illustrative purposes only

Marine surveyor warns seized yachts must be decommissioned to mitigate safety and environmental risks

Albert Weatherill, MD of Van Ameyde McAuslands and IIMS member

Sticking with the topic of mega yachts for a moment, here is a story that grabbed my attention and stopped me in my tracks. Whatsmore, it was written by a long-standing IIMS member, one of our own.

Albert Weatherill, managing director of Van Ameyde McAuslands, asserts that seized maritime assets could pose a “significant risk” to ports, harbours and marinas if there is no requirement to ensure mega yachts detained under sanction rules are properly maintained, made safe, or deactivated. He indeed has a point!

Weatherill commented, “When a vessel is seized, it may no longer be in Class and under Flag, and any insurance, including P&I and H&M, is likely to have already been revoked. From that moment the yacht, by default, becomes a liability of the state.”

In London’s Canary Wharf, authorities seized the \$38 million (c. €34 million) Phi. The \$75 million (c. €68 million) Axiom was seized in Gibraltar, and in Italy, authorities boarded the \$540 million (c. €496 million) S/Y A, one of the world’s largest privately owned yachts. Yachts thought to be worth more than \$16 billion (c. €14 billion) are being held across Europe, in Finland, France, Norway, Spain, and Germany.

I would encourage you to read Albert’s thought provoking article in full at <https://bit.ly/3jf00U>.



Photo credit: Marie Roman

Recent breakthroughs bring renewed hope for Australia’s Great Barrier Reef

And finally, something to cheer us up in these gloomier than normal times.

News has reached me of a ‘coral bleaching event’ - not a phrase I am familiar with that has recently taken place on the Great Barrier Reef. The informative article reports that even if we manage to stop the planet warming beyond 1.5 this century, scientists predict up to 90% of tropical coral reefs will be severely damaged.

But it is now thought that there’s a chance the Great Barrier Reef can still survive. Experts say that what’s needed is ongoing, active management through scientific interventions, alongside rapid, enormous cuts to global greenhouse gas emissions. In 2020, the Australian federal government announced the Reef Restoration and Adaptation Program, which aims to help coral reefs adapt to the effects of warming oceans. It included research and development funding into 35 cutting-edge technologies that could be deployed at large scale, from cloud brightening to seeding reefs with heat-tolerant corals. Now, two years into the effort, those in the know are seeing a number of breakthroughs that bring us renewed hope for the reef’s future.

Let’s end on that slightly cheery note!

Mike Schwarz

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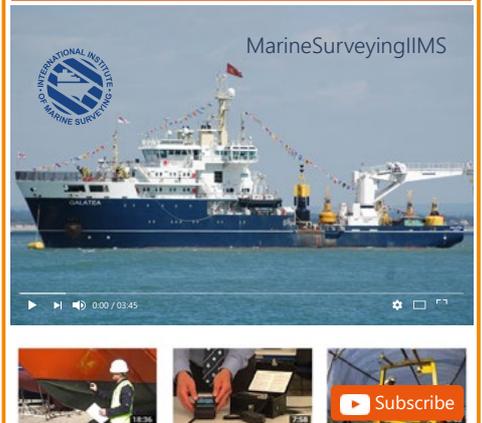


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It is important that we keep our database and records up to date. Perhaps you have a web site address to add? If your contact details - address, email and telephone number - should change, please be sure to inform us immediately by email: **info@iims.org.uk** or call +44 23 9238 5223 (answer phone out of office hours).