



JULY 2023

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

Well what a past few weeks it has been in the life of IIMS. The team has certainly stretched itself on various fronts and to its limits, but ultimately has played a blinder. Well done and thank you. I am referring to the delivery of the recent Annual General Meeting, Southampton Conference and Dinner, coupled with a management board meeting which was followed the week after by our annual presence at Seawork. And we squeezed in an overnight team building activity too. Full on, hi-octane stuff!

Seawork is a good place to start my introduction this month perhaps. The event was good for IIMS and we met a number of old friends and made some interesting new ones. But the three-day show is likely to be best remembered by many of those who attended the presentation given by the Maritime & Coastguard Agency (MCA) on the proposed new Workboat Code 3, which is set to hit the statute books in January 2024 if all goes to plan. I have chosen to publish a factual report on what happened elsewhere in this news bulletin to allow you to draw your own conclusions; and it is safe to say it will not be a smooth

transition to regulation if the UK workboat industry has its way. Let me say I am not here to bash the UK maritime regulator for the sake of it for that serves little purpose. They have a challenging enough job to do. IIMS had a seat at the Workboat Code 3 Technical Working Group, but increasingly lost interest in the process (along with others) before it headed to public consultation when it became clear where this proposed new regulation was headed and the likely ramifications for the workboat sector.

My message to the CEO of the MCA and to the UK Shipping Minister is a simple one. I know there are looming deadlines to be met that will result in the new Code becoming law, but please pause a moment, listen carefully to what the industry is saying and get it right first, or suffer the inevitable consequences of not doing so. It is not too late. Do not allow poor regulation to become law for this serves to benefit no-one.

Moving on, I'd like to give my personal thanks to all who contributed, both my colleagues and others who spoke at the IIMS Conference. We delivered first-class content on some very on trend topics, including lithium-ion batteries and AI technology among them. My sadness is that so few were there in-person this year to be part of it, experience it and to network. Although a number additionally joined the event online, the general lack of engagement with this year's Conference was palpable and a personal disappointment. And let me tell you, (if you did not participate), you missed a great event. The dinner attracted 50 plus people coming from a wide range of maritime backgrounds. Guest speaker, Neil Roberts, Head of Marine & Aviation at Lloyd's Market Association, spoke eloquently and thoughtfully. There is a short overview and report about Conference with photos to read and view elsewhere in this news bulletin.

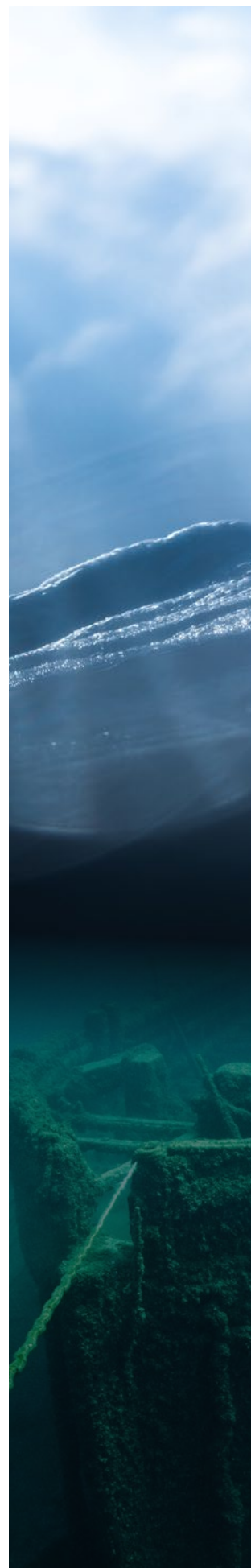
In the middle of this busy period, the IIMS head office team made time to disappear into the depths of the New Forest for the annual overnight stay. Although there was time to do some blue skies business strategy thinking, much of the time was dedicated to team building events and activities, allowing the group to chill after a stressful few days. Willow weaving and sheepherding with working dogs proved hugely popular with the team, and we created some wonderful and memorable moments.

And finally, before I close this month, I wanted to reference the two appalling disasters that have happened in the past few weeks that have rightly made major news headlines around the world. The first incident concerns the fishing boat crammed full of refugees and migrants off the coast of Greece last month after it capsized and sank. At the time of writing, 80 people are known to have died and more than 100 were rescued, but reports suggest this relatively small fishing vessel was carrying up to 750 individuals. One presumes most will have perished in this horrible accident, their bodies will never be recovered, and the final death toll will never be known. The trade in migrants is despicable and has become an international problem. I have no solution - all I can do is to offer my sympathies and condolences to those who have lost loved ones in this and other similar tragedies.

The second accident is, of course, the implosion onboard the OceanGate Titan as she ventured towards the wreck of the Titanic. The story and desperate search and rescue mission that was mounted gripped the IIMS head office team and we followed developments closely. The end result is that more lives have been lost in an accident that was avoidable.

Let me reference William Kohnen, Chair of the Manned Underwater Vehicles Committee in Los Angeles, who has criticised the lack of regulations around the sub. He told the BBC in an interview that safety measures onboard the OceanGate Titan have been under intense scrutiny since the sub went missing. Indeed, Kohnen, who previously authored a letter to OceanGate raising concerns about the safety of its craft, said the disaster was "clearly preventable". He lauds the success of the underwater submersible industry, which he says has not seen any major disasters since the 1960s and concluded that this kind of vessel with tourists on board "would not be allowed" in US, British or Canadian waters without it being certified. My condolences to the families who have lost loved ones in this terrible tragedy.

Survey well.  **Mike Schwarz**
Chief Executive Officer



IIMS Baltimore conference: 25-26 August 2023

A big thank you to IIMS Regional Director in the US, James Renn, who has once again put together a fascinating looking two-day program with some knowledgeable people coming to present and contribute. The workshop, entitled Realities of Surveying Changes and Expansion, will be delivered to an in-person and online audience at Maritime Institute of Technology and Graduate Studies, 692 Maritime Blvd, Linthicum Heights MD 21090.

Day One - Friday, August 25

Mike Schwarz, IIMS Chief Executive Officer. Introduction and state of the IIMS in the Industry.

James Renn FIIMS, AMS. Life after Lithium.

Chase A. Eshelman, Boating Law Inc. What makes you an expert and what you must do to be effective and repeatable under fire.

Brian Goodwin, ABYC Technical Manager. Discussion of ABYC E-13 Standard and Lithium Battery Terms.

Capt. Joyce Nolen, AMS. Injured and disabled on the Job.

Mike Schwarz, IIMS Chief Executive Officer. Frightening truth behind AI-Artificial Intelligence.

James Renn FIIMS, AMS. Some new "Kit" for your tool inventory.

Ayman Alakkawi MIIMS. Marine Surveyor. Container Vessels Fires. Experience and Exposure for the Surveyor.

Trevor Hardman: Shoreline Fuel and Marine Service. Reality about fuel polishing and disposal.

Day Two - Saturday, August 26

James Renn FIIMS, AMS. A quick introduction Hyper Thin Solar Panels.

Ray Bracken MIIMS, AMS and recently retired Dept. of Justice. Law Enforcement. What they can do and access that the lay population cannot.

Dr. Joseph Ferko, United States Presidential Advisor on Disaster Management. The Systems and Technologies Employed Disaster Management.

Lloyd Griffin CMS, AMS, Frigate Marine Services and Thermal Imaging. Where are we in Heavy Lift Technology?

Capt. Bill Weyant MIIMS, East Coast Marine Consultants. Sound Levels and Measurements.

Chih Ju Wei, Cygnus Instruments. The functions and advancements in flow and UT Testing equipment.

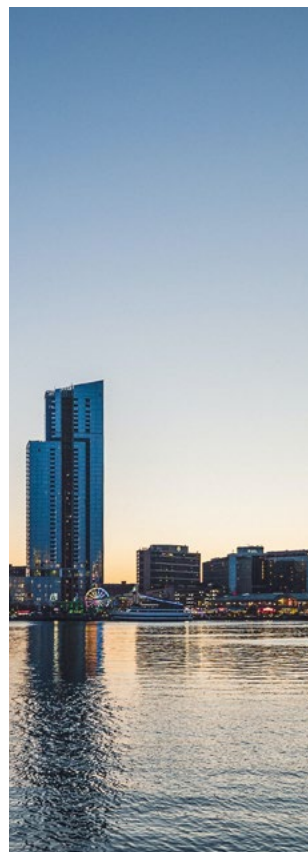
Lloyd Griffin CMS, AMS, Frigate Marine Services and Thermal Imaging. You just can't make this up. The humorous look at photos that defy the imagination.

Workshop information

Cost for both days: \$225.00 in person or \$150.00 via Zoom. Book your registration online via the IIMS website at <https://bit.ly/3XagTKw>, or your registration may be paid by Credit Card by calling 011442392385223 in the UK – ask for Accounts. Meeting Entry Code will be provided for the Zoom meetings.

Contact/Questions call James Renn, 410-490-0216 or iims.usa@aol.com, or Box 1041, Stevensville MD 21666

Rooms are available in the MITAGS Campus building (used for meeting) at \$189.00 per night - 410-859-5700. Mention the IIMS Conference.



IIMS AGM, Dinner and Conference 2023 Report

Over three days in early June, IIMS hosted its first international in-person event since the pandemic in and around the Southampton area in the UK. The event consisted of a Directors' dinner, quarterly management board meeting, formal dinner, Annual General Meeting and the main conference itself.

The dinner, held at Chilworth Manor Hotel, drew over 50 attendees from all branches of the surveying profession. The beautiful evening allowed diners to congregate outside on the patio before dinner was served. David Pestrige said Grace, followed by Peter Broad, who proposed the Loyal Toast. Guest speaker, Neil Roberts, Head of Marine & Aviation at Lloyds Market Association gave an excellent address after dinner.

Peter Broad had chosen as his charity this year the Tall Ships Youth Sailing Trust

At the Conference dinner, IIMS chose to publicly recognise two people who have made a big contribution to Institute life, but in very different ways. Here is a transcript from Mike Schwarz's dinner speech announcing the presentations, which were presented by Peter Broad, IIMS President.

He said, "It is now my pleasure to announce two prestigious Blue Water Awards and in doing so, I am recognizing two people who have been fundamental in underpinning the work of the Institute over many years. Both are long-standing friends and colleagues from entirely different industry sectors and backgrounds.

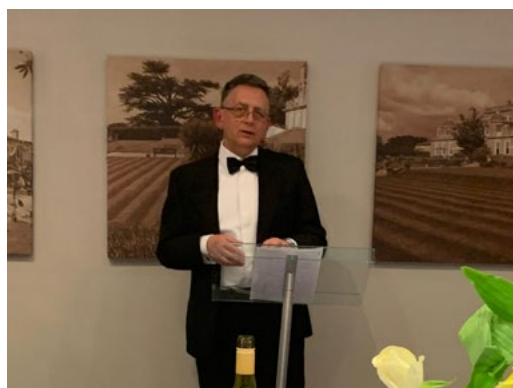
"Karen Brain is someone who has never shied away when I have asked her to give a talk to members, or to write an article for The Report Magazine. She has run the very successful PI insurance scheme for IIMS members and has helped many a surveyor who has faced insurance challenges, particularly in recent times post Brexit. I am immensely grateful to you Karen and it gives me huge pleasure to invite you to come up to receive the first Blue Water Award this evening.

"IIMS subsidiary, the Marine Surveying Academy, has had great success in the area of superyacht coatings inspector training through its Registered Marine Coatings Inspector qualification over the past nine years. Some years ago, we publicly recognized Ken Hickling for his help in this area. Ken is here tonight but sadly I can't give you another award Ken, although Hilary and I remain deeply grateful for everything you have done to develop and promote the RMCI programme.

"I can, however, publicly recognize Gareth Thomas of Akzo Nobel who, along with Ken, has done the most impressive job of repurposing the RMCI content and reinvigorating the programme. I met Gareth on my first trip to METS in Amsterdam when he was but a sallow youth and me a mere young middle-aged man! Look what's happened since! Gareth it gives me great pleasure to ask you to step forward to accept this Blue Water Award."



Dinner Hosts: Mike Schwarz and Peter Broad



Guest Speaker: Neil Roberts



Karen Brain receiving her award



Gareth Thomas receiving his award



Peter opening the AGM



Mike's Chief Executive Officer report in progress



Some of the board presenting their reports



Ian Bartle presenting on lithium ion batteries

AGM & Conference 2023 on 7th June

Although the numbers attending, both in-person and online, were lower than expected, the quality of the presentations was of the highest order. President, Peter Broad, opened both the AGM and Conference proceedings and was generous in his praise of the head office secretariat. He went on to share his personal concerns about the drop in surveying fees and where the next generation of marine surveyors is likely to come from.

IIMS, Mike Schwarz, said, "I am immensely proud of the imaginative programme that we collated for this event. Great speakers on a variety of on-trend topics, coupled with good food and excellent company, made this a memorable event. If I have one sadness, it is simply that not enough members engaged with the programme and that causes me to think about how (and if) we might deliver a similar event in the future."

Annual General Meeting

A small audience was in the room and were joined by more online to participate in this year's AGM. Mike Schwarz gave a thorough overview of the Institute. In his opening slide he commented, "A pleasing year of steady profitable growth across the organisation, encompassing further technological enhancements and sensible investments."

Online voting on just two matters was closed at 16.00 the day before the AGM. The results of the voting were as follows:

a) Re-election of the Management Board en-bloc

In favour	25
Against	1
Abstain	3

b) Proposed fee structure for 2024 membership

In favour	22
Against	6
Abstain	3

The acceptance of the proposed fee structure means they will rise in 2024 by Area 1 (4%); Area 2 (2%) and Area 1 (1%).

One decision that will affect all members was taken at the earlier management board meeting. It has been decided that from 2024 plastic membership cards will not be automatically issued in an attempt to further reduce the carbon footprint of the Institute. Cards will be available electronically to all members, but there will be a mechanism in place to enable those who wish to have a plastic card to request one.

The video of the AGM is freely available to view on YouTube at <https://bit.ly/46Cy4ca>. Run time: 1 hour 48 minutes.

Conference

After a short address by Peter Broad and a quick presentation by Mike Schwarz, the morning's plenary session was underway and opened by Ian Bartle, something of an expert in lithium-ion batteries. His presentation included frightening imagery which he used as a means to demonstrate the challenges associated with this technology.

Dr Mike Lewus, author of the IIMS Professional Qualification in Marine Corrosion, never disappoints his audience and once again he enthused delegates with his in-depth encyclopaedic knowledge of marine corrosion. He concluded his presentation with a live scientific experiment which included a fish tank, electrodes and some locally sourced seawater.

After an excellent buffet lunch provided by the Axis Conference Centre, the room and audience divided in two.

In the commercial ship arena, veteran marine surveyor, author and educator, Mike Wall, spoke eloquently having travelled to attend from Thailand. His subject? Developing Technologies and Practices Within Commercial Marine Surveying.

Dr Alexandros Ntovas and George Alexios Ntoules, both based locally, joined the meeting to give an insightful update on the progress with autonomous shipping and a glimpse into what lies ahead.

The Institute was especially pleased that Per Åge Nygård was able to accept an invitation to speak having come from Norway to present. In his presentation, entitled 'Buyers' perspective when appointing a marine surveyor' he delivered an expectation and understanding of what is required to ensure a successful business relationship between buyer and surveyor.

The last presentation of the day for commercial ship surveyors was delivered by Jeff Wilson, Managing Director of Van Ameyde Marine, an international firm employing over 70 surveyors. As he spoke about his topic - Future challenges for marine survey – the sting and surprise was most certainly left until his very last slide!

Over in the other room, yacht and small craft surveyors were famously entertained by the legendary Sir Robin Knox Johnston. He spoke about some of the challenges he has faced between his company Clipper Ventures and maritime regulators over the years. He took a number of audience questions and then answered some that had been sent in prior to the event, many keen to know about his circumnavigation of the globe back in 1969.

Paul Madeley, based in Palma, followed to share his extensive knowledge of electrical surveying on large yachts and demonstrated not just his expertise, but also his enthusiasm for this subject, which is often misunderstood by surveyors due to its complexity.

Friend of IIMS, Karen Brain from Matrix Insurance Ltd, the conference sponsor, was in the room to close the day as she discussed the duty of care that a surveyor is expected to provide from a legal standpoint. As always, the audience listened intently as she spoke knowledgeably about her topic.

To conclude this highly successful event, Peter Broad and Mike Schwarz came together to host a 20 minute discussion and brief explanation of AI technology and, in particular, ChatGPT. This involved asking some questions through the platform itself relating to marine surveying, the accuracy of answers which surprised and impressed everyone.



Dr Mike Lewus and his live experiment



The final session with Mike and Peter



A group shot at the end of the day of some of the attendees

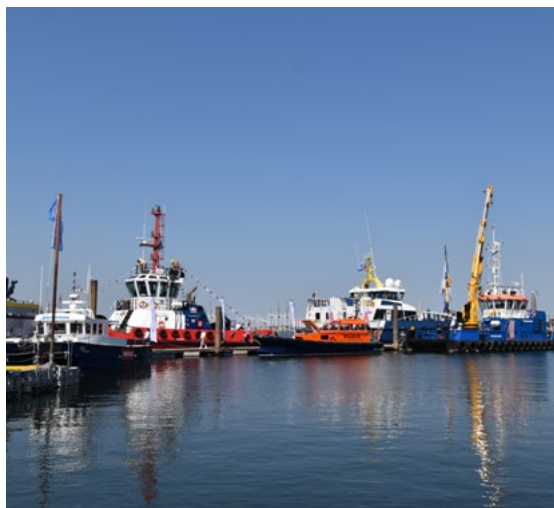
A series of photos taken at the various events have been posted on the IIMS website and can be viewed at <https://bit.ly/432EoGH>.

SPECIAL SEAWORK REPORT

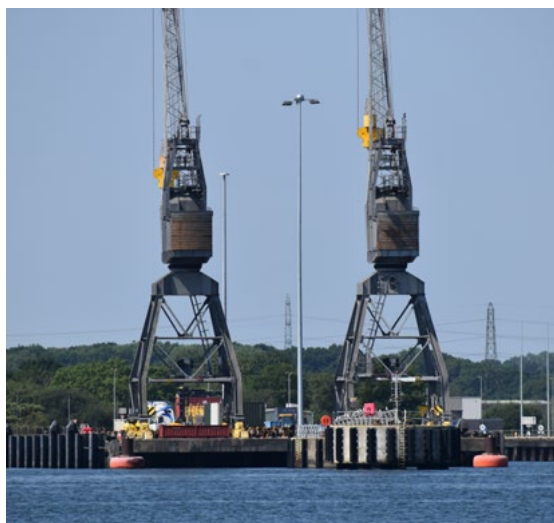
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IN PERSON | ONLINE

What happened at this year's Seawork show?

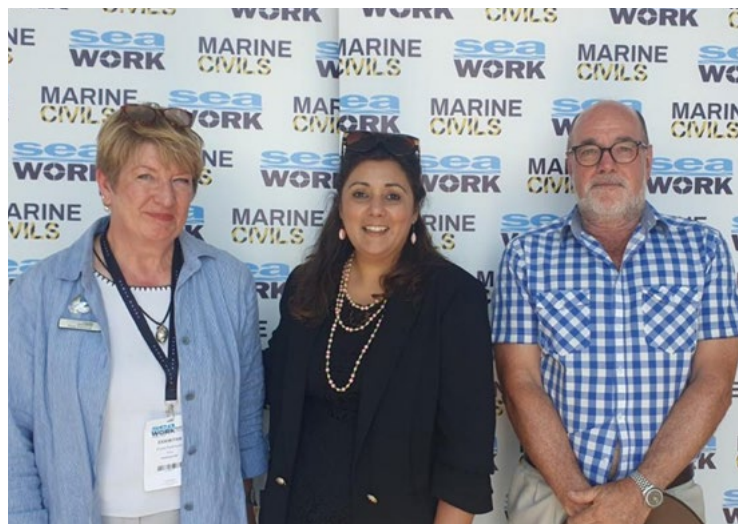


On the stand (from left to right) Hilary Excell, Elly Bryant and Camella Robertson



Nusrat Ghani, Minister of State at His Majesty's Government's Department for Business and Trade, officially opened Seawork 2023 (the specialist workboat show) at Southampton giving a keynote speech to the assembled crowd. She was buoyant about the growth of the industry.

Ms Ghani said, "The British maritime industry is one of the most innovative, with a pace of development and willingness to embrace new technologies that very few can match. The shipping technology sector is already a £4 billion industry and estimated to more than triple in value by the end of the decade." This is the third time the minister has attended Seawork.



Nusrat Ghani (pictured centre). Photo credit: Daily Echo



IIMS had a good size stand at Europe's premier show for workboat operators, held this year from 13 to 15 June. As a media partner of some years standing, IIMS was pleased to support and promote the event through its various media channels. After the poor turn out last year post pandemic, the team was pleasantly surprised to receive a constant stream of visitors to the stand ranging from members to students and several manufacturers and service providers keen to seek us out and connect with the Institute. The team took it in turns to manage the stand over the three days. In practical terms, the space was very well positioned next to the busy Workboat Association stand and the issue caused last year by excessive heat in the tents had been cured. Speaking about the Institute's involvement with the event, IIMS CEO, Mike Schwarz, said, "This was the best Seawork show we have attended for many years. We met a number of Institute members and other important and influential stakeholders within the workboat sector. We will be back next year!"

A meeting took place at the IIMS stand with representatives of the various UK certifying authorities who are seeking ways to work together and co-operate with vessel coding.

The talk of the show was the drama that unfolded on the opening day during a key presentation given by the MCA on the proposed new Workboat Code 3. Here's a report on what happened.

Anger erupted and spilled over at the MCAs handling of the Workboat Code 3 consultation process at the Seawork conference. Accusations were made that the MCA (Maritime & Coastguard Agency) is not communicating new coding regulations that could have disastrous consequences for small workboats.

There was standing room only at the UK's Maritime & Coastguard Authority Workboat Code 3 update presentation at Seawork as the Workboat Association teetered close to expressing a vote of no confidence in the UK's statutory body. Something of a showdown with industry stakeholder groups was widely predicted before the presentation and nothing draws the crowds more than a regulatory update that could threaten significantly increased operator costs.

As part of the MCA's system for designing new regulations, although not a statutory component, the process included a Technical Working Group in the early stages of the consultation process to ensure that the regulations are realistic and workable for the people who ultimately will need to code and operate vessels under them.

Opinions vary as to precisely what happened with this working group in 2022, but things clearly did not go well and were far from smooth. Kerrie Forster, CEO of the UK's trade body, the Workboat Association, who was a member of the working group, recalls it as a substantial breakdown of the group as multiple key members left the process in protest concerning the direction the MCA was taking the new regulations in, particularly the plans for applying the new regulations to vessels already operating under older codes.

Kerrie Forster said, "I have to report to the wider industry that many original members of the working group stopped attending throughout the process due to the disagreement with the process.

"And the draft was delivered by a small skeleton group of industry and small commercial vessel experts together with the MCA Codes team."

The MCA's Code Vessel Lead, Rob Taylor, remembers it slightly differently, citing the unexpected length of the process and some members' dissatisfaction that it was taking place via remote conferencing; but he did corroborate the fact that a number of members left the process leaving the working group 'a little thinner' than the MCA would have liked.

This all took place in the second half of 2022 and was further underlined by a huge response from the industry to the MCA's online consultation, with MCA responses to these queries, it is claimed, often resulting





in disappointing holding replies and scant information that some commentators suggested indicated that the MCA was struggling under workload issues. The Workboat Association stated that the public consultation of Workboat Code 3 received one of (if not the) largest feedback from any UK domestic maritime legislation to date.

The MCA is certainly in an unenviable position and responding to unexpectedly massive volumes of feedback clearly isn't coming at a good time for them. Both the Workboat Code 3 update and their other current significant body of work, an update to the SCV (Small Commercial Vessel) code, are un-shutable statutory pieces of work that have fallen concurrently at the MCA's feet.

The MCA's Rob Taylor presented some tweaks to the process, and another minor extension to timelines to a conference room bursting at the seams. As is often the case at a good conference, the presentation was all of the expected party-line fodder, with the real meat in the sandwich coming in the shape of the questions that followed.

Kerrie Forster began the questions with a long and pre-prepared set of questions/statements citing the Workboat Association's issues, and was followed up by several experts, particularly from Certifying Authorities, who also believed their issues with Workboat Code 3 are not being adequately addressed.

Of the several issues expressed by these industry stakeholders, a major one is the lack of clarity on how workboats operating under earlier codes such as the Brown Code can meet the updated code without, in certain cases, prohibitively expensive structural work. If this is the case, part of the issue was that this was not being adequately communicated to the industry.

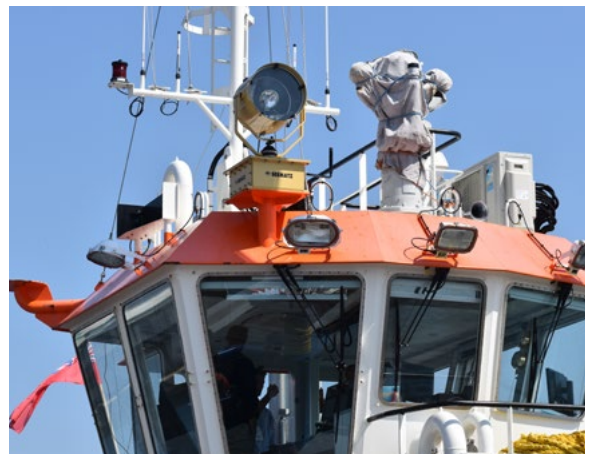
The MCA has estimated the cost of changes to existing vessels to meet the new code at £800,000 for the entire UK workboat fleet, but the Workboat Association suggests that this is miles short of the mark with the overall fleet cost projected as upwards of £1 billion. Kerrie Forster even predicts that a single vessel requiring structural work such as repositioned and additional bulkheads or lined tanks could attract a bill north of the MCA's mooted £800k for a single vessel. The massive discrepancy, as explained by the Workboat Association is due to some significant omissions on the MCA's part.

One simplified example Kerrie cited is that the new code in some cases may stipulate a larger size and weight for the vessel's main anchor. The Workboat Association says that the MCA has just calculated the price of an anchor for such an upgrade, but the Workboat Association has factored in the potential cost of engineering consultancy, reconfiguring chain sizing, windlass capability, anchor locker enlargement, time in dry dock, ie, the total cost of 'a heavier anchor'.

If these are the sort of errors that have been made this is a major attack on the MCA's credibility from a key industry body, as it suggests a fundamental lack of practical knowledge within the MCA of how workboats are built, refitted and operated.

Kerrie's statement posed the following:

- 1) There needs to be a correct Assessment made and publicly shared, otherwise parliamentarians and the public are being falsely informed to make their judgement.
- 2) The new draft should be shared for further comment publicly or back to the Technical Working Group to steer the direction of the content following the first round, and unexpectedly large feedback from the public consultation.
- 3) The final draft needs to be shared with industry before becoming law to allow industry time to react to the incoming changes.





"Until these changes are made, for the first time since our origination, we do not stand behind the UK flag and new workboat code as it currently stands," said Kerrie.

"Taking a workboat from the Brown Code up to Workboat Code 3 presents a seriously steep hill for some vessel owners and operators to climb," said Ben Sutcliffe-Davis, chairman of certifying authority YDSA.

He continued, "The MCA has calculated upgrade costs primarily from Workboat Code 2 to 3, but this actually represents the minority of the fleet. Where the Brown Code consisted of 70-odd pages, Workboat Code 3 is over 200 pages. It's also littered with more complex and daunting language and double negatives that almost look designed to trip up or confuse the unwary operator."

The MCA was quick to counter that there is a grace period, so that vessels could continue to operate under their existing coding until it runs out, but ultimately vessels being recoded after the end of December 2023 would need to meet the new system of regulation.

Stuart Gladwell, CEO of SCMS, another certifying authority, asked why the MCA had not engaged the certifying authorities (CAs) more closely in the process. According to Gladwell, the CAs had more specific detailed sector knowledge concerning key aspects that the new framework seeks to address, such as un-crewed operations and future fuels, and had seen the MCA was struggling in some areas and had offered to take on some of the work, but to no avail. In short, the CAs could see the MCA was drowning and had offered to help.

Gladwell also expressed his concerns about the lack of communication concerning his organisation's specific queries to the MCA concerning Workboat Code 3. He had two outstanding issues that were timing out fast and potentially going to attract cost to rectify that the MCA was not responding on. One has been outstanding for several months and relates to regulations that are coming in fairly imminently. Gladwell concluded with a rather pointed question that dangled in the air for a few moments. He asked, "Is this lack of communication the new normal for the MCA?"

The microphone returned to Kerrie Forster for what became an impactful summing up of the industry's issues with the code, and before revealing what he said it's important to consider the Workboat Association's past relationship with the MCA. The Workboat Association originated in 1994 as a representative of industry to formulate the original Workboat Code known as the Brown Code. Since then, the Workboat Association has been a key global ambassador of the UK flag and the Code.

The Workboat Association has been on numerous MCA working groups since and is a powerful industry body. Not only did Forster "beg" the MCA to recommence the consultation process from scratch with more complete stakeholder engagement, he also reminded the MCA and the audience that part of the Workboat Association's remit was to offer advice to its members concerning flagging and coding.

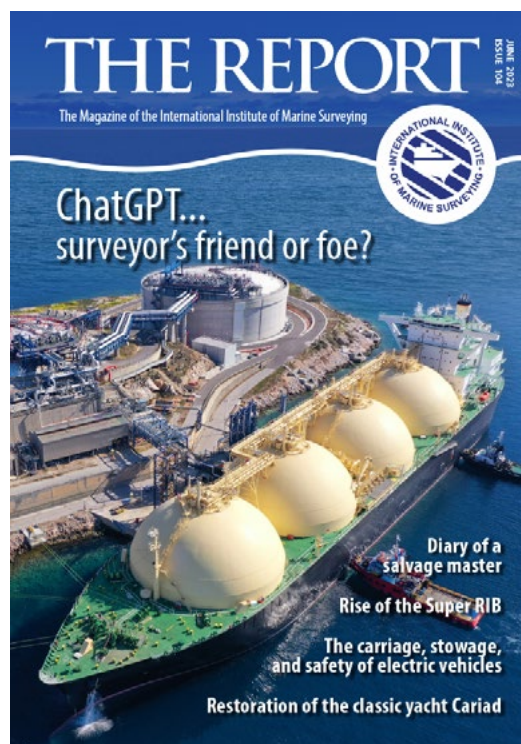
For the first time in its history, the Workboat Association was not only having to consider whether it should continue to sit on MCA working groups, but also whether to even continue advising its membership to code vessels under the UK flag state. While it wasn't quite an official Workboat Association statement of no confidence in the MCA, it was just about as close to this bombshell as you could get and clearly suggests some stormy waters ahead for UK workboat industry to contemplate.



Did you miss last month's publication of the June 2023 Report Magazine?

If you did, here are some of the articles that you missed (see below). The 144 page edition of the award-nominated Report Magazine carried a wide range of features and articles of interest to marine surveying professionals, but also the wider maritime community, including some interesting lifestyle content too.

- Safety tips for handling energy sources onboard
- New AMSA report raises concerns about the alarming increase in vessel fires
- The restoration of the 127-year-old large classic yacht Cariad: Marine surveyors in a project management role
- The marine carriage of nurdles will be regulated but how and when is the question
- Black carbon: The 'low-hanging fruit' for cleaner shipping
- The Rise of the Super RIB
- Seafarers desperately need training to handle explosive lithium-ion batteries
- A new era in Greek national maritime legislation began on 1 May 2023
- Water Revolution Foundation issues call for superyacht sector to become green faster



Download The Report
in pdf format at
<https://bit.ly/42Ja5EY>.
Or scan the QR code.



MGN 681 (M) - Fire safety and storage of small electric powered craft on yachts

Notice to all shipowners, masters, deck and engineer officers, certifying authorities and surveyors involved with yachts. This notice should be read with the Red Ensign Group Yacht Code Parts A and B.

Small electrically powered craft and other vehicles (such as personal watercraft) are becoming more commonly used in place of similar petrol-powered craft or vehicles stowed on yachts. Whilst electric craft do not necessarily represent a greater fire risk than petrol craft, there are considerable differences in best practice for fire prevention, storage, fire detection and fire suppression of such craft, which should be considered when they are stored onboard. This guidance is provided for use where lithium-ion (Li-ion) batteries are used as the source of electrical power. Batteries with alternative chemistries may present a different risk profile during charging or stowage.

There has recently been an increase in the number of fires on yachts, with industry groups estimating 16 total losses due to fire between August 2021 and August 2022; whilst the source of some of these fires are explained and have no relation to the measures proposed in this guidance (for example arson, collateral damage from another fire, etc.) around half have not had their cause established yet; one potential explanation for the unexplained fires, out of many potential causes, could be lithium-ion (Li-ion) battery fires. There has been an increase in the use of small electrically powered craft and other vehicles such as electric tenders, electric jet skis, electric foils (e-foils) and other personal watercraft powered by Li-ion batteries. However, there has not been a thorough consideration of whether the fire prevention, detection and suppression measures previously in-place on large yachts for previous generation petrol-fuelled craft, are appropriate for the newer-battery powered craft.

Download the MGN at <https://bit.ly/46bBdxx>.



IIMS Past President, Capt Zarir Irani, in the news

Capt Zarir Irani was recently in Antigua to sign the document that confirmed his firm Constellation's appointment as the Antiguan Flag representative in Dubai. The Antiguan Prime Minister, Gaston Alfonso Browne signed on behalf of the Antiguan authorities.

Capt Zarir Irani (pictured left) with Gaston Alfonso Browne (centre)

Seawater strainers should be inspected to avoid clogging by shrimp

Pilbara Ports Authority published a Marine Notice to warn of main engine failures due to blocked seawater cooling strainers in Port Dampier, Australia. There is an upward trend of cooling related main engine slowdowns due to blockage of seawater strainers. Currently a mass spawning of crustaceans gathering under ships in the Western Anchorages being drawn into ships cooling water intakes.

Recommendations:

- Detailed procedure for cleaning seawater strainers including black flushing, changing and cleaning is provided.
- Spare filters, all tools and equipment for opening the sea chest and cleaning is readily available.
- All Engineering staff is familiar with contingency plans.
- Monitor pressure at pumps and filters during the pilotage and respond without delay.

Seawater strainers must be inspected and cleared prior to commencing inbound pilotage.

Photo credit: Pilbara Ports Authority



ICOMIA appoints new CEO

The International Council of Marine Industry Associations (ICOMIA) has appointed Joe Lynch in the newly created position of CEO. He comes to ICOMIA from the tourism and charity sectors. His previous roles include marketing director for various Tui Travel brands and commercial director of the Youth Hostel Association (YHA).

"We are delighted to welcome Joe to ICOMIA to help build on the excellent foundation our members have created in order to promote, protect and grow the recreational marine industry," says Tony Rice, acting secretary general of ICOMIA

Darren Vaux, President of ICOMIA, comments: "It is a great pleasure to welcome Joe Lynch as the first CEO of ICOMIA. We have set an ambitious future vision for ICOMIA with the recent release of our Strategic Plan and are confident that Joe's leadership and experience will continually develop and improve ICOMIA's profile, services and performance in the best interests of our members."

Lack of knowledge of the properties and hazards of substances

The Norwegian Maritime Authority (NMA) has published a Safety Notice revealing that crew and shipping companies have a lack of knowledge of the properties and hazards of hazardous substances that are brought on board.

In particular, the NMA carried out supervision on board a vessel where formalin was used in connection with the cargo. Formalin is very harmful to health. The substance is either contained in cargo or in separate containers/tanks, where the substance is added to the cargo when the cargo is taken on board. In this case, formalin was added to the cargo without the crew having adequately assessed the risk of using this substance. The crew did not have sufficient knowledge of the hazards associated with the use of formalin, and there was no personal protective equipment on board.

According to NMA, anything brought on board that may pose a safety hazard must be risk assessed with regard to health, safety and the environment. The shipowners and ship management must familiarise themselves with the applicable requirements and review their procedures regarding the safety of persons working on board.

As explained, in accordance with the Ship Safety and Security Act section 7, the shipping company has a duty to establish, implement and further develop a safety management system adapted to the needs of the vessel and its activities. In the Regulations of 1 January 2005 No. 8 on the working environment, health and safety of persons working on board ship (HSE Regulations) section 11-4, further risk assessment requirements are set out for the exposure to chemicals and biological agents. Among other things, risks that may arise on board must be identified and documented with regard to:

- what one may be exposed to;
- during which activities, how and where exposure may occur;
- the concentration and duration of exposure;
- who could be subject to exposure.

If exposure is detected, further risk assessments must be conducted based on, among other things:

- the hazardous properties of the chemical;
- information from the supplier on risk to health and safety;
- information from competent authorities;
- recommended protective measures and effects of measures taken;
- knowledge that a medical condition found in a person working on board, at a special medical examination or otherwise, may be directly attributed to that person's work;
- other matters on board.

According to NMA, these items must be included in the company's safety management system, updated on a regular basis, and documented.

Another requirement is that the shipper must always provide crew members with the characteristics and properties of the cargo. The company and ship management must ensure that this information is received and that safety data sheets are available for products that could be hazardous. Knowledge about the cargo and anything added to the cargo is also required if a substance/product is applied to the cargo after the cargo has been taken on board. A substance which, for instance, may cause danger by exposure to air, inhalation or direct contact with skin must always have safety data sheets to ensure that the substance is handled in a safe manner, even in the event of an accident. Everyone on board must be informed of possible risks and this information must always be available and communicated in the working language on board.





The International Chamber of Shipping Maritime Barometer Report 2022-2023

The International Chamber of Shipping (ICS) Maritime Barometer Report 2022-2023 reveals that uncertainty over fuel availability and infrastructure puts at risk ambitions to meet decarbonization targets, reinforcing the need for a clear plan of action to mitigate risk.

The inaugural ICS Maritime Barometer Report is the first full-scale annual survey of risk and confidence among maritime leaders. More than 130 C-suite decision makers, half of them shipowners and approximately 35% consisting of ship managers, have provided insight into the issues preoccupying them and how they are placed to manage their impact.

Respondents' views on decarbonisation factors highlight a maturing of the shipping industry's understanding of the complex implications of the energy transition. While the practical implications of new greenhouse gas reduction regulations have continued to be the biggest concern for two years in a row, respondents demonstrated evolving opinions on the fuel landscape. This includes a shift in attitudes towards wind and nuclear power as potential, viable energy sources.

The report also highlighted that delays in government decision-making will have far reaching consequences for the shipping industry. Key choices by governments regarding supply chain resilience and greenhouse gas reduction measures will determine how the industry evolves over the next decade.

Emanuele Grimaldi, Chairman of the International Chamber of Shipping, commented:

"The need for clear direction from our regulators and political leaders shines through in the data gathered from maritime leaders around the world for this report. Delays in government decision-making will have far reaching consequences for the shipping industry as key choices regarding supply chain resilience, greenhouse gas (GHG) reduction measures (including carbon pricing, alternative fuel availability and the provision of new onshore bunkering infrastructure) will determine how the industry evolves over the next decade. Make no mistake, shipping and maritime will be at the heart of many of the changes that the coming decade will bring, which is why it is imperative that we remain active participants in national and international discussions. Although our individual interests may vary, mutual understanding and collective action to leverage capabilities are the keys to a better future not just for our sector, but other sectors – and indeed, the world as a whole."

Download the report at <https://bit.ly/41DPYae>.

Azimut | Benetti in biofuel yachting first

Azimut | Benetti Group and Eni Sustainable Mobility have teamed up on the use of a biofuel, reportedly the first such agreement in the yachting industry specifically targetting decarbonisation. HVOlution, a biofuel made of 100% hydrogenated vegetable oil (HVO), is produced from waste raw materials and vegetable residues, or from oils generated from crops that do not compete with the food chain.

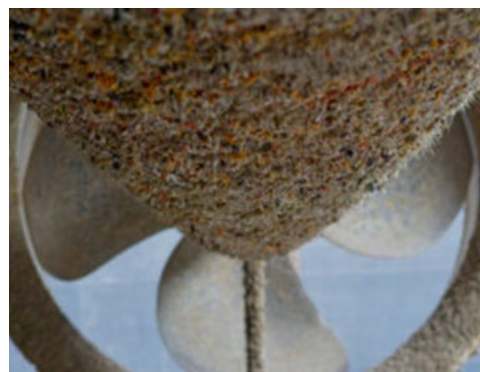
Eni Sustainable Mobility says that, when factoring in the entire logistics and production chain, HVOlution can reduce emissions by up to 90% compared to the benchmark fossil blend, depending on the raw materials used for its production.

"This first supply of biofuel to the recreational boating industry confirms that Eni Sustainable Mobility can support maritime operators on the path to decarbonisation," said Stefano Ballista, chief executive of Eni Sustainable Mobility.

Starting in summer 2023, Azimut|Benetti Group will use HVOlution in the technical testing of new yachts, sea trials and prototype model handling. Owners will also be able to take delivery of new Azimut models with HVOlution biofuel in the tank.

Majority of global maritime industry underestimates the negative impact of biofouling despite latest advice from IMO

Almost two thirds (59%) of the shipping industry underestimate the negative environmental impacts of biofouling, with as much as 1 in 4 claiming to know little about the issue, a new report by Jotun has found.



Biofouling is caused by the build-up of micro-organisms, plants, algae, and other small aquatic animals on the hull of a ship which can result in significant operational impacts. The marine growth which clings to the underside of a ship's hull, reduces speed and maneuverability, causes the captain to power up and use more fuel to compensate for speed loss, and in extreme cases, can damage the hull.

The survey of 100 shipping industry professionals, conducted by Lloyd's List on behalf of the specialist marine coatings manufacturer in May 2023, follows on from the recent GloFouling report published in partnership with the International Maritime Organization (IMO). This found that maritime transportation is responsible for 3% of the world's total Green House Gas emissions but should vessels operate with a clean hull free from biofouling, CO2 emissions could be slashed by a fifth and fuel spend reduced by 19%.

The latest research by Jotun shows that the industry has a long way to go before achieving such gains. Just over a third of shipping companies (38%) said they invest in biofouling solutions outside of dry-docking, a process which tends to be conducted in five-yearly cycles.

Lack of awareness and cost-limitations were cited as the main reasons why 62% of shipping companies only invest in biofouling solutions during the dry-docking period. However, the GloFouling report showed that a ship could save as much as \$6.5m on fuel costs over a five-year period by adopting proactive hull and propeller cleaning.

Morten Sten Johansen, Global Marketing Director, Hull Performance Category at Jotun, said: "If the shipping industry took a more proactive approach to hull cleaning, we as an industry could save as much as 198 million tonnes of CO2, according to global estimations published by the IMO in 2022. This is more than six times the volume produced by the nation of Norway annually.

"However, an issue which is often overlooked is the potentially catastrophic impact biofouling can have on biodiversity through the spread of invasive aquatic species, such as Pacific oysters which are plaguing European coastlines. The responses to our survey showed that this is still an incredibly misunderstood issue, with only 14 percent believing it posed a significant risk.

"As well as being more fuel efficient and lowering emissions, proactive cleaning would reduce the risks ships pose to international waterways and maintain the shipping industry's right to operate."

Princess Yachts donates R35 yacht to local college

Princess Yachts has donated a Princess R35 to South Devon College, for use by its marine, engineering and digital students. The donation will allow students to develop their technical skills on a commercial product in a specialist environment.

"South Devon College is immensely grateful for the donation of the R35 vessel," said Steve Caunter, assistant principal. "Equipment like this is absolutely essential to our commitment of providing local people with the specialist skills that local employers need, giving our students the opportunity to learn in a real life, industry-standard environment."

He added: "Marine engineers will be able to experience and learn while working in a real engine space, full of advanced technologies. Boatbuilders will be able to learn about advanced construction techniques and our composite technicians will learn about carbon fibre structures from their manufacture to refinishing and repair."



Some Beirut port blast victims to be compensated

A London-based company that delivered the ammonium nitrate that exploded in 2020 at Beirut's port has been ordered to pay compensation to some families, according to the Beirut Bar Association.

The chemical trading firm, Savaro Ltd, was found liable after being suspected of chartering the shipment of the ammonium nitrate in 2013 that ended up being stored in Beirut. Lebanese documents seemingly show a handful of senior political, judicial and security officials being aware of the chemicals in the port for years, but did not take decisive action to get rid of it.

When the hundreds of tons of ammonium nitrate exploded, the incident killed nearly 220 people, injured over 6,000 others and caused billions of dollars of damage.

The ruling in London is an unusual judicial success for the victims' families, members of whom have advocated for an unimpeded national investigation. Some opted to file lawsuits abroad, according to The Independent after Judge Tarek Bitar, who has been leading the investigation into the blast in Lebanon, work has been blocked (three former cabinet ministers filed legal challenges against him in 2021).

"After almost three years from the catastrophe, it's the first time that there is a judicial decision regarding both liability and damages," Camille Abousleiman, one of the lawyers involved in the British case, told The Associated Press. "This also comes at a time when the Lebanese investigation is blocked, perhaps permanently, so it gives a measure of comfort to the victims."

World's first commercial, emission-free, autonomous passenger ferry launched in Stockholm

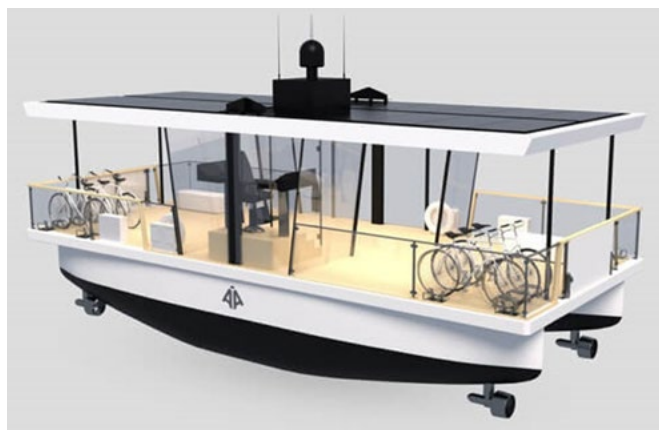
MF Estelle was inaugurated and christened at Norr Mälarstrand in Stockholm on June 8, where the ferry line will start operating regularly.

The ferry company TorghaCen and the Norwegian technology company Zeabuz are behind the pioneering mobility concept in Stockholm. Stein Andre Herigstad-Olsen, CEO of TorghaCen AS, expresses his excitement, stating, "Estelle is a sustainable and green pioneer, offering a solution to traffic congestion and inspiring alternative modes of transportation.

With its electric, self-driving capabilities and advanced digital security, Estelle sets the stage for future advancements in the industry. We are incredibly proud to be part of this historic moment, launching the world's first commercial, emission-free, electric, autonomous passenger ferry right in the heart of a Scandinavian metropolis."

This remarkable venture aims to create a network of virtual bridges, utilising waterways to alleviate road congestion and promote affordable, environmentally friendly, and safe urban mobility.

TorghaCen, supported by Zeabuz's cuSng-edge technology, envisions a future where autonomous ferries, operating under the brand name Zeam (Zero Emission Autonomous Mobility), seamlessly connect neighbourhoods and cities worldwide. Zeabuz's contribution includes the development of advanced autonomous technology, ensuring that the ferry operates efficiently and securely.





EU proposes new measures for safe and green shipping

The European Commission has presented five legislative proposals to modernise EU rules on maritime safety and prevent water pollution from ships. The proposals will equip the EU with new tools to support clean and modern shipping. They will align EU rules with international regulations, securing a level-playing field for the sector while improving implementation and enforcement through digitalisation and more EU cooperation.

The European Maritime Safety Agency (EMSA) will play a prominent role in the implementation of the new requirements through the support it will offer Member States administration to enforce the new rules. A separate proposal puts forward changes to EMSA's mandate and incorporates these new tasks.

Modernised maritime safety rules

Three out of the five proposals are focusing on modernising and improving maritime safety rules. They pay special attention to port State control and maritime accident investigations, strengthening the enforcement of rules to reduce incidents and accidents, ultimately preventing loss of human life and environmental pollution.

The package of proposals includes:

- Clear requirements for flag State inspections, based on international rules, as well as specific EMSA trainings for national administrations to enhance the controls that Member State authorities have over their fleets. This will improve maritime safety and reduce the risks of environmental pollution, ensuring that EU flag States continue to stand for high quality shipping services. The proposal facilitates information-sharing between flag States on the results of inspections they carry out and compliance issues in general. EMSA will support this cooperation through a revised professional development and training programme for flag State inspectors.
- Port State control will be extended to cover additional international rules, such as new Conventions on ballast water and sediments and removal of wrecks. The proposal also updates the way ships are targeted for inspection, to reflect new requirements and will attach more importance to the environmental related performance and deficiencies of ships, in determining their risk profile. Other changes will further improve Member States' capacity to detect and correct lack of compliance with safety or with environmental and pollution prevention rules and standards.
- The scope for Port State control and accident investigation will be extended for fishing vessels, where significant safety concerns persist. Member States can choose to apply port State control for fishing vessels measuring over 24 metres calling at EU ports. At the same time, for the most serious accidents involving smaller fishing vessels measuring less than 15 metres, Member States would have to report and screen them for possible lessons to be learned. Flag State and port State control operations will be digitalised and the uptake of electronic certificates will be encouraged. This will notably be made possible thanks to EMSA's IT systems and databases.
- National accident investigation bodies will receive further support from EMSA. A pool of experts of different disciplines will be available upon request, as well as specialised tools and equipment.

Tackling ship-source pollution

The proposals also aim to prevent any type of illegal discharges into European seas, which is essential to lower the environmental impact of maritime transport activities and preserve the marine ecosystem. Achieving this requires that illegal discharges are detected, infringements are pursued and perpetrators of illegal activities are sanctioned.

To achieve this, the proposal:

- Aligns EU rules with international regulations and extends the scope to cover a wider range of polluting substances. In addition to illegal discharges of oil and noxious liquid substances, which were covered under existing rules, the Commission proposes to also include discharges of harmful substances carried in packaged form, sewage, garbage, as well as discharge waters and residues from Exhaust Gas Cleaning Systems (scrubbers).
- Optimises CleanSeaNet – EMSA's surveillance and information sharing database and provides for information sharing and follow up obligations by national authorities responsible for the detection and verification of potential pollution. The enhanced system will facilitate timely enforcement as well as cooperation between Member States in case of cross-border ship-source pollution incidents.
- Establishes a strengthened legal framework for penalties and their application, enabling national authorities to take adequate action in case of illegal discharge and impose penalties, such as fines. The proposal puts forward minimum criteria for the effective application of administrative penalties, such as the gravity of the discharge, its impact on the environment or the financial strength of the responsible entity.



Seafarer labour market tightest on record

Officer supply shortfall has reached a record high and is not expected to improve, leading to manning cost inflation, according to the latest Manning Annual Review and Forecast report published by global shipping consultancy Drewry.

The 2023 officer availability gap has widened to a deficit equating to about 9% of the global pool, which represents a marked rise from last year's 5% shortfall and the highest level since Drewry first started analysing the seafarer market 17 years ago. Similar deficit levels are forecast for 2023-2028 based on the limits of new seafarer supply becoming available in the period. While these deficit levels are based on vessel numbers together with assumptions on crewing levels and so largely theoretical, they clearly indicate that the seafarer labour market has become particularly tight, with important implications for recruitment and retention as well as manning costs.

Although 2020 is now more and more behind us, the effects of Covid-19 are still persistent, as it not only had a substantial impact on crew training but also on the overall appeal of working at sea. This was mainly due to the various stories of crews stuck on board vessels, too often in dire conditions.

As a result, the importance of wellbeing has come to the forefront in employee retention, and the trend of looking beyond wage rates is becoming stronger by the day. Things like good communication channels with families at home, comfortable facilities onboard and a supportive work environment are gaining importance.

A Nor-Shipping event like no other before

Nor-Shipping 2023 proved to be one of those "you had to be there" moments. From the second the bell rang at Oslo Stock Exchange on Monday morning, announcing the beginning of this year's packed programme, through to the final delegates leaving the Lillestrøm exhibition centre on Friday afternoon, this year's Nor-Shipping delivered on every expectation. A record turnout at the exhibition, big

names at the conferences and a social scene that basked in unbroken sunshine created, in the words of Sidsel Norvik, Director, Nor-Shipping, "the perfect arena to support our great global industry."



ONE takes delivery of first 24,000 TEU containership

Ocean Network Express (ONE) has announced the successful delivery of their first-ever 24,000-TEU class "Megamax" vessel.

The vessel, named ONE Innovation, was constructed at Japan Marine United Corporation's Kure Shipyard of Japan Marine United Corporation and delivered on June 2. With a capacity of up to 24,136 TEU, the ONE Innovation becomes the largest ship in ONE's fleet. The vessel's state-of-the-art hull design aims to maximize cargo intake while minimizing fuel consumption. It features various environmentally friendly technologies, including a bow windshield, an energy-saving device, and an exhaust gas cleaning system that complies with the International Maritime Organization's emission regulations.

ONE Innovation is the first of six new Megamax vessels to join ONE's fleet. It will be deployed on the Asia to Europe (FE3) service, operating under THE Alliance (THEA).



New hull design to maximise wind assisted propulsion

Image credit: Deltamarin/BAR Technologies

Naval architects, Deltamarin, and marine engineering consultancy, BAR Technologies, have come together to revolutionise wind propulsion in the maritime industry. The latest collaboration focuses on the design of a new vessel

called Aframax/LRII, aiming to optimise hull forms with wind power to improve fuel efficiency.

The announcement follows a previous project on the first installation of Bar Technologies' WindWings sails on the bulk carrier Pyxis Ocean, which was recently nominated for the prestigious Next Generation Ship Award at Nor-Shipping. By incorporating WindWings onto the Pyxis Ocean, the vessel is anticipated to reduce fuel consumption by approximately 1.5 metric tons per wing per day when it makes its debut this year.

While significant progress has been made in developing above-deck wind propulsion systems, Deltamarin and BAR Technologies recognize that there is equally untapped potential below the waterline. To maximize the efficiency of wind-assisted propulsion, they aim to improve hull forms specifically tailored to wind power.

Preliminary estimates by BAR Technologies and Deltamarin suggest that the new Aframax/LRII hull design, combined with four WindWings, could potentially save up to 10 metric tons of fuel per day on a North America/Rotterdam roundtrip.

New Zealand joins 2012 Cape Town Agreement

New Zealand has become the latest country to accede to the fishing vessel safety treaty, the 2012 Cape Town Agreement, according to IMO. When it enters into force, the 2012 Cape Town Agreement (CTA) will bring in mandatory safety requirements for fishing vessels of 24 metres in length and over. It includes provisions addressing stability and associated seaworthiness, machinery and electrical installations, life-saving appliances, communications equipment, and fire protection, as well as fishing vessel construction.

There are now 21 contracting parties and will enter into force 12 months after at least 22 States confirm, with an aggregate 3,600 fishing vessels meeting the length requirements operating on the high seas, have expressed their consent to be bound by it.



The Inland Waterways Association appoints CEO - Sarah Niblock

The Inland Waterways Association (IWA) is an independent, national charity campaigning for Britain's canals and rivers, and Niblock will have primary responsibility for the organisation's long-term strategy.

She is an experienced narrowboater and a qualified helmsman and joins IWA from the UK Council for Psychotherapy, where she was chief executive.



"Supporting and regenerating our inland waterways is one of the top talking points in the UK," she says. "It's no wonder, given the well-documented role that our rivers, estuaries and canals play in our economy, ecology and wellbeing.

"Canals and rivers are invaluable assets which help the country's economic recovery, save on NHS budgets, connect communities and help climate change resilience.

"I've personally benefited from the waterways all my life, and I am determined to place them centre stage in the hearts and minds of parliamentarians, the media and the public.

"My top priority is the Protect Our Waterways campaign to ensure that all our inland waterways are adequately funded to deliver all the benefits detailed in our Waterways for Today report."

Speaking about Niblock's appointment as Inland Waterways Association CEO, Les Etheridge, national chair of IWA says: "We are very happy to welcome Sarah to the role. Having someone with her experience will drive forward our work to champion waterways for all. As our Protect Our Waterways campaign gathers momentum, this is a critical moment to join and lead the organisation from our successful campaigning past into a bright future where everyone recognises the benefits our incredible waterways network offers.

"Her enthusiasm, professionalism, and depth of experience means she will be a great asset, and we look forward to welcoming and working with her."



Managing electrostatic hazards in the collection of liquids in portable containers best practice

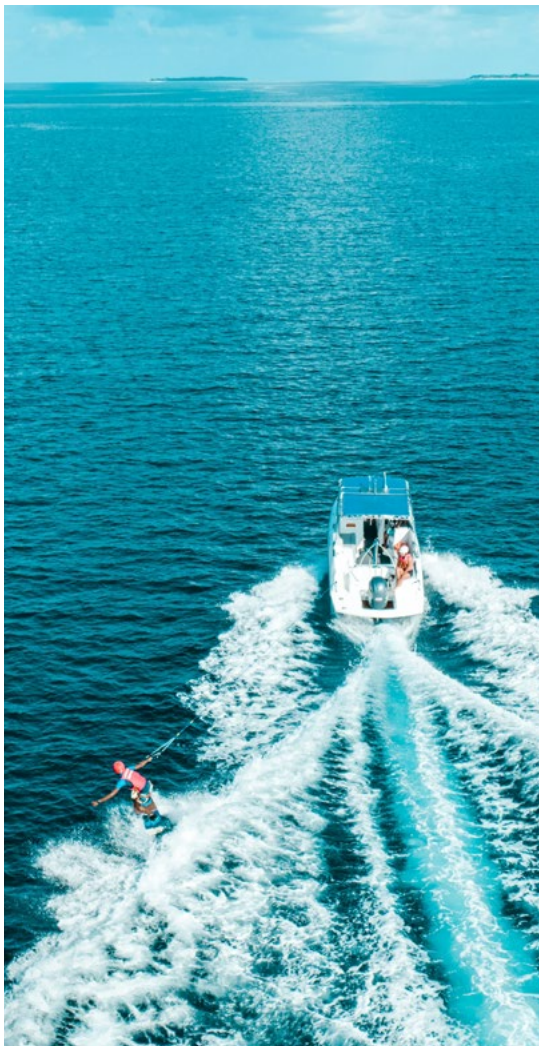
The Chemical Distribution Institute has published a "best practice" document entitled Managing Electrostatic Hazards in the Collection of Liquids in Portable Containers.

This document is intended for ship crews who may be involved in activities related to the collection of liquids in portable tanks. It also aims to raise awareness of risks and controls that do not exist in other maritime industry publications, in order to provide guidance:

- regarding the different types of products;
- the type of portable container required;
- their related conductivity;
- guidance regarding how to mitigate associated electrostatic risks when filling/transferring liquid substances into portable containers on board vessels.

This document does not supersede national or local regulations, as well as regulations set by competent authorities, terminals, or local port authorities, or the company's Standard Operating Procedures (SOP) or Safety Management System (SMS).

Download the guidance at <https://bit.ly/3Md4oJ5>.



Watersports participation in 2022 remains buoyant according to latest survey

In 2021, with severe restrictions on international travel imposed on the population due to the pandemic, many people headed to the coast and inland waters to make the most of the good weather and spend their leisure time outdoors. Compared to 2020, this resulted in massive growth in the number of people participating in watersports. It appears that the popularity for time on the water did not diminish with the lifting of Covid-19 restrictions.

According to the Watersports Participation Survey 2022, some 13.2 million UK adults tried a boating activity in 2022, up three percent from 12.8m in 2021. Over 10 million people took part in one or more boating activities once or twice in 2022, whilst the number of people taking part more frequently in on water activities (3 or more times) remained similar to the previous year.

"It is encouraging to see that watersports participation has continued to prove popular with the UK population post the pandemic boom," commented Lesley Robinson, CEO, British Marine. "Paddle sport activities, particularly stand up paddleboarding, which are easily accessible both on the coast and inland waterways, have remained extremely popular with participation figures continuing to rise, however it does appear that the trend is still for more infrequent, experiential participation rather than regular participation."

Australian Sailing mourns passing of Sir James Hardy OBE

Sailing in Australia has lost one of its most loved identities, with Sir James Hardy OBE passing away in Adelaide aged 90. An absolute colossus of the sport, Hardy inspired a generation of Australian sailors after competing in and winning many of sailing's most prestigious races.

"There will never be another Sir James," said Australian Sailing President Alistair Murray AM.

"His contribution to the sport cannot be understated. He was beloved by everyone he met and could not have given more of himself to driving the success of sailing in Australia. Personally, he was my hero, and I was proud to call him my friend.

"On behalf of Australian Sailing, I would like to share our sadness at the news and pass our condolences to his family and the many sailing friends he made along the way."

Jim Hardy was raised in Seacliff, South Australia, Hardy won his first national championship in the Flying Dutchman class at age 16 before being selected as a reserve for the Tokyo 1964 Olympic Games. He would go on to compete at the 1968 Mexico City Olympics, where he finished seventh in the 5.5 metre class with Gilbert Kaufman as Crew.



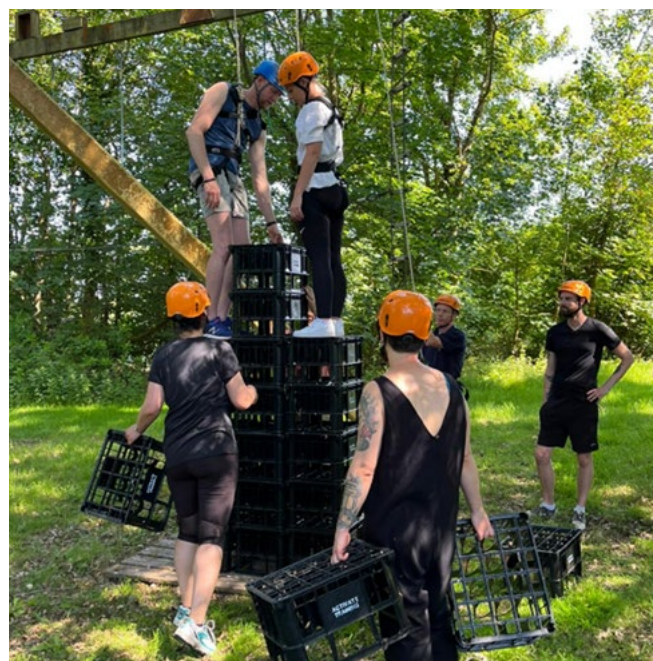
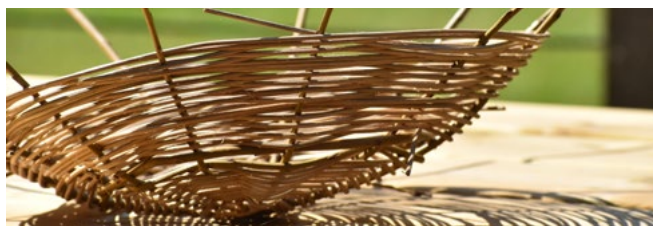
Photo credit: AAP

IIMS HQ team building event

One of the team's inspiring willow weaving creations



Craig and Elly tackle the climbing challenge together



The team working together assessing how best to proceed



Vicki (foreground) and Jen get to fuss the dogs ahead of the sheepherding activity



A woodland hammock made for one



Camella and Mike using their joint skill to lift each other up from the ground back to back



Our shepherd, David, who oversaw the sheepherding challenge

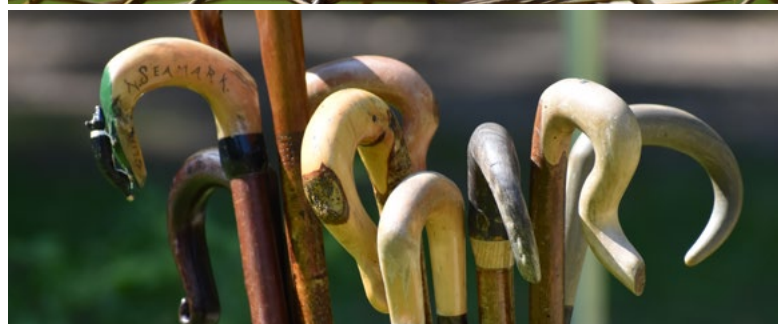
Immediately after the AGM and Conference in early June, the IIMS head office team headed a few miles along the road to the remote New Forest Outdoor Centre in Minstead for an overnight stay and some time for reflection and team building activities. This has been a regular event for the team for the past few years and one that is looked forward to and much enjoyed. Once again, the weather was kind as the sun shone throughout and the temperatures rose sharply.

After a picnic to start proceedings on the first day, the team participated in several trust-based activities to break the ice and to reconnect with each other under the direction and watchful gaze of Rob Crates from the Outdoor Centre. There followed a climbing challenge and then a session of willow weaving. After a self-cooked BBQ, some slept under the stars by the fire or under the trees in hammocks, whilst others took to the on-site shepherd's huts for safety!

After a hearty breakfast the following morning, the group took time to do some blue skies thinking about the future direction of the business and the opportunities, recording their notes for presentation at a later date to the IIMS management board.

The final activity was to learn how to herd sheep with the help of five eager working dogs under the direction of an experienced shepherd. Each of the team was given a word or sound to make when David pointed to an individual. This had the effect of setting dogs running in certain directions. Over the course of a couple of hours, the sheep were repeatedly herded. The dogs lapped up the fuss that was lavished on them by all (apart from the sheep of course)!

Commenting on this year's event, IIMS CEO, Mike Schwarz, said, "This is an opportunity for the team to breakout and see their colleagues from a different perspective. Sharing stories and experiences around the campfire and participating in teambuilding activities will only bond what is an already close-knit team even closer together. I have long been an advocate of this type of training and have seen how it can help to transform people, empowering and developing them as they experience and tackle new things."



The logo is a diamond shape with a yellow-to-orange gradient. It contains the text 'IIMS' in blue, 'Marine Incident & Accident' in red, and 'WATCH' in blue. The diamond is set against a dark blue background with a white border.

IIMS Marine Incident & Accident WATCH

Following are brief reported news snippets from some of the marine incidents and accidents that reached the IIMS news desk during the month of MAY 2023. To those who have lost their lives at sea, may your sacrifice not be in vain - rest in peace. IIMS sends its condolences to the bereaved loved ones and families.

Two crude oil tankers collided with two fishing vessels in Japan sea

Two crude oil tankers collided with two fishing vessels east off Ulsan, Korea in the Japan sea. Crude oil tanker SM NAVIGATOR collided with the 39-ton fishing vessel which remained under way and returned to her home port under own power. The tanker SWAN collided with the 34-ton Korean fishing vessel which was seriously damaged but managed to get to her home port under own power.

Three rescued from oil rig after boat sinks off Texas

Three boaters were saved by a stroke of luck when their vessel began to sink near enough to a production platform that they could clamber aboard and await pickup by the US Coast Guard. Coast Guard Sector Houston-Galveston received a report from the Matagorda County Sheriff's Office that three men were stranded on an offshore oil rig platform after their vessel began taking on water.

Three people rescued after Poole Harbour boat fire

Emergency services were called to a report of a rib on fire near Russell Quay in Poole, UK. There were three people on board the boat, a dad and his two children. The crew found the people on the boat had managed to get to safety on the mud at Russell Quay.

Boat accident in India kills at least 22 people

At least 22 people, including many children, were killed after a double-decker tourist boat capsized in the southern Indian state of Kerala. According to international news reports, the tourist boat capsized near Tuvalthiram beach in Malappuram. Officials do not know how many people were on board, but the number is estimated to be around 35. Some passengers were trapped under the vessel. According to CBS news, a man onboard said that most of the people on the upper deck jumped into the river and swam to safety. The dead included many children who had come for a ride on the boat during their school vacation.

China continues to search as 7 bodies discovered at capsized fishing boat

Chinese state media reported that seven bodies have been recovered from the capsized commercial fishing boat in the Indian Ocean as they vowed to continue the search in response to the order from President Xi Jinping for an all-out search effort. The Australian Maritime Safety Agency (AMSA) reported that it was suspending its search effort after four days saying that China would lead the recovery efforts going forward. AMSA speculated in its final statement that the vessel likely capsized "due to the cyclonic conditions." On May 16, they reported winds of up to 75 mph and 23-foot seas.

Mega container ship and tanker contact in Western Scheldt

The mega container ship EVER GLOBE struck the tanker KRITI EMERALD on Western Scheldt in front of Bocht van Bath, Netherlands. Both ships were proceeding downstream towards sea. Contact was caused by so-called sucking effect, when ships under way come too close. Understood the damages were slight.

Ferry fire in Sunda Strait

Fire broke out on cargo deck of the ferry KMP ROYCE in Sunda Strait, Java, shortly after ferry left Merak port. A truck reportedly caught fire resulting in a lot of thick smoke. No casualties were reported.

Pilot died while boarding the Diamond Princess cruise ship in Japan

A Nagasaki Port pilot fell into the water while boarding the cruise ship Diamond Princess. The 69-year old man was rescued but 2 hours later was declared dead.

Ferry fire in the Singapore Strait

Fire erupted in the engine room of fast ferry Queen Star 2 in the Singapore Strait when the ferry with 62 passengers on board was en route from Singapore to Batam. The ferry crew extinguished fire, but it is understood the vessel was disabled.

Seaman died in working accident on board of bulk carrier

A Filipino crew member onboard bulk carrier SASEBO ECO has died in a working accident in the engine room. The 57-year old seaman was crushed to death by a steel plate. The ship contacted the Indonesian authorities to disembark body.

Tanker fire in Istanbul

Product tanker ATA VOYAGER reported fire in the engine room. Tugs and auxiliary boats responded. The fire was said to be under control. No damage reported.

Dive boat capsized off Egypt

A diving boat with 26 guests on board capsized off the coast of Hurghada, Egypt. All the guests and the yacht's nine crew survived. It is still unclear why the boat, which had only been refurbished last year, capsized on a day with calm conditions.

Chinese longliner with 39 crew capsized in Indian ocean

Fishing vessel LU PENG YUAN YU 028 with 30 crew onboard capsized in the Indian ocean south of the Maldives. The vessel left Cape Town believed to be destined for Busan. The crew consists of 39 fishermen, including 17 Chinese, 17 Indonesians and 5 Filipino. All are understood to be missing.

4 missing and 1 dead after fishing boat sinks off Alaska

The US Coast Guard were searching for four missing people after a fishing boat sank off the coast of Alaska. One person has been confirmed dead, and the body recovered. The boat was found intact and partly submerged, raising unanswered questions about the nature of the casualty. The vessel was found undamaged but partly submerged off Low Island, about 10 miles west of Sitka.

Two dozen injured in fast-ferry collision off Cebu

A ferry collided with a landing craft off the Philippine island of Cebu, leaving more than two dozen injured. The fast ferry St. Jhudiell was headed from Leyte to Cebu Port when it collided with the LCT Poseidon 23 near the Mactan Channel. St. Jhudiell was quickly helped by a tugboat to Cebu's Pier 1, where it disembarked all 208 passengers and crew. Some of the passengers sustained injuries and were taken to a nearby hospital. The ferry's master told the Philippine Coast Guard that the total number injured, including those with minor injuries, came to 25 people.

Product tanker stuck under bridge in Kobe

A South Korean-owned product tanker arriving in Kobe, Japan became stuck under one of the city's bridges and required assistance from local tugs. The Kobe Office of the Japan Coast Guard reports there was a "fresh breeze" blowing but weather conditions were considered to be fine at the time of the incident.

US bulk carrier cargo on fire in Korea

Fire erupted in cargo hold of bulk carrier CAPE TOWN EAGLE in Ulsan Port, Korea. The bulk carrier had a cargo of 5,700 tons of Purified Terephthalic Acid, which is used in plastic production, and somehow, this cargo caught fire. No injuries reported.

Lake Maggiore boat accident

Four people tragically drowned on the picturesque and popular lake south of the Swiss Alps. One was a former agent from Israel's spy agency Mossad, two were Italian intelligence officers and the fourth victim was a Russian woman. They were among 23 people aboard the small boat that set out to cruise the lake.

Fishing vessel sinks after collision with Virginia pilot boat

A fishing vessel has sunk after colliding with a pilot boat on the James River at the Port of Virginia. The US Coast Guard says it was alerted that the pilot boat, Swift, and a 38-foot deadrise-style fishing vessel, Miss Heather, had collided near the Newport News Small Boat Harbor, in the vicinity of the Newport News Channel. The two fishermen from the Miss Heather were taken aboard the Swift to shore as the fishing vessel rapidly took on water.

Two Indian crew badly burned in tanker engine room

Bitumen tanker XANTE interrupted her voyage in the Arabian sea to call at Kochi anchorage, India, to medevac 2 crew of Indian nationality. They were badly burned in a working accident in the engine room. An Indian Coast Guard ship with paramedics team performed medevac. Both seamen were transferred to hospital.

Dutch tall ship tips over in drydock

The Dutch tall ship Europa tipped over during a relaunch following a drydocking period in Cape Town, South Africa. The vessel was damaged in the accident, according to the operator, Rederij Bark Europa. During her return to the water, the vessel "partly fell over," the organization said in an update. One sailor aboard the sailing ship was injured but is in stable condition and is receiving care.

Russian fish factory fire, 65 crew evacuated

Fire broke out on board the Russian fish factory YUGO VOSTOK 1 at Busan port, where the ship was docked. Over 60 crew left the ship. No injuries reported. Massive fire fighting force responded.

British sailor dies during historic cross-Channel race, second person missing

One fatality has been confirmed, and a search for a second sailor stood down, after two separate man overboard incidents occurred during cross-Channel races. A British sailor fell overboard in French waters during the 43rd Royal Escape Race, between Brighton Marina and Fécamp in Normandy.

Cruise ship returning to Sydney after cabin fire

Fire broke out in one of the seaview cabins with balcony on board of cruise ship PACIFIC ADVENTURE. The fire was quickly extinguished, while all passengers left their cabins and were mustered in safe places. No injuries reported. Extent of damage unknown.

Laker fire on Lake Erie

Laker CUYAHOGA suffered fire in the engine room on Lake Erie, Great Lakes, north of Pelee island. Coast Guard Air Station Detroit, Ohio Department of Natural Resources and the Canadian Coast Guard responded. The fire was contained. It is understood the bulk carrier was disabled by fire.

Heavy weather buffets Carnival cruise ship

A Carnival cruise ship got caught in foul weather off the coast of South Carolina, causing minor flooding and damage to interior spaces.

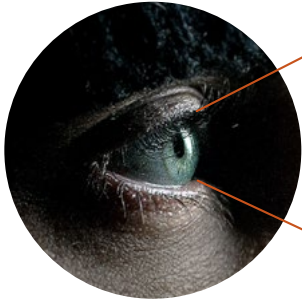
Cargo ship damaged in collision off Greece

The Hellenic Coast Guard responded to the collision of two cargo ships sailing north northwest of the Greek island of Chios in the eastern Aegean near Turkey. Reports said there were no casualties although one vessel was showing a large hole in its starboard side.

French tourists airlifted to safety as tour boat grounds off Norway

A small tour boat operating in Norway's extreme north near the Arctic went aground prompting an air rescue for the tourists as the vessel assumed a

strong list. The governor of the Svalbard region, an archipelago lying between Norway's mainland and the Arctic, reports that everyone was safely evacuated and that there is no significant damage expected to the environmentally sensitive region. The vessel MS Isbjørn 2 (79 feet long) registered in the UK, departed Longyearbyen, Norway with 11 French tourists and a crew of four.



What
caught
my eye...

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

Why has Venice's Grand Canal turned bright green?

An area of Venice's famous Grand Canal has turned fluorescent green due to the presence of fluorescein – a chemical commonly used in underwater construction to help identify leaks, Italian authorities say.

On 28 May 2023, residents of Venice took to Twitter after an area of phosphorescent green water was spotted near the Rialto Bridge in Venice. Authorities were called, and environmental agencies began investigating the source of the bright green water.

Following samples of the water being taken, the Regional Agency for Environmental Prevention and Protection of Veneto (Arpav) confirmed on Monday 29 May that the fluorescent green patch of water on Venice's Grand Canal was due to fluorescein, a non-toxic substance used for testing water networks.

CNN reported that it remains unclear how the substance ended up in the canal, but Arpav said that given the volume released, the colouring was likely to be intentional. Several leads are currently being pursued, including the possibility of environmental activism. Anyway, whatever, it looks very attractive!



Photo credit: Italy's national fire brigade



Brit's Atlantic crossing attempt ends in heartbreak after 3ft homemade vessel sinks

A British father's ambitious plan to sail across the Atlantic in a tiny homemade yacht has come to a heartbreaking end, after the vessel filled with water upon departure and soon became damaged beyond repair.

Andrew Bedwell had been attempting a 1,900-mile journey from Newfoundland, Canada, to Falmouth, Cornwall, aboard a 3ft by 11ft vessel named Big C.

The 'Big C Atlantic Challenge' aimed to achieve the feat of crossing the Atlantic in the smallest boat ever, while raising funds for cancer charities in memory of Bedwell's father, mother and friend Tom McNally, who helped him design and build the boat before his death.

Bedwell, who works as a yacht builder and sailmaker, had been planning the intrepid voyage for over two years, and had hand-built the fibreglass 'micro yacht' from scratch.

Unfortunately, shortly after departing from Canada on Saturday (27 May 2023), Bedwell was forced to return to land when he realised the vessel - which he had nicknamed 'the wheelie bin' - was taking on water. The boat returned to dock and was being lifted out of the water for inspection, when the framework gave way and damaged the vessel beyond repair.

The world's first floating eco-luxury suite is on its way to Doha

So here we have yet another world first I am told! Peters & May, the industry leaders in yacht handling and shipping, has recently transported the first Anthénea eco-friendly luxury suite to Doha. After five years of research and development, the luxury pod will join the Marina Corniche promenade in Porto Arabia at the Pearl, Qatar. The bizarre yet smart floating space offers 50 sqm of living area across the main cabin and the rooftop solarium, emphasizing the 360-degree nature-filled views available through its circular dome shape. Prior to Peters & May's handling, the cargo had been towed on a 7-hour crossing from Honfleur Marina, France, by the SNSM (National Society for Sea Rescue).

The Anthénea Suite, inspired by the James Bond movie "The Spy Who Loved Me", was created to deliver an eco-responsible and private island experience to its guests. Designed by French veteran designers, engineers, and naval architects, it has zero carbon footprint, is self-sufficient, and proclaims to be unsinkable. Hmmm that's what they said about the Titanic if I recall correctly!



Photo credit: Saltwater Stone

Welcome the first robot marine surveyor!

Bureau Veritas (BV) has achieved a first in the field of testing and inspection following its certification of the world's first fully autonomous Ex-certified legged inspection robot, ANYmal X, which was co-developed by ANYbotics and PETRONAS.



Image credit: Bureau Veritas

Purpose-built to withstand and function in harsh and challenging conditions, the robot can operate in darkness and is fully protected against water and dust, making it operational in humid and dusty conditions. With the ability to walk on multiple surfaces including metal, concrete, gravel and wet floors, as well as being capable of knowing its position within a centimetre of accuracy, the ANYmal X produces precise, reliable, and repeatable data collection, helping cut costs and minimise danger.

Gosh, is the end of human marine surveyors as we know them now in sight? Somehow, I suspect not, and the personal touch is still good for a while longer yet. You can see the robot going about his or her (how on earth does one sex a robot) inspection routine as it climbs some steps.

Sony's new maritime camera makes waves

Is it a ship or is it a camera? Sony's newest and most innovative camera to date is mounted and incorporated into the bow of a ship as the above photo clearly shows. Yes, it seems Sony has launched the world's first 10.000mm F/0.95 lens especially for maritime photography. However, before you go in search of one and place your order, I have to tell you that this is an AI (artificial intelligence) generated image. The AI was generated by Andrea Pizzini. Remarkable. It seems you can no longer always believe what you are seeing in this rapidly changing technological world!



Southampton suffering some of the worst cruise ship pollution in Europe reveals study

Now I don't want to pick a war with the cruise ship industry, but this story certainly struck a chord and resonated with me and, as a resident living not far from Southampton, it is of local interest to me. I should stress that I am certainly no eco-warrior, nor am I demanding cruise ships are banned either! But I wonder what your reaction might be to this story.

Consider one of the key facts to emerge from a new study by Transport & Environment study - cruise ship pollution in Southampton is back to pre-pandemic levels in stark contrast to Venice, which implemented a ban in 2021 and has seen harmful pollutants fall 80% - yes a staggering 80%.

Toxic air pollutants from cruise ships are back to pre-pandemic levels, leaving many of Europe's port cities choking in air pollution. Despite the introduction of the UN shipping body's sulfur cap in 2020, last year Europe's 218 cruise ships emitted as much sulfur oxides (SOx) as 1 billion cars.

In the UK, Southampton ranked as Europe's seventh most-polluted port in terms of cruise ship air pollution with just 45 ships responsible for almost ten times more harmful pollutants than all of the city's 93,000 cars put together. The analysis also shines a light on the benefits of cities taking action to address cruise ship pollution. As stated, the port of Venice saw air pollutants from cruise ships fall 80% following the city's ban on large cruise ships. In 2019, the city ranked as the most-polluted port city in Europe but fell to 41st place after implementing the ban. The study calls for greater electrification at ports in order to save lives and demonstrates that it is possible to tackle air pollution.

Let's see what next month brings.

Mike Schwarz





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