

IIMS

JULY 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/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 *fr* *m* the HELM

Dear Colleague

Have you ever wondered why incidents and accidents seem to come in clusters and often by type? I have. It is a strange phenomenon and one that I have no idea how to explain. Recently there were several enclosed space accidents hitting the news in quick succession and, sadly, with deaths to report. Then there was a spate of incidents within days of each other involving containers flying from ships into the seas. In some cases, it was just a handful, but in others, much larger numbers reported. And now, it seems, there has been a cluster of devastating fires, both at sea and on shore that have hit the headlines in recent weeks resulting in multiple deaths. Those who know me well will recall that as someone not from a marine background, I find maritime related tragedies on an industrial scale both shocking and hard to understand at times. As ever, my sympathies lie with the families of those who have lost loved ones.



Let's consider just some of the recent fire related headlines for a moment.

- A fire broke out onboard a vessel berthed at Keppel Bay, Singapore.
- A clean-up operation has begun after a large motor yacht caught fire and sank in a Torquay Marina, with about nine tonnes of diesel on board.
- A fire has broken out in the funnel of the Carnival Freedom cruise ship, which was docked at Grand Turk Island in the Turks and Caicos Islands.
- Nearly 50 dead and hundreds injured after fire breaks out at Bangladesh container depot.
- Over 100 people were evacuated safely from the Spirit of Norfolk dining cruise on the Elizabeth River on June 7 after a fire erupted near the stern of the vessel.
- Fire erupts at Port of Suakin, Sudan.

It makes me wonder if there is a secret 'think tank' of people somewhere in the world that come together when there is a string of incidents such as the above. But the reality is that it is just a macabre coincidence of course.

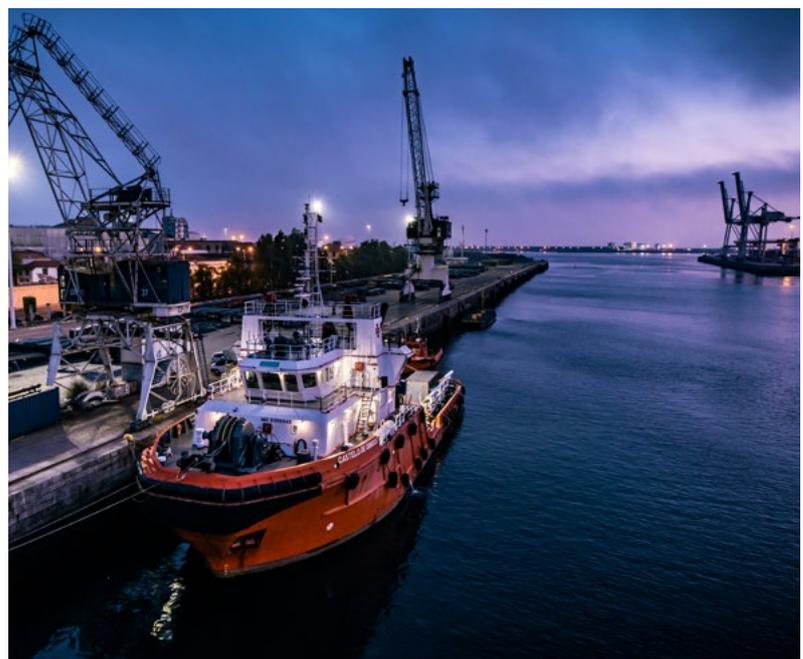
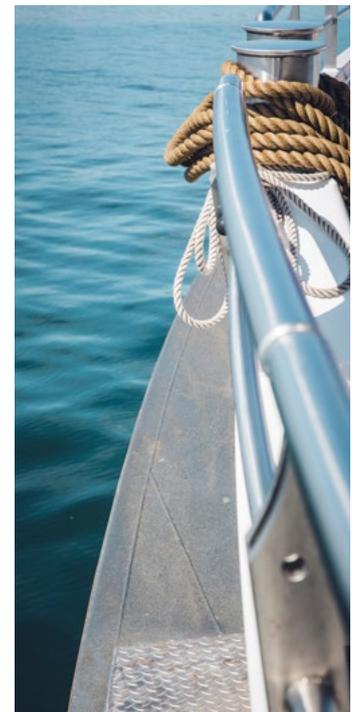
What these incidents do is to highlight and remind us all of the potential danger and threats that are omnipresent for those engaged in maritime trade - and yes, I most certainly include marine surveyors in that list. I know that shipping and boating can be risky, but this year is already looking like another devastating one in terms of the number of incidents and accidents with loss of life involved. It has prompted me to start work on edition two of the *Safety & Loss Prevention Briefings Compendium*, which will publish at the year end.

On a lighter note, I am delighted to welcome South Korean based Peter Broad FIIMS as your new President. He formally took up his post during the AGM on 7th June following the changing of the guard as Geoff Waddington came to the end of his two-year term. You can read more about the AGM and see some photos elsewhere in the bulletin.

If you are an IIMS member reading this bulletin, we are planning to seek your opinion on a range of matters. Please keep an eye open for a simple online questionnaire that will be sent to you in the coming weeks. It is several years since we conducted some research amongst our members. Much has changed in the world during that time, and we would like to know your thoughts on a range of topics related to your membership of IIMS. Thanks in advance for your co-operation.

Survey well.

Mike Schwarz
Chief Executive Officer



New IIMS President takes up office

From left to right – Peter Broad, Mike Schwarz and Geoff Waddington

At the IIMS Annual General Meeting, broadcast live from Murrills House in Portchester UK on Tuesday 7th June 2022, Peter Broad formally took up his position as President of the International Institute of Marine Surveying for a two-year term succeeding Geoff Waddington.

Whilst most delegates joined the event online, the management board meeting had taken place earlier in the day meaning that a few could attend the AGM in person for the first-time post pandemic.

The now immediate Past President, Geoff Waddington, opened the AGM with a short speech. In it he explained what a strange presidency it had been with the inability to meet members due to the pandemic.



He said, "The past 2 years have been an interesting time with Covid and Brexit. Both Boris Johnson and I have something in common, having both entered into a maelstrom of unforeseen problems. It has made it interesting."

"There have been some highlights - one of them, of course, is that we now own this magnificent building, Murrills House and what a splendid place it is for the institute to have as a home. A very good investment and one which the membership should be very proud of."

"The other thing I can say to the membership on behalf of myself and the board is what a wonderful job that our institute staff have done over the past 2 years. I am particularly most proud of the Report Magazine and the news bulletins which I think is the shop window of our institute."

And so, in a short ceremony during the AGM, Geoff passed the President's Medal over to Peter Broad, who is a marine surveyor engaged in the heavy end of commercial shipping, based in South Korea.

In his address, Peter Broad said, "I am truly honored to be elected as President of IIMS."

"Thank you to Geoff for steering the ship through these turbulent 2 years. We have come a very long way through a strange time and IIMS is on a much more solid foundation with the acquisition of Murrills House."

"I hope to continue to build on this success and the legacy from Geoff and former Presidents and I know I have big shoes to fill."

"I hope I can support Mike and the IIMS staff in continuing to build our professional reputation."

Mike Schwarz, IIMS Chief Executive Officer said, "I would like to extend my personal gratitude (and on behalf of the membership) to Geoff for the work he has done during the most trying times imaginable that most of us can recall. My head office colleagues and I are grateful to the support he has given over the past two years."

"I would like to welcome Peter into his new role as President and look forward to working with him over the coming period."

With Peter Broad moving up to President, congratulations are due to Capt Ruchin Dayal who becomes Deputy President and Mike Proudlove who has been elected as the new Deputy Vice President.

AGM voting

Over 100 votes were cast ahead of the AGM as follows:

Do you approve of the re-election of the Management Board en-bloc?

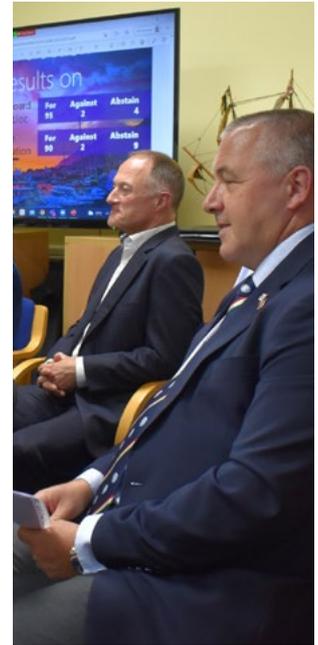
For: 95 votes
Against: 2 votes
Abstain: 4 votes

Do you approve the nomination of Mike Proudlove as the next Deputy Vice President?

For: 90 votes
Against: 2 votes
Abstain: 9 votes

Do you approve the proposed fee structure increase for 2023 membership?

For: 64 votes
Against: 32 votes
Abstain: 5 votes



Chris Moody being awarded his Honorary Membership

Mike Schwarz with the 24lb cannon ball, presented to IIMS by Geoff Waddington

As a parting gift to the Institute, Geoff Waddington presented a 24lb canon ball mounted on a specially made wooden plinth. The inscription reads as follows: 'A 24lb cannon ball dated circa 1804. Extracted from within the barrel of a cannon overlooking Port of Spain, Trinidad by Royal Navy Artificer Apprentices from HMS Intrepid in 1989'. IIMS is most grateful to Geoff and the cannon ball has pride of place in the office.



Two awards made at the AGM

Chris Moody was given an Honorary Membership for his services to the Institute and his commitment to the yacht and small craft industry over many years. Chris, who is Deputy Chairman of the Certifying Authority, has scrutineered numerous tonnage measurement surveys and coding surveys over many years. Although now retired, Chris performs an important role for the Institute.



Chris is pictured being handed his award by Peter Broad, President.

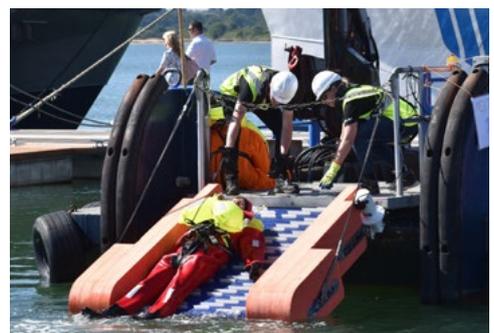
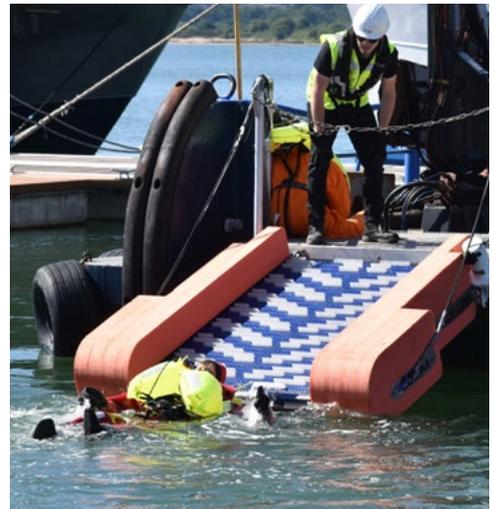
Also receiving an award was Graeme Temple, a long-standing member based in Singapore, who was given a Fellowship. Graeme who is currently Regional Director, Marine Technical Services for Charles Taylor based in Singapore has spent the last 15 years in Asia as a Marine Consultant and Managing Director assisting insurers and shipowners in a wide range of marine matters. He has developed specialist knowledge of marine machinery failures on a wide range of vessels including general cargo, container, LPG, AHTS, superyachts and small craft.

To view the video of the IIMS Annual General Meeting 2022 go to <https://www.youtube.com/watch?v=3o8HEMHQh8I>

IIMS exhibits at Seawork

The IIMS head office team took it in turns to man the stand at the three-day Seawork show from 21 to 23 June at Southampton. It is great to see the event back after the pandemic and the organisers should be applauded for their efforts to get the show back up and running again. Sadly, the event did not attract the level of pre pandemic visitors this time around. A series of disruptive one day strikes by rail workers did little to help matters either. Despite this, the team met some members and non-members, as well as networking with industry contacts.





The future, the present and the past collide!
Future IIMS President, Mike Proudlove (left), current President, Peter Broad (centre) and past President Adam Brancher (right) are pictured on the IIMS stand at Seawork 2022.



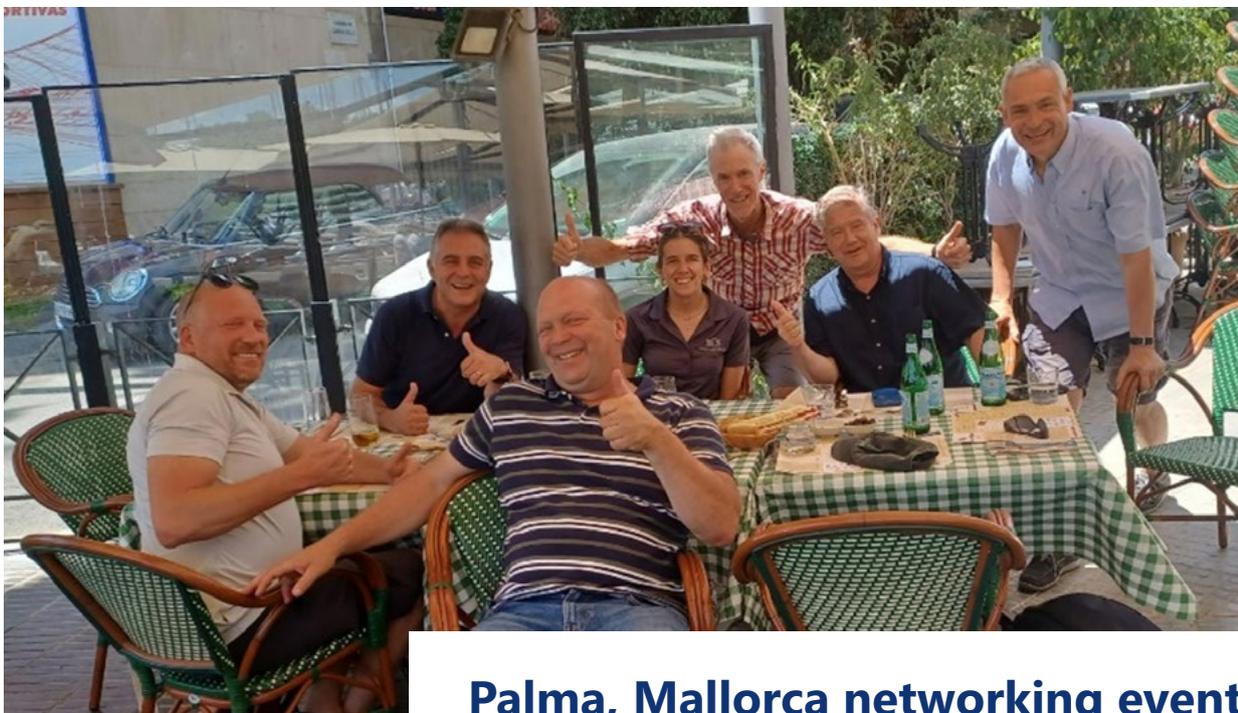
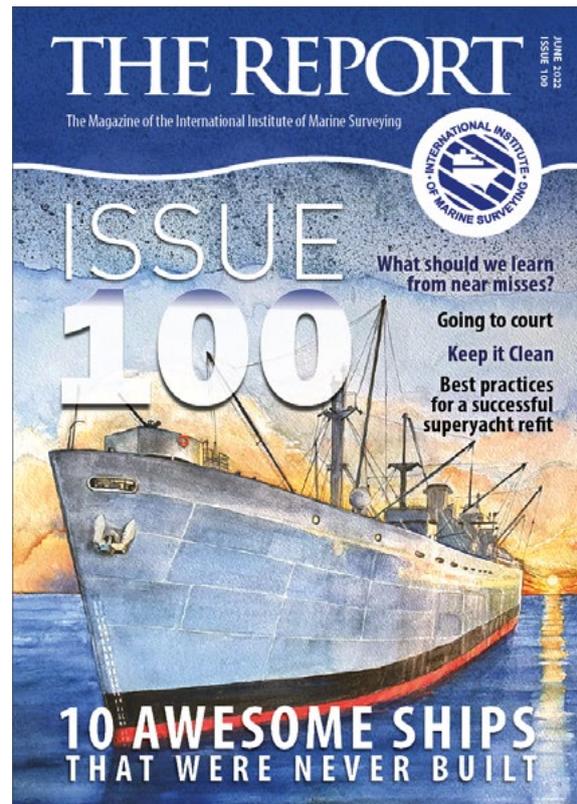
Did you miss the 100th edition of The Report Magazine, published last month?

The June 2022 edition of The Report Magazine - number 100 - was published last month. If this passed you by then you have missed a cracker. But you can download your free copy anytime.

Here are some of the feature articles to whet your appetite:

- 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 (New Feature)
- 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

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



Palma, Mallorca networking event

The first post pandemic IIMS event in Palma took place in the city on Friday 10 June.

It was the initiative of IIMS member, John Walker *FIIMS*, and the networking gathering drew an audience of 7 people.

Those who attended gave the meeting the thumbs up! In attendance were John Walker, Paul Madely, Timothy Bell, Felix Bussmann, Graham Ferreija, Esperança Ruiz and Juan Roig.

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>.



Inland Boatbuilding Association Code of Practice updated

British Marine chose the recent Crick Boat Show to release and publish the updated Inland Boatbuilding Association Code of Practice.

The updated code brings in the changes to the national recreational craft regulations, a set of legal requirements that cover all recreational craft between 2.5m and 24m length, following the UK's exit from the European Union, along with new updated guidance on hybrid and electric propulsion installations.

Developed by British Marine and the Inland Boatbuilding Association in support of the canal boat industry, the Inland Boatbuilding Code of Practice provides a simplification of the national regulations, referencing not only the approved standards applicable to canal boats but also inland bylaws and historic industry best practice developed from the many years of experience held within the association.



Download the document at <https://bit.ly/3Qc5cz4>.



3M publishes Standard Operating Procedures for the marine industry

For decades 3M has developed products specifically designed to help solve the latest spray booth and paint process demands, delivering new levels of efficiency and quality for the marine industry. Using its extensive research facilities, it puts many years of testing into every product it develops. This includes finding the ideal processes and procedures for the professionals who use its products.

As part of this effort, 3M has created standard operating procedures (SOPs) which provide step-by-step instructions of the process that must be taken to use each product. They're designed to help professionals ensure they're using 3M products correctly and with maximum efficiency.

A guide for Marine OEMs

To help technicians in the marine industry, 3M has created a new SOP guide specifically for marine applications. The SOPs in the guide, along with the products and tools to go with them, are designed to help marine OEMs use 3M products in a cost-effective way.

It provides guidance on a range of processes, helps teach basic and advanced skills, demonstrates proper techniques, and showcases the best 3M solution for each job.

It includes SOPs for a variety of situations and applications faced by marine industry workers, including surface preparation, masking, filler application and finishing for gel coats and other surface coatings. We hope you find it useful.

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

BEIS updates the list of designated standards for the Recreation Craft Regulations

The Department of Business Energy and Industrial Strategy (BEIS) has published its amendments to the list of designated standards (the ISO standards which, if followed, give an automatic presumption of conformity). The notice is split into two annexes. Annex one has two parts. Part one shows the new standards which are now being designated (and part two gives the full list of all designated standards).

The new standards being designated are as follows:

EN ISO 8847:2021 Small craft – Steering gear – Cable over pulley systems

EN ISO 8849:2021 Small craft – Electrically operated bilge pumps

EN ISO 14946:2021 Small craft – Maximum load capacity

EN ISO 8099-2:2021 Small craft – Waste systems – Part 2: Sewage treatment systems

EN ISO 14945:2021 Small craft – Builder's plate

Annex 2 of the notice gives the dates that standards will have their designation removed i.e. you will no longer be able to use that particular revision of the standard for automatic presumption of conformity. Again, this annex is split into two parts with part one listing new entries with



a removal date and part two with the full list dates of standards being removed. Part one includes the following new entries:

EN ISO 8849:2018 Small craft - Electrically operated direct-current bilge pumps (ISO 8849:2003) – Removal on the 9 June 2022

EN ISO 14946:2001 Small craft – Maximum load capacity EN ISO 14946:2001/AC:2005 – Removal on the 9 June 2022

EN ISO 8847:2017 Small craft – Steering gear – Cable over pulley systems – Removal on the 10 September 2023

Download details of the two annexes at <https://bit.ly/3Qikv9x>.



IIMS hybrid tonnage training in-person and remote - 14 Sep 2022

IIMS is authorised 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, which has been authorized by the MCA for some years.

IIMS is planning to run the next tonnage training at Itchenor on the UK south coast as a hybrid event on 14 September 2022 at Itchenor Sailing Club on the UK south coast.

The three-hour morning Part I session is available to both in-person and online delegates. Those attending in-person will be able to carry out some measuring on nearby vessels in the afternoon session and complete the paperwork leading to formal recognition as an approved tonnage measurer and will not need to do Part II. Those who are online will need to complete Part II in their own time remotely.

This training is available to IIMS members and non-members too. But to become formally authorised to process tonnages through IIMS, 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.

For further details go to <https://bit.ly/3n5wkT8>.



2050 not achievable without carbon capture says ABS Chairman, President and CEO

"Carbon capture is going to be a key transformational technology for shipping to achieve net zero emissions by 2050. It will be critical to addressing the challenge before us, which is the sheer gradient of the curve. At the moment we can only see the outline of a solution to get us to 2050. But it is clear already that net zero cannot realistically be delivered without efficient carbon capture and storage technology."

That was the message for the industry from Christopher J. Wiernicki, ABS Chairman, President and CEO, speaking recently at the Posidonia International Shipping Exhibition.

He emphasized that rapid development and scaling are going to be decisive factors if the industry is to meet the sustainability target.

"The speed of the transition to net zero will be driven by the speed of the development of the carbon and hydrogen value chains. In order to get to net zero by 2050 we will need 10 times more renewable energy than we have in place today and extensive carbon capture capabilities," he said. "The hydrogen value chain includes all activities related to the production of green and blue hydrogen and the conversion of hydrogen into other low- and zero-carbon fuels as a carrier, such as for methanol, methane and ammonia. Shipping's new fuel story is only just starting to be written. The next ten years will determine which fuels will have a seat at the table based on their availability and scalability, safety, pricing, infrastructure maturity, ship type and trade routes."

Wiernicki went on to forecast that shipping is entering a new era as regulation and technology drive transformation across the industry but urged regulators to look again at SOLAS and deliver clarity on the requirements and details of the Carbon Intensity Indicator (CII).

"We are in the early innings of a decade of change. CII is going to start to bring the industry together and then the introduction of market-based measures is going to redefine commercial relationships. Meanwhile, regulators have some homework to do. The industry needs consistency, and the challenge now is to lock down the CII code. Is it tank-to-wake or well-to-wake? We need to know. There are some big decisions hinging on that issue. At the same time, existing regulations such as SOLAS must be modernized," he said.

"Shipping will be challenged, and it is going to have to rely on its greatest strength: its pragmatic, pioneering, resilient and innovative mindset and personality."

BIMCO set to launch a survey to discover scale of plastic bottle usage at sea

BIMCO is launching an industry-wide survey on plastics onboard ships, with the theme of Revitalisation: Collective Action for the Ocean. The survey aims to formulate a baseline of where the industry is and what actions are and can be taken to make change. Plastic pollution presents a significant threat to the ocean. It endangers marine life, damages ecosystems, threatens human health and livelihoods and contributes to climate change.

BIMCO supports phasing out single-use plastic bottles when replaced by onboard systems that provide safe and good quality drinking water. As well as reducing plastics the alternatives can provide ship owners with cost savings, reduce their CO2 emissions and contribute to seafarer well-being – not to mention the overall “feel good” factor.

“At BIMCO we would love to understand what positive action our members are taking to reduce not only single use plastic bottles but all plastics – as well as learning what the barriers might be to making changes. We believe that understanding the current state of play with regards to plastics on board is fundamental to allow us to make and monitor the effectiveness of any changes.”

As such BIMCO is reaching out across the shipping industry to request that those involved in procurement for ships complete the Marine Plastics Survey. The results will be used to guide the BIMCO campaign and support the work of other organisations tackling this challenge and to contribute to the required collective action needed to revitalise our ocean.



AIS beacons to launch ahead of new IMO regulations in July

Marine safety specialists ACR Electronics and Ocean Signal have announced the development of next generation EPIRBs which meet upcoming standards and incorporate more features to significantly enhance the chance of rescue in an emergency.

Introducing integrated AIS (Automatic Identification System) within their EPIRBs for the first time in conjunction with further new technology, ACR and Ocean Signal will launch the advanced beacons this year ahead of the enforcement of new updated IMO Maritime Safety Committee EPIRB regulations.

The new IMO rules, effective from July 1, 2022, state that vessels under SOLAS regulations will have to fit a new EPIRB with an internal AIS locating signal and an internal GNSS receiver, along with the 406MHz and 121.5MHz transmitters, when current devices are due for replacement.

Recreational boats and other non-SOLAS vessels can continue to install the EPIRBs permitted under their national regulations, with many countries expected to enforce the IMO AIS EPIRB mandate in one to two years' time due to the life-saving benefits offered by these new beacons.

“We are delighted to confirm that ACR Electronics and Ocean Signal are in the final stages of developing and testing next generation EPIRBs which will offer much more than the newly mandated technology,” says Mikele D’Arcangelo, VP of global marketing and product management for ACR Electronics.

“The feedback and demand from our customers about the features they want are clear, so we have listened and incorporated innovations within our new EPIRBs that will set new standards in the industry. These beacons will meet all regulatory requirements and offer the leading EPIRB solution for all vessels.”

For those affected by the IMO AIS EPIRB mandate and for any boaters who want the additional reassurance of AIS or to ensure they meet future regulations, ACR’s latest EPIRBs will be ready for the July 2022 deadline, D’Arcangelo says.

MB92 releases second sustainability report

MB92, the superyacht refit and repair group with facilities in Spain and France, has released its second sustainability report, assessing the options that could help the existing fleet of over 6,000 superyachts reduce its significant carbon footprint.

In preparation for the report, entitled 'Technology and the Oceans: How innovation can drive sustainability in the superyacht industry', MB92 consulted key stakeholders for a broad discussion on current and future innovations that might help the industry improve its ecological footprint and how we can make these necessary upgrades an attractive proposition for owners.

The report highlights the most likely alternatives to diesel as a fuel, how a more holistic approach is required instead of holding out for a silver bullet, and the role of regulations in driving change within the industry.

"We have to be able to solve this situation now," says Pepe García-Aubert, chairman of the MB92 Group. "If we don't, we are endangering not only the future of our industry, but the world as we know it today."

Rob Papworth, operations director at MB92 La Ciotat and moderator of the panel discussions, said: "A strategic alliance of the key decision-makers in our industry must take a collective responsibility to drive our industry forward. In this time of doubt, we must use our strengths as innovators and perfectionists to show that with a shared passion we can drastically lessen our impact on the environment and our oceans. After all, our livelihoods depend on it."

This second report follows the Group's first publication released in October 2021, 'The Future of the Oceans: Navigating towards a sustainable superyacht industry', which started the discussion on the challenge facing the industry and path ahead. The report outlined how the next 10 years would be crucial to correct course on sustainability, but a collaborative effort could see the industry bring about the required changes in time.

Below are some of the conclusions from the second report:

One key area for the superyacht industry to focus on is reducing emissions when boats are stationary given that is how over 75% of their time is spent

Superyacht designers may need to challenge conventional views on what a superyacht is - its use, spaces and form to meet demands for greater efficiency.

Refit solutions are available to owners now that can reduce their yacht's carbon footprint. The industry must do more to encourage owners to act by making compelling arguments and facilitating a smooth transition.

Engines on existing yachts can be modified to run on fuels that emit less. Biofuels such as hydrogenated vegetable oil (HVO), biomass-to-liquid (BTL) fuel and gas-to-liquids (GTL) fuel can significantly reduce emissions of carbon and particulates.

View the report in full at <https://bit.ly/3NHGftl>.



EU Emissions Trading System plans for maritime to be delayed

In a plenary vote on 8 June, the European Parliament rejected several amendments to the EU Emissions Trading System (ETS) agreed in May by the EP's Environment Committee (ENVI).

More specifically, the European Parliament's Rapporteur, MEP Peter Liese, expressed his disappointment at the result of the vote, which could delay the legislative process and the inclusion of shipping in the ETS.

He said, "The Social Democrats and the Greens have failed to live up to their responsibility for climate protection. The proposal has tightened up the Commission proposal in many places and means more climate protection, e.g. we would have achieved a 63% instead of a 61% reduction in emissions trading in 2030. We would have included waste incineration, included shipping much earlier than envisaged by the Commission and there were many other points where we tightened up the Commission proposal."

However, Mr. Liese noted that the two groups wanted a 67% reduction and a higher one-off reduction, "at the very time when we are challenged by the crisis in Russia and the need to become less dependent on Russian gas."

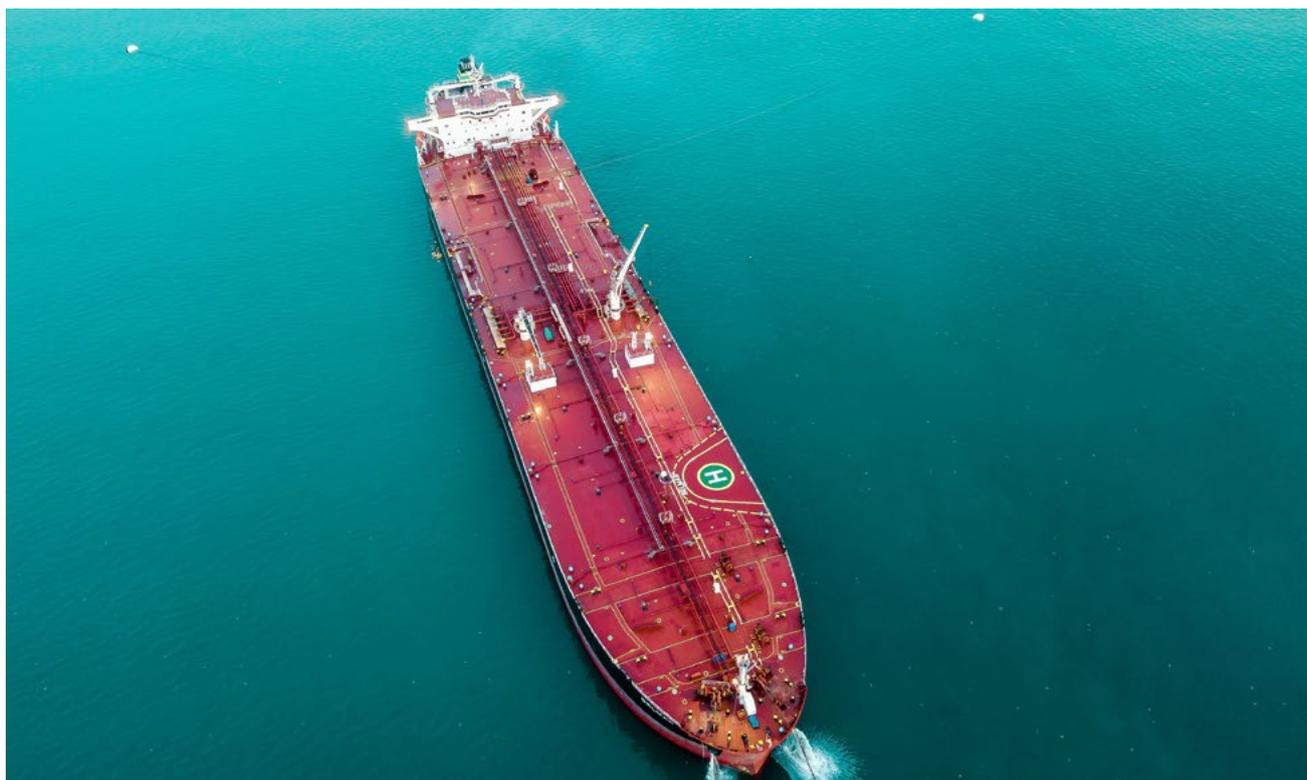
NGO Transport & Environment (T&E) also responded to the vote and urged policymakers to go back to the report agreed during the committee phase in the European Parliament and to "not let political disagreements get in the way of ambitious transport measures."

Earlier in 2022, European Union lawmakers have reached initial agreements on reforms to the EU carbon market, as they prepare to negotiate an overhaul of the EU's core policy for reducing planet-warming emissions.

Regarding shipping, Reuters reports its emissions would be fully covered by the carbon market from 2024, two years earlier than the original proposal by the European Commission, which drafts EU laws.

What is more, the 'charterer-pays' clause and the Ocean Fund are also included, however the scope would increase from 50% to 100% of extra-EU voyages by 2028, while the phase-in period is out.

Peter Liese has published his draft report on a proposal to revise the Emissions Trading System Directive. It can be read at <https://bit.ly/3xBnp1C>.



Pay close attention to labels, markings and symbols is the warning

In a recent study, the American Club has noted deficiencies cited in Club condition surveys. It has observed that the third most frequent defects cited are associated with labelling, markings and symbols.

Marking, labelling and symbols are defined as shipboard items such as fluorescent markings for safe exit routes, fire safety appliances, vents, piping, machinery and equipment, safe working loads (SWLs) for mooring appliances and crane jibs, etc. In addition, there were missing and worn fluorescent stickers.

The importance of properly maintaining shipboard markings, labels, and symbols cannot be understated from the Human Element perspective by increasing intuitiveness, reduce training requirements and enhancing accurate performance.

Familiarization: Good markings and labels assist seafarers at all knowledge and experience levels in the familiarization process.

Situational awareness: During normal operations or in the event of an emergency good markings and labels help to identify hazards, reduce incidents of misidentification or misuse.

Things to note:

- Pay close attention to the labels, markings and symbols onboard the ship.
- Do the labels, markings and symbols adequately communicate safety and environmental protection?
- Remember that not all markings and labels are necessarily understood by all onboard, particular for new personnel aboard.
- Take action. Bring any discrepancies to the attention of the Master, Chief Engineer or DPA.
- If you feel labels, markings and symbols could be improved, be proactive and share your ideas with those in authority.



Two new IACS cyber resilience requirements set for January 2024

In April 2022, the International Association of Classification Societies (IACS) released two new Unified Requirements relating to cyber resilience on board marine vessels:

IACS UR E26 – Cyber Resilience of Ships

IACS UR E27 – Cyber Resilience of On-Board Systems and Equipment

Both of these requirements have an entry into force date for new construction vessels that have a contract signing on or after January 1, 2024. ABS is currently working on incorporating these requirements into their rules and identifying any gaps or overlap between the current ABS CyberSafety® publications and these new requirements.

ABS recommends that you familiarize yourself with these new requirements.

Download IACS UR E26
(Cyber Resilience of Ships)
at <https://bit.ly/3IVDzfV>

Download IACS UR E27
(Cyber Resilience of
On-Board Systems and
Equipment) at
<https://bit.ly/3x04Vrk>

Superyacht sector facing changes and challenges

Superyacht stakeholders should be ready to embrace green yachting and prepare for a world without diesel say some of the leading lights in the sector.

According to the heads of the world's largest superyacht builders reducing a yacht's carbon footprint can be achieved in a number of ways. This could be as simple as replacing diesel with a bio-fuel, changing generators to better fit the vessel's actual usage, switching to LED lighting or reducing air conditioning which uses a lot of energy.

"And while hydrogen fuel cells are seen as the ideal long-term alternative, although some consider the technology not mature enough, there exist intermediary solutions like methanol fuel cells," says Jamie Edmiston, chief executive at Edmiston.

"In addition, speed remains a major obstacle to decarbonising the luxury yacht sector. Well-designed yachts cruising at a decent speed of 12 knots are less polluting than many modern superyachts whose power requirements are exponential, as fuel consumption gains a few knots."

"The question is also knowing how to design a yacht that will still be usable in five or ten years' time," adds Farouk Nefz chief of marketing at Feadship. "What will be the value of a yacht still running on diesel and no longer able to sail in certain very popular areas?"

At Oceanco, explains Paris Baloumis, marketing manager at Oceanco, they no longer accept newbuilds that are powered solely by diesel.

And Oscar Romani at Benetti points out: "It is easier to be born eco-responsible than become it. Recycling a yacht will be a key to the future."



*S/Y Fortein has begun her green transformation.
Photo credit Royal Huisman*



New interim leadership team for Inland Waterways Association

The Inland Waterways Association (IWA) has appointed a new interim leadership team with Jonathan Smith taking on the role of CEO and Les Etheridge as Trustee and National Chair. Both have had long-standing involvement with IWA and bring extensive experience from the private sector.

Jonathan has been involved with IWA for more than 30 years – he has been a director of the Waterways Recovery Group since 1991 and currently holds the position of Deputy Chair. He was a Trustee from 1991 to 2000, during which time he held numerous roles, including Chair of IWA Sales and Promotions, Deputy Chair of Festivals and a member of the Finance and General Purposes Committee.

Les Etheridge has been appointed interim national chair of the IWA. Les has been actively involved with IWA for almost 20 years. He first became a Trustee in September 2006 and became a Deputy National Chair in 2007, National Treasurer in 2008 and National Chair from 2012-2017.

Fault can be attributed to more than one source, says ITIC

Sometimes fault is not always one-sided as a recent dispute involving a naval architect and a class society demonstrated. The claim was handled by ITIC (International Transport Intermediaries Club) and originated from a shipyard.

The yard was commissioned to build a series of fast pilot vessels that had been designed by a naval architect. The designs were first submitted to Class who advised that the forward stringers be strengthened (stringers are longitudinal beams inside the hull to provide longitudinal strength). It is usual for advice from Class to be noted on the vessel plan in a speech bubble. In this case, a different format was used and although all the advice from Class was followed by the naval architect, the requirement to strengthen the stringers was missed. Class reviewed and approved the revised plans but also missed the fact that the stringers had not been upgraded.

Ten vessels were built by the same shipyard and, after just three years' service, nine vessels had suffered cracking.

The naval architect had specified that the vessel's operations should be limited to a maximum significant wave height of 3.5m, however there were reports that some vessels had been out in seas of 5.5m.



The nine damaged vessels had their stringers strengthened by the original shipyard at a total cost of \$450,000. The yard claimed this sum from the naval architect. Although it was clear that the naval architect had missed the advice given by Class, it was also clear that Class had missed the error when they reviewed the final plans; and the vessels had been allowed to operate in conditions outside of their specified limits. As a result, the total amount paid by ITIC on behalf of the naval architect was reduced to \$300,000.

ITIC urges all specialist consultants and agencies to thoroughly check advice given by third parties and to remain vigilant for advice provided in non-standard or unexpected formats.



Quantum for claims due to fires onboard ships surpasses US\$ 4 million

Between 2016 and 2022, the quantum for claims notified to the Shipowners' Club caused by fires on board vessels was over US\$ 4 million. Fire poses a threat to all vessel types, regardless of their size or operation and has the potential to result in severe injuries or the unfortunate loss of life and significant damage to or loss of a vessel.

The Shipowners' Club, on analysing these incidents, observed that most took place in the engine room or when performing hot work operations and were attributed to a lack of effective procedures and poor housekeeping. The increased use and carriage of lithium batteries on board vessels also presents new challenges for operators with the likelihood of battery source fires starting to increase in frequency.

The Club encourages Members to perform thorough risk assessments in order to understand the potential fire risks that may be present on board, allowing for suitable preventative control measures to be put in place. The Club has also produced several fire prevention initiatives that may assist Members and their crew.

According to the most recent report by Allianz, cargo fires, in particular, are of growing concern. Mis-declared and dangerous goods are a recurrent issue for container shipping, while lithium batteries are an emerging risk for both container ships and car carriers, which are transporting growing numbers of electric vehicles, given existing counter-measure systems may not respond effectively in the event of a blaze.

How to prevent the effects of water and other contaminants in fuel systems



The effects of water and other contaminants in fuel systems can be detrimental to the operation of any vessel, the US Coast Guard has warned and, accordingly, has issued a Safety Alert with key recommendations. From large commercial ships operating internationally, to inland towing vessels and recreational boats, failure to ensure a supply of fuel free of water and contaminants can have devastating consequences.

A towing vessel operating in a pushing-ahead configuration experienced a loss of all propulsion while operating on the Mississippi River. The loss of propulsion occurred approximately three hours after getting underway and about 3.5 hours after receiving fuel from a shore-side facility. Fortunately, there was no significant damage to the vessel, nor injuries to crewmembers because of this incident.

The subsequent investigation into the causal factors revealed that the vessel's fuel tanks and fuel service system to the engine were heavily contaminated by water. The amount of water contamination was so significant that the vessel's engines initially suffered a reduction in power and eventually shut down completely, resulting in a total loss of propulsion.

USCG mentioned that since ships began using liquid fuels more than 100 years ago, vessel operators and engineers have long known the hazards associated with contaminated fuel. Fortunately, advancements in fuel quality standards and onboard purification/filtration systems have resulted in less-frequent casualties resulting directly from fuel contamination. However, improvements have also been made in engine designs, resulting in precise machining and smaller clearances in parts such as fuel pumps, bearings, cylinders, burners and injectors.

The Coast Guard strongly recommends that vessel Owners and Operators:

- Ensure that fuel supplies (bunkers) meet the engine manufacturer's specifications for important parameters such as viscosity and cetane number, as well as any regulatory requirements such as flash point and sulfur content.
- Include regular fuel oil sampling and testing from service tanks as part of a periodic maintenance system.
- Ensure that fuel filters are of the correct flow rate and filtration (micron) rating, and that an adequate supply of spare filters is kept onboard.
- Consider the use of duplex filter systems to enable switching from clogged to clean filters, as well as the use of filter differential pressure gauges to monitor the condition and cleanliness of the filter element.
- Consider the use of a water sensor in diesel tank or filter system to monitor water content in fuels. These sensors may be combined with displays and alarms to indicate excessive water and are generally more effective at detecting rising water content than periodic manual sampling.
- Ensure that a means is provided, usually by a valve and piping arrangement, to periodically sample the fuel being received during bunkering.
- Have a plan in place to recover from any engine shutdown that occurs because of water contamination in fuel. Fuel severely contaminated by water or other impurities has the potential to cause damage to the engine in a number of ways, including subsequent contamination of the lubricating oil system.

Concluding, USCG encourages casualty investigators, marine surveyors and inspection personnel to maintain an acute awareness to these issues and initiate corrective actions as needed.



What
caught
my eye...

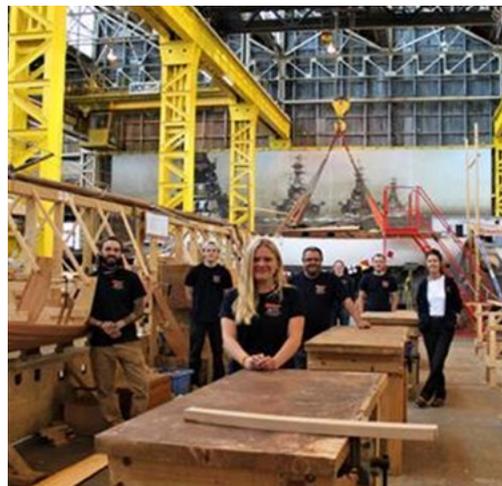
*Mike Schwarz casts
his eye back over last
month's eye-catching and
eventful marine news*

Boatbuilding college to close

This news story local to me caught my attention when I read it. Rather sad to hear that the boatbuilding college in Portsmouth, which opened in 2015 and has trained more than 100 students in the art of boatbuilding, is set to close. In a statement, the college said the decision to close was due to falling student numbers and rising costs that had made it too difficult to continue.

"The decision to close has been a very difficult one to make and has not been taken lightly," said the College. "We understand that this will be upsetting news for many who hoped to study with us in future years."

The College's base, Boathouse 4, will remain open as a hub for boat restoration and maintenance.



Maritime industry warned to invest in safety

I read about a speech given recently that really resonated with me by Dr Maurizio Pili, the managing director of a non-profit Safetytech Accelerator, who warns the maritime sector that lack of skills and investment are standing in the way of developing safety technologies in safety measures. He has a point in my opinion and one that is hard to argue against, especially at a time when incidents and accidents in the sector remain high.

Speaking at a Financial Times webinar on the Future of Industrial Safety, he said funding was a 'significant barrier to the adoption of safety technologies'.

"We hear too often that safety does not have the budget to innovate, but there are plenty of low-hanging fruit that can provide a safety benefit with an easily achievable ROI," he said.

"We have been involved in a pilot using a sensor to monitor for fire which can alert 25-30 minutes ahead of statutory sensors onboard ships. This is a simple use of technology that could save money, lives, cargo and the ship itself."

Pili said these safety technologies could not be rolled out if there were a skills deficit, which was another hurdle facing the industry.

"The marine sector is caught between the buyers of technology who have great industry knowledge, but little technological know-how, and the technology providers who have the solutions, often pioneered in other sectors, but not the in-depth knowledge of the industry. The only way past this impasse is close collaboration," he said.



Yacht once owned by David Bowie is up for sale

The name David Bowie requires no introduction to most. His legacy and contribution to pop music in the 1970s (when I first started to listen to his music) is legendary. His music was an inspiration for many. So, I am envious to see that the vessel he commissioned in 1977, the 39-metre (127-foot) El Caran classic Benetti motor yacht, is up for sale.

The late singer-songwriter's yacht has been listed for sale by Giulio Riggio at Fraser's Palma office, with an asking price of €4,850,000 – sadly out of my price range. A classic steel displacement hull, El Caran has just completed a refit including a full paint job and a new teak deck. A classic superyacht with a modern layout, the yacht has six staterooms offering accommodation for up to 12 guests, with an on-deck master stateroom. El Caran's sky lounge and outside deck spaces are amongst her key features, enhanced by her canoe stern design.

Coast to Canal video series with Dee Caffari

Round-the-world yachtswoman, Dee Caffari, swapped her usual mode of transport when she spent time on a narrowboat with YouTube stars, Fran and Rich. The result is a new two-part fly-on-the-wall video series featuring the three. The first episode can be viewed at <https://youtu.be/3TL8EKWihU8>.

Boat insurer, Haven Knox-Johnston, has launched the documentary series, which charts Dee's maiden voyage on the Grand Union Canal in Leicestershire

and shows her leaving the tides and currents of the open sea for a completely new challenge involving staircase locks, winding holes and tunnels on the tranquil inland waterways of the UK.

Although a highly experienced yachtswoman, Dee relied on her hosts, Fran and Rich, for expert guidance and instruction along the way and to help her avoid some potentially embarrassing situations.



Divers thwarted in plans to salvage 100+ year-old liquor

This story tickled my fancy. A team of marine explorers requesting permission to retrieve many liquor bottles from off the Cornish coastline, have been denied their quest. It is reported that the recovery attempt has been blocked by Historic England and the Department for Digital, Culture, Media & Sport.

The bottles – said to include sauternes, champagne and premier cru claret – are thought to be all uniquely preserved after a century in the dark and deep.

The alcohol – originally onboard the SS Libourne which was targeted and sunk by the German Navy during World War I – is now scattered around the wreck, with fears of it spreading further when caught in trawler nets.

Ian Hudson, a Belgian sea captain involved in the proceedings, says: “The deep ocean is the perfect cellar; it’s dark and the temperature is cool and constant. Many wine houses are storing wine underwater now. I’ve spoken to experts who sampled wines previously salvaged from wrecks and the flavour is amazing. It can sell for 25,000 euros a bottle.”



Image for illustrative purposes only



The return of the missing yacht Tulikettu

Here’s a story with a happy ending thankfully.

The Infiniti 52, Tulikettu, which was believed to have sunk in the North Atlantic in April (and reported as such) has been found and returned safely to shore.

The yacht was sailing from Cascais, Portugal back to the team base in Gosport, UK, when it collided with an unidentified floating object causing an uncontrolled leak. Although efforts were made by the crew to stem the inflow of water, when the rescue ship arrived it was uncertain whether

the repairs made would work and the decision was taken to abandon the boat. All four crew members were unhurt during the incident.

A high-powered tug and spotter plane were sent to search for the vessel, but the search was called off after a week. However, on the 23 May Tulikettu was spotted by a passing yacht and the crew contacted the Tulikettu’s social media via private message. When the tip proved to be reliable, the search and rescue operation was immediately restarted. After dozens of flight hours, countless drift calculations, and hundreds of nautical miles of searching by salvage boats, Tulikettu was found on June 4, approximately 100 nautical miles west of Cape Saint Vincent and was towed to the port of Portimão on June 5.

And on that happy note, I bid you farewell until next month.



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info@iims.org.uk

for general information
and enquiries (Rosie Webb)

ca@iims.org.uk

contact for all Certifying Authority
work (Dave Parsons)

accounts@iims.org.uk

for accounting matters (Jen Argent)

accountsupport@iims.org.uk

for accounting matters (Elly Bryant)

membership@iims.org.uk

for all membership enquiries (Camella Robertson)

education@iims.org.uk

for education course content and training
information (Vicki Loizides)

tonnage@iims.org.uk

specific email address for tonnage paperwork
and enquiries (Dave Parsons)

msa@iims.org.uk

for enquiries about Marine Surveying Academy
affairs (Hilary Excell)

info@marinesurveyingacademy.com

information about the Marine Surveying
Academy (Pui Si Chung)

courses@marinesurveyingacademy.com

information about Marine Surveying
Academy courses (Rachel Moores)

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