

IIMS

NEWS BULLETIN

AUGUST 2022

Dear Member

Welcome to this News Bulletin from the International Institute of Marine Surveying (IIMS). This and previous bulletins are available in PDF and eReader format at <https://bit.ly/3LQdDOW>. It aims to keep members and non-members up to date with information on a monthly basis. Members are encouraged to share and forward this newsletter to colleagues, who they think might like to join the Institute, or who may be interested in its content. For more information about the Institute visit:

www.iims.org.uk



VIEW *fr* *m* the HELM

Dear Colleague

I had the pleasure of going on survey with Chairman of Standards, Paul Homer, last month. We were joined by some of the more recent recruits to the IIMS head office team - Vicki Loizides, Rachel Moores and Rosie Webb - at a yard on the River Hamble in Hampshire. Camella Robertson, Membership Secretary, was also in attendance. Over the years, we have found it has been beneficial to take new members of the team, especially those with limited marine knowledge, on a dummy survey to give them a flavour of the life of a marine surveyor and the challenges they face in their day-to-day work. Whenever I find myself in such circumstances, my respect is always heightened for the surveying profession and those who are engaged in it.



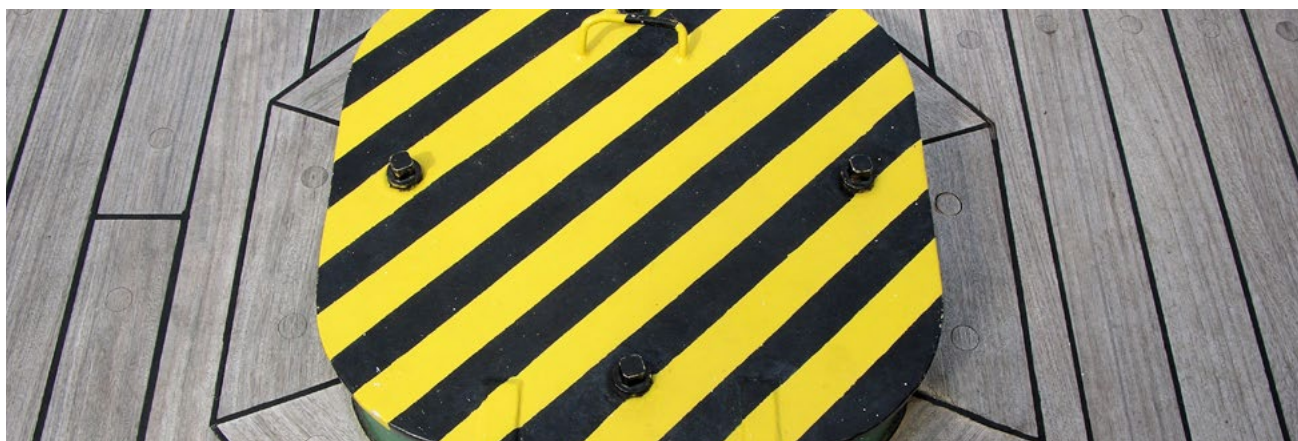
Our task was to complete elements of a pre-purchase survey on a one million pound, four-year-old Fairline Squadron motor cruiser. As we went about our work on a warm day I was reminded of the skill and knowledge that is required to complete the task to a high standard and the need to be ultra-observant and to remove any distractions! Perhaps surprisingly for a relatively new vessel, we did find some issues to report requiring attention.

Of course, carrying out the physical survey is only half the job and you do not need me to remind you of that! The other half revolves around the production of a quality, factual report, which for some, is more taxing than conducting the actual survey. This is a good moment to remind yacht and small craft surveyors that the next IIMS online Report Writing three-hour seminar takes place on 16 August - for full details go to <https://bit.ly/3uoUz2H>.

In recent months I have been part of a small group comprising industry professionals who have been providing thoughts and opinions to a surveyor who is engaged in some fascinating marine academic research. The process is anonymous, and therefore I won't name him for obvious reasons and hope he will not object to me sharing what follows with you. His question sets on a variety of topics have really focused my mind. One of the questions he posed recently was:

"What training will the future professional mariner require that you believe is currently not being addressed?"

I answered, "It strikes me that cyber security and its serious threat to shipping, is the single biggest knowledge gap affecting the professional mariner. Although many mariners are not IT literate, it is a major and growing concern. We are already seeing the effect of a cyber security war being conducted in the Russian Ukrainian conflict. This is only going to multiply and intensify in the coming years. Ships at sea are an easy target for those who perpetrate cyber-crime. Recent research shows that the average pay out for a shipowner each time a cyber-crime is committed is around £3 million. This is unsustainable. So, whilst the industry cannot teach every mariner to become a cyber and IT guru, much more can and should be done to give him/her the tools and understanding to recognise the signs of when a cyber-attack is imminent or underway.



"Second point: The continuing number of deaths caused by enclosed spaces is unacceptable. That anyone should die in an enclosed space today raises major concerns. In many cases it seems that lip service is being paid to this subject. More consistent messaging and robust training needs to be given to mariners at all levels so that they understand enclosed spaces kill."

I am often invited to get involved with a myriad of events and activities associated with the marine world. Some I politely decline whilst others I engage with. So, I am pleased to inform you that on 30 September, I am co-chairing and hosting the first session of a closed event entitled "Advancing Ship Technology Autonomy – moving the discourse from 'disruption' to 'enablement' and the upgrade of human capabilities in the digital era." The day's seminar is being held by the Institute of Maritime Law at Southampton Science Park. My co-chair is Jeremy Khan of Fortune Magazine. I hope to bring you a report after the event. I must profess that autonomous shipping is not my specialist subject - yet! But I am looking forward to learning more about this vast topic as I do my research ahead of the seminar.

Survey well.

Mike Schwarz
Chief Executive Officer

Handwritten signature of Mike Schwarz.

Featured marine reports and guidelines

In recent weeks a number of new marine reports and guidelines have been released. Let IIMS guide you through some of them in brief. Links are provided to enable you to download the full documentation at the end of each one.



DNV publishes a forecast and insight about the development and role of hydrogen in the energy transition



In his introduction to the 'Hydrogen forecast to 2050' report, Remi Eriksen, Group president and CEO of DNV, writes as follows: "Welcome to DNV's first standalone forecast of hydrogen in the energy transition through to 2050. While there are ambitious statements about the prominent role that hydrogen could play in the energy transition, the amount of low-carbon and renewable hydrogen currently being produced is negligible.

"That, of course, will change. But the key questions are, when and by how much? We find that hydrogen is likely to satisfy just 5% of global energy demand by 2050 — two thirds less than it should be in a net zero pathway. Clearly, much stronger policies are needed globally to push hydrogen to levels required to meet the Paris Agreement."

Download the full report at <https://bit.ly/3xQuFH8>.

Sea Cargo Charter annual disclosure report 2022 published



The Sea Cargo Charter is a global framework for measuring and reporting how ship charterers' activities align with society's goals. This report marks the first time Signatories disclose the climate alignment of their activities, and the first disclosure of climate alignment using the Energy Efficiency Operational Indicator (EEOI) as a metric.

Signatories to the Sea Cargo Charter recognize that their role in the industry affords them opportunities to promote responsible environmental stewardship and drive change throughout the maritime value chain. The Sea Cargo Charter provides them with the tools to foster collaboration with shipping business partners, gain insights that enhance strategic decision-making, and address the impacts of climate change.

In this report, 25 Signatories disclose the climate alignment of their overall chartering activity for 2021.

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

Annual Digest of reports and insight articles 2021 published by CHIRP



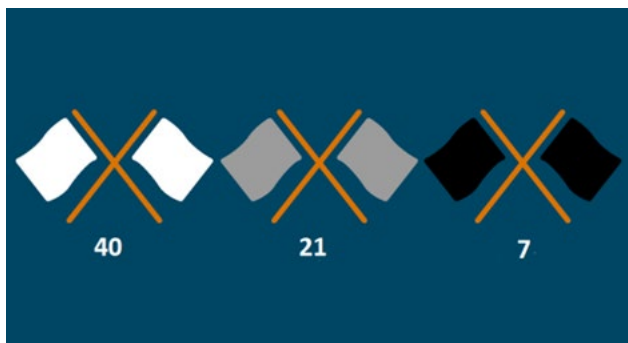
CHIRP Maritime has published its seventh annual Digest of CHIRP Maritime reports, covering all the cases it published during 2021 as well as several in-depth articles specially commissioned to highlight important safety topics.

CHIRP has divided the Digest into themed sections to assist readers to find the topics which most interest them. Commenting on the report, Captain Alan Loynd, FNI FITA MCI Arb BA (Hons), said that he is not sure “whether this means incidents are becoming more complex, or whether our analysis is becoming more sophisticated.”

As he continues, however, one message which does come through is that not all companies are able to demonstrate a robust safety culture, “so there is still a great deal of work to do to reach our goal of ensuring that every seafarer returns home safely at the end of every tour of duty.”

Download the CHIRP report at <https://bit.ly/3xAf0KQ>.

Paris MoU 2021 performance lists adopted



At its 55th meeting, the Paris MoU Committee approved the 2021 inspection results and adopted new performance lists for flag States and Recognized Organizations (ROs). The White, Grey and Black List will take effect from the 1st of July 2022. The “White, Grey and Black List” presents the full spectrum, from quality flags to flags with a poor performance that are considered high, or very high risk. It is based on the total number of inspections and detentions during a 3-year rolling period for flags with at least 30 inspections in the period.

View the Paris MoU Flag States performance list at <https://bit.ly/3tShJhL>.

Recognized Organization Performance List

For several years the Committee has closely monitored the performance of ROs acting on behalf of flag states. To calculate the performance of ROs, the same formula to calculate the excess factor of the flags is used.

A minimum number of 60 inspections per RO is needed before the performance is taken into account for the list. In 2021 33 ROs were recorded on the performance list. Compared to last year, the RO performance level is at a similar level. It is noteworthy that in the last two years no ROs have been categorised as performing “very low”.

View the Paris MOU Recognized Organization performance list at <https://bit.ly/3n5LebW>.

New guide launched to help improve welfare standards on fishing vessels



Two maritime charities have joined forces to help improve welfare standards on fishing vessels with the launch of a new guide entitled 'Work in Fishing Convention (C188): Everything you need to know but were frightened to ask', following some reports of labour exploitation that have plunged the sector into disrepute.

The Merchant Navy Welfare Board (MNWB) and The Fishermen's Mission have joined forces to produce this informative guide that provides key elements of the UK legislation on the International Convention on Work in Fishing (C188).

The report comes in the wake of reports that show migrant fishers suffering physical violence, working 20-hour shifts for less than £3.50 an hour and being recruited into the UK fishing industry on transit visas. This new guide aims to inform and assist all those with an interest in commercial fishing, from vessel owners and skippers to crew from all nations, and those in the maritime charitable sector, to understand the legal welfare standards applicable to those working on fishing vessels.

EMSA gives first factual analysis of maritime safety landscape in the EU



The European maritime safety framework has evolved to become one of the most robust in the world. That's according to the European Maritime Safety Report (EMSAFE), the first ever comprehensive overview of maritime safety in the European Union.

One of the key pillars of the EU safety framework is port state control, which results in over 14,000 vessel checks each year by inspectors in EU ports, complemented by legislative initiatives like the specific EU survey regime for RoPax and high-speed craft, and the obligation for Member States to report and monitor accidents centrally for analysis and development of preventive actions.

In 2020 alone more than 680,000 calls to EU ports were registered. The exchange of safety information between Member States in areas like dangerous cargo transported, vessel positioning data, and the registration of passengers, is therefore vital. Consequently, EMSA will continue to develop and improve SafeSeaNet, the EU-wide maritime data exchange, to offer facilitation services, simplify the fulfilment of reporting obligations, and support new and revised EU legislation. These developments consolidate the role of SafeSeaNet as the primary platform for maritime safety information in the EU.

Future trends

According to the report, maritime safety will continue to pose challenges in the short and medium term, not only in managing the current fleet, but also in the areas of digitalisation, emerging technologies, and sustainability.

The report underlines that although autonomous ships offer new opportunities for industry, they also bring challenges in the regulatory and technical fields, including the need to develop a legal framework, standards, surveys, manoeuvres at sea and in port, and the qualifications of those on board, among others.

Download the pdf report in full at <https://bit.ly/3bgsFiP>.

MIA Health of the Australian Marina Industry report released



The Marina Industry Association (MIA) has released its latest Health of the Australian Marina Industry Survey Report (HAMIS).

Conducted every two years, since 2011, the survey continues to provide a comprehensive, comparable, and evolving perspective on the economic, social and environmental performance and contributions of Australian marinas. The survey is largely funded by maritime planning and design experts, International Marina Consultants (IMC).

Conducted in late 2021, the findings are based on a sample of over 46% of Australia's 290 club and commercial marinas and given the high response rate and consistency of the survey instrument and its respondents, the resultant data is considered valid and reliable. Researcher and report author, Dr Ed Mahoney of Michigan State University, noted, "The

response rate again demonstrates the industry's acute interest in having access to scientifically collected data that allows for identification of trends and assessment of the financial performance and economic contribution of this important industry".

The resilience and strength were evident when key data was presented to over 320 industry professionals by MIA President, Andrew Chapman two weeks ago at the Marinas22 International Conference and Trade Exhibition on the Gold Coast. The performance highlights from the 2020-21 data indicate industry turnover exceeding \$730M, direct employment of over 3,300 people, government tax and lease payments of \$95M, along with capital investments of over \$183M. Furthermore, the industry engaged nearly 8,700 independent contractors and provided tenancy to over 1,900 businesses.

Chapman explained, "The findings indicate inadequacy of supply in many locations around the country. It shows that strong occupancy rates and waitlists have continued to grow over the last decade despite an increase in storage spaces. This bodes well for the future of our industry as it indicates further opportunity, particularly given the increasing pipeline of new vessels on order from manufacturers - they are all going to need somewhere to store their boats".

The report is available to purchase from the MIA website.

The Future of Maritime Safety Report



Inmarsat's second Safety Report uncovers trends that can steer shipping into a safer future.

Aiming to establish the main safety concerns currently facing the shipping industry, the second edition of The Future of Maritime Safety Report examines data from Global Maritime Distress and Safety System (GMDSS) calls made to Inmarsat from 2018 to 2021. The report uncovers trends that can steer shipping into a safer future and includes opinions from industry experts and seafarers, who share their views on the most pertinent maritime safety issues and the changes they would like to see implemented to address them.

Report highlights

- The analysis of 4-years of aggregated GMDSS distress data
- The impact of COVID-19 on maritime safety
- Tankers, fishing vessels, and bulk carriers rank highest in distress call numbers, with the lowest incidents arising in passenger ships
- The need for collaborative and proactive approaches to safety underpinned by data and the use of available and future technology

Access the full report at <https://bit.ly/3tYjqdg>.

Guidelines for transport of hazardous liquid substances on OSVs published by USCG



The US Coast Guard Office of Design and Engineering Standards has released the Policy Letter "Implementation of IMO Resolution A.673(16), Guidelines for the Transport and Handling of Limited Amounts of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels, For New and Existing U.S. Offshore Supply Vessels."

IMO resolutions MEPC.318(74) and MSC.460(101) adopted amendments to the IBC Code updating carriage requirements for a significant number of products. These amendments became effective on January 1, 2021 and affected several cargoes. On 16 May, 2022, 03-12 CH-1 was published, which includes a second enclosure with changes in carriage requirements for affected cargoes.

Vessel companies have been granted extensions to their certificates of fitness in the interim between the effective date of the amendments and the publishing of the updated policy letter. As of now, those extensions have been granted until December 31, 2022.

Before the expiration of vessel COFs, a plan must be proposed to CG-ENG-5 to meet the updated requirements for affected products, or with proposed equivalencies to specific requirements. Once a plan is approved, the modifications will be required by the vessel's next drydock date.

Survey and certification

Following a satisfactory initial survey of an offshore support vessel, the Administration or its duly authorized organization should issue a certificate, suitably endorsed to certify compliance with the provisions of the Guidelines.

Stability

Offshore support vessels built in accordance with these Guidelines should be designed to meet the requirements for intact stability and for subdivision and damage stability contained in the Guidelines for the Design and Construction of Offshore Supply Vessels 2006.

Well-stimulation vessels which are permitted to carry more than the maximum amounts should be designed to meet the requirements for intact stability and for subdivision and damage stability contained in the Guidelines for the Design and Construction of Offshore Supply Vessel.

Special requirements for the carriage of liquefied gases

Each enclosed space used for handling or storage of a liquefied gas should be fitted with a sensor continuously monitoring the oxygen content of the space and an alarm indicating low oxygen concentration. For semi-enclosed spaces portable equipment may also be acceptable.

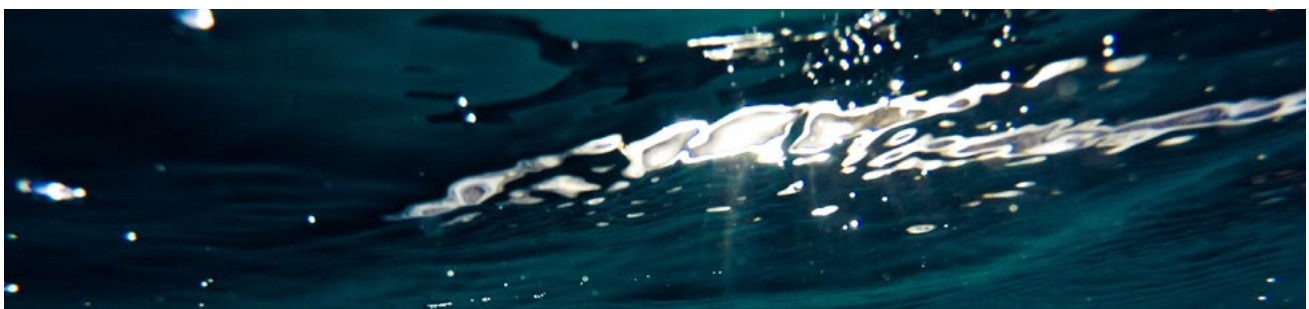
Drip trays resistant to cryogenic temperatures should be provided at manifolds transferring liquefied gases or at other flanged connections in the liquefied gas system.

For the carriage of liquid nitrogen the requirements of 17.19 of the International Gas Carrier Code should apply.

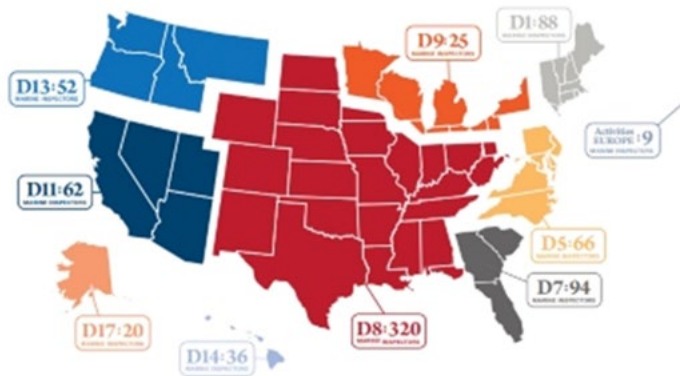
The construction of cargo tanks and cargo piping systems for liquefied nitrogen and liquid carbon dioxide should be to the satisfaction of the Administration.

Emergency shutoff valves should be provided in liquid outlet lines from each liquefied gas tank. The controls for the emergency shutoff valves should meet the requirements given in for remote shutdown devices.

Download the guidelines at <https://bit.ly/3Nhtvcq>.



US Coast Guard publishes its 2021 Flag State Control Domestic Annual Report



The US Coast Guard (USCG) has published its 2021 Flag State Control Domestic Annual Report. This report highlights U.S. domestic fleet deficiencies, inspection, and marine casualty statistics.

In 2021, the U.S. Flag fleet contained 18,967 vessels subject to inspection, with Coast Guard Marine Inspectors (MI) conducting 19,474 inspections.

The overall U.S. Flag fleet inspection total increased this year by 6%. Additionally, the number of deficiencies issued also increased by more than 15% from the 2020 calendar year report.

Of the 19,474 inspections conducted by MIs, 31,200 deficiencies were identified on the 18,967 active vessels in the U.S. fleet of responsibility. The most inspections and deficiencies regarded passenger ships with 11,007 inspections and 20,545 deficiencies. The towing sector come second with 3,336 inspections and 5,871 deficiencies, while barges reported 3,295 inspections and 1,481 deficiencies.

Download the full report at <https://bit.ly/39vtL9J>.

Korean Register publishes guidelines on vessel storage tank materials for alternative fuels



Korean Register (KR) has published comprehensive guidelines on the metal materials suitable for use in eco-friendly fuel storage tanks, such as those used for storing LNG, ammonia, methanol and hydrogen.

The newly published 'Guidelines for Selection of Metallic Materials of Containment Systems for Alternative Fuels for Ship' includes detailed technical information on all the metal materials suitable for such containment systems. It has been jointly developed by KR's R&D division and Dr. KIM Yongjin's research team of the Korea Institute of Machinery and Materials (KIMM).

The International Maritime Organization (IMO) intends to regulate the greenhouse gas emissions from existing international ships. As a result, the Energy Efficiency Existing Ship Index (EEXI), the technical requirement to reduce carbon intensity and the Carbon Intensity Indicator (CII), the operational carbon intensity reduction requirements will enter into force from January 2023.

"KR conducts world-class research and development to benefit and support the wider maritime industry, regularly sharing its latest technological information. These timely guidelines will be welcomed by universities, research institutes, shipowners and clients, indeed anyone who is working to develop eco-friendly vessels" says Mr. KIM Daeheon, Executive Vice President of KR R&D division.

KR has proposed suitable metal materials that can be used for containment systems (storage tank) and for the supporting structures taking into account the characteristics of the various eco-friendly alternative fuels. Applicability evaluation methods and procedures are also included in the document. The guidelines examine the various restrictions and technical limitations affecting metal materials used to contain liquid hydrogen, which is technically the most difficult to store in large capacities and currently hardly used for vessels as the gaseous hydrogen causes damage to materials.



Polar Code inspection campaign launched by the PARIS MOU

The Paris Memorandum of Understanding on Port State Control (Paris MoU) will launch an inspection campaign to verify compliance with the requirements of the Polar Code. The inspection campaign will be held from Monday 13 June to Friday 1 July 2022 (first period) and from Monday 1 August to Friday 19 August 2022 (second period).

A ship will be subject to only one inspection during this period. Port State Control Officers (PSCOs) will use a pre-defined questionnaire to assess whether the information and equipment provided onboard complies with the relevant conventions. Of course, Polar Code elements in SOLAS and MARPOL will also be taken into account. The questionnaire is annexed.

Reasons for such a campaign include:

- The polar waters have a unique polar ecosystem that is vulnerable to human influences such as ship operation;
- The polar waters impose additional navigational demands beyond those normally encountered in non-polar waters;
- The polar waters impose additional demands on the ships, their systems and operations beyond the existing requirements for normal operations at sea.

The goal of the Polar Code inspection campaign is:

- to determine the level of compliance with the requirements of the Polar Code within the shipping industry;
- to create awareness amongst ship crews and ship owners with regard to the importance of compliance with the provisions of the Polar Code, the increased risk to ships operating in polar waters and the protection of the vulnerable polar environment;
- to send a signal to the industry that safety- and pollution prevention related requirements are mandatory and enforcement with the applicable requirements is high on the agenda of the PMoU member Authorities;
- to underline the responsibility of the Port State Control regime with regard to harmonised enforcement of compliance with the requirements of the Polar Code, thus improving the level of compliance and ensuring a level playing field.

The results of the campaign will be analysed and findings will be presented to the Paris MoU Committee.

Newer IIMS HQ staff out on survey

IIMS has had a policy in place of taking new members of staff out on a dummy survey for some years. The pandemic has made this far trickier in recent times, but some of the team finally managed to join Paul Homer (Chairman of Standards) last month at a Fairline brokerage on the River Hamble near Southampton. The morning was spent tapping the hull of the Fairline Squadron named Kathryn, playing with moisture meters and thickness gauges, and crawling around in the engine room to understand the importance of the work carried out by marine surveyors. Despite the boat being relatively new, the team managed to discover a few minor issues which would certainly need to be highlighted in a subsequent report. Those in attendance - Vicki Loizides, Rosie Webb, Rachel Moores and Camella Robertson - were appreciative of Paul's knowledge and now have a far greater understanding of the importance of the surveyor's vital role.



MAIB reports on two fatal accidents on fishing vessels published



A few weeks ago, the UK Marine Accident Investigation Branch (MAIB) published two reports within 24 hours of each other. Both reports related to fishing vessels which had capsized leading to the loss of 5 lives. Both reports seem to bear a remarkable similarity about modifications made to the vessels which ultimately caused the accidents to occur. These cases affecting fishing vessels are certainly not the first by any means to hit the news headlines. This is yet another wake up call for the fishing industry and those involved in inspecting such vessels to heed.

Case 1 Capsize and sinking of whelk potter Nicola Faith with loss of 3 lives

On 27 January 2021, the whelk potter Nicola Faith capsized and sank 1.9 miles north of Rhos-on-Sea, North Wales with the loss of its three crew members. The vessel had been extensively modified during its life which had significantly reduced its margin of positive stability. On the day of the accident the Nicola Faith had been loaded with catch and retrieved strings of pots to the point of instability, which resulted in the capsize and subsequently sinking of the vessel. Nicola Faith had not been fitted with a mandatory emergency beacon to alert to the capsize, and it was not reported as overdue until 1000 the next day. Following its salvage by the MAIB, a thorough inspection of the vessel was carried out to determine possible modes of capsize and a full assessment of its stability was undertaken.

Safety issues

- Nicola Faith was operated in an unsafe manner and was loaded with a combination of catch and retrieved fishing gear to the point of instability
- a mandatory Emergency Position Indicating Radio Beacon (EPIRB) was not fitted to the vessel and the crew were not equipped with personal locator beacons
- Nicola Faith was found to have been extensively modified; these modifications had eroded its margin of positive stability
- Maritime and Coastguard Agency surveyors had noted some of the modifications, however, the guidance concerning modifications that would have triggered a stability assessment was not sufficiently clear



Whelk potter Nicola Faith

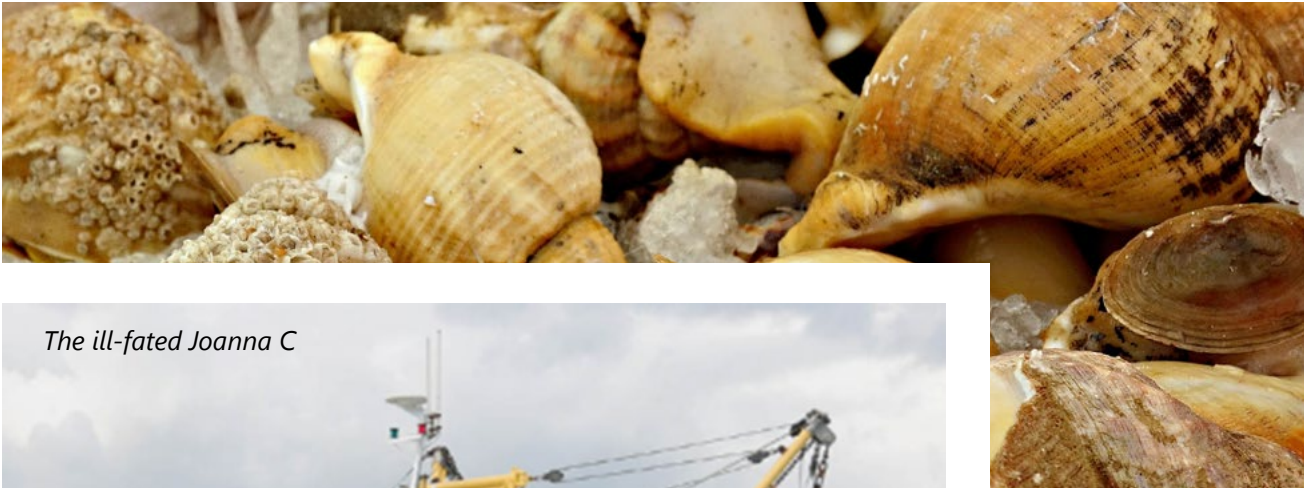
- although available on board, the crew did not routinely wear personal flotation devices

Recommendations

Recommendations have been made to the Maritime and Coastguard Agency to (2022/125) amend the Code of Practice for the Safety of Small Fishing Vessels of less than 15m Length Overall, to revise the wording and refer to a load limit rather than a catch limit, and to (2022/126) review and enhance the guidance to surveyors to clarify what level of modification should trigger further investigation into a vessel's stability.

A recommendation (2022/127) has also been made to Nicola Faith's registered owner, The Big Ship Limited, to ensure that a written agreement is in place to clearly identify the organisation or person responsible for the operation of any vessels it may own.

Download the full report at <https://bit.ly/3HMDaX8>.



The ill-fated Joanna C



Case 2

Fatal capsized and sinking of scallop dredger Joanna C

Safety issues

Reserves of stability are critical to allow fishing vessels to operate safely and ensure recovery back to upright from a

heel induced by the environmental conditions or a snagging. Joanna C's very low margin of positive stability left the vessel extremely vulnerable to capsize.

Liferafts fitted for 'float-free' operation must have sufficient buoyancy in the uninflated state to activate the inflation mechanism. Although a buoyancy standard existed for larger SOLAS liferafts there was no corresponding requirement for smaller, non-SOLAS liferafts such as those fitted to fishing vessels.

Recommendations

A safety recommendation (2022/124) has been made to the Maritime and Coastguard Agency to ensure that stability requirements for small fishing vessels are applied as intended and that, where stability checks are required, fishing operations should be suspended until a vessel has been satisfactorily assessed.

During the investigation a safety recommendation (2021/116) was made to the British Standards Institution to propose the introduction of a minimum buoyancy requirement for liferafts certified by the International Organization for Standardization. The International Organization for Standardization's technical committee subsequently agreed to include a buoyancy requirement in its revised liferaft standard.

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

Early in the morning on 21 November 2020, the scallop dredger Joanna C capsized south of Newhaven, England; only one of the three crew survived. Joanna C's crew was hauling the gear when they noticed that the starboard dredge bar had become snagged on a line of whelk pots. The snag caused a heel to starboard from which the vessel could not recover, and it capsized rapidly.

The MAIB's investigation found that through-life modifications, culminating in extensive alterations in 2019, had reduced Joanna C's previously good stability to a state where it had very low reserves of positive stability and increased vulnerability to capsize. The detrimental effect of the modifications was unknown to the crew and regulator alike because, although a stability assessment had begun after the 2019 modifications, the analysis was never completed, and the vessel was free to continue operation.

During the capsized Joanna C's mate was thrown into the water and the skipper later managed to escape as the inverted vessel sank; however, the deckhand remained trapped inside. The vessel's liferaft did not inflate during the accident because the uninflated liferaft had insufficient buoyancy to initiate the inflation mechanism. The absence of a liferaft adversely affected the survivability of the crew in the sea after the vessel sank.

Marine Safety Forum alert about corrosion in a fixed CO2 firefighting system



Photo A

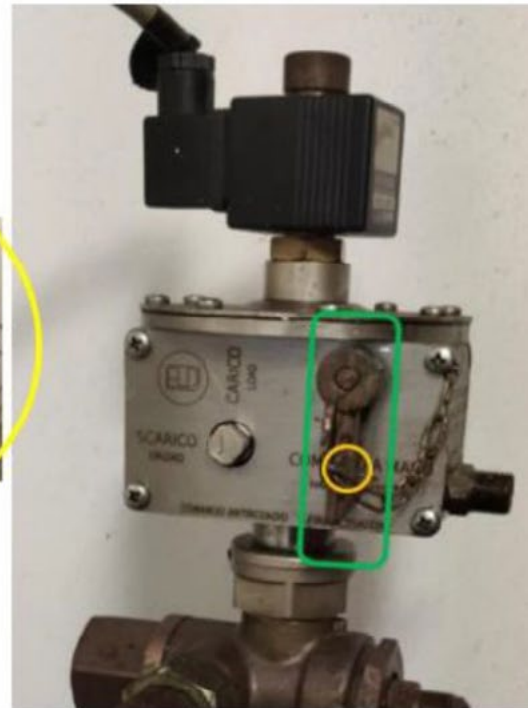


Photo B

The Marine Safety Forum has issued a safety alert to highlight an observation involving the CO2 firefighting system onboard a member's vessel. The vessel concerned found that during a routine monthly inspection of the fixed CO2 system, significant corrosion was noted. This resulted in it not being possible to insert the safety pin to isolate the cylinder during any maintenance. Photo A shows the safety lever and pin, unable to be positioned correctly in line with the pinhole.

In Photo B after corrective maintenance and repair, it can clearly be seen that the activator arm, and therefore the safety pin, aligns with the hole and can now be set to isolation for maintenance if required.

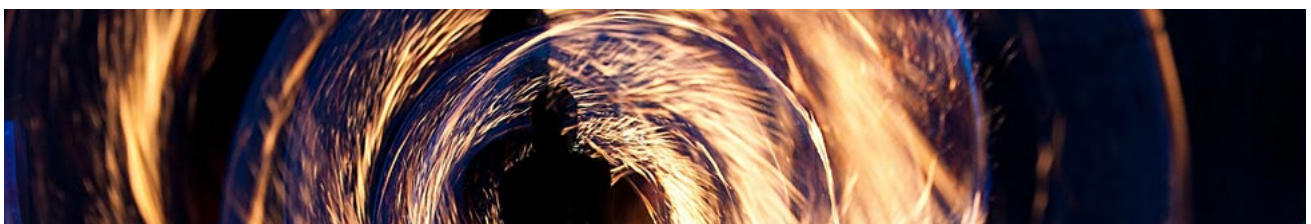
What caused this to happen?

It cannot be stressed enough that this critical firefighting system must be maintained and checked correctly and in accordance with manufacturer's recommendations. This is to ensure that it is fit for purpose and always ready to be activated or isolated correctly for vital maintenance.

The routine, regular maintenance of any safety critical system should be afforded the best attention, care and time as these may, if looked after correctly, save your life. Please show them the proper attention they deserve.

Corrective actions taken and recommendations

- Firefighting systems, as with all safety critical systems and equipment, must be maintained correctly.
- Vessels should ensure that all maintenance schedules for Safety Critical systems and equipment are detailed sufficiently to enable full operational readiness and that they are aligned with manufacturers recommendations.





Rivergate director makes Queen's Birthday Honours List

Rivergate Marina & Shipyard director, Judy Brinsmead, has been awarded a Member (AM) of the Order of Australia as part of the Queen's Birthday 2022 Honours List for her significant contribution to charity and business.

Brinsmead has been instrumental in creating a stronger and more sustainable marine industry in Australia, working tirelessly to create a world-class marine facility and attract international superyachts to Queensland for tourism and refit purposes.

As a long-term philanthropist, she also supports an array of charitable causes, which has ultimately led to the launch of the Brinsmead Hill Family Foundation in 2020.



New IIMS representative for the BSI GME/33 Small Craft committee required

The benefits of getting involved in developing standards

Help improve the quality of life for millions of people

The late Jeffrey Casciani-Wood represented IIMS on the BSI's GME/33 Small Craft committee for many years. Following his death, the Institute is looking for a replacement to join this committee to carry on this work, which is not onerous.

The British Standards Institution (BSI) is the national standards body of the United Kingdom. BSI produces technical standards on a wide range of products and services and also supplies certification and standards-related services to businesses.

BSI's GME/33 Small Craft committee provides the UK input into the international (ISO) and European (CEN) standards committees for small craft – ISO/TC 188 and CEN/TC 464 – and has nominated UK experts to join each of their Working Groups.

GME/33 has one sub committee - GME/33/1 – which was specifically set up to cover water safety and rescue equipment, and they will be developing a new British Standard on throw lines/bags.

If you are interested in helping to develop new standards and would like to be considered as the IIMS representative, please email Rosie Webb at info@iims.org.uk to register your interest and we will send you more information.

Canada to proceed with luxury tax despite estimated C\$2.1bn impact on leisure boat industry

On March 11 2022, the Canadian Department of Finance released draft legislation on the Luxury Tax proposed in Budget 2021. The Luxury Tax applies on the sale and importation of certain new cars, aircraft over \$100,000 and boats over \$250,000.

The proposed implementation date of this tax has been adjusted from January 1 to September 1, 2022. Vendors and importers will need to either charge or pay the tax on any vehicles, vessels, and aircraft manufactured after 2018 that have not been registered in Canada.

Boats subject to the Luxury Tax

Vessels (e.g., boats) that are designed or adapted for leisure, recreation or sports activities, manufactured after 2018, subject to certain exclusions for larger passenger and commercial vessels

No tax applies to vehicles, aircraft, and vessels that are registered with a federal or provincial government as required before September 2022 and where possession was transferred to the user before September 2022.

Calculation of tax

The Luxury Tax is applicable for vessels with a retail value as follows: - subject vessel over \$250,000

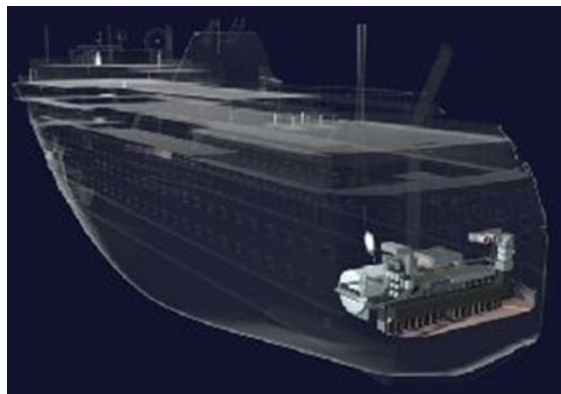
The retail value includes the following:

- the Fair Market Value before trade-ins, discounts, and down payments;
- any taxes, duties, fees levied on importation or as assessed by the seller (for example, document fees and environmental levies) excluding the GST/HST.

This may include provincial sales taxes where applicable

- freight charges;
- modifications or improvements equal to or greater than \$5,000 made within 12 months of purchase.

The Luxury Tax is calculated at the lesser of 20 per cent of the amount above the threshold or 10 per cent of the full value of the luxury vehicle, aircraft or vessel.



Hydrogen energy system for cruise vessels

DNV has awarded the Norwegian technology provider HAV Group ASA preliminary approval for its hydrogen-based energy system.

The system uses liquefied hydrogen storage and fuel cells and was created as part of the FreeCO2ast project, which is currently developing a high-capacity hydrogen energy system that can be retrofitted onboard two coastal cruise vessels owned by the Norwegian operator Havila Kystruten.

The preliminary approval through DNV means that HAV Group ASA can confidently enter the final design stage and is one step closer to commercializing its hydrogen system.

Green hydrogen could play an important role in the decarbonization of shipping – both in terms of its potential as an enabler for synthetic fuels, as well as its direct use as ship fuel. However, hydrogen's unique properties make it a complex fuel to work with, and the lack of prescriptive regulations means that companies wishing to launch hydrogen systems need to follow the IMO guidelines on alternative design (MSC.1/Circ.1455). As with all emerging fuels, the maintenance of high safety levels when using hydrogen is paramount.

Gunnar Larsen, CEO of HAV Group ASA, said: "Getting a hydrogen energy system off the ground is a complex and very challenging undertaking, and we are very proud to have come this far. Getting to this stage has been the result of four years of cooperation with our internal and external partners in the FreeCo2ast project and excellent support from experts at DNV. Their guidance has been essential in successfully navigating the Alternative Design process."

British Marine publishes its latest annual industry statistics



British Marine has published the latest edition of its annual economic report, Key Performance Indicators for the Leisure, Superyacht & Small Commercial Marine Industry (2020-21), evaluating the size, performance and health of the industry following the COVID-19 pandemic and its extraordinary effect on boating and watersports in the UK.

The last two years have seen unprecedented challenges for the UK economy, from the disruption of the pandemic and Brexit-related trade adjustments, to supply chain shocks and inflation over the past year that have contributed to a cost of living crisis for many Britons. British Marine's Key Performance Indicators report shows that the UK marine industry experienced a difficult year in 2020, with pandemic-related public lockdowns, business closures, international shipping restrictions and reduced consumer activity contributing to a sharp decline in turnover, with a contraction in like-for-like revenue of 22 percent compared to the previous 12 months.

The UK's domestic boating tourism sector was most heavily impacted by COVID-19 public health restrictions, with operators prohibited from offering any kind of boat tour, charter or hire activity to consumers until midway through the boating season, then being forced to operate at a heavily reduced capacity to accommodate new social-distancing safety protocols. Together, these companies experienced a 42 percent like-for-like decline in income, compared with the 2019-20 financial year.

Boat and equipment manufacturing was also hit hard, with shipyards and factories closed or forced to operate with skeleton crews during lockdown and manufacturers impacted by subsequent supply and staff shortages for much of 2020-21. Overall, manufacturing revenue fell an estimated 27 percent in 2020-21, with boat production revenue down 33 percent and boat production (unit) output declining by 11 percent. Supporting business services performed comparatively well. With services able to keep operating remotely during lockdown, sales only declined by 14 percent overall. Declines were concentrated among businesses offering onsite technical services or in-person events and crewing services; services that catered to marine businesses' renewed focus on strategic planning, marketing, and upskilling during the lockdown or provided direct to consumer digital services fared better.

However, the industry has been recovering rapidly, thanks to a post-lockdown surge in boat and watersports equipment sales and rentals as consumers concentrated their spending on staycations and outdoor recreational activities as an antidote to public health restrictions. The latest boat sales data indicate that new and used boat sales revenue has grown over 25 percent compared to their pre-pandemic level (2021 calendar year compared with 2019 calendar year).

Read the article in full at <https://bit.ly/3tVUpj5>.



Safe fitting and removing of temporary lashing points recommendations

Mark Dunbar, Surveys Manager at West P&I Club, has provided recommendations on fitting and removal of temporary lashing points after the club noticed receiving a number of high value claims arising from such operations. According to Mr. Dunbar, it is sometimes required in the dry cargo trades for fixed lashing points to be temporarily fitted for securing of cargo and then removed at the end of the voyage.



He said, "From cases we have reviewed, toolbox talks had been conducted and hot work permits issued, yet the Club has still experienced a number of high value claims arising from these operations."

More specifically, in some recent cases, hot slag/sparks have dropped into cargo holds and set fire to packaging or tarpaulins covering the cargo below. In addition to the direct fire damage, further damage to cargo has occurred due to water damage from subsequent firefighting operations."

"In another instance, where there was a mixed stow in one hold, bulk cargo in an adjacent hold decomposed due to heat transfer where temporary lashing points were being fitted to a transverse bulkhead for securing of general cargo.

What is more, in some cases, no fire watch had been arranged due to a lack of awareness that heat/sparks/slag can propagate through steel plating separating the point of work and cargo hold."

In others, although a fire watch had been placed, it was not positioned correctly and/or there was too much reliance on fire retardant tape/blankets which were either poorly placed with no coverage at some points due to gaps or proved inadequate to deal with the high temperatures involved.

Monaco Yacht Show introduces Sustainability Hub for 2022

Monaco Yacht Show has revealed that a new Sustainability Hub is being launched at this year's event, which is set to take place from 28th September to 1st October 2022.

The Sustainability Hub is an exhibition area that will welcome companies specialising in technology aimed at reducing superyachts' environmental footprint. The exhibition will be located across 200m² in Darse Sud, the tent dedicated to nautical equipment and technology. Monaco Yacht Show will collaborate with the Water Revolution Foundation in order to select companies that are eligible for the Sustainability Hub.



Gaëlle Tallarida, managing director of MYS said, "When the MYS joined the Carbon Neutral programme in 2005, we were already hell-bent on raising environmental awareness. The MYS later joined the Prince Albert II of Monaco Foundation in 2010 to support their eco-friendly projects."

Robert van Tol, executive director of the Water Revolution Foundation, noted, "The creation of the Sustainability Hub is a crucial achievement. The Monaco Yacht Show has once again consolidated its leading position in the field, whilst highlighting the Water Revolution Foundation's expertise in terms of sustainability."



DNV and Pleiades celebrate 100 years in Greece

At the recent Posidonia trade fair, classification society DNV presented Pleiades Shipping with a certificate recognizing their new vessels as the first delivered to a Greek owner with the Cyber secure vessel notation. The presentation was a fitting milestone as DNV also celebrated 100 years of operation in Greece and topping 100 contracted vessels for the Cyber secure notation.

The digitalization of the maritime industry continues to accelerate as new integrated systems, increasing automation, and continuous connectivity are being used to enhance efficiency, boost safety, and improve sustainability. But as the number integrated and connected systems and vessels increase, so too does the threat of remote attacks that can impact critical on-board control systems. These new threats make cyber security a vital tool to reducing risk and led to the release of DNV's cyber secure class rules and notations. And as recognition of the new risk picture has climbed, more owners and operators are choosing an additional voluntary cyber security verification.

While cyber risk regulations like IMO 2021 require owners, operators, and managers, to consider overall cyber risks, to date there have been limited concrete requirements for establishing cyber security barriers in system and vessel design. This will now change as the International Association of Classification Societies (IACS) recently published its new Unified Requirements for cyber security, UR E26 and UR E27, which will become mandatory for classed ships and offshore installations contracted for construction on or after 1 January 2024. These new requirements will simplify the challenge ship owners and operators face when ordering cyber secure vessels, as the new URs will oblige both yards and system suppliers to proactively address cyber risks in their designs. The new requirements are based on recognized international standards for control system cyber security, IEC 62443, and are fully aligned with DNV's current class notations for cyber security.





IBEX 2022 opens visitor registration

The International BoatBuilders' Exhibition and Conference (IBEX) announced that registration for visitors is now available for this year's show, set to take place September 27-29, 2022 at the Tampa Convention Center. Owned and produced by the National Marine Manufacturers Association (NMMA) and RAI Amsterdam, IBEX is North America's largest trade event for marine industry professionals.

Attracting professionals from all sectors of the marine industry, IBEX 2022 will offer visitors access to more than 600 exhibitors from 14 countries spread throughout three exhibit halls, docks, and outdoor displays. To date, 61 new companies will be exhibiting, with more expected to fill the limited exhibit space still available. There is high demand for the IBEX docks and outdoor demo space, both expected to sell out before the Show.

To register go to <https://www.ibexshow.com/>.



What caught my eye...

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

Adventurer to attempt Atlantic crossing in 3ft 3in boat

Sometimes there is a very thin dividing line between being an inspired superhero and a fool. I read about this man's passion to try and set an incredulous new world record. All I can do is to offer him good luck. History will let us know if he becomes a superhero or not!

Andrew Bedwell has built a tiny boat, which he is going to attempt to sail from Canada to Cornwall in a bid to break a world sailing record. He will set sail in his 3ft 3in boat next May on a 1,900 mile journey. He's attempting to break the record for sailing the smallest boat across the Atlantic Ocean.

According to the Daily Mail, his fibreglass boat – which has a top speed of 2.5mph – is a modified version of a vessel that another ex-record holder, Tom McNally, designed.



"The vessel itself is incredibly strong," says Bedwell. "It's literally built to survive oceans. It has a fibreglass exterior, then it's got a foam core and fibreglass on the inside. Everyone who sees it – and a lot of naval architects have seen it – say, 'she's solid, she's built to do it,' and I know she is as well."

Shipwreck of HMS Gloucester is 'most important since Mary Rose'

And so another lost maritime treasure has been found deep beneath the ocean's waves several centuries after it ran aground.

News that the wreckage of a royal warship, which sank while carrying a future King of England, has been hailed as the greatest shipwreck discovery since the Mary Rose. HMS Gloucester ran aground near Great Yarmouth in Norfolk, some 28 miles off the east coast of England in 1682. Aboard was the Duke of York, James Stuart, who later became King James II.

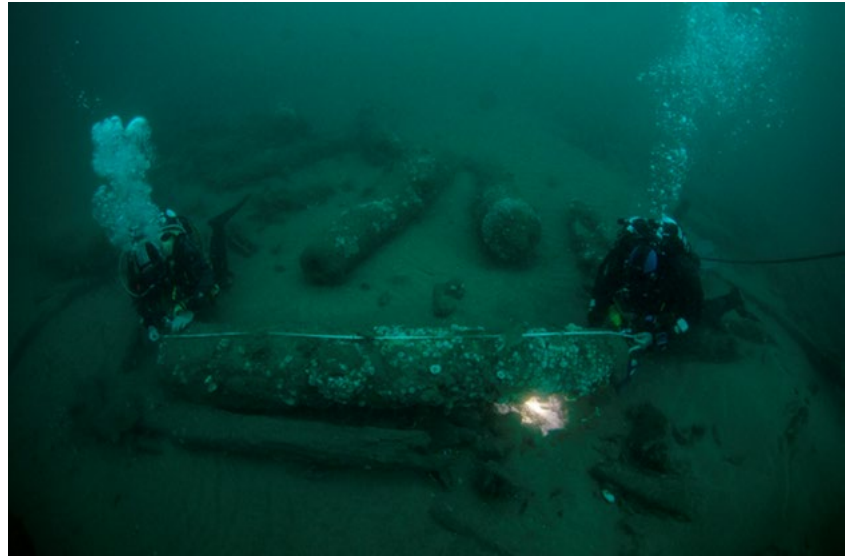


Photo courtesy of Norfolk Historic Shipwrecks

The wreck of the famous ship was actually discovered by divers in 2007, but the news was kept secret until very recently for security reasons.



Floating mansion evades taxes, because it's a boat!

This is a simply absurd story that brought a smile to my face. The lengths that people will go to sometimes to 'beat the system' defies logic and this is one such fine example.

I read that Miami-Dade County has stopped its fight to collect property taxes on a Miami Beach houseboat. According to the Miami Herald, the property appraiser's office has dropped its effort to declare the Arkup¹ a 'floating structure'. This means the boat's owner won't have to pay a tax bill of nearly \$120,000.

Attorneys insisted that the Arkup was a boat, pointing out that it is registered with the US Coast Guard and can travel the seas at five knots per hour. The Arkup 'has a means of self-locomotion and is equipped with the necessary equipment for boating, such as the required lighting, horns, radios, directional aids, and safety features', according to a settlement agreement.



Photo credit: Reuters/Tyrone Siu

A sad end for a floating Hong Kong landmark and legend

Anyone who has ever been to Hong Kong cannot fail to have noticed The Jumbo restaurant, an iconic tourist floating destination which has been in operation for nearly 50 years. Sadly it was forced to shut down operations in the wake of the coronavirus pandemic. As it was being towed away it came to grief.

It is reported that the floating restaurant capsized after facing adverse conditions in the South China Sea. The incident occurred when the vessel passed the

Xisha Islands in the South China Sea, resulting in water entering the vessel before it began to tip said owner Aberdeen Restaurant Enterprises Ltd. in a statement. No crew members were injured.



Giant cruise ship's maiden voyage may be to a scrapyard

If you ever thought the world had gone mad, here is the irrefutable proof that you may well be right. So, the story goes that an unfinished mega-liner that was to be one of the world's biggest cruise ships by capacity is sitting in a German shipyard. It is waiting to be scrapped, because bankruptcy administrators can't find a buyer, according to cruise industry magazine An Bord.

The lower hull of a liner known as Global Dream II, the second global class vessel from insolvent MV Werften shipyard, is to be disposed of at scrap price, An Bord reported, citing insolvency administrator Christoph Morgen.

Come on world. There must be many potential uses for such a vessel from a floating hospital to unique university campus. In my view, to see such a vessel go to scrap is an outrage, a waste and frankly a disgrace.

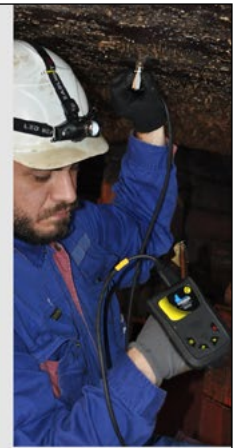
Mike Schwarz



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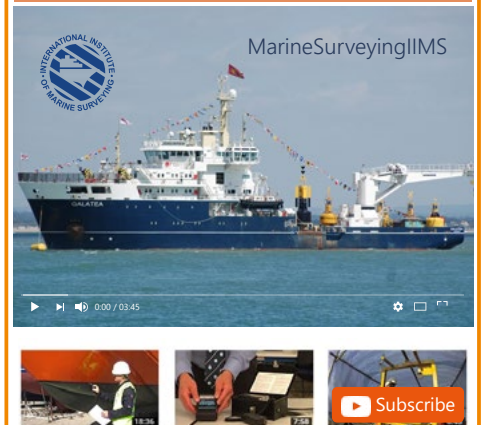


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