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JUNE 2022

IIMS 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

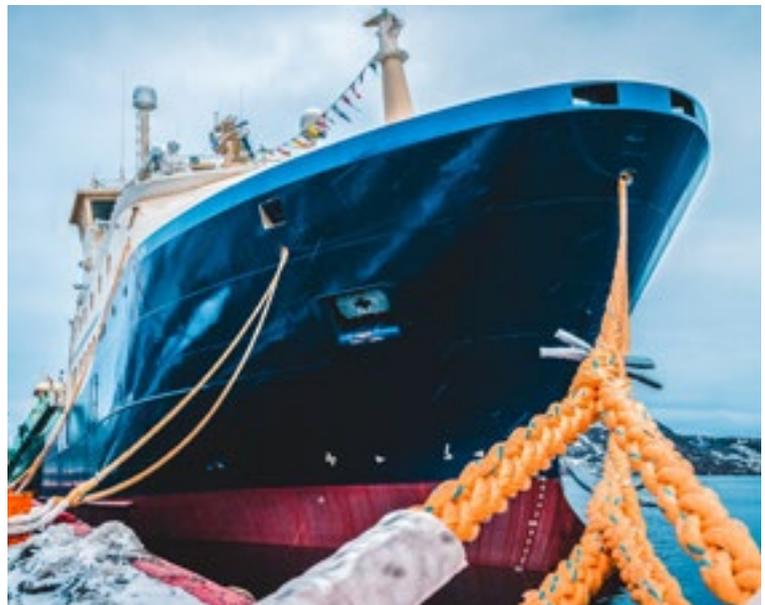


VIEW from the HELM

Dear Colleague

It is that time of the year when my mind concentrates fully on the Annual General Meeting, being held on Tuesday 7th June. At this event we will be formally saying goodbye to current President, Geoff Waddington, and welcoming in Peter Broad for his two-year term. The most challenging backdrop imaginable called Covid has not overshadowed Geoff's presidency, nor has he let it. He has done a great job and has even dubbed himself the '**President of Zoom**' due to his inability to appear at face-to-face events.

My Chief Executive Officer's report is available on the AGM page on the website at <https://bit.ly/367gO4k> and reports from Directors and others will appear there in the coming days. If you are entitled to vote as an IIMS member, please do so before 17.00 on 6th June. There is a proposal to increase the fees by a modest amount in 2023. Additionally, there is a proposal to vote the Management Board back en-bloc and, lastly, a proposal to endorse Mike Proudlove's candidature as the next Deputy Vice President (read his bio on the AGM page - link as above). The link to the voting form only is at <https://bit.ly/3vW2YvE>.



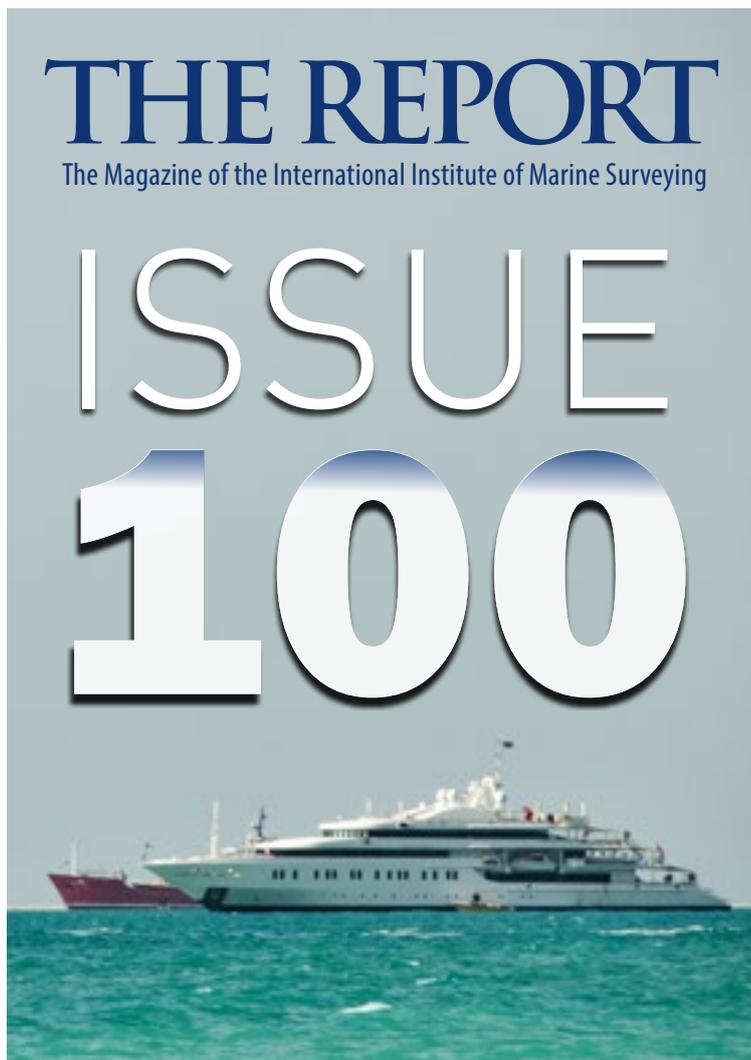
In a first for the Institute, I have been in conversation with both Geoff and Peter separately in the past few days and have recorded an audio podcast with each of them. I would encourage you to listen to them for both men speak passionately about IIMS, how it has survived the pandemic against all odds, strengthening our position in the process, and the relevance of the Institute to today's marine surveyor.

Listen to Geoff's podcast (run time 12 minutes) at <https://bit.ly/38flqX8>.

Listen to Peter's podcast (run time 31 minutes) at <https://bit.ly/39H1o8d>.

The Report Magazine has officially turned 100 today with the publication of the hundredth edition, June 2022. This is a significant milestone in the history of the title and one I am proud to be associated with. I am delighted at how the publication has developed since I have been editor. I am grateful to all those who have contributed willingly over the years which has helped to make the magazine what it is today. Although the June issue has the usual features one would expect to see, I have taken the opportunity (and liberty) to seek out some rather more unusual content to mark the anniversary edition and I grateful to the authors who have contributed. Follow this link and choose to read the Report Magazine in either pdf or eReader format at <https://bit.ly/2WQTosu>.

It was particularly pleasing to be able to get out on the road again to host a couple of face-to-face training events in the UK last month. Our event for inland waterways narrowboat surveyors on 16 May in Leicestershire drew a small but engaged audience. They were treated to a fascinating day across two inland waterways facilities featuring both practical and theory training. Then, just a couple of days later, we put on a practical morning of man overboard recovery drills and training at the RNLI's facility in Poole with their help, which was much appreciated. The afternoon was devoted to lifesaving equipment and my thanks go to Ocean Safety for putting on such a thorough presentation.



The surge of new boat owners coming into the marketplace on the back of the pandemic has given many yacht and small craft marine surveyors a welcome business boost over the past two years. However, I wanted to mention that the number of complaints we have received has also gone up correspondingly. It is not a lack of a surveyor's technical ability that is generally leading to complaints, rather it is poor report writing techniques. I would urge all yacht and small craft surveyors to really think about the content of their reports before hitting the send button. For example, have you caveated what you are not going to inspect as well as what you are? This is a common occurrence. I am not sure if the increased number of complaints is just due to a more litigious society, or if there are simply more mistakes being made. I fear both are on the increase. Either way, it is a challenge.

And finally, Seawork is back at Southampton from 21-23 June 2022. IIMS has a stand at the show, and we hope to meet some of our members at the event. Do stop by at our stand.

Survey well.

Mike Schwarz
Chief Executive Officer

A handwritten signature in blue ink that reads 'Mike' with a stylized flourish at the end.

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 free online place at the AGM please follow the link below in this article. Registrations are open until 12 noon on 7th June.

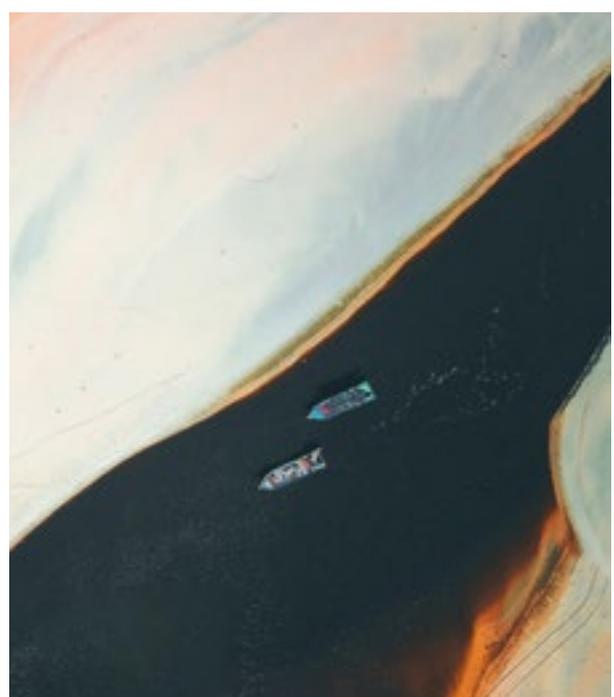
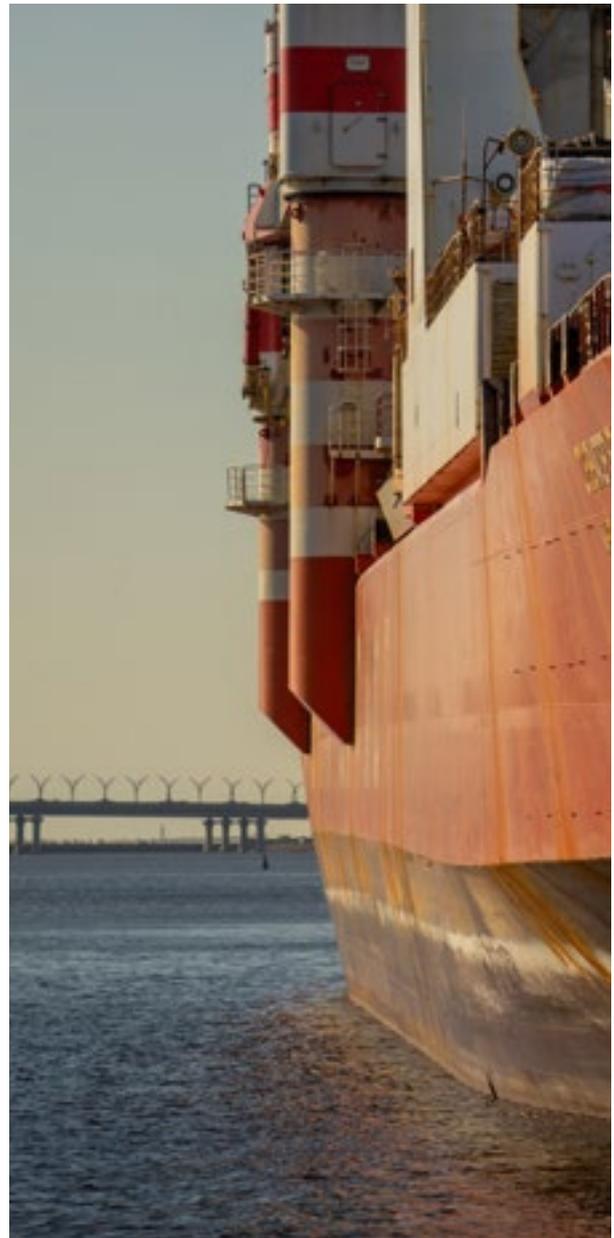
Annual General Meeting 2022
Tuesday 7 June 2022 at 14.00 (UK London time)
Venue: Broadcast online via Zoom

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
- 8) Incoming President's Message (Peter Broad)
- 9) Fellowship & Honorary Membership awards
- 10) Any Other Business

If you are entitled to vote as an IIMS member, please do so before 17.00 on 6th June. There is a proposal to increase the fees by a modest amount in 2023. Additionally, there is a proposal to vote the Management Board back en-bloc and, lastly, a proposal to endorse Mike Proudlove's candidature as the next Deputy Vice President. The link to the voting form only is at <https://bit.ly/3vW2YvE>.

After the event, starting at 17.00, we plan to hold an informal 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.



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>.



Edition 100 of The Report Magazine is published today

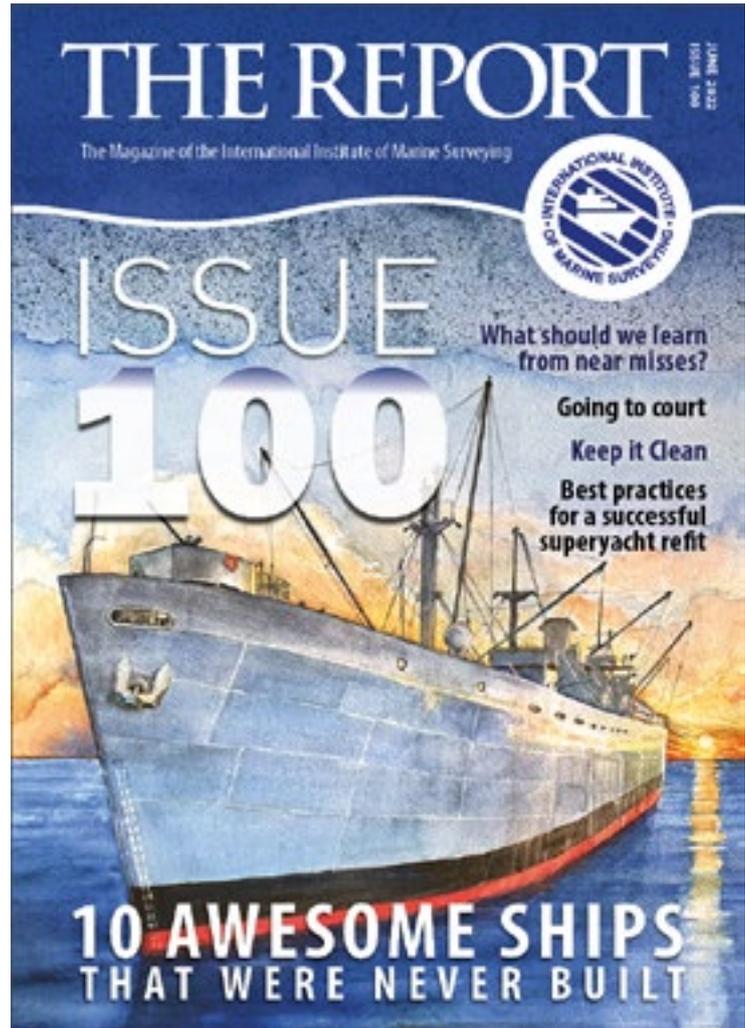
The June 2022 edition of The Report Magazine is the 100th edition published by the Institute. It is fair to say that it has come a long way over the years. These days, the Report is widely read by many thousands, not just members, but also by the wider shipping and boating sectors, by P&I Clubs, insurers, brokers and others who engage with the surveying profession.

Marking the publication of edition 100 is an important milestone. This issue has a few surprises and some slightly more unusual, offbeat articles for 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 (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 download and read in either pdf or eReader format at <https://bit.ly/2WQTosu>.



Brian Johnson to step down as CEO of the Maritime and Coastguard Agency

Brian Johnson has announced his retirement and is to formally step down from his role as CEO of the UK Maritime and Coastguard Agency (MCA) in October 2022. He has been in the role for the last four years.

In a statement, he explained that becoming the chief executive of the MCA was an absolute dream come true.

"Being able to work to make a difference in the world of maritime safety, leading a group of people whose work continues to lead the way in protecting seafarers, saving lives at sea and finding alternatives to help in the battle against climate change, has been an absolute privilege," he said.

Over the last four years, Brian has led the agency as it has changed and developed to find better ways to deal with the challenges of maritime safety. He has been at the helm through the celebrations for Coastguard200 and headed work carried out on the safety of ships through survey and inspection. In addition, he has been in charge during a successful audit of the UK Maritime Administration carried out by the International Maritime Organisation.

"I've loved it and relished the challenge which is why the decision to leave this role has been such a tough one," he said. "I hope that I leave behind a very different Agency from the one that I joined in 2018 and I am confident that we have a team which can take it from strength to strength in the future."



Join IIMS at Seawork

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



IIMS & MSA are
at Stand: E149

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

Sunseeker unveils new 100 Yacht

UK boatbuilder Sunseeker International launched its highly anticipated 100 Yacht in Poole harbour recently. The 29.9m (97ft) vessel is preparing for its maiden voyage ahead of delivery to the Med this summer.

"We are incredibly proud to unveil the 100 Yacht here in Poole with the owner in attendance to see, for the first time, this spectacular new model," says Sunseeker CEO Andrea Frabetti. "Our project team has worked incredibly hard to present the first build and prepare the vessel for initial sea trials and testing.

"The second hull is following in close succession and our teams are now busy building multiple 100 Yacht orders for delivery in 2022 and beyond: it's been a remarkable success. The order book is a reflection of our brand strength, the in-house creativity and the passion of all involved to deliver a spectacular new model.

"This is the only yacht offering seamless access between flybridge, foredeck and owners' private terrace on the sea," he adds.

Image credit: Sunseeker International



Certain ship's tanks could be subjected to severe microbial attack

Lloyd's Register (LR) has said that certain ship's tanks could be subjected to severe microbial attack, causing significant losses in plating thickness. According to LR, this is a result of biological action where the fluid in the tank has been stagnant during an enforced period of reduced operational status. Tanks likely to be affected are those that may have higher biological loads, such as Grey Water and Treated Black Water. Also vulnerable are Distillate (MGO) Tanks, which, if not used, could exhibit this phenomenon due to the presence of condensation.



Photo for illustrative purposes only

1 Onboard investigation

Ship operators should investigate any tanks that meet the above criteria and have had a prolonged period of non-use during a period of reduced operational status. It is recommended that class-related tank inspection due dates are advanced in their survey schedule. Associated piping systems should also be monitored as far as practicable for possible diminution or leakage.

As an example of the possible effect of this phenomenon, a tank with several affected areas had 14mm microbial pitting in a 17mm-thick bottom plate. Where sampling of fuel oil tanks show evidence of water ingress due to condensation, shipowners are encouraged to investigate the tank conditions and act appropriately.

2 Ensure pre-checks and testing

When dry-dockings are being planned, it is recommended that shipowners investigate likely tanks to ensure any steelwork repairs can take place in the docking period. As an initial step, testing kits are available to identify contamination in tanks with elevated risk of microbial attack. Further investigation could include laboratory tests.

All cases will be assessed on a case-by-case basis with solutions ranging from steelwork renewals to chemical treatments. Advance planning will benefit shipowners, avoiding unscheduled dry dockings or cancellations. The microbial attack depends upon many factors, including bacteria present, temperature, time, tank agitation and suitable nutrient supply along with the overall tank environment, such as coating condition.

Should chemical treatments be considered, the subsequent MARPOL consequences of tank cleaning should be carefully considered.

3 Report problems immediately

Adequate time must be arranged to enable repairs and avoid the likelihood of any hull failure or pollution incident.





Broom Boats sets a strategy to achieve net zero

Broom Boats has introduced a ten-point sustainability policy in order to reach net zero. The company, which has a 24-boat hire fleet, was initially founded in 1898 with many of the old buildings on the site still in use.

Now MD Antony Howell, wants to modernise the site and become more eco-friendly.

"We're based in the Broads National Park and our business is based around the Broads. It was apparent the strategy I needed to work on was the environment," he said.

"If we don't look after the environment, we don't have a business; we needed to look at the environment and see if we can understand it and help protect it."

The company, which incorporates 60 private moorings, a 24-boat luxury hire fleet, marine services such as engineering, repairs and maintenance, is working with staff, locals, suppliers and organisations to implement the policy.

The ten aims include installing solar and micro wind generators around the site as part of the marina redevelopment and installing ground and air source pumps to generate energy and hot water for the marina. Any additional energy required will be purchased from renewable sources. The company also plans to collect wastewater for recycling, work with Natural England to improve biodiversity around the nine-acre site and convert its holiday and day-hire boats to electric engines.

Ocean Signal obtains ISO certification

Ocean Signal, the UK safety at sea specialist, has achieved ISO 9001:2015 certification for Quality Management Systems from SAI Global Assurance. The endorsement is valid for three years.



Ocean Signal, an ACR Electronics brand since 2015, received the certification after successfully fulfilling the criteria for the provision of product design, manufacture, sales, distribution and aftercare services for lifesaving, communication and navigation devices.

"We are delighted to achieve our new certification to ISO 9001:2015 and to meet the challenging criteria. I would like to extend a massive thank you to the team here for making it happen," says Phil Talbot, Ocean Signal's director of operations and quality.

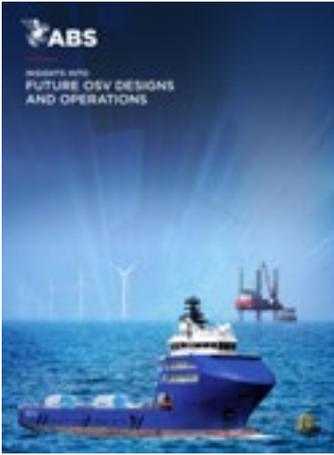
"Our drive for this standard is focused around business excellence and continuous improvement and the alignment the business now has with its strategic intent and overall business objectives."



IMO Maritime Safety Committee update

The IMO Maritime Safety Committee (MSC) held its 105th session virtually from April 20 to 29, 2022. ABS has produced a Brief to give an overview of the more significant issues progressed at this session.

Read the overview at <https://bit.ly/38NiJfh>.



The future of OSV design

Offshore service vessels will be carbon neutral, fully digitalised, highly automated and able to track vessels, cargo, equipment and people in future - that's the vision of the next generation of Offshore Service Vessel (OSV) described in the ABS publication Insights into Future OSV Designs and Operations.

"ABS has a proud record of supporting innovations in OSV design, most recently with 'tri-fuel' vessels," said Matt Tremblay, ABS Vice President, Global Offshore.

"We understand how the evolution of these vessels is only just beginning and there is an exciting future ahead: connected, sustainable, increasingly autonomous, multi-functional and highly capable of adapting to serve a variety of use cases. We are now working with leading OSV designers and operators to deliver on this potential."

Other insights in the report indicate the future OSV will be multi-functional – equipped to serve multiple offshore sectors – with larger accommodation spaces, heavy-lift cranes, helidecks and streamlined hull forms, all designed to perform complex support operations. ABS said that the operational capabilities of OSVs may evolve to support many disparate sectors such as offshore wind, space missions (launches and recoveries), carbon capture (transport) and subsea mining. Another design concept is for an OSV 'mothership' that would be crewed, but also house a fleet of autonomous surface vessels, ROVs and autonomous underwater vehicles.

Read the full publication at <https://bit.ly/3ybWj1W>.

World's largest inflatable lifeboat launches

Seahaven, built by life craft and safety equipment company Survitec, has completed the International Maritime Organisation's A.250 physical tests as required by Lloyd's Register, and will officially launch to the cruise industry today.



The craft, with a capacity of 1.060, can be launched with the push of a button, without needing davits, and automatically inflates, taking just four minutes to deploy. Once deployed, it can travel independently for 24 hours at a speed of six knots.

One of the Lloyd's Register tests required a timed evacuation from a sinking ship that had to be carried out in under 30 minutes under International Convention for the Safety of Life at Sea (SOLAS) rules. It was achieved in 22 minutes, Survitec says.

"Our multi-faceted testing programme exceeds the SOLAS statutory requirements and proves Seahaven is reliable and more importantly safer than current evacuation arrangements," said Claude Sada, Managing Director Survitec Survival Craft.



*Image credit:
International
Multihull Show*

International Multihull Show rated a great success

The weather may have been unreliable, but that didn't affect the enthusiasm of visitors attending the 13th edition of the show. There were more than 65 multihulls on display at this year's show. In all there were over 15,000 visitors to the event held from 20 to 24 April at the port of La Grande Motte in France. The event this year showcased a full range of cruising catamarans and trimarans and in all there were more than 65 multihulls on display. La Grande Motte itself had its harbour transformed with more than half a mile of extra pontoons added in order to host the event.

AMSA announces new Focused Inspection Campaign on work and rest hours

The Australian Maritime Safety Authority (AMSA) has announced that a new Focused Inspection Campaign (FIC) on hours of work and rest has been initiated from 1 May 2022 to run up to 30 June 2022.

This FIC has been initiated by AMSA and is specific to Australia. It will apply to foreign flagged ships and Regulated Australian Vessels (RAVs) arriving at an Australian port.

The purpose of the FIC is to determine:

- The level of compliance with the maximum hours of work or minimum hours of rest for seafarers in accordance with the requirements of International Conventions, and
- The familiarity of the master and officers with implementing the provisions when working onboard ships

AMSA inspectors will undertake the FIC in conjunction with a normal port or flag State control inspection. Any port State control deficiencies will be reported to regional port State control databases.



AMSA announces new Focused Inspection Campaign on work and rest hours

Image credit: TT Club



Considering a number of recent fire incidents affecting container transport and ro-ro ships allegedly involving lithium batteries, TT Club is calling for increased vigilance to ensure a secure safety environment for the supply chain of this increasingly common component.

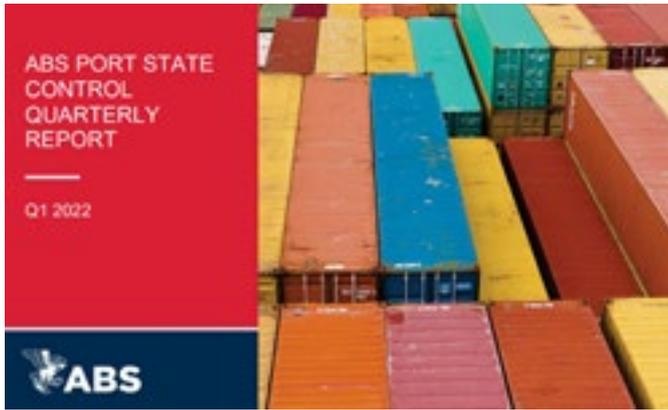
According to TT Club, recently recorded incidents of container fires caused by, or suspected to involve lithium batteries, as well as conflagrations of

significant proportions on car carriers and ro-pax ships mean that safety concerns rightly continue to grow amongst the maritime community. In addition to which, revised regulatory restrictions regarding the carriage by air of lithium batteries, which took effect from 1st April, may result in greater volumes being transported by surface modes.

"Understanding the risks is crucial. As with many successful technologies, market demand has outpaced the development of safety regulations comments", TT's Risk Management Director, Peregrine Storrs-Fox.

What is more, lithium batteries are required to be certified to an international standard involving "a rigorous series of tests performed by an approved independent testing laboratory," in order to ensure they can both withstand everyday use through their expected lifetime and the rigours of transport. Responsibility for testing and achieving certification rests with the shipper and/or manufacturer.

The sharp rise in demand has been accompanied by supply of cheaper, poorer quality and untested batteries, including refurbished and even homemade power banks. E-commerce platforms have facilitated a global trade in potentially lethal products, often circumventing global standards and regulations.



ABS quarterly Port State Control report

The ABS Quarterly Report on Port State Control (PSC) provides information to owners on deficiencies identified on ABS vessels during inspections carried out by the various PSC regimes globally during the 1st Quarter of 2022. This report is being made available to assist owners by providing awareness of potential areas of concern that have been identified on ABS classed vessels.

Port State Control inspections have proven to be an effective tool for eliminating substandard vessels that may be in operation, which may impact maritime safety and the marine environment. A ship is regarded as substandard if the hull, machinery, equipment, accommodation or operational safety and the protection of the environment is substantially below the standards required by the relevant conventions or if the crew is not in conformity with the safe manning document. Evidence that the ship, its equipment, or its crew do not comply substantially with the requirements of the relevant conventions or that the master or crew members are not familiar with essential shipboard procedures relating to the safety of ships or the prevention of pollution may be clear grounds for the PSC inspector to conduct a more detailed inspection.

Read the report in full at <https://bit.ly/3Fn2yBK>.

Auckland set to introduce two fully electric fast ferries

Danfoss Power Solutions' Editron division will provide the electric drivetrain systems that will power Auckland's first two fully electric fast passenger ferries. The project will be the first to be delivered as part of a memorandum of understanding (MOU) with marine technology firm EV Maritime, which will see the two companies partner to electrify fully electric fast ferry fleets in cities worldwide.



*Image credit:
Danfoss*

With approximately six million passenger journeys per year, Auckland's current ferry fleet burns 13 million litres of diesel annually, releasing about 34,000 tons of CO₂. To overcome this issue, Auckland Transport is aiming for its ferry services to become 100% electric by 2030, which should save one million tons of CO₂ every year.

To help achieve this ambitious target, Danfoss' Editron division and EV Maritime have partnered to develop the city's first two high-speed, full-size, zero-emission fast ferries, which will hit the water in 2024. The 24-meter vessels will be capable of carrying up to 200 passengers and traveling at speeds up to 25 knots. Each ferry will save at least a thousand tons of CO₂ annually and will be built using longer-lasting composite materials.

Designed and engineered in New Zealand by EV Maritime, the ferries will be powered by an EDITRON electronic and power management marine system comprising converters, propulsion machines, DC-link, transformers and an energy management system. The vessels' propulsion will be enabled by four jet propulsors driven by the motors.

Danfoss' Editron division will also provide an independent battery connection for each battery string, delivering high efficiency and fully electric power to the motors regardless of the battery stage and voltage. In the event of a fault, the EDITRON DC-system's single-fault tolerance will guarantee that all four thrusters can continue running on at least half power, or three thrusters can run on full power.

Philipp Fedorov, marine sales director of Danfoss' Editron division, explained:

"Achieving a zero-emissions marine industry is a team effort, so we're excited by the new opportunities this MOU will offer. Our future commercial rollout, beginning in Auckland, will bring together the latest electric propulsion technologies and shore charging infrastructure."



First-time buyers exceed record levels in US for second time in 15 years

The NMMA and Info-Link, a market intelligence firm serving the recreational boating industry, has reported that 420,000 first-

time boat buyers of new and pre-owned boats entered the market in 2021. This is on a par with 2020 and rivals levels not seen since 2007.

"The boating industry has seen tremendous growth the last two years as more Americans discovered the freedoms, special moments and accessibility of the boating lifestyle, giving us valuable momentum and creating a strong foundation," says Ellen Bradley, NMMA senior vice president of marketing and communications.

"Maintaining this momentum is especially important given potential headwinds including competition for consumer spending in the leisure market, inflation on everything from gas and groceries to furniture and apparel, continued supply chain disruptions, and the war in Ukraine."

Jack Ellis, managing director, Info-Link Technologies says: "This is the second consecutive year we've seen the number of first-time boat buyers surpass 415,000 – reaching pre-recession levels – an encouraging indicator of growth for the boating industry.

"We expect the trajectory of first-time boat buyers to soften as boat sales begin to normalise following a record couple of years. However, 2022 should see healthy levels of new boat owners enter the market as manufacturers work to refill the pipeline and fulfil the backlog of new orders."

AMSA provides guidance on how to prevent inadvertent activations of float-free EPIRB

AMSA has said it has detected several inadvertent float-free EPIRB activations due to incorrect mounting, storage and washing down vessels. If for non-distress purposes, operators need to remove the float-free EPIRB from the bracket and if the water activation switch gets wet this will activate the EPIRB and transmit a distress signal to AMSA.



Remember to keep the float-free EPIRB dry when removing from the bracket for maintenance or storage purposes. In addition, when mounting the float-free EPIRB, operators should ensure it is correctly aligned in the bracket with the cover closed as per the manufacturer guidelines.

Be careful when you wash down your vessel, especially if you are using a high-pressure hose. Moreover, if the float-free EPIRB is accidentally activated operators will notice the strobe light flashing and beeping, dry the water activation switch immediately and contact AMSA. There is no penalty for accidental activation.

All Australian EPIRBs must also be registered with AMSA. Registration is valid for two years after the date of issue and must be renewed before its expiry date. Registration is free and can be completed online.

Gard recommends vigilance and warns about liquefaction risk of solid bulk cargoes

Gard P&I Club has recently been notified of new incidents where solid bulk cargoes classified as Group A, liable to liquefy, have been loaded with moisture content in excess of the transportable moisture limit (TML). Gard reminds its members and others to remain vigilant when loading such cargoes.



In the first case, the vessel was loading copper concentrates in Peru. The cargo was partially loaded when the Master observed pooling of free water in the holds and cargo spatter; i.e., cargo splashing up on the sides of holds when dropped from grabs. Both of these are considered red flags when loading Group A cargo. Re-testing revealed the moisture content exceeded the TML when loaded, and the values on re-testing were not in accordance with the cargo declaration. Investigations are ongoing however we note that the wet season in Callao is from December to April, with February and March experiencing the heaviest rain.

The second incident involved a Gard-entered vessel which loaded Iron Ore Fines from Ponta da Madeira, Brazil, bound for Praia Mole. The vessel took 2 days to load the nominated quantities with several rain interruptions during the operations. The cargo holds were closed during heavy rain, however the vessel continued loading during light rain. According to the master, the vessel developed a list to port 3 days into the voyage despite continuously pumping the cargo bilges throughout the voyage. Upon arrival at Praia Mole, the cargo in four of seven cargo holds had liquefied.

The wet season in Brazil is typically December to April. From January to March 2022, torrential rains have been reported in various areas of Brazil, causing flooding, evacuations and state of emergency. Due to the frequency of iron ore shipments originating in Brazil, the Club recommends heightened vigilance for ships which have loaded recently or are fixed to load Group A cargoes from Brazilian ports.

Recommendations

- Before loading Group A cargo, the Master should be familiar with the IMSBC individual cargo schedule
- The cargo declaration, TML certificate and moisture declarations must be available in advance of loading. Any anomalies should be questioned and brought to the Club's attention.
- The cargo should be available for inspection by the Master or other ship representatives before loading.
- Can tests may be performed however the results should not be interpreted as "pass or fail" as the cargo would require detailed analysis and interpretation. Such field tests are only one indication that the moisture content may be in excess of TML and not a confirmation of cargo safety.
- Group A cargo should not be loaded in precipitation. Moisture content must be tested within seven days of loading or any time there is a change in moisture such as recent exposure to rain.
- During loading, indications of excessive moisture may include signs of moisture pooling or splatter on the bulkheads.
- In case of any doubt about the safety of the cargo or reliability of certificates, we encourage a low threshold for contacting the Club for assistance.
- During the voyage, the crew should regularly check the condition of the cargo. Any sign of cargo liquefaction such as flattening, shifting, free surface water, or vessel instability should be taken as requiring urgent assistance not limited to seeking safe anchorage.

Camper & Nicholsons now accepting cryptocurrencies

Luxury yachting company Camper & Nicholsons has announced it is now accepting cryptocurrencies as payment for all goods and services via BitPay.

Camper & Nicholsons, which offers services related to the sale, purchase, charter, marketing, management, construction, project management and insurance of luxury yachts, says the ability to accept cryptocurrency enables it to attract new customers and sales.

"We decided to accept crypto to expand our market, cater to new consumer preferences, and give customers more options, flexibility, and freedom," said Paolo Casani, CEO at Camper & Nicholsons. "BitPay manages the entire process and makes it easy and safe to receive crypto from the customer and deposits cash into our account."

**Camper &
Nicholsons**
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Andrew Fielding elected President of the Boating Industry Association Ltd

Last month the Australian Boating Industry Association Ltd (BIA) Board voted unanimously in favour of Andrew Fielding to be Chair of the Board and President of the BIA. The Boating Industry Association Ltd is made up of the previously independent Association bodies, BIA NSW, BIA SA and Marine Queensland. The Board appoints a chair annually, and the position of President is limited to three terms under the association's constitution with the intent of ensuring a cycle of fresh leadership.

President Fielding accepted and stepped into the role with immediate effect to Chair the rest of the May Board meeting held in Sydney. Andrew was quick to pay tribute to the leadership of Darren Vaux who will continue as a Board Director. He said Darren's contribution had been outstanding and left a legacy of key strategic decisions which had put BIA in a strong position for the years ahead.

Andrew Fielding has been employed in the marine industry for over 30 years with experience in yacht brokering, marine retail, wholesale and boat building. Born and raised on the Gold Coast, Andrew is a graduate of The Southport School. He studied Tourism and Hospitality, and Maritime Logistics and Management at the Australian Maritime College.



Latest revisions and new guidance documents from the MCA in recent weeks

12 April 2022

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

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

19 April 2022

MIN 542 (M+F) - Life-Saving Appliances: Recognised Distress Signals and Advertised Alternatives to Pyrotechnic Flares (Amendment 2)

Go to <https://bit.ly/3PdVTy1>

21 April 2022

MGN 487 (M) - Maritime Labour Convention, 2006: On-Shore Complaints (Amendment 2)

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

22 April 2022

Safety Bulletin 028 - JRC Navigation and Communication Equipment

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

25 April 2022

Safety Bulletin 029 - 'Seadogz': MAIB Interim Report

Go to <https://bit.ly/3M9hPIQ>

28 April 2022

MGN 428 (M+F) - The Merchant Shipping and Fishing Vessels (Health and Safety at Work) (Artificial Optical Radiation) Regulations 2010 (Amendment 2)

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

3 May 2022

MGN 659 (M +F) Entry into Enclosed Spaces

Go to <https://bit.ly/3J3fb5N>

5 May 2022

MGN 656 (M+F) Annex 1 - The United Kingdom List of Approved Ship Recycling Facilities (Amendment 2)

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

MGN 484 (M) - Maritime Labour Convention, 2006: Health and Safety Published Accident Statistics - Information and Advice (Amendment 3)

Go to <https://bit.ly/3L05Rjj>

6 May 2022

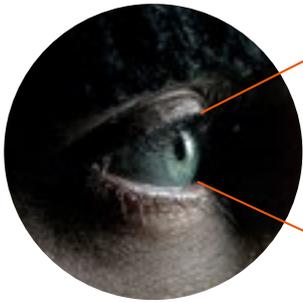
Chapter 3 - Stability (Rev. 05/22)

Go to <https://bit.ly/38IDbUH>

MIN 538 (M) - Codes of Practice: Authorisation of Certifying Authorities (Amendment 4)

Go to <https://bit.ly/38pNzdY>





What
caught
my eye...

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

Image courtesy of iSpace2o



First submersible hydrofoil under construction

We see images and concepts of great new innovative vessel designs all the time, many of which never see the light of day for one reason or another. But wow, here is one that seems to have a realistic chance of success. Personally, I was never much taken with the idea of going into

space, but the thought of travelling 50 metres beneath the ocean surface in a submersible craft, especially one that comes complete with a pilot, appeals hugely to me.

News has reached my desk that an Italian start-up, iSpace2o, has commenced production of the first hull of its DeepSeaker DS1 electric submersible hydrofoil vehicle, which has room for the aforementioned pilot and up to three passengers - you are welcome to join me!

It has reported that the first ten units of the DeepSeaker DS1 have already been commissioned by one of the largest international navigation groups, which will use them as entertainment for its cruise ships' passengers.

According to the team behind the DeepSeaker DS1, the submersible hydrofoil will be capable of over 30 knots on the water, but also of diving up to 50 metres to allow passengers to enjoy the wonders of the sea depths.

As well as being used as a superyacht toy, the new submarine technology of the DeepSeaker DS1 is designed to provide safe maritime transport to users both in the field of marine tourism above and below the surface and for public utilities such as rescue at sea and scientific research.

Ingenius coral reef restoration

Here is yet another amazing story that proves the ingenuity of humans is alive and kicking against big odds at times. I see that Clamcleats is working with SeaScape Caribbean to help restore coral reefs. The organisation uses around 1,000 Horticultural Coral Ring Mounts a year to secure a washer-ring into nursery-growing coral, securing it to the seabed. In addition, SeaScape Caribbean collaborates with other companies that use a similar number, all of which are provided by Clamcleats, that has worked with SeaScape to develop and manufacture the mounts.



"The mounts are attached to coral grown in the nursery approximately six weeks before they are ready to attach to the seabed," explained Paul Botterill, sales manager for Clamcleats.

"Over time the coral grows over the mounts and the mounts become part of the coral," he added.



Photo credit: US Coast Guard

USS The Sullivans partially refloated in Buffalo

One morning a few weeks ago, this sad photo (above) popped into my inbox. It is never pleasant to see a vessel in distress, especially a heritage museum ship, and this historic destroyer deserves better!

I read that they have made progress to save the *USS The Sullivans* after it sank at its pier at the Buffalo and Erie County Naval and Military Park in Buffalo, New York. U.S. Coast Guard and officials have reported that the historic destroyer has been partially refloated, with only its bow on the lakebed, and the list reduced to less than 4 degrees.

The decorated U.S. Navy destroyer turned museum ship partially sank at its pier on April 13 after a “serious hull breach” on its starboard side. Officials have since been working to dewater the ship in an effort to refloat it.

Built in 1943, *USS The Sullivans* is one of only four Fletcher-class destroyers remaining in existence. The class are known for being the largest and most important class of U.S. destroyers used in World War II. *USS The Sullivans* is also the first ship in the U.S. Navy to be named for more than one person, bearing the names of the five brothers from Waterloo, Iowa who were killed in action in 1942 while serving together on board the *USS Juneau*.

Found beneath an under Estonian street: One 700 year old cargo ship!

Now this story really captured my imagination, for it is truly remarkable. That a ship could have lain five feet under an Estonian street for 700 years seemingly undetected and in a well preserved state is astonishing.

I read that construction workers have uncovered the preserved ruins of a cargo ship under the streets of the Estonian capital of Tallinn. The ship is thought to be a Hanseatic cog once owned by the Hanseatic League, a powerful merchant alliance, and was discovered in an area of the capital that used to be completely underwater. The incredible remains of the medieval cargo ship are located at the former mouth of the Härjapea River, a waterway that no longer exists.

According to ERR, Estonia’s public broadcasting news agency, the wreck is around 24.5 metres long by 9.5 metres wide. Work has halted at the site as the ship is combed by archeologists and the shipwreck raised.



Image courtesy of Patrik Tammi/ERR/Mihkel Tammet



Surprised surveyor saved from dunking by 'lazy Jack' after a total duck up!

To end my column this month, I am most grateful to IIMS UK small craft surveyor member, Oli Byles MIIMS, who sent me this extraordinary anecdote and supporting photograph, which I simply had to publish.

Oli takes up the story, "I surveyed a Hunter Legend a couple of weeks ago. Imagine my surprise when I opened the mainsail cover to be greeted by an alarmed, nesting female duck as she took flight, revealing eight eggs."

He continued, "I had spent the day making all the usual surveying noises without her revealing herself! When I opened the zip she got in a right old flap. For my

troubles I got an irate mother duck in the face and a beak full of abuse which continued after she landed on the water about 20 feet away! And let me tell you this was a duck with serious quackitude – quite a firequacker! Of course, I made sure not to quack any of the eggs; and I was only saved from going into the drink myself by managing to grab hold of a lazy Jack. The whole event defied eggsplanation, but I can assure you no fowl play was intended!"

What a complete duck up! One wonders if surveyors should now be advised to add this type of possible eventuality to their onboard risk assessment before opening the mainsail cover! Ducking hell - what is the world coming to? Promise me you will not quack up with laughter.

Mike Schwarz

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