IIMS News Bulletin



JULY 2026

Welcome **to this month's news bulletin compiled by IIMS, the leading worldwide professional body for professional marine surveyors. Back editions of the news bulletins are available in PDF and eReader format at https://bit.ly/3LQdDOw.**

This monthly publication aims to keep members, non-members, and those who touch the surveying profession up to date with relevant industry news, the latest marine innovations and essential information for surveyors. For more information about the Institute, visit: **www.iims.org.uk** to discover a mine of valuable information - it is the most comprehensive online resource of its kind.

BROADCAST FROM THE BOW

- celebrating 35 years of excellence in marine surveying -



Dear Member and Fellow Maritime Professionals

The IIMS Annual General Meeting 2026 was held on 2 June. Often rather dry events, an AGM is a vital part of what any Institute or Association does once a year. It was a great opportunity to inform and share the many activities being undertaken by IIMS with an engaged online audience. My thanks to all those who voted this year – looking at our records, we logged the highest number of votes in memory - and especially to those who took time out from their busy schedules to join us online as we broadcasted the event live from IIMS HQ at Murrills House. The management board, many of whom were at Murrills House in-person, were joined by the IIMS team along with nearly 80 other members online.

As I prepared my CEO report ahead of the AGM, it gave me the chance to reflect in depth on the work of the Institute over the last period. There were a couple of highlights in particular I shared with delegates, that I want to mention again now for those who were unable to attend. Firstly, IIMS has paid off the mortgage on Murrills House, which means we now own the real estate outright, an asset that is estimated to be valued between £800k and £1 million. This extraordinary achievement gives me huge personal pride when I think back a dozen years to when I started and how challenging our financial position was then. We have come a long way! To have achieved this still seems unthinkable, and without doubt ranks as one of my proudest accomplishments as CEO. It sets the Institute up financially for the future.

The second matter of importance is to inform you about two Lifetime Achievement Awards that were announced and presented at the meeting to two stalwarts and veterans of the Institute. This was one of new President, Mike Proudlove's, first formal duties and we managed to spring an unexpected surprise on Capt John Noble, who was at the meeting in person. Sadly, John Heath was unable to be present at the event to receive his award. Both men have made not only an outstanding contribution to the maritime sector over half a century, but they have also served IIMS with distinction for many years. It was great to see both individuals honoured and recognised. See elsewhere in this news bulletin for photographs.

The good news continues to flow following what proved to be a rather hectic and chaotic June.

IIMS exhibited at this year's Seawork exhibition, Europe's largest workboat show, held at Southampton from 9-11 June. It is an event we really do enjoy being part of. Meeting members and other industry personnel is something I very much enjoy and this year's event proved to be the best and most productive I have attended. Sharing space on the Workboat Association stand, our booth was constantly busy. I was delighted to catch up with so many students, industry friends and colleagues, including those from our competitors too! I have devoted space to this event elsewhere in this news bulletin.

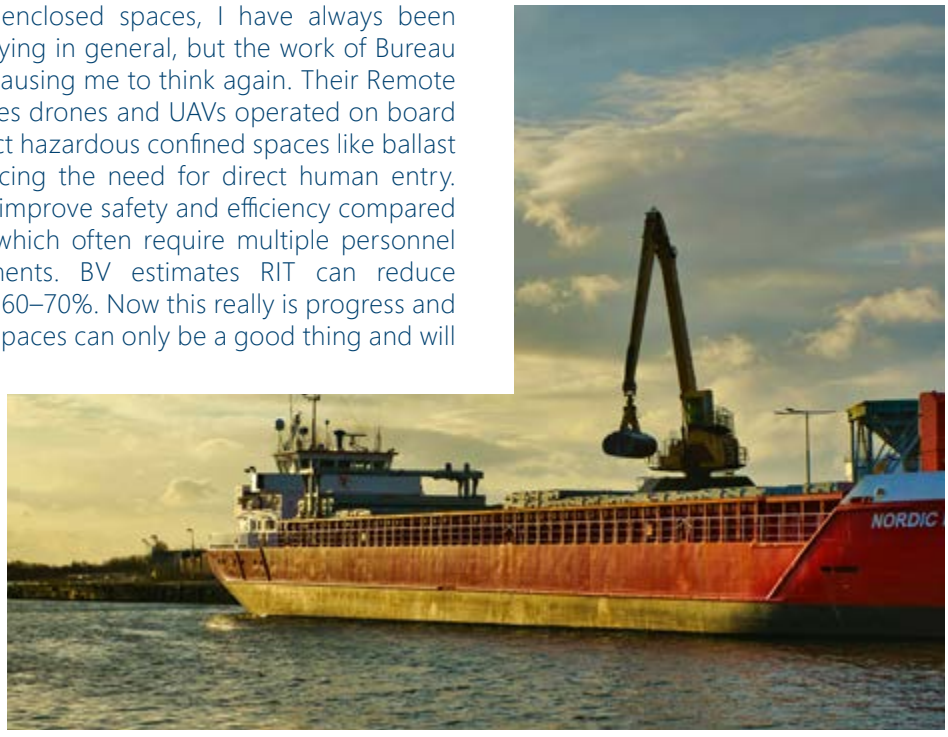
Following immediately in the wake of Seawork was our annual ISO 9001 audit. This year, we decided to extend the scope of our existing certification to bring the IIMS Certifying Authority into scope. This meant the audit turned from a one-day event to a two-day event! My thanks to General Manager, Camella Robertson, who also wears the hat of Quality Manager and to Dave Parsons who manages our Certifying Authority department, both of whom were influential at the audit conducted by DNV auditors.

The outcome is that I am delighted to report the existing scope and extended scope have been approved for certification with no major and no minor non-conformities. This is a significant achievement indeed.

As we enter the second half of 2026, I want to draw your attention to the high number of incidents and accidents we have seen, many resulting in fatalities sadly. I know to some, I will sound like a 'broken record', but as we start to prepare and collate edition VI of the IIMS Safety & Loss Prevention Compendium, I have to say I am shocked at the continuing high level of loss of life and the sheer number of maritime assets impacted and lost.

Of course, highlighting the issue that the industry continues to face is not of much help on its own. Action is needed. What bothers me and is most troubling of all, is the repeating nature of some of the incidents. Deaths in enclosed spaces is one such example. Accidents in enclosed spaces continue at an unacceptably high level. Three more dead in one incident last month alone. Why can't we learn and understand from previous accidents? Is it a lack or training? Complacency? Lack of common sense? Or just a feeling of 'it won't happen to me'. I wish I had the answer.

Sticking with the theme of enclosed spaces, I have always been sceptical about remote surveying in general, but the work of Bureau Veritas Marine & Offshore is causing me to think again. Their Remote Inspection Technique (RIT) uses drones and UAVs operated on board by trained surveyors to inspect hazardous confined spaces like ballast tanks and cargo holds, reducing the need for direct human entry. This approach is designed to improve safety and efficiency compared with traditional inspections, which often require multiple personnel entering high-risk environments. BV estimates RIT can reduce confined-space entry risks by 60–70%. Now this really is progress and keeping people out of those spaces can only be a good thing and will save lives. Hurrah!



Survey well,



Mike Schwarz
Chief Executive Officer



2026 Annual General Meeting Report

The IIMS AGM was held on Tuesday 2 June 2026. Members of the management board in the office were joined by nearly 80 online members (and others) as well as the IIMS head office team. 28 apologies were received.

IIMS CEO, Mike Schwarz, anchored proceedings from Murrills House as he hosted his twelfth AGM.

Mike gave a comprehensive presentation and overview of the work of the IIMS, including behind the scenes analysis of the many activities the Institute is now engaged with.

Voting on Institute matters
A total of 131 votes were cast, the highest number anyone can recall. However, not all those who voted were entitled to do so. This left a balance of 75 eligible votes. Here are the results.

1. Appointment of Mick Uberti as Deputy Vice President



Votes in favour **66**

Votes received against **1**

Those abstaining **10**

Mick's appointment is approved.

2. Management Board re-election en-bloc



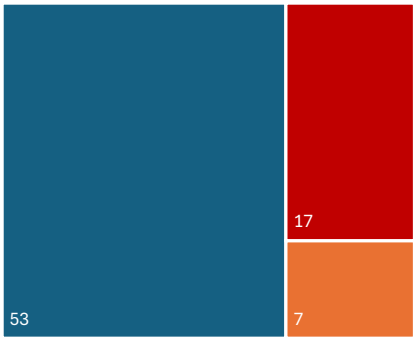
Votes in favour **72**

Votes received against **1**

Those abstaining **4**

The management board is re-elected en-bloc.

3. Proposed Fee Structure for 2027 Membership



Votes in favour **53**

Votes received against **17**

Those abstaining **7**

The proposal to increase membership fees by 4% in 2027 is approved.

At this year's AGM, two Lifetime Achievement Awards were announced.





Awarded to John Heath HonFIIMS

John is a long-standing Executive Director of IIMS Ltd. He has served the maritime industry with distinction for over half a century. Furthermore, he has been heavily involved with the IIMS Certifying Authority and is its deputy Chair. Despite moving into semi-retirement, he continues to be on hand to advise and attend meetings. John's in-depth knowledge of naval architecture, stability and vessel structure are exemplary and have been invaluable in his work as the IIMS Technical Director. Sadly, John was unable to be at the AGM in person to receive his award.

Mike Proudlove presents a Lifetime Achievement Award to Capt John Noble HonFIIMS (pictured left)



Awarded to Capt John Noble HonFIIMS

Not only has John, a former member of the IIMS management board, displayed exceptional qualities as a marine surveyor for many decades before retiring a few years ago, but he also became something of a recognised media and television personality, often commenting on maritime disasters. Additionally, John was an engaged member of the Institute's Education Committee as well as being a tutor, author and marker. John's visits to the office were always appreciated by the team, for he always brought the best selection of biscuits imaginable!

In closing the AGM, Mike Schwarz proposed vote of thanks to the many people who are involved in keeping IIMS at the forefront of the marine surveying industry, including the head office team, management boards and committees, suppliers and of course, the Institute's members.



Mike Proudlove (pictured left) accepting the President's medal from IIMS CEO, Mike Schwarz

A changing of the Presidential guard at IIMS

At the 2026 AGM last month, IIMS bid a fond farewell to Capt Ruchin Dayal who has held the role of Institute President with pride for the past two years.

At the IIMS AGM, broadcast live from the Institute's headquarters on Tuesday 2 June, long-standing member, Mike Proudlove FIIMS, took over as the next President. He will serve a two-year term.

In handing over the reins to Mike, the outgoing President, Capt Ruchin Dayal, gave a passionate final address from his Goa location as he spoke to an audience of nearly 100 members and other interested parties (in-person and online). He said how honoured he has been to have carried out the role of IIMS President and offered some highlights of his time in office, one being last year's high-profile Goa conference. He stressed how his time in office had flown by and said it has been one of his proudest professional career achievements.

Following in the footsteps of the now immediate Past President, Capt Ruchin Dayal, Mike paid tribute to the excellent work he had done to promote IIMS over the past two years and thanked him on behalf of the Board and members worldwide.

Mike then went on to offer some parting gifts to Ruchin, which included the Past President's medal, an engraved gold nib Parker Pen, a novel pair of nautical socks and an as of yet unfinished piece of artwork in watercolour that IIMS has commissioned as a special and lasting memento.

In his acceptance speech, Mike said what an honour it was to take over the IIMS presidency. He reminded attendees that he has been a member for over 20 years. He brings significant and deep experience of the workboat sector in which he is currently working.

With Mike assuming the presidency, David Pestridge has taken on the role of Vice President. Australian based Mick Uberti MIIMS was elected as the new Deputy Vice President.

Both men have written a column which IIMS is pleased to share.



Captain Ruchin Dayal releases his final message as IIMS President.

Dear Members and fellow maritime colleagues,

As I sit to write my final column as President of the International Institute of Marine Surveying, I do so with a deep sense of pride - not just in having held this office for the past two years, but in the remarkable progress the Institute has made during this period.

Over the past two years, IIMS has continued to grow in both stature and industry relevance. Membership has strengthened, crossing important milestones; and what is even more encouraging is why people are choosing to join. Many new applicants describe IIMS as the most respected professional body in marine surveying, a platform that offers credibility, continuous learning, and alignment with global standards. That is powerful.

The launch of the IIMS Learning Portal last year has been a defining step forward, transforming how training is delivered and ensuring that professional development is no longer limited by geography or circumstance. At the same time, the Institute has taken a leading role in addressing emerging risks, particularly, most recently, in the area of lithium-ion battery fires, where the work undertaken by Mike Schwarz and the team has brought clarity to a subject often oversimplified in mainstream discourse.

Our global events, from Baltimore to Goa, from Brisbane to Hamilton (Canada), have reinforced what IIMS does best: bringing surveyors together, fostering meaningful discussion, sharing knowledge, and strengthening professional standards across borders.

For all of this, immense credit must go to indefatigable Mike Schwarz and the Headquarters team, whose leadership, energy, and clarity of purpose have ensured that IIMS has not only remained relevant but has stayed ahead of the curve during what has been a decade of unprecedented change for our profession.

It has been both a privilege and an honour to serve as President during this time, and I remain deeply grateful to Mike, the Board, and the membership for placing their trust in me.

When I assumed this role, I had one clear objective - to try and create tangible value for the practicing marine surveyor.

We are, without doubt, a body of immense knowledge. We write papers, publish guidance, set standards, and host multiple events. But I often asked myself - does this translate into real-world impact for the surveyor standing on the jetty, by the hatch cover, or in the cargo hold?

This question led me to engage closely with P&I Clubs and their executives, first in London at the start of my

tenure, and more recently in Singapore. The intent was simple. To explore whether the competence and credibility that IIMS represents could play a more direct role in the appointment of surveyors, particularly for critical surveys where safety is at stake.

The response I got was encouraging but also revealing.

While the Clubs fully recognise the value that IIMS brings, their operational model remains closely tied to correspondent networks, which in turn influences surveyor appointments. In many parts of the world, particularly in our region, this creates a structure where commercial familiarity can sometimes outweigh technical competence.

This is not criticism, but a reality.

And it leaves us with a challenge.

How do we ensure that for critical surveys, such as pre-loading sampling and testing of iron ore fines, coal, bauxite, nickel ore, and other mineral concentrates, for example, the most competent surveyor is engaged?

Because in such cases, the outcome is not commercial alone. It is directly linked to the safety of the vessel and the lives of seafarers.

I will be the first to admit I have not yet solved this conundrum!

But I firmly believe the idea is sound, and I hope that the incoming President and the Board will continue to pursue this dialogue. The opportunity for collaboration between IIMS and the insurance community remains one of the most meaningful ways we can influence safety at sea.

Alongside this, an important opportunity has become increasingly evident - the need to engage more closely with the Directorate General of Shipping in India, particularly in shaping structured approaches to surveyor competence and certification. There is also a growing yacht and small craft sector, which presents a clear gap that IIMS is well placed to support. While some initial steps have been taken, this is very much an area where continued effort and focus will be essential.

Perhaps one of the most important reminders during my tenure came from Mike himself when he said that many of our members work in isolation, and that IIMS can serve as a vital support network if they choose to engage.

That thought has stayed with me.

Because beyond qualifications and titles, what IIMS truly offers is community, credibility, and confidence. As I step down from this role, I do so with immense pride and even greater optimism for the future.

The Institute is in strong hands. The profession is evolving. And the need for competence, integrity, and courage in marine surveying has never been greater than it is now.

I will continue to serve and support IIMS in every way I can.

Thank you for giving me this honour.

Survey well.

Capt. Ruchin Dayal - President (Outgoing)



And now, here's a welcome message from inbound IIMS President, Mike Proudlove.

Dear Colleagues

I am honoured to take on the presidency of the IIMS, an institution which I have been a member of, and actively involved with, for twenty years. I would first like to thank Captain Ruchin Dayal, our outgoing President, for his commitment, dedication and contribution to the Institute - not only over the past two years, but throughout his membership. I know Ruchin will continue to be actively involved in the years to come behind the scenes. Thank you, Ruchin.

As Ruchin describes in his column, the IIMS is stronger than ever and this growth and strength comes not just from the talented Murrills House head office team and the Management Board, but from the contribution that all members make. Any professional body is only relevant and influential if it has a strong and active membership, whether that is a student member embarking on their first educational course, an experienced member refining their skills and staying up-to-date, or a member contributing their time to review reports or mentor colleagues. These are all areas where the Institute excels. It is this breadth of engagement that makes the IIMS more than the sum of its parts. The respect shown to the IIMS by Flag States, P&I Clubs, regulators, surveying associations, insurers and underwriters, and maritime institutions around the globe is enhanced by our professional and active membership.

The worldwide reach of the IIMS is what sets the Institute apart from other surveying bodies and organisations. Whilst we take for granted the global mobility of large ships, the nature of modern, small, leisure and commercial vessels means a European flagged, twenty-four metre, crew transfer vessel may be found working in Trinidad on an oil and gas project, or an Australian twelve metre sailing yacht may circumnavigate the globe and spend a season in the Greek Islands. These vessels will probably need the services of a suitably experienced surveyor whilst not in their home country, and the owner or operator of that vessel can rely on IIMS members to perform such services. This is the global brand with an international reach that the IIMS has become.

As someone who works primarily with vessels under 500gt, I hope to increase the Institute's exposure to and



penetration of, the small commercial vessel market, particularly in areas such as offshore renewables and marine civils. Owners and charterers of these vessels are often faced with a complex, some would say unnecessarily repetitive, survey regime that is time consuming, expensive and in my opinion, does not ultimately improve safety.

The Institute's excellent work with IMCA (International Marine Contractors Association) over the last eleven years has developed a strong base of vessel inspectors and honed the eCMID (electronic Common Marine Inspection Document) to be a fit-for-purpose, global standard. It is now the duty of IIMS members and eCMID Approved Vessel Inspectors, along with the IIMS management, to convince project developers and project owners that the eCMID is the only inspection required beyond Flag and Port State inspections. As anyone who works in this segment of the maritime sector knows, this will not be easy, but I am convinced that if any organisation can make this change, it is the IIMS.

The current position is analogous with the concern Ruchin raises about the situation with P&I Clubs: that "commercial familiarity can sometimes outweigh technical competence". I look forward to continuing Ruchin's work and challenging the status quo!

Best wishes.

Mike Proudlove (President incoming)





Royal honour for yachtsman, author and IIMS Honorary Fellow, Ian Nicolson

News has reached the IIMS head office about a prestigious Royal award that has recently been given to the Institute's oldest member. Ian is still surveying, winning races and writing books at the grand old age of 97.

Ian, who lives in Cove, Scotland, will receive an MBE after being included in the King's Birthday Honours List last month.

And, just last month, he won the CYCA two-handed class at the Scottish Series on Loch Fyne and has since competed again in the Round Bute Race, partnered by a relative youngster aged just 80. An expert in surveying, yacht design and restoration, he has published 27 books (including several handy guides through IIMS) and is still writing.

A citation from the Cabinet Office said, "Ian has dedicated nearly eight decades as a sailing enthusiast, volunteer instructor, and role model, profoundly shaping the lives of countless individuals.

"He is a widely regarded subject matter expert in yacht design, maintenance, and restoration, having authored over 27 books, including the "bible of boat data," and continuing to contribute as a prolific writer and illustrator for yachting publications.

"His unparalleled technical knowledge, particularly of older vessels, and his passion for sharing this expertise have ensured that vital seafaring knowledge is preserved and passed on.

"As a founding member and long-serving port officer of the Ocean Cruising Club, he provided guidance and hospitality to visiting sailors for over 70 years.

"He remains an active sailor, yacht racer, surveyor, designer, and advisor, serving as an inspiration through his enduring enthusiasm, humility and commitment to community engagement."

Mike Schwarz, IIMS CEO, added, " I am fortunate enough to have got to know Ian quite well over the years. He has spoken at IIMS events with authority and clarity, and he is revered throughout the marine surveying profession for his contribution to the sector. And let me tell you, no one illustrates a book better than Ian with his enchanting hand-drawn illustrations. Your award is well deserved, Ian. Congratulations from all at IIMS and the wider membership and surveying community."



IIMS exhibits at Seawork



IIMS has exhibited at Seawork for many years and works in collaboration with the show organisers as a media partner. The 2026 edition of the exhibition proved to be the most productive ever for the Institute. The IIMS team took it in turns to man the stand across the three days from 9 to 11 June. In recent years, IIMS has taken a booth on the shared stand as part of the Workboat Association's space.

Seawork is the UK's biggest annual commercial marine and workboat exhibition and is widely regarded as Europe's leading event for the commercial marine sector. It takes place every June at Mayflower Park on Southampton's waterfront.



The Seawork focus includes:

- Workboats and support vessels
- Harbour and port operations
- Marine construction and civil engineering
- Offshore wind and renewables support
- Dredging and marine services
- Safety equipment and training
- Marine electronics and navigation systems
- Vessel design, propulsion and maintenance

Alongside the exhibition, there is a full programme of conferences and networking events.

By way of a few examples, this year's show included such topics as diverse as:

- British Superyacht Tech Talk
- Extending Vessel Life & Reducing Emissions
- Autonomy at Sea: The Future
- The Future of UK Maritime



Mike Schwarz, IIMS CEO, said, "Attendance at this year's Seawork show was a great success and highly productive for the Institute. Not only did I meet a number of members and coding examiners, but also a selection of senior industry authorities representing all areas of the marine sector, who were very supportive and appreciative of the Institute and the work we do. My thanks to our colleagues at the Workboat Association who make sure we are well looked after with copious amounts of free coffee to keep us sustained!"

Frances Birkett, IIMS Marketing & Publishing Executive, added, "This is my third Seawork event and what stands out the most is its atmosphere. There's always a great buzz in the halls, and I really appreciate the opportunity to talk to marine surveyors and other maritime safety professionals in person, (especially as my job is usually spent sat behind a desk.) The day flew by as we were so busy answering questions from prospective surveying students, as well as highlighting our new publication 'Lithium-ion battery fires: What we know so far' which flew off the counter. It is a project I'm proud to have worked on with Mike."





Mike Schwarz, Vicki Loizides and Jen Argent on the IIMS stand.

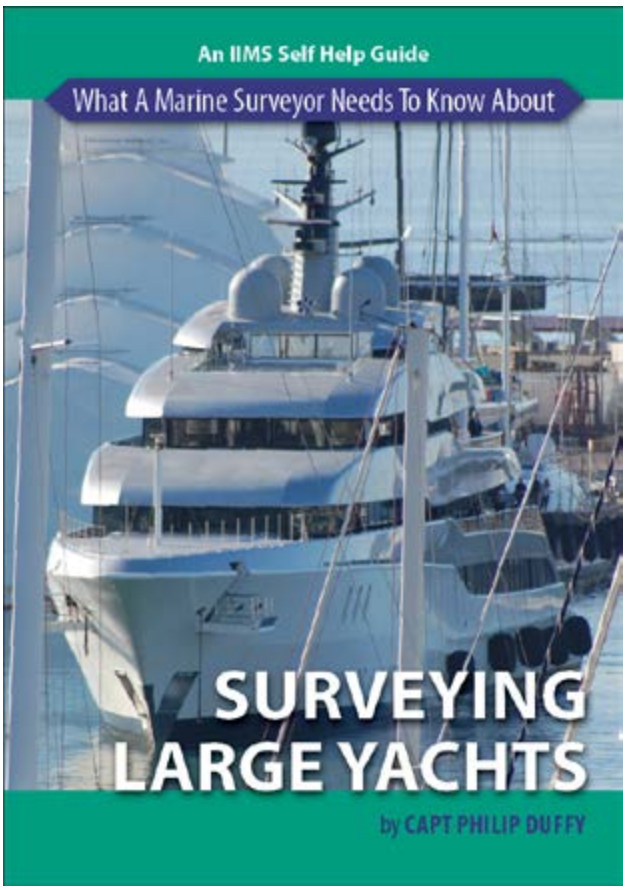


Frances Birkett and Sharon Holland on the IIMS stand.





New IIMS Handy Guide: What a marine surveyor needs to know about surveying large yachts



IIMS is delighted to announce the launch of its latest handy guide, authored by experienced surveyor and large yacht specialist, Capt Phil Duffy.

What a marine surveyor needs to know about surveying large yachts aims to be practical, helping the reader to prepare, conduct, and document surveys efficiently while ensuring the safety of people and assets.

Large yacht surveys combine seamanship, engineering, and regulation. Although this guide recommends best practices and inspection methods throughout, it should not be considered definitive. Methodology may vary depending on the surveyor's experience, the vessel type, client requirements, classification society rules, and flag-state regulations. Each surveyor must apply their own professional judgment and competence to adapt procedures appropriately.

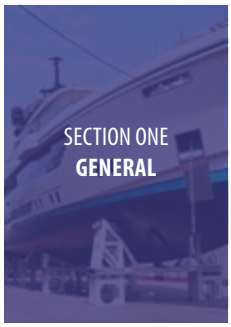
Large yacht surveys follow the same procedures and require the same logical approach as small craft surveys; however, there are key differences - primarily in vessel size, the extent of main and ancillary machinery, the extensive regulatory compliance, and certification that large yachts require. To highlight these distinctions, this handy guide examines the procedures involved in conducting a pre-purchase survey of a large commercial yacht. It is assumed that the reader possesses a basic understanding of general marine surveying principles.

One of the main considerations when conducting large yacht surveys is time management. While the survey of a 10-metre sailboat might be completed within a working day, a 50-metre motor yacht could require several surveyors and take an entire week to complete, including the reporting. In addition, at least a week is often spent on contractual arrangements, dry-docking coordination, and organising subcontractors.

Whilst a large yacht is undoubtedly a luxury asset - often worth millions of euros and equipped with cutting-edge technology, entertainment systems, and leisure amenities - the surveyor's primary responsibility remains unchanged. Is the vessel seaworthy and fit for purpose?

The handy guide extends to 152 pages. The paperback edition is available at £40 plus post and packaging, or as a downloadable PDF at £37.

For more information and to purchase a copy, go to **https://bit.ly/4uJZibx**.











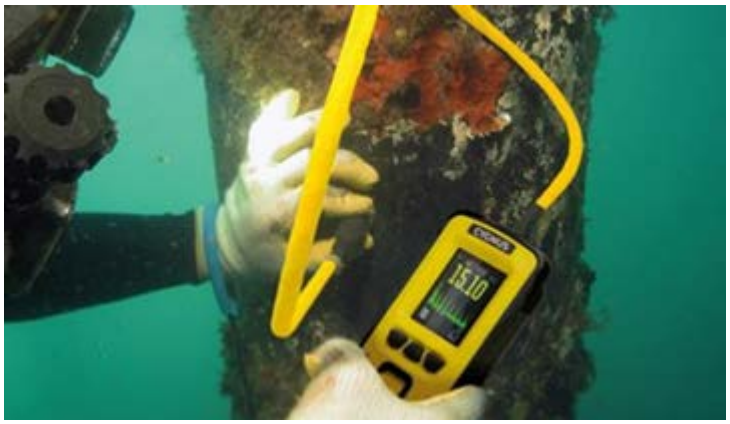
IAMI accepts IIMS as a member

IIMS is recognised the world over as a leading provider of marine surveying training and education. To further align with the Institute's education aims and aspirations, IIMS has joined and become a member of IAMI - International Association of Maritime Institutions.

IAMI is a global network of maritime training and education providers, that delivers training across the maritime sector in Merchant Navy, Superyachts, Towing, Restricted Waters/Tonnage, and Fishing Industries. IAMI provide network meetings and conferences to enable our members to collaborate to enhance and expand their training portfolio.

IIMS has attended the first regular meeting online and will have in-person representation at the IAMI Annual Conference which is scheduled to take place in Liverpool, UK, on 22 October 2026.





Cygnus launches diver-held UT gauge to cut subsea inspection times

Cygnus Instruments has introduced an Underwater Diver Held Gauge thickness measurement tool built for commercial diving teams conducting corrosion surveys in subsea and inland environments. The instrument uses Multiple-Echo technology to take validated readings through coatings and heavy corrosion without requiring divers to remove surface material first.

By eliminating that preparation step and reducing the need to repeat scans or stabilise the probe against currents, the gauge is designed to shorten bottom times, a factor that directly affects both cost and diver safety in high-risk locations such as dams, sluices and flowing water zones.

A large colour display allows readings to be seen clearly in murky, low-light conditions. Three function keys and a four-screen menu keep operation simple enough for one-handed use, reducing the cognitive load on divers already managing buoyancy, communication, and confined spaces.

Data reliability features include a Measurement Stability Indicator (MSI), which confirms when a reading is stable before it is recorded, and Auto-Set Gain, which adjusts probe performance automatically under variable acoustic conditions. Live A-scans can be relayed to the surface for additional verification in difficult environments.

Documentation failures - where incomplete or unverifiable data require a return dive - are a significant cost driver in commercial inspection programmes. Cygnus says the combination of automatic logging, MSI confirmation, and Multiple-Echo validation is intended to reduce that risk by ensuring each reading is both reliable and recorded at the point of capture.



IMO passes non-mandatory safety code for autonomous ships

The IMO has taken a new step forward towards the safety code for autonomous ships, including comprehensive regulation of unmanned shipping, building upon years of debate and detailed development work.

At the latest meeting of the Marine Safety Committee, delegates approved a final text for the non-mandatory Maritime Autonomous Surface Ships code (MASS code), which codifies a set of safety standards for unmanned vessels in international trade.

While the code is only a guideline for now, it is on track to become mandatory as early as 2028, and it gives a sense of what the requirements for unmanned shipping might soon look like in operation.

According to IMO, the purpose of the safety code for autonomous ships is to regulate emerging technology and maintain safety while also enabling innovation. Autonomous ships – which entail scaled-up size and risk compared to autonomous boats – are still in their infancy, and this is the first set of specifications that applies globally to their development.

The MASS safety code for autonomous ships text has not yet been released, but a marked-up final draft from February shows the committee's intent. For now, the rules are largely goal-based, without the proscriptive specificity of a SOLAS regulation on lifeboat design or a VDR installation.

Safe navigation is the first item on the list for evaluating autonomous shipping. The MASS code incorporates by reference the familiar collision avoidance rules of COLREGS, with its human-focused recognition requirements for sounds, lights, shapes and vessel classes. To complement the standard COLREGS lookout requirement, the MASS code institutes a situational awareness requirement that the ship's self-navigation system must "continuously monitor all information necessary for safe navigation." More specific standards – like an ability to evaluate audible sounds and VHF hails, which most autonomous navigation systems cannot currently perform – are as-yet not part of the code.

The rules do outline a long list of equipment requirements that would be unique (and perhaps technically challenging) for unmanned ships. Without crew aboard, unmanned vessels would need to be designed differently for safety and for emergency response, including fallback operations in "reasonably foreseeable degraded states." This implies different standards for "structure, subdivision, stability and watertight integrity, fire protection, fire detection and fire extinction, life-saving appliances and arrangements, security, search and rescue, cargo handling, towing and mooring, machinery installations, electrical installations and external support systems."

Some of these standards will be challenging to achieve and maintain in a harsh marine environment, just as they are for current equipment. For safety reasons, anchor windlasses will have to be capable of raising and lowering autonomously or remotely during an emergency, without crew to remove the devil's claw or fan the windlass brake. Emergency tow arrangements will have to be configured to be made up without a crew to handle heaving lines and hawsers in rolling seas. Much of the supplier R&D work needed to meet the requirements will continue for years to come.

Dangers of lone watchkeeping and fatigue highlighted after loss of prawn trawler

The UK Marine Accident Investigation Branch (MAIB) has released its final report into the grounding and loss of fishing vessel Crystal Stream last year. A safety warning was also issued after it was found that the watch alarm in the wheelhouse was not connected to the autopilot and was not operating at the time of the accident.

What happened
At just after midnight on 6 June 2025, the UK registered prawn trawler Crystal Stream (LH 147) struck an underwater obstruction near Barmore Island, Loch Fyne, Scotland. Shortly afterwards, the skipper intentionally beached the vessel on the rocky shore, where the crew abandoned to a liferaft.

Crystal Stream was later declared a constructive total loss, and the vessel was broken up and removed from site.

Safety issues
- the skipper, who was the lone watchkeeper at the time of the grounding, was highly likely fatigued due to their schedule in the week before the accident
- the vessel's safety management was inadequate, failing to address key operational areas including navigational practices, risk assessments and crew medical fitness
- Crystal Stream's crew did not receive an induction on joining and a lack of regular drills resulted in them being unfamiliar with the vessel's lifesaving equipment and emergency procedures.

Recommendations
M & I MacKinnon Ltd is recommended to improve the safety management of its vessels through:
- The adoption of a safety management system aligned with the Fishing Safety Management Code.
- The implementation of watchkeeping procedures aligned with maritime and Coastguard Agency guidance.
- The implementation of a fleetwide fatigue management system to ensure that crew on board its vessels are provided with adequate rest.

The MAIB also published a safety flyer alongside the report with safety lessons to the fishing industry about the dangers of lone watchkeeping and fatigue.

Read the full the report and safety flyer: **https://bit.ly/4e9AEuJ**.



Crystal Stream (LH 147). Credit: Gordon Macrae (MarineTraffic.com)

EU Commission publishes guidance on recreational craft customs and VAT treatment



European Boating Industry (EBI) and European Boating Association (EBA) welcome the publication of the European Commission's Guidance Note for Pleasure Craft. The guidance provides much-needed clarification for recreational boat owners and business on the treatment of recreational craft under EU customs and VAT rules.

The publication follows continued engagement by EBA and EBI, which have consistently called for clearer, more practical and harmonised interpretation of EU customs rules affecting recreational craft. These issues have long created uncertainty for boat owners and businesses, particularly in cross-border cruising, second-hand boat sales and vessels returning to the EU after time spent abroad. The guidance represents an important step towards greater certainty for boat owners, dealers, marinas and the wider recreational boating sector.

The Commission guidance confirms several key principles of importance to the boating community, including that pleasure craft used within the EU are generally presumed to have the customs status of Union goods. There is no general requirement to prove Union status every time a boat returns to its berth. However, a boat registered outside the EU may be subject to customs controls more often according to the Guidance. It also confirms that the nationality or residence of the owner, and the country of registration or flag of the boat, do not in themselves determine whether a boat has Union status. This is a key clarification for a cross-European boating market in which ownership, registration and berthing arrangements frequently cross borders. The document also provides explanations on proof of Union status and other customs and VAT questions

At the same time, the guidance is not legally binding and practical implementation may still vary between Member States. EBI and EBA therefore call on national customs and tax authorities to apply the guidance consistently and proportionately, and to work with the sector to ensure that recreational boaters and businesses can comply with the rules in practice.

EBI and EBA will continue engaging with the EU Commission, national authorities and industry partners to support harmonised implementation and to address remaining practical questions for the sector.

Ferretti Group takes three honours at Blue Design Awards 2026



Ferretti Group secured three awards at the Blue Design Awards 2026 during this year's Blue Design Summit, held from 18-20 May in La Spezia, Italy.

The annual event, focused on yacht design, innovation and sustainability, brought together leading figures from across the international yachting sector to discuss topics ranging from coastal development and interior design to technological innovation and environmental sustainability.

Ferretti Group brands Riva and Ferretti Yachts were recognised across multiple categories by the awards jury. The Ferretti Yachts 800 received the "Best Motoryacht under 24 metres" award. The flybridge model, designed externally by Filippo Salvetti with interiors by IdeaeItalia, was recognised for combining contemporary styling with features typically associated with larger yachts.

Safety alert: Prototype shaft seal failure causes engine room flooding

Credit: USCG



Figure 1: Sea water dischargingh through seal face

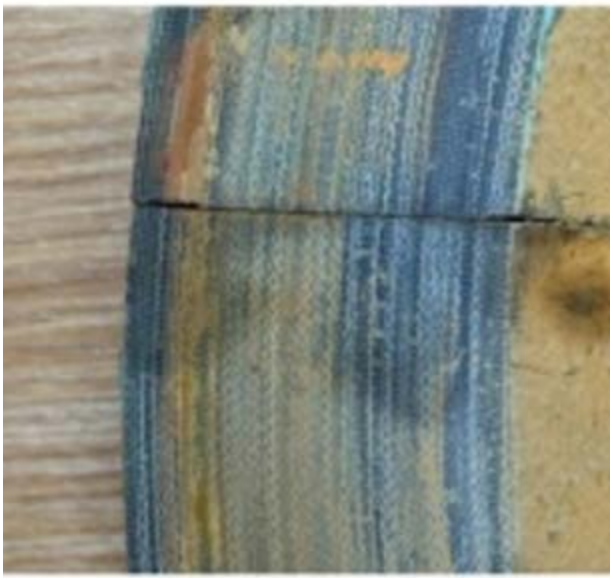


Figure 2: Seal splt face butt

The U.S. Coast Guard (USCG) has issued a safety alert after a prototype component used in a mechanical shaft-seal system failed onboard a USCG inspected deep draft vessel.

In February 2026. a U.S. flagged crude oil tanker transiting near Delaware Bay experienced simultaneous failures of its port and starboard shaft seals, resulting in substantial seawater ingress. The crew subsequently deployed emergency collars supplied by the seal manufacturer and used the vessel's emergency bilge system to remove the water.

The investigation revealed that the failed component was a prototype composite seal-facing material installed during dry-dock as part of a shaft-seal system previously approved by a Recognized Organization (RO).

Importantly, the investigation found that the RO-approved design drawings lacked specific material details, vaguely describing the seal-facing material only as "composite." During the vessel's first post dry-dock voyage, seawater flooded through the seals' split face butt when exposed to cold seawater after operating in warm conditions. Although the overall seal system was approved by the RO, the seal manufacturer did not disclose its use of the unapproved prototype material. The USCG, RO, and the vessel owner became aware of the substitution only after the incident occurred.

Vessel owners and operators are reminded to inform the cognizant USCG Office in Charge, Marine Inspection (OCMI) and the applicable RO of any deviations from existing approvals, including prototype or substitute materials, prior to installation. They should also ensure that any novel materials or arrangements that deviate from applicable standards are properly communicated and approved in advance.



Cargo liquefaction greatest contributor to seafarer deaths in INTERCARGO bulk carrier report



Between 2016 and 2025, 17 bulk carriers of more than 10,000 deadweight tonnes were reported lost, with the tragic loss of 71 seafarers' lives, according to an INTERCARGO annual report.

And cargo liquefaction remains the greatest contributor to loss of life with 37 lives - 52.1% of the total loss of life in the past ten years.

INTERCARGO's annual Bulk Carrier Casualty Report examines the safety performance of bulk carriers over a rolling 10-year period in order to identify risks and improve safety for seafarers and vessel operations.

The newest edition also revealed that four flooding casualties (23.5% of the total) cost 34 lives - a significant 47.9% of the total number of lives lost.

Groundings also remain the greatest cause of ship losses, with seven losses or 41.1% of the total.

Cargo liquefaction
Cargo liquefaction has been the greatest contributor to loss of life, as shown by the 12 reported liquefaction cases since 2009:

- 2 casualties involving iron ore fines from India, with the loss of one life
- 8 casualties involving nickel ore from Indonesia, with the loss of 119 lives
- 1 casualty involving bauxite from Malaysia, with the loss of 18 lives
- 1 casualty in 2026, involving nickel ore from the Philippines, with the loss of six lives



Transport Canada launches CIC on fire hazard prevention

Transport Canada has launched a Concentrated Inspection Campaign (CIC) focusing on fire hazard prevention.

This CIC applies to all Canadian vessels over 15GT and will run between June 1 and September 1, 2026.

The 2026 campaign will focus on various vessel types over 15GT that have been certified by Transport Canada or Canadian Recognized Organizations.

The goal of this year's campaign is to make sure that vessels comply with the Canada Shipping Act, 2001 and its related regulations. The focus of this Concentrated Inspection Campaign is to review a vessel's condition regarding fire prevention and how well the vessel's master/crew are prepared if a fire were to start on board.

During this campaign, Transport Canada will review things like:

- how engine rooms are maintained
  (e.g. cleanliness, ventilation system closures, etc.)
- storage of flammable and other items/materials, and
- the crews' knowledge of their duties if a fire was to occur.

Degraded part cause of Interislander Kaitaki blackout incident

A degraded rubber expansion joint failed putting 864 people on board passenger vessel Kaitaki at risk, according to New Zealand's Transport Accident Investigation Commission (TAIC).

TAIC has released its final report three years after the Interislander ferry suffered a blackout and loss of propulsion while carrying out a scheduled service between from Picton to Wellington.

The incident on 28 January 2023 left the ship drifting in strong onshore conditions towards Sinclair Head on Wellington's south coast. The master issued a Mayday. The ship avoided grounding after anchors held and power was restored.

The immediate cause was the failure of a single degraded component in a safety-critical system. A rubber expansion joint (REJ) in the engine cooling system ruptured, causing the system to lose most of its water and automatically shut down the engines. The component had exceeded its recommended service life and age limits.

The rubber expansion joint had been in service for at least five years and was approximately 18 years old.

Had Interislander implemented the FMEA recommendations, most importantly replacing all REJs every two years, it is very likely that the reliability of the REJs would have been assured.

TAIC identified six safety issues and made five formal recommendations for safety-focused change following its inquiry into the incident.

TAIC's Chief Commissioner David Clarke says the failure highlights the importance of managing ageing components in critical systems.

"Safety-critical parts can fail. But their age and condition should be monitored and must be actively managed. In this case, a single component, overdue for replacement, failed and disabled a ship's propulsion, putting at risk the vessel and the 864 people on board."

Read online or download the PDF:
https://bit.ly/4oidcAf.


Credit: KiwiRail Limited

In addition to appropriate management of safety-critical components, the Commission's final report discusses five other safety issues:

- Effectiveness of Interislander's safety management system for on-board engineers
- Evacuation standards for older ships
- Emergency response coordination across agencies
- Access to specialist maritime expertise and decision-making support
- Emergency towage and salvage capability for New Zealand

The Commission made five recommendations to strengthen system-wide safety.

Two recommendations are for KiwiRail to improve preparation and management of engine room emergencies, including implementing and exercising decision-support tools for engineers.

Three recommendations are for Maritime New Zealand. They focus on evacuation planning for passenger ferries, national maritime incident readiness and response arrangements, and emergency towage and salvage capability in New Zealand waters.

"While multiple agencies responded to the incident, there were gaps in shared situational awareness and in how response plans were understood and exercised together," said Mr Clarke.

"In a major maritime emergency, coordination can't be improvised. All agencies must share the same plan, understand their role, and have practiced working together under pressure."

New Bill introduced to eliminate diesel-powered ferries across New York State

On 19 May, US lawmakers introduced the Clean Ferries Bill (A11303/S10381), a proposal aimed to eliminate diesel-powered ferries emissions across New York State. The bill requires publicly funded ferry operators to purchase only zero-emission vessels starting in 2028, with all public vessels in state waters required to be zero-emission by 2032. It also directs the New York State Energy Research and Development Authority to study charging infrastructure along major waterways, including the Hudson River.

Supporters say the measure targets a major source of pollution in New York's transportation sector, where ferries contribute significant nitrogen oxide emissions linked to poor air quality and health risks. They argue the transition would reduce asthma and other respiratory illnesses while supporting the state's climate goals.

Research by T&E had found that ferries in port cities like Barcelona, Dublin and Naples are responsible for more toxic air pollution (SOx) than all the cars in those cities.

"Zero-emission ferries are already here, already proven and already saving operators millions in reduced fuel use. This bill is about choosing clean air, clean water and clean communities. The only question is how long we're willing to wait," said Fern Uennatornwaranggoon, Climate Campaign Director at Pacific Environment.



Marshall Islands updates yacht guidance on recreational fire appliances

The Marshall Islands Registry issued the revision of Marine Notice 2-011-57 in May 2026. It replaces the original December 2020 publication and aligns the requirements with the RMI Yacht Code 2026. The update applies across commercial yachts, passenger yachts, private yachts limited charter, and yachts engaged in trade, and turns several previous advisory expectations into clearer mandatory controls for recreational fire appliances.

For captains, DPAs, fleet managers, CEOs, and MDs, recreational fire appliances now need to be treated as controlled fire-risk equipment, with clear installation standards, nearby extinguishing arrangements, ash and waste controls, LPG and ethanol safeguards, open-deck fire-pit precautions, and SMS-based risk assessment and operating procedures.

Download the Marine Notice at **https://bit.ly/3RklR8H**.

Fisherman's death highlights risk of entanglements on potting vessels

Download the full report and safety flyer: **https://bit.ly/4e9BzLH**.

An investigation found risk assessments were not being followed after a deckhand was dragged overboard a potting and died off the Welsh coast last year.

The UK Marine Accident Investigation Branch (MAIB) published a safety flyer along with the report saying potting is one of the most hazardous fishing methods. The accident on board Wilaya was the sixth fatality on board UK potting vessels in the 20 months from October 2023 to May 2025, highlighting the vulnerability of fishermen operating in the sector.

The report said there was a long list of similar accidents involving fishermen who have lost their lives after becoming entangled in shooting gear highlights that potting is an inherently dangerous fishing method. The associated hazards require effective risk management to ensure safety and protect crews. Nearly half of the fatal potting vessel MOBs between 2013 and 2023 were due to a lack of physical separation between the gear and crew.

What happened

On the morning of 1 May 2025, the 9.34m potting vessel Wilaya departed the Port of Milford Haven, Pembrokeshire, Wales in fine conditions for a day's fishing. On board were the skipper, a deckhand and a passenger.

At about 1330, the deckhand was dragged overboard after his foot became caught in a bight of rope while shooting a string of pots. The deckhand was wearing a personal flotation device (PFD); however, its buoyancy was ineffective against the weight of the fishing gear and he was quickly dragged beneath the surface. Wilaya's skipper and passenger reacted promptly and recovered the deckhand on board, but he was unresponsive.

The deckhand was transferred to a Royal National Lifeboat Institution all-weather lifeboat, the crew of which continued to provide emergency first aid. The lifeboat arrived at Milford Haven at about 1457 and the deckhand was pronounced deceased at 1540. His cause of death was later recorded as immersion in water.

The investigation found that Wilaya's risk assessments were not being followed, and that the deckhand entered the water after becoming entangled in the running backline while repositioning the end weight attached to the pots. Wilaya used a self-shooting system to deploy its pots. However, due to the size, number, weight and stack height of the pots and the need to reposition the end weight, a deckhand was required to manually downstack each pot. Consequently, the system did not truly function as a self-shooting system and provide separation from the gear for the crew.

Safety lessons

- there was no separation from the running gear for the crew working on deck, which put them at risk of entanglement, harm and injury
- the crew did not adhere to the vessel's documented control measures during shooting operations which exposed the crew to a risk of harm and injury
- the risk assessments had not identified all of the hazards associated with vessel operations, several control measures were not followed and others were not achievable.





Transport Canada launches pilot to help inspectors better understand small vessel operators

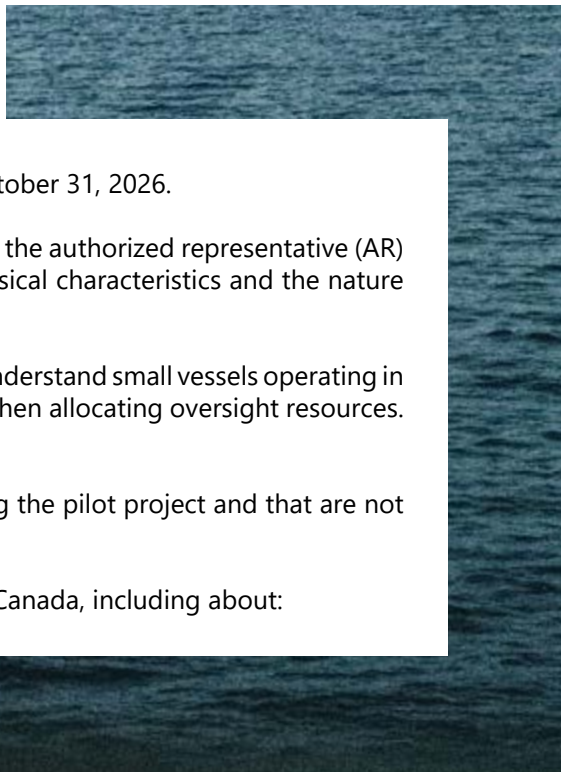
With only 3% of vessels that are 15 gross tonnage or less are inspected each year, Transport Canada has launched a pilot project to better oversee small Canadian vessels.

This policy sets out to collect information on the physical characteristics of small vessels and the nature of their operations once they're registered with Transport Canada.

The goal is to support more consistent, risk-informed decisions to improve how oversight resources are allocated.

The pilot aims to

- support risk-informed decisions
- use oversight resources more efficiently, and
- improve safety culture among small vessel operators



The policy for this pilot project is effective from May 13 to October 31, 2026.

Once a vessel of not more than 15 gross tonnage is registered, the authorized representative (AR) will receive a form to provide information on the vessel's physical characteristics and the nature of its operation.

The information Transport Canada collects will help TC better understand small vessels operating in Canadian waters, which will support risk-informed decisions when allocating oversight resources.

Scope
This policy applies to non-pleasure vessels that register during the pilot project and that are not more than 15 gross tonnage.

There are over 30,000 small commercial vessels registered in Canada, including about:

- 13,000 fishing vessels
- 10,000 workboats
- 5,000 passenger vessels, and
- 1,200 tugs

Passenger vessels over 15 gross tonnage or carrying more than 12 passengers are inspected every year. Other vessels over 15 gross tonnage are inspected every 4 years. However, only about 3% of vessels that are 15 gross tonnage or less are inspected each year. This shows a gap between how oversight resources are used and where risks may exist.

Through the Domestic Vessel Oversight Review under the Oceans Protection Plan, TC is looking for new ways to oversee small Canadian vessels under 150 gross tonnage or less than 24 metres long.

To test a new approach, TC is collecting information about vessels' physical characteristics and the nature of their operations. This will help inspectors better understand small vessel operators in their region.

Find out more: **https://bit.ly/4vCcb8t**.

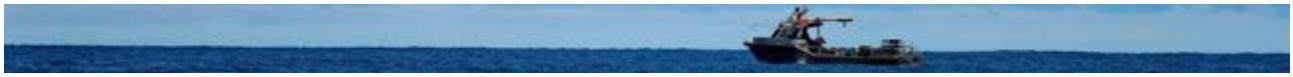
Belfast outlines ambitious 25-year growth plan

Northern Ireland's premier port, Belfast, has launched an ambitious 25-year masterplan setting out £1.3 billion of planned investment to ensure that the port remains resilient, efficient, and competitive. The plan entitled Horizons of Opportunity sets out how the Trust Port will expand and adapt to meet rising demand for trade, providing critical additional capacity and further strengthening Belfast's position as a leading maritime gateway.

External forecasts prepared by port master planning experts Haskoning indicate that trade volumes through Belfast Harbour could increase from around 24 million tonnes today to over 30 million tonnes by 2050 under steady growth, and to between 40 million and 50 million tonnes under higher growth scenarios. Under every scenario other than decline or stagnation, growth will outpace current infrastructure without planned investment.

The Masterplan was developed against the backdrop of clear evidence that capacity at ports along Ireland's east coast will tighten over the next 20 years. As demand for trade continues to grow and space becomes constrained elsewhere, Belfast Harbour is planning ahead – putting the scale of its estate to work to secure the island's future port capacity.

Port officials highlight that it has approximately 2,000 acres of land and 1,000 acres of water. Large parts were developed from the space previously occupied by the famed Harland & Wolff Shipyard. The shipbuilder remains a cornerstone of the port under its new ownership, Navantia UK, and has resumed construction work.



Preliminary report links MSC Elsa III sinking to system failures and poor maintenance

India's Directorate General of Shipping has completed its preliminary investigation into the sinking of the Liberian-flagged container vessel MSC Elsa III, which went down in May 2025 off the Alappuzha coast in Kerala, India.

The incident triggered significant marine pollution, with debris and contaminants spreading across multiple stretches of the southern Indian coastline, including areas between Vizhinjam and Kochi. The inquiry report was submitted as an affidavit before the Kerala High Court.

According to the findings, the sinking resulted from a combination of critical technical failures and systemic management lapses. The vessel's ballast water system with integrated heeling correction failed during the voyage, allowing progressive flooding into ballast tanks. This was compounded by defective machinery, delayed spare parts supply, inadequate maintenance procedures, and weak safety management systems.

Investigators also highlighted insufficient crew training and poor emergency preparedness, noting that many crew members had theoretical knowledge but lacked hands-on experience.

The ship had shown a persistent tilt in earlier voyages, and during the final journey it developed a severe list of about 26 degrees, causing container stacks to shift and eventually fall overboard before the vessel sank.

The report further noted that multiple previously identified defects had not been properly repaired, with temporary fixes contributing to recurring system vulnerabilities. A delayed and inadequate crew handover also worsened onboard crisis management, as the chief officer had joined shortly before the incident. These factors collectively led to uncontrolled flooding, structural instability, and eventual capsizing.

In parallel proceedings, the Kerala High Court allowed three of the seven foreign crew members to return to their home countries, subject to strict conditions including bonds, bank guarantees, and an undertaking to cooperate with ongoing investigation and testify when required. The court observed that foreign nationals cannot be detained indefinitely as witnesses.

The remaining crew members' requests will be considered after further judicial review, while the investigation into the causes of the sinking and the resulting environmental damage continues.

Black Sea MoU publishes Port State Control Annual Report 2025

The Black Sea MoU said that in 2025 the average detention percentage rose to 6.78% - the highest level recorded since 2007.

In its Port State Control Annual Report 2025, the Black Sea MoU said its member authorities carried out a total of 5,117 inspections, representing an 11.6% increase compared to 2024. This remains approximately 3% below the ten-year average of 5,274 inspections under the New Inspection Regime, which began in 2016.

The reporting period was marked by the ongoing armed conflict between the Russian Federation and Ukraine, which continued to pose serious risks to the safety and security of crews and vessels operating in the region.

Due to the ongoing war, exact data on the number of individual ships operating in the region was unavailable. As a result, data for the broader region was not accessible. Therefore, for the purposes of this analysis, it has been assumed that throughout the year, vessels calling at Ukrainian ports also visited at least one port in other Member States. Based on this assumption, the regional inspection rate for 2025 (calculated as individual ships inspected as a percentage of individual ship visits) was determined to be 74.74%.

Out of 5,117 inspections conducted last year, 3,596 of them were found with deficiencies, corresponding to a deficiency rate of 70.3%. This represents the second-highest rate recorded since the establishment of the BS MoU on PSC, exceeded only by 72.4% in 2007.

Deficiencies
In 2025, a total of 21,973 deficiencies were recorded during the port state control inspections.

The most frequently identified deficiencies were related to:

- safety of navigation with 2,950 deficiencies (share of total deficiencies: 13.4%)
- fire safety with 2,188 deficiencies (10.0%)
- life-saving appliances with 2,022 deficiencies (9.2%)
- working conditions with 1,845 deficiencies (8.4%)
- documents with 1,591 deficiencies (7.2%).

These five categories collectively accounted for 48.2% of all deficiencies recorded in 2025.

Detentions
A notable development in 2025 was the significant rise in the average detention percentage, which rose to 6.78%. This represents the highest level recorded since 2007 and the third highest since the establishment of the Black Sea MoU, with only 2007 (8.16%) and 2004 (6.95%) having higher rates.

The upward trend in detentions has been consistent since the post-Covid-19 pandemic period, with rates rising to:

- 3.17% in 2021
- 3.50% in 2022
- 3.93% in 2023
- 4.69% in 2024
- 6.78% in 2025



This pattern underscores the critical role of effective port state control in addressing substandard shipping and safeguarding maritime safety and the marine environment.

A total of 347 vessels were detained in 2025 due to result of deficiencies considered clearly hazardous to safety, health or environment. These detained vessels were registered under 31 different Flag Administrations.

The overall detention percentage in the region increased from 4.71% in 2024 to 6.78% in 2025, continuing its upward trend. Additionally, considering that several ships were inspected and detained more than once during the year, the regional detention rate in 2025 (based on individual ships detained as a percentage of individual ships inspected) rose to 9.07%, marking the highest rate since the introduction of the New Inspection Regime.

Download the full report: **https://bit.ly/4uozK3x**.



UK Maritime Innovation Hub is now live

An initiative to help the UK's marine sector become safer and reach decarbonisation goals has been launched. The UK Maritime Innovation Hub, a service of the Maritime and Coastguard Agency (MCA), will be providing coordinated access to regulatory engagement for organisations developing innovative maritime technologies. As maritime technologies evolve, timely engagement between innovators and the regulator is increasingly important. The UK Maritime Innovation Hub supports early dialogue to help organisations understand regulatory considerations, explore available pathways, and identify appropriate next steps.

The Hub supports innovation that is safe by design, environmentally responsible, and aligned with the UK's maritime decarbonisation ambitions. By improving clarity and coordination, it aims to help provide greater predictability for organisations navigating regulatory processes.

Its work spans early-stage concept discussions through to trials, and it will ensure innovators can access the regulatory insight, networks and expertise needed to progress their projects, supporting a clear understanding of regulatory expectations and enabling them to engage effectively with regulatory processes.

UK Maritime Innovation Hub priority areas
The core themes that the UK Maritime Innovation Hub will focus its regulatory engagement and support for innovation include:

- **Autonomy (MASS).** Supporting the development and safe integration of remotely operated vessels and marine autonomous surface ships (MASS) across a range of vessel sizes and operational models, helping organisations understand the UK regulatory framework, relevant requirements, and how to engage effectively with regulatory processes.
- **Decarbonisation (including energy efficiency and alternative fuels).** Supporting the transition to net zero through energy efficient vessel solutions and alternative fuels. This includes propulsion innovation, operational improvements and emissions reduction approaches, alongside engagement with initiatives such as UK SHORE, the Clean Maritime Demonstration Competition (CMDC) and the Zero Emission Vessels and Infrastructure (ZEVI) programme.
- **Digital systems and digitalisation technologies.** Supporting the adoption of digital technologies such as digital twins, data platforms, advanced analytics, quantum and other advanced computing technologies, and connected systems across maritime operations.
- **Nuclear propulsion.** Supporting cross-sector engagement to explore the regulatory frameworks, requirements and assurance considerations associated with future civilian maritime nuclear technologies.

Find out more: **https://bit.ly/49Q9cRs**.

Thousands gather for UK Crick Boat Show

Nearly 25,000 visitors enjoyed the 2026 Crick Boat Show over the late May Bank Holiday weekend as the inland waterways world came together at Crick Marina near Daventry in the UK. The 25th running of the Show brought together boaters, prospective boat owners, exhibitors and waterways enthusiasts from across the country for four days of boats, boating advice, live entertainment and waterside celebration.

A wide range of new and used boats were on display from many of the UK's leading boat builders and brokerages, alongside a striking gathering of historic working narrowboats on the Grand Union Canal Leicester Line. More than 200 exhibitors attended the Show, with many reporting strong levels of interest and sales enquiries across the weekend despite temperatures soaring into record territory.

The 2026 Show also saw particularly strong attendance at two Special Talks sessions. One featured a lively panel discussion on the challenges and hopes for the future of the inland waterways network. The other saw Show Director Peter Johns in conversation with Canal & River Trust Chief Executive Campbell Robb. As one of Robb's first major public appearances since taking on the role, the session provided a valuable opportunity for boaters and waterways enthusiasts to hear from the man now leading the Trust and helping shape the future of the inland waterways network.



The Superyacht Design & Naval Architecture Association launches

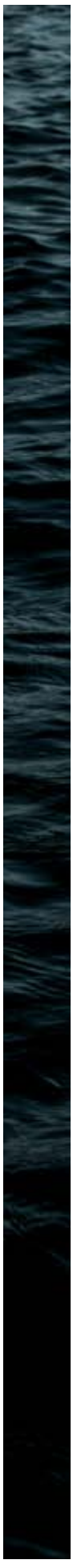
In the early days of yacht design, naval architects often worked to a simple rule - if it looks right, it is right. A century later, superyacht design and naval architecture has evolved beyond measure, requiring a blend function, engineering, aesthetics, and the pinnacle quality demanded by discerning clients.

Fundamental to the process is a growing cadre of design professionals whose job it is to translate the dreams of clients and balance them with the rules and regulations laid down by Class, Flag, and international governing bodies. It's a sector that has seen exponential growth over the past 40 years, but which has lacked a degree of cohesive representation - until now.

At a session on the second day of the 2026 Blue Design Summit in La Spezia, Italy, Clair Rozemeijer and designer Luca Boldrini introduced a new entity: the Superyacht Design and Naval Architecture Association (SYDNA). Rozemeijer, who serves as Executive Director of SYDNA, and Boldrini - Managing Partner of FM Architettura, and Vice President of SYDNA - underscored the complex nature of superyacht design and outlined the inspiration to form SYDNA.

"Associations are founded because individual companies often face similar challenges that they cannot solve entirely on their own, and the association's role is to create a collective strategy and platform to address those challenges together so that ultimately all members benefit individually from the collaboration," Rozemeijer explains. "Together with SYDNA's board members and founding members, we explored where meaningful collaboration could exist — not in the areas where companies compete, but in the areas where we can collectively strengthen the profession of yacht designers and naval architects, and positively contribute to the wider industry."

Black Sea MoU releases results of 2025 CIC on Ballast Water Management



The Black Sea MoU has released a report into the 2025 Concentrated Inspection Campaign (CIC) on Ballast Water Management (BWM).

The campaign was carried out from 1 September 2025 to 30 November 2025, and it was conducted in conjunction with the Paris and the Tokyo Memoranda. It was also conducted under the campaign coordination of the Maritime Administration of Türkiye.

A total of 775 inspections were carried out covering 736 individual ships. Among these, 624 inspections were conducted using the CIC questionnaire.

During the CIC, 76 ships were detained in total. Of which, 52 detentions were the result of inspections with CIC questionnaires and 16 of them were detained directly attributed to CIC-related deficiencies.

A total of 59 questionnaires recorded at least one non-compliance response, representing 9.4% of CIC inspections. The overall average rate of non-compliances was 1.51%, reflecting the proportion of the "unsatisfactory" answers in relation to all applicable questionnaire responses.

The analysis indicates that non-conformities identified during the CIC were largely focused on a limited number of areas, with approximately 89.3% of all recorded non-compliances relating to three specific questionnaire items:

- the operational condition of Ballast Water Management Systems (BWMS)
- the proper completion of the Ballast Water Record Book (BWRB)
- crew familiarization with the Ballast Water Management Plan (BWMP)

Among these, BWMS operability emerged as the most significant area of concern, accounting for the highest number of non-conformities and the largest share of CIC-related detentions.

Breakdown of CIC inspections by type:

- Bulk carriers with 214 inspections (34.3%)
- General cargo/multi-purpose ships with 213 inspections (34.1%)
- Oil/chemical tankers with 74 inspections (11.9%)
- Oil tankers with 68 inspections (10.9%)

This comes to a total of 569 total CIC inspections with a rate of 91.2%. CIC-related detentions in the Region were observed in general cargo/multipurpose ships (8 detentions), bulk carriers (7 detentions) and one container ship.

Age of ships
No non-compliant CIC inspections were recorded for ships aged 0–10 years and no CIC-related detentions were observed for ships aged over 35 years.

Ships aged between 15 and 25 years accounted for more than half of the non-compliant responses and 62.5% of CIC-related detentions.

Conclusions
The CIC results indicate a very high level of compliance with certification, approval of the BWM Plan and BWM System, and ballast water sediment management. Nevertheless, the CIC related detention rate of 2.56% highlights the need for continued attention to certain operational and procedural requirements. In particular, the results suggest that further improvements are required in relation to the implementation of exemption conditions, proper completion of the Ballast Water Record Book, operational reliability of the Ballast Water Management System, and crew familiarization with BWMP procedures.

Read the full report: **https://bit.ly/4orgkJU**.

French industry association calls for national mobilisation against recreational boat tax



French nautical industry association Confederation of Nautical and Recreational Boating (CNP) has released a "national call for mobilisation" against the country's tax on pleasure boats and personal watercraft, also known as the TAEMUP, whose amended version is due to enter into force on 1 January 2027.

"This reform, conceived without any real consultation with stakeholders in the field, risks directly penalising thousands of boaters, weakening an already strained economic sector, and further alienating the French from recreational boating, which is popular, family-friendly, and accessible," the CNP said in a statement. "The objective is clear: to obtain a rewrite of the text before 2027."

The tax's revision has triggered criticism from across the French nautical industry. Under the current rules, the levy depends mostly on a boat's engine power expressed in hp and its length, and includes broad exemptions for small craft with low-power motors. Under the TAEMUP's existing provisions, numerous entry-level boats are effectively excluded from the fiscal measure's scope. However, starting next year, the levy is to be based on a boat's engine power in kW, using a progressive and multi-bracket scale. This will effectively extend the tax's coverage to many craft that are currently exempt from it.

The measure introduces discounts for electric and hydrogen propulsion, but its critics say the levy's main goal is not to encourage environmentally friendly boating, but to ensure additional budget revenue. Consequently, many small leisure boat owners will begin to be subject to a tax of several hundred euros per year.

The Paris-based association is calling on the "6,330 companies from the nautical industry and services sector, 473 marinas, 1,500 training providers, 1 million licensed water sports participants, 4 million regular recreational boaters, as well as elected lawmakers from coastal and inland waterway regions" to join the protest.



Boat shows across Oceania report positive feedback

The Southern Hemisphere's largest four-day marine event, Sanctuary Cove International Boat Show (SCIBS) officially welcomed over 41,000 visitors to the Gold Coast's Sanctuary Cove from 21-24 May.

In Auckland, the milestone 70th edition of The Hutchwilco New Zealand Boat Show had four hugely successful days, proving New Zealand's love affair with boating and fishing is still running full throttle. More than 31,000 visitors attended the annual event, which featured the country's biggest showcase of marine products, innovation, fishing gear and family-friendly attractions.

Brussels clarifies several rules on VAT and customs on pleasure boats

The European Commission has recently published an interpretation note on the customs and VAT rules applicable to pleasure craft. This document has been awaited for several years by pleasure boaters and yachting professionals. It provides a number of important clarifications on the customs status of vessels, controls and returns to the European Union. While the text is still incomplete, it nonetheless makes good progress on these thorny issues.

For boat owners sailing between several European countries, questions of VAT and customs status often remain a headache. Varying controls at different ports, demands for old proof, different interpretations by different administrations - the subject regularly poisons ocean cruising and second-hand market transactions.

The European Commission has published a doctrine note designed to harmonize these practices within the European Union. The document has been welcomed by the European Boating Industry (EBI) and the European Boating Association (EBA), who have long been calling for clarification of the rules.

The first important point in the text published by Brussels is that a pleasure boat used in the European Union is presumed to have EU goods status. In practical terms, this means that a yachtsman does not have to systematically demonstrate the European customs status of his boat each time he returns to port or after an international voyage. This clarification is aimed directly at certain situations that have become frequent in recent years. A number of yachtsmen had reported sometimes very strict controls after sailing to the UK, Turkey or the Caribbean, with requests for old documents that were sometimes impossible to produce.

The Commission also points out that a non-European flag does not automatically mean that a boat is considered imported. The same logic applies to the owner's nationality or place of residence. In modern boating, these situations have become commonplace. A boat may belong to a British owner, be registered in the Cayman Islands, stationed in Spain and regularly sail in France or Italy.

Why the used boat market is directly affected

This clarification is of particular interest to the European second-hand market. On some older yachts, proof of initial VAT payment or import documents have sometimes been missing for several decades. This lack of traceability has regularly created tensions during cross-border sales, particularly for units built before administrative dematerialization.

Philip Easthill, General Secretary of EBI, believes that this European doctrine provides a clearer basis for professionals. He said, "The second-hand market is an important component of the sector. This clarification addresses several practical concerns and improves the operating environment"

Yacht brokers and marinas are now hoping for a more uniform interpretation of the rules in the different member states. Until now, some national administrations applied controls with very different levels of requirement depending on the navigation zone.

Grey areas persist for long-distance cruising

Despite this publication, a number of questions remain unanswered. In particular, EBI highlights the difficulties associated with long voyages outside the European Union.

The case of sailing yachts that have been around the world for several years remains particularly sensitive. After a long absence from European waters, some administrations may still require complex proof of the boat's customs status. Sailing between European overseas territories, the UK, the Eastern Mediterranean or the Caribbean also gives rise to a number of special administrative situations.

Above all, the note published by Brussels is not legally binding. Each Member State retains a margin of interpretation in the practical application of the controls. This is precisely what continues to worry yachting associations.

Carol Paddison, secretary of the EBA, points out that the text does not completely resolve the historical problem of missing documents, when she said, "Even if the guide does not resolve the issue of missing receipts, it provides useful clarifications for a more consistent application of customs and VAT rules in the European Union."

Harmonization still awaited in European ports

European nautical federations are now asking national administrations to apply these guidelines with greater proportionality. The aim remains to avoid the same boat being considered differently depending on the port of call or the administration encountered.

For yachtsmen, this question goes far beyond the administrative framework. Divergent interpretations can temporarily immobilize a boat, block a sale or complicate an international cruise. In a boating sector where cross-border mobility is the norm, this harmonization has become indispensable.

The note published by the European Commission therefore marks an important step forward, even if several areas of uncertainty remain for long-distance sailors and certain professionals in the second-hand market.



World Boating Day marks third edition of global celebration

Photo credit: World Boating Day

World Boating Day 2026 has taken place bringing together 28 countries across 143 events in a global celebration of life on the water.

From shipyards and marinas to museums and vibrant waterfront destinations, the initiative welcomed industry leaders, families, students and first-time visitors into a shared experience of discovery, connection and adventure on and around the water. This year's programme came to life through a series of hands-on experiences, collaborations and open access initiatives that brought audiences directly into the world of design, craftsmanship and life on the water.

Benetti's "Connecting Excellence" brought emerging yacht design talent together with the creative and technical teams behind its most iconic projects, creating a rare exchange between future vision and real-world expertise. Meanwhile, Feadship supported Social Boat, an Amsterdam-based initiative, enabling guests with limited financial means to experience a memorable day on the water through hosted canal journeys.

In Monaco, the Monaco Cluster delivered one of the standout programmes of the week, bringing together leading names including Espen Øino, Sanlorenzo MED, La Belle Classe Academy and Yacht Club de Monaco. The programme featured yacht design insights, educational sessions, family activities and celebrations aligned with the Yacht Club de Monaco' Fête de la Mer, reinforcing Monaco's deep-rooted connection to the sea.

In Spain, the Balearic Cluster hosted a vibrant programme anchored by the Balearic Boating Festival 2026 at Port Adriano, a lively public celebration featuring workshops, gastronomy and interactive activities for all ages. Across Mallorca, Menorca and Ibiza, the programme expanded further with guided shipyard visits at Astilleros de Mallorca and STP Shipyard Palma, a contemporary art exhibition at Club de Mar Mallorca, networking events for women in the nautical sector, sailing experiences including the Galaxie voyage, and educational initiatives opening doors to maritime careers.

In the United States, the Santa Barbara Maritime Museum partnered with Sail to Shelter to deliver hands-on, creative activities, introducing families and young visitors to boating culture. Meanwhile, at Fort Lauderdale's Pier Sixty-Six, there was a fun and educational celebration focusing on teaching boating basics.

View the full list of events at **https://bit.ly/4fMVTF2**.

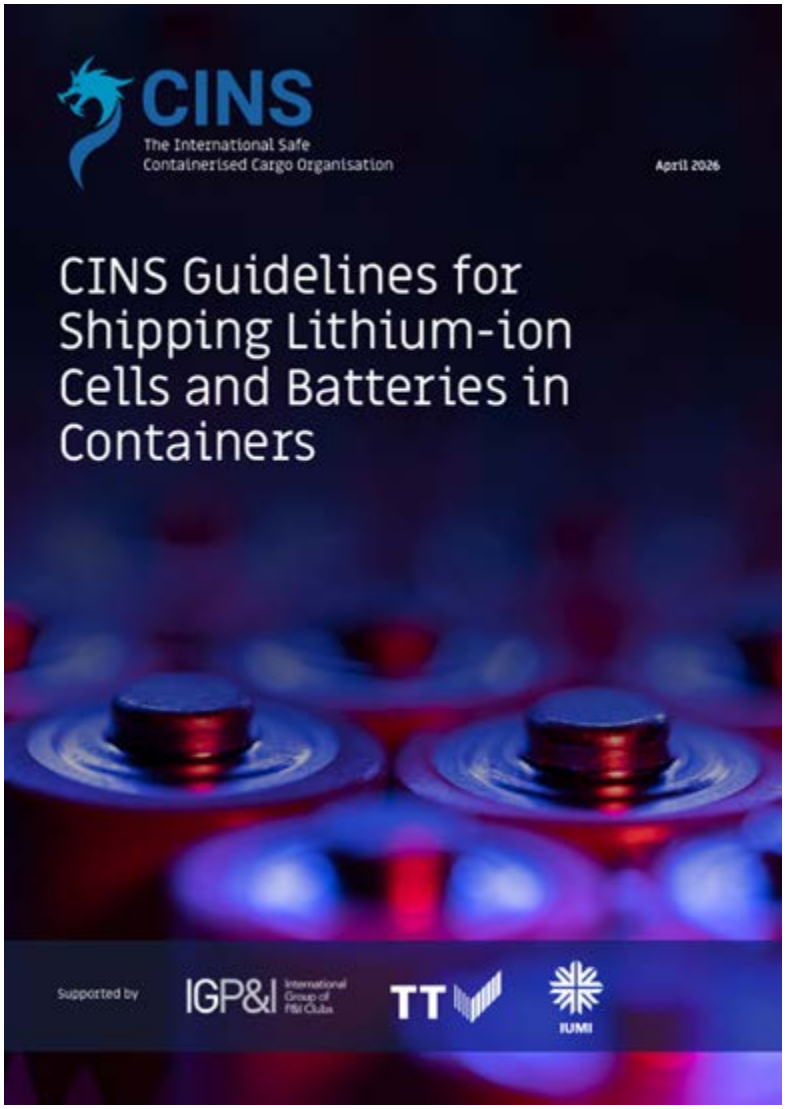
CINS shares guidance on shipping lithium-ion cells and batteries in containers

The Cargo Incident Notification System (CINS) has published a new guide on transporting lithium-ion cells and batteries in containers by sea.

CINS Guidelines for Shipping Lithium-ion Cells and Batteries in Containers provides shipping companies, operators and carriers with safety guidance for the transport of lithium-ion cells and batteries, classified under UN Nos. 3480 and 3481, in Cargo Transport Units (CTUs).

Lithium-ion cells are the primary elements of a battery and can exist in various forms, and they are commonly used in portable electronics and electric vehicles and are able to accumulate, store, and release electrical energy through the movement of lithium ions between a positive and a negative electrode.

Lithium-ion cells and batteries must be handled with care, as they pose several risks if damaged, improperly charged, or exposed to extreme conditions. They are classed as dangerous goods because of several hazardous properties.



Within the document, CINS provides guidance on packaging, preparation for transport and ship loading considerations of lithium-ion cells and batteries.

These properties include:

- Fire Hazard: Flammable electrolytes can ignite if damaged or overheated, triggering thermal runaway reactions that lead to fires or explosions.
- Chemical Reactivity: Reactive materials may explode or catch fire if punctured or short-circuited.
- Toxic Emissions: Fires release harmful gases such as hydrogen fluoride (HF), which are toxic and corrosive.
- Explosion Risk: Internal pressure buildup can cause rupture or explosive vapour clouds.
- Electrical Hazard: Short circuits or mishandling can lead to burns, sparks, or fires.
- Environmental Risk: Improper disposal can contaminate soil and water, causing environmental harm.

Key Risks During Transport

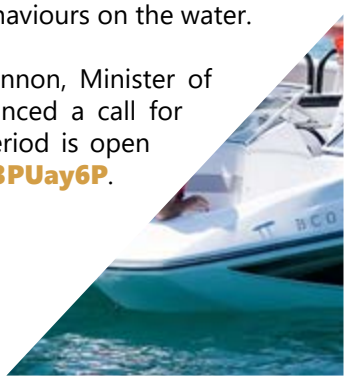
These factors increase the risks involved in the carriage of lithium-ion cells and batteries.

- Packing not consigned in compliance with the IMDG Code.
- Packing into containers other than in accordance with the CTU Code.
- High temperature inside container(s) during transport.
- Cell or battery not in compliance with UN 38.3

Download the document: **https://bit.ly/43oN7pr.**

Minister of Transport calls for proposals to improve boating safety across Canada

More than 12 million Canadian adults participate in recreational boating every year, but preventable accidents continue to result in injuries and fatalities on the water. To help improve safety, Transport Canada is supporting education and awareness initiatives that promote safe boating practices and behaviours on the water.



As part of the Safe Boating Awareness Week, the Honourable Steven MacKinnon, Minister of Transport and Leader of the Government in the House of Commons, announced a call for proposals under the Boating Safety Contribution Program. The application period is open until 21st September 2026 and more information is available at **https://bit.ly/3PUay6P**.

The program supports organizations that:

- promote safe boating practices, behaviour, and knowledge;
- improve access to national boating safety data;
- help reduce deaths, injuries, and property damage from boating accidents

Through the Boating Safety Contribution Program, Transport Canada will support organizations in delivering education, awareness and outreach initiatives that promote safe boating practices and behaviours, helping reduce risks on the water and prevent injuries and drownings across Canada.

Quick Facts
The Boating Safety Contribution Program provides funding to eligible organizations to deliver education, outreach, and awareness initiatives that improve recreational boating safety practices, behaviours, and knowledge across Canada.

Eligible applicants include Indigenous groups and communities, not-for-profit organizations, public safety organizations, educational institutions, healthcare institutions, enforcement services, and provincial, territorial or municipal governments.

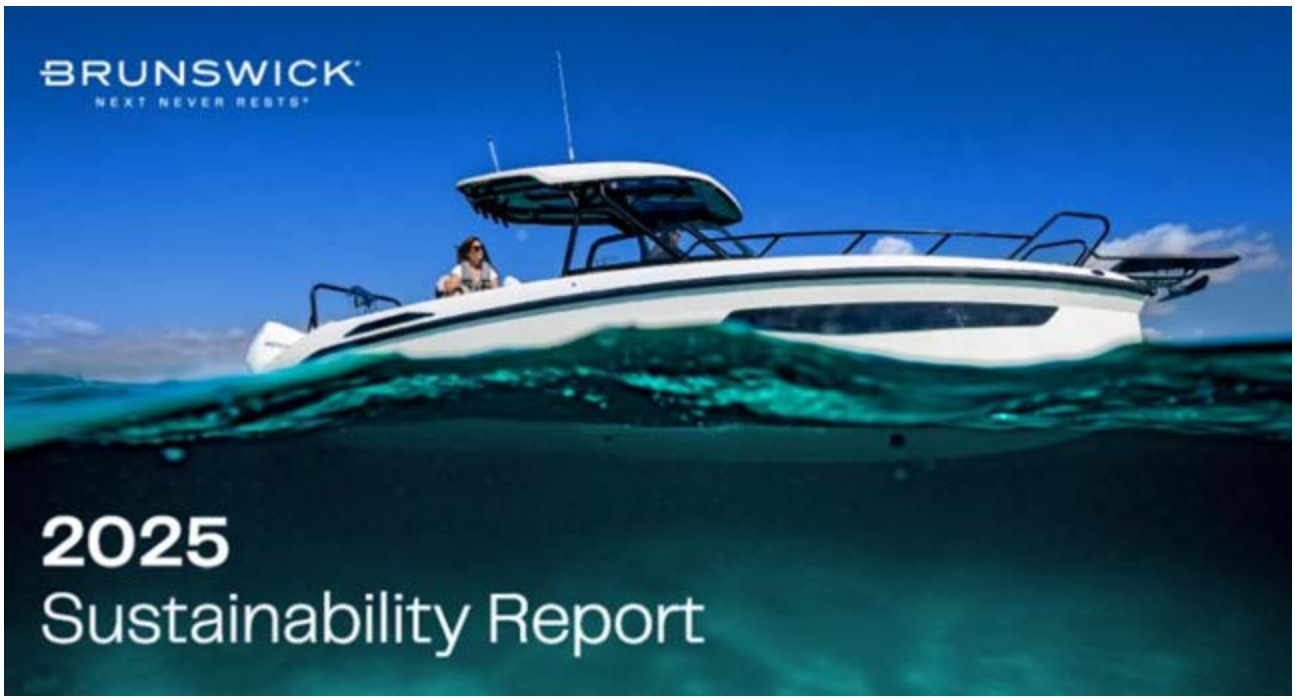
The program funds up to 75 per cent of total eligible project costs, to a maximum of $80,000 per project per fiscal year, for up to three years.

Organizations have until 21st September 2026, to apply for projects beginning in fiscal year 2027-28.

North American Safe Boating Awareness Week marked the start of boating season and highlighted the importance of safe boating practices, including wearing a lifejacket, being prepared, making a sail plan, and boating sober.

During the 10-year period, from 2012-2021, there were 896 recreational boating-related fatalities in Canada, according to the Drowning Prevention Research Centre Canada. In 80 per cent of these cases, a lifejacket or personal floatation device (PFD) was not worn.





Brunswick releases sustainability report

Brunswick Corp. has released its 2025 Sustainability Report, detailing achievements across its three sustainability pillars: the environment, products and people.

"2025 was a milestone year for Brunswick, one in which we met or exceeded our environmental sustainability commitments set in 2022," chief sustainability officer Jennifer Koenig said in a statement. "Sustainability is woven into how we innovate, how we operate and how we serve our customers, and the progress detailed in this report makes clear the momentum we are building for the years ahead."

Among the achievements, Brunswick said it has reduced combined Scope 1 and Scope 2 emissions by 48% since 2022, with continued reductions of Scope 3 emissions. The company also surpassed its renewable energy goal, matching 74% of companywide electricity consumption with renewable sources through energy partnerships.

Read the report online at **https://bit.ly/3RPuok4**.

UK ratifies the Cape Town Agreement for fishing vessel safety



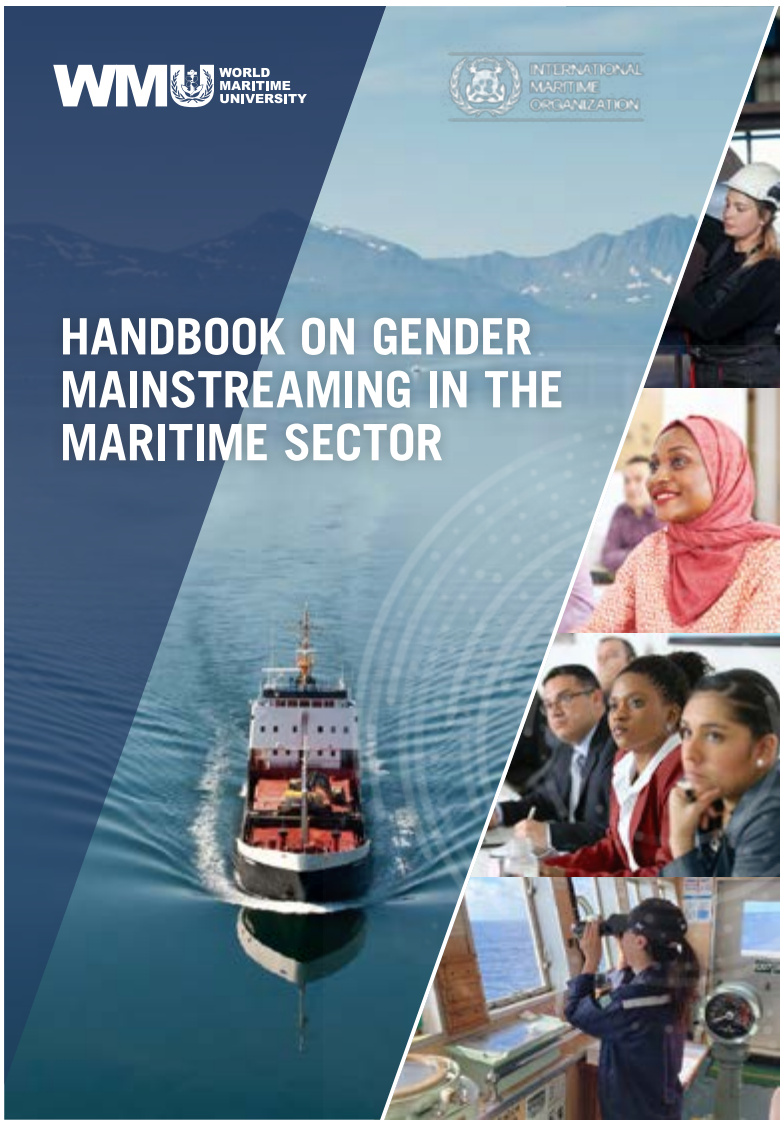
The UK has become the first country to ratify the IMO Cape Town Agreement since the treaty reached full ratification requirements in February 2026. The agreement sets minimum international safety standards for large commercial fishing vessels operating on the high seas, covering areas such as vessel stability, fire protection, life-saving equipment, emergency procedures and radio communications. The Cape Town Agreement represents the fourth pillar in global fishing vessel safety, alongside the following key instruments, all of which are in force:

- IMO's STCW-F Convention on training and certification of fishers.

- ILO's Work in Fishing Convention, 2007, which sets minimum requirements for work on board, including hours of rest, food, minimum age and repatriation.

- FAO's Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated (IUU) Fishing, 2009, which seeks to combat IUU fishing through effective port State measures.

The treaty now includes 29 Parties representing 3,859 fishing vessels and will enter into force in February 2027.



New Handbook on Gender Mainstreaming in Maritime Sector released by WMU and IMO

The World Maritime University and the International Maritime Organization have jointly published a new handbook focused on integrating gender perspectives into the maritime sector.

The handbook, titled the Handbook on Gender Mainstreaming in the Maritime Sector, was released on 18 May to coincide with the International Day for Women in Maritime, according to the IMO. The document was written by WMU Professor Momoko Kitada, who this year received the IMO Gender Equality Award. According to the source, this publication is the first of its kind and aims to address persistent gender inequality in the global maritime industry.

The handbook notes that women represent only one percent of the world's seafaring workforce and hold just 19 percent of ministerial positions responsible for maritime affairs. It was launched during an event held at IMO headquarters in London marking the 2026 International Day for Women in Maritime.

The publication provides practical guidance for maritime administrations, shipping companies, ports, shipyards, and maritime education institutions. It covers how to integrate gender considerations into policies, recruitment, training, workplace safety, and leadership development. The handbook also includes tools tailored for maritime organizations to conduct gender analysis, develop gender equality action plans, and carry out monitoring and evaluation.

Presenting the handbook, Professor Kitada stated that gender mainstreaming is an effective strategy, process, and methodology that benefits everyone. She noted that leadership is required to implement it, and that individuals at any role or level within an organization can exercise gender mainstreaming in both large and small capacities.

In the foreword, IMO Secretary-General Arsenio Dominguez wrote that the industry must move beyond rhetoric and toward measurable action. He described a more diverse maritime workforce as more competent, safer, and more sustainable. Dominguez called gender mainstreaming a strategic tool to bridge the gap, stating it is not a secondary objective or a women's issue, but a globally recognized methodology for scrutinizing every policy, regulation, and operational practice through a gender lens.

WMU President Maximo Q. Mejia, Jr. stated in the preface that the handbook was designed as a roadmap to definitive change, helping organizations implement practical measures to create more equitable workplaces. He noted that WMU itself achieved gender parity in its Malmo MSc intake for 2025 after decades of targeted efforts to increase opportunities for women in maritime education.



Photo credit: Salty Dingo 2026

Paddle steamer Waverley steams into her 80th season

The world's last seagoing paddle steamer, Waverley, began her 2026 sailing season in May, departing from Glasgow as part of celebrations marking 80 years since her launch on the Clyde in 1946.

Throughout the 2026 season, Waverley will visit a wide range of destinations, including the Clyde Coast, the Inner Hebrides, South Cornwall and South Devon, the Bristol Channel and South Wales, the South Coast and Isle of Wight, North Wales, the Mersey, and the Thames Estuary.

Speaking at the start of the season, Paul Semple, General Manager of Waverley Excursions, noted the significance of the occasion as the vessel returns to service eight decades after her launch. He highlighted that passengers can still experience the distinctive sights and sounds of steamship travel, following a winter refit that included an investment of £1.5 million in the vessel.

Originally built in Glasgow for the London and North Eastern Railway, Waverley was launched on 2 October 1946 and entered service in June 1947.



Marine industry honoured at the 2026 Australian Marine Industry Awards

The Australian Marine Industry Awards Gala Dinner, a highlight of ASMEX 2026, was held recently at The Langham Gold Coast, bringing together 203 guests from across Australia and internationally to celebrate Australia's marine industry.

Designed to recognise the people and businesses driving Australia's globally respected marine sector, the Awards honoured standout achievements across export, superyacht and commercial marine categories. This year's program attracted a strong number of submissions, reflecting the industry's continued growth, innovation and commitment to excellence.

Guests then moved into the Gala Dinner, where Jeremy Spear, President of AIMEX and Director of Spear Green Design, welcomed attendees and reflected on the growth of AIMEX, Superyacht Australia and ACMG over the past year. He was followed by Maryanne Edwards, Chair Judge and Consultant at Global Marine Business Advisors, who spoke to the high quality of this year's award submissions.



What caught my eye...

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

"Fore": Floating golf target system enhances on-water golf experience

Oh, the ingenuity of it all. Whatever next? On-water golf it seems!

RoboBuoy, the marine robotics company behind the MarkSetBot autonomous sailing mark system, is seeing increasing adoption of its GolfShotBot floating golf target. This ingenious floating, self-propelled golf target system is increasingly being deployed across major international golf championships including the U.S. Open, Ryder Cup and Senior PGA Championship.

The system can be virtually anchored in place or programmed to move, allowing operators to create dynamic golf experiences on the water. When paired with biodegradable golf balls, it enables safe deployment in environmentally sensitive locations. GolfShotBot utilises GPS spot-lock technology to hold station without physical anchors, even in strong winds or currents. Controlled via a mobile application, the system can be virtually anchored or programmed to follow dynamic routes, allowing waterfront venues, luxury resorts and event operators to establish pop-up driving ranges.

The company is now targeting yacht clubs, waterfront resorts, marinas and private owners, positioning GolfShotBot as a premium amenity for events, hospitality and guest experiences. Across multiple activations, the product has been paired with Zero Ball, a biodegradable golf ball created by Splash City Golf.

And once you have had your fill of on-water golf, just head to the nineteenth hole for refreshments!



Australian national survey highlights critical marine workforce shortages



Photo credit:
Boating Industry Australia

The results of this significant survey will not come as a surprise to many. The depressing reality is that skills shortages across all sectors of the marine sector are apparent and being felt. What's harder is to know how to practically combat the issue and reverse the trend. For several years, I have been aware of a shortage of professional marine surveyors. As the older generation starts to retire and pass away, there is a void emerging. IIMS will do what it can to train new marine surveyors, but the routes into the profession are not as clear cut as they used to be and it requires 'thinking outside the box' to address the problem.

Here's the story and an overview of the findings of the Boating Industry Association's survey.



More than 90 per cent of Australia's marine industry is deeply concerned about a critical lack of skilled labour, according to the latest data released by the BIA. The 2026 BIA National Jobs & Skills Survey has laid bare the immediate and long-term workforce challenges facing the recreational boating sector nationwide, revealing that severe shortages are actively impacting the operational capacities and financial performance of marine businesses.

The findings come at a vital time for a sector that is a major powerhouse of the Australian economy. The marine industry generates an annual national turnover exceeding $10.2 billion and employs approximately 35,000 people across more than 2,000 businesses—spanning designers, manufacturers, retailers, marinas and trades.

According to BIA CEO Andrew Fielding, the results highlight an urgent need for targeted investment in workforce development, education and vocational training. He said, "The 2026 National Jobs & Skills Survey confirms workforce shortages are no longer just an administrative headache - they are a direct threat to industry prosperity," Mr Fielding said. "When nine out of ten businesses tell us they are worried about skilled labour and apprentice pipelines, it is a clear call to action."



Did you miss Jono Ridler's historic and epic Swim4TheOcean?

Photo credit: Joshua McCormack

Shamefully, I have to admit this extraordinary feat of endeavour passed me by, but I have no idea why. It is an astonishing story and one I am delighted to share with you. When Jono Ridler completed the longest unassisted staged swim in history on 4 April, millions of people around the world didn't just hear about it – they watched it happen in real time (apart from me you understand)!

Behind that experience was PredictWind, whose live tracking and marine forecasting powered the Swim4TheOcean campaign from the first stroke to the last. Swim4TheOcean saw Ridler swim 1,367km (approx. 850 miles) down the east coast of New Zealand's North Island over 90 days, without a wetsuit. The mission, developed in partnership with marine conservation foundation Live Ocean, carried a clear call to end bottom trawling on New Zealand's seamounts.



The swim generated remarkable numbers:

- 1,426,500 strokes, the equivalent of 27,340 lengths of an Olympic pool
- 468 hours 23 minutes spent in the water across 90 days
- 4.48 million Live Ocean page views and almost 300,000 unique visitors
- 73,647 signatures on the call to end bottom trawling

Hats off to Jono for an amazing adventure and for setting a record that I am certain may never be bettered!

For more information go to **https://liveocean.org/swim4theocean/**.

Free to a good home - one heritage boat



Photo credit: Roger Brook, HHS-UK

There is no such thing as a free lunch, you don't need me to tell you that. But what about a free boat? Well, you are in luck it seems!

A last-ditch plea has been issued to save St George, a once elegant 1935 passenger vessel, now lying in poor condition at Willow Moorings, Kegworth in the UK.

The 58ft craft, whose long career has spanned pleasure cruising, wartime service and a starring role in the 2012 Diamond Jubilee Pageant, is being offered free to a good home as its owner can no longer care for her.

The vessel's construction is typical of the period: a carvel-built hull with oak frames and pine planking, later ferro-sheathed in 1983. It carries a ketch rig with gaff sails and is powered by a 1969 Ford 4D engine.

National Historic Ships UK describes the vessel as a large project but one with real potential for a committed restorer. A boat lift is available just four miles from its mooring, easing the logistics for any prospective new custodian.

If you are keen to take on such a project, make contact with National Historic Ships UK to express your interest by email at **info@nationalhistoricships.org.uk**.

Survey well

More next month.

Mike Schwarz





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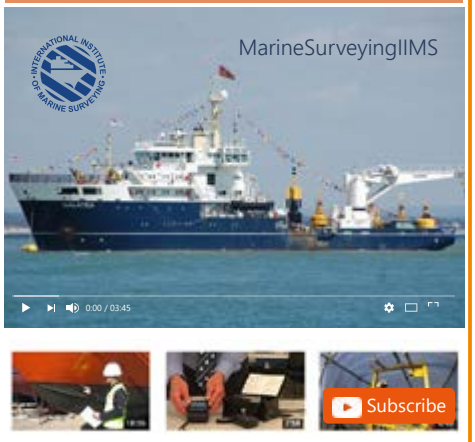
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