

# IIMS NEWS BULLETIN AUGUST 2021



Dear Member

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

[www.iims.org.uk](http://www.iims.org.uk)

## CEO Chat

Dear Colleague

Covid-19 regulations in the UK have changed recently as the government seeks to unlock further, although the new advice is tinged with a sizeable dollop of caution. Will it make a big difference for marine surveyors in the UK? Possibly. But if I were to recount the story of President, Geoff Waddington's recent trip to survey in Portugal, which was a logistical nightmare, travel in and out of and around Europe is still a challenge. And just when we thought we were heading into calmer pandemic waters here, two of my colleagues have come into contact with people who have tested positive and have had to self-isolate. I labour the point about Covid only to highlight that it remains a hazard to us all, not just in the UK, but worldwide and shows little sign of going anywhere anytime soon. It is imposing unwelcome restrictions on many surveyors. So learning to live with it seems to be the best advice we are told. Please take care in your working and personal lives to minimize the risks.



Fortunately, before my colleagues had to self-isolate, we managed a highly successful overnight team building event, which brought us altogether face-to-face in one place as a group for the first time in over 18 months. It was fun, but an emotionally charged event as we exchanged personal accounts and stories. I have included a few photos in this news bulletin to give you a flavour of what the team got up to.

Another story that broke in the last month that caught my attention was indirectly related to the pandemic. The US Coast Guard has published its 2020 Boating Safety Statistics Report and the findings show a rather depressing surge in fatalities during the pandemic. In 2020, the report reveals there were 767 boating fatalities nationwide, an increase of 25.1 percent from 2019. These are troubling statistics and can only be explained by the fact that so many more people have taken to the water in the last 18 months - many of them, I suspect, first time boaters. The full story and a copy of the report can be accessed at <https://bit.ly/3AVaOGv>.

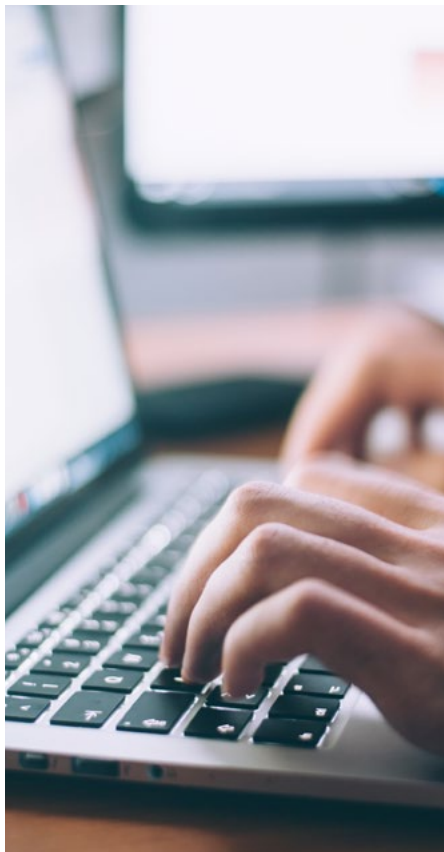
## CEO Chat (continued)

The first Marine Corrosion Professional Qualification course is now halfway through delivery with the four core modules having been broadcast live by tutor, Mike Lewus. Most delegates so far have opted to take the content in video catch up format followed by the online test. Several delegates have successfully passed the first four modules. We have experienced some self-inflicted delays in rolling out and delivering the other modules. These is simply to give Mike Lewus time to perfect the content, which has taken longer to prepare than estimated. We are open for bookings on the second course, which will broadcast live in November. Study can be done via the live lectures or on catch up by video afterwards. For more information go to <https://bit.ly/39PG3qG>.

In December last year, we successfully delivered a practical course for 6 delegates at the Boat Building Academy on the UK south coast at Lyme Regis. We have the green light to proceed with this again, so watch for news and details coming soon.

Survey well.

**Mike Schwarz**  
Chief Executive Officer



## Next IIMS Report Writing course takes place on 10th August

IIMS receives too many surveyor complaints each year, generally caused by poor writing standards and skills, some of which are serious in nature. And the situation is not improving. A report is the surveyor's intellectual property, and he/she lives or dies by it. This maximum three-hour online course, featuring a lot of new content bringing the art of report writing bang up to date, aims to provide the essential information that a yacht and small craft surveyor needs to consider when gathering the information and then compiling his/her report. What to put in a report, what to leave out or, how to phrase it, what to caveat and so on.

### Who should attend this seminar?

The report writing seminar is aimed specifically at yacht and small craft surveyors, both those who are less experienced, but also those who feel they would benefit from a refresher.

This is your invitation to join Paul Homer and Mike Schwarz for the next online Report Writing Seminar. The three-hour seminar is on Tuesday 10th August and starts at 16.00 (UK time).

For details and to reserve your place go to <https://bit.ly/3lxYPbX>.





## Another spotlight on the IIMS website: Boat Models, Marine Links and Marine Resources

Last month the IIMS website was close to hitting 1,000,000 page impressions for the first time - quite a landmark and testament to the site's depth of content and value not just to marine surveyors, but also to the wider maritime world.

Last month we informed you about the mass of new content available at the Marine Surveyor Resources section of the site. More valuable content has been added subsequently to these pages and there are now over 170 categorised links to browse, including some rare and hard to find shipping guidance and yacht codes. Visit the Marine Surveyor Resources pages at <https://bit.ly/3cJss5w>.

Also in the past month, the Marine Links page has been updated with plenty of new links of value to marine surveyors from maritime regulators to essential marine industry associations. There are more than 130 links to browse. Click to view Marine Links and be sure to bookmark the page for future reference at <https://bit.ly/3xRBTIG>.

Original specifications and editorial reviews of dozens of old boats now available to browse



Fairline 38 Phantom



Falcon 23



Fleming 50



Flying Fox Horizon



Goldfish 32 Sportcruiser



Jaguar 42

Finding historical data and facts about boat models that were constructed decades ago, but which are still on the market and come up for survey from time to time, is a real challenge. With that in mind, IIMS has gathered a valuable resource featuring reviews and original specification information of what are now vintage boat models going back, in some cases, as far as the late 1980s. The original reviews and boat data are available to download for each vessel in pdf format. The current stock of more than 100 boat model's editorial and data sheets will grow over coming months, so bookmark the page, which can be viewed at <https://bit.ly/3z89Dl2>.



# Coming next month – the September Report Magazine

- COP26 and the road to global net zero. What's the buzz? A special 26 page Report Magazine supplement
- Ever Given fiasco illustrates the importance of the shipping container
- New Zealand is the innovation nation for marine technology
- Seacor Power: A sobering note on incident reporting
- The reinvention of our ports is underway as part of the Green Transition
- Turning Tides: The new wave of e-boats taking to the seas
- The efficiency of riveted joints (Part III)
- Hold cleaning and the legal issues
- Hydrofoils, electric and the future of boating technology
- Alandia loss prevention app
- Nerves of Steel: Fleet-wide implementation of the next-generation hull integrity monitoring
- An introduction to risk analysis
- A day in the life of Oli Byles



The Report Magazine will publish on 1 September. Watch for details of how to download it in next month's News Bulletin.

### Could the X-Press Pearl Disaster Have Been Prevented?

Hundreds of dead turtles continue to wash ashore in Sri Lanka, almost two months after a newly built container ship caught fire while anchored off Colombo port.

**By Graham Ross**  
**With a focus on the** *Ever Given* **disaster, this issue also looks at the** *X-Press Pearl* **disaster, which has resulted in the death of hundreds of turtles and the loss of a newly built container ship.**

...the cover of the magazine on 1 September. It will contain a special 26-page supplement on COP26 and the road to global net zero. The magazine will also feature a special 26-page supplement on the X-Press Pearl disaster, which has resulted in the death of hundreds of turtles and the loss of a newly built container ship.

### Seacor Power: A sobering note on incident reporting

When accidents go un-investigated, more will happen in the future.

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### Nerves of Steel: Fleet-wide implementation of the next-generation hull integrity monitoring

Working in collaboration with Alterra Infrastructure, one of the world's leading operators of shuttle tankers, DNV has successfully completed a fleet-wide implementation of Nerves of Steel, the industry's most advanced hull integrity monitoring system.

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### A special IIMS 26 page report

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# The IIMS head office team as you rarely see them



In recent years, the IIMS head office team has headed to the New Forest in Hampshire for an overnight team building event which has proved to be beneficial and popular. The pandemic last year made this impossible. So, it was with much anticipation that the group assembled at the end of June - an opportunity for the team to reconnect in person for the first time as a group for over 18 months.

Freedom to roam in the open space of the forest meant social distancing was not an issue. Ticks however were, and several of the team picked up a few from the lush long grass!

To start proceedings, the team undertook some trust challenges. This led on to an exercise involving two canoes and a set of complicated instructions that needed to be worked through before the task could be successfully completed. The result was that all individuals finally found themselves on the other side of the lake.

The evening BBQ was well prepared and fun. President, Geoff Waddington (who lives close by the venue) joined the group for a while.

Sleeping arrangements overnight were mixed with some choosing the relative comfort of a shepherd's hut, whilst others opted for hammocks or simply slept close to the campfire on the ground.

The following morning the group reassembled to review business objectives and successes; and to think about future IIMS strategy. To round off the event, the group undertook the high wire challenge, which as the photos show, proved to be a challenge.



# Countdown begins to HM Coastguard's 200th birthday - can you help?



On 15 January 2022 HM Coastguard will turn 200.

The history of the UK coastguard can be traced back to 1822 and, with more than 200 years of memories for us to look back on with pride, we know we have many stories to tell. And we hope that you can help us tell them, by sharing your pictures, memories and experiences over the years.

Over the past two centuries HM Coastguard has gone from strength to strength, with coastguard operations centres coordinating responses to emergency situations at the coast – calling upon approximately 310 Coastguard Rescue Teams – made up of around 3,000 dedicated volunteers – and 10 search and rescue helicopters.

It is now one of the UK's four frontline emergency services, operating a 24/7, 365 day a year search and rescue service to save lives at the coast and at sea.

Safety has always been at the heart of what the coastguard does and, with technology ever evolving, HM Coastguard continues to strive to be at the forefront of innovation in order to carry on improving and saving lives.

Claire Hughes, director of Her Majesty's Coastguard, said: "From our volunteers to full-time staff, we are all immensely proud of the coastguard's distinguished and fascinating history which has really helped to shape the incredibly important work HM Coastguard carries out today. We look forward to marking the coastguard's 200th birthday in 2022 and upholding HM Coastguard's commitment to keeping the public safe at the coast for many years to come." Can you help us to tell the coastguard story? As we approach next year's 200th birthday, we are pulling together as much history as we can. We would like to look back at some of the stories, experiences and memories that many people have to tell about the coastguard.

If you have something that you think might fit the bill, please go to <https://bit.ly/2VdeTp2> to upload your files or email HM Coastguard at [CG200@mcga.gov.uk](mailto:CG200@mcga.gov.uk).

## Goodbye engineers by Stuart Ballantyne

*This column and opinion piece was published on the Baird Marine ausmarine website <https://www.bairdmaritime.com/ausmarine> and is reprinted here with thanks to them. The views expressed are those of the author and not necessarily those of IIMS.*

We could hear the unmuffled exhaust before we saw them come around the corner into Bowling on the Clyde River. It was a white box-shaped converted lifeboat, with a red superstructure. It looked like a large washing machine had mated with a telephone box and the pair had then run away to sea. In the rear cockpit sat three boiler-suited engineers, each armed with a beer can, huddling round their favourite part of the boat, the engine, loudly talking engineering - love talk such as non-return valves, injectors and the like.

I was sitting on an old timber yacht outside the lock gates watching this incident as it unfolded.

The three-cylinder, air-cooled Lister engine on the lifeboat spluttered to a halt. Putting their beer cans aside, the three musketeers rapidly descended to the engine bay, delighted that their prowess was now in full demand. After all that is, according to marine engineers, what boats and ships are for, to carry their precious engines around the waterways of the world.

The blunt-shaped lifeboat hull slid slowly to a halt. The engine starter motor cranked over a couple of times to no avail, then on the third attempt the engine coughed unsteadily into life. As good engineers are trained to do with an unsteady engine, is to rev fully a few times to get rid of any dirty fuel, which they duly did.

Unfortunately for them, the engine was still in gear and she took off rapidly towards the eight-metre-high sea wall outside Bowling basin with no-one on the tiller. I yelled and whistled but the three engineers were still below, in a state of ecstasy, now even more convinced that drinking beer and playing with loud engines was definitely better than sex.

At full lifeboat speed of around 6.5 knots, the boat smacked squarely into the sea wall reshaping its bow and knocking the occupants over heavily. Dizzily reassembling, I joined them for an ale and took the opportunity to pour several varieties of scorn on them for not having a real sailor on board to actually drive the boat.



Marine engineers are supposed to stop where the carpet starts, but has technology outpaced them?

The shipping industry took great delight in removing radio officers from seagoing ships in the late 80's, however I believe this was a big mistake. While radio Morse Code itself was obsolete, radio officers actually came in very useful when repairs were needed for radars, sounders and other electronic navigation aids. They were the only ones who were starting to understand electronics, even more so than seagoing electricians. But the myopic Radio Officers Union failed to see the industry opportunities, and hence all of them ended up redundant.

The airlines in 1985 removed engineers after being replaced by flight management computer and systems monitoring. Pilots are trained to view the enunciators and identify the checklist and action the remedy or secure the system. Performance is restricted to a weight so that in critical engine failure, the plane can still fly. Almost everywhere that commercial planes land is an engineering department designed to maintain the structure and engines of planes. Australia's Qantas was the last airline to remove engineers to base hubs and this is where aviation engineers hang out these days.

A quick look at the syllabus for Coastal Vessel engineering certificates of marine engineering in western countries can quickly bring you to the inescapable conclusion that much of it is obsolete or useless.

This exciting new world of Azipod technology, VFDs, electronically controlled engines, common rail fuel systems etc., mostly have strict conditions that no one can mess with this equipment except the manufacturer's trained engineers. So apart from the start-up procedure, and checking the fuel and water levels, stern gland and the like, the engineers on UMS (unmanned machinery space) vessels, seldom revisit the engine room, nor do they need to.

Modern engineers of domestic commercial vessels such as tugs and Ro-Pax ferries sit in spotless overalls in the wheelhouse sipping coffee and watching PLC screens, at the same time accumulating sea time to go for deck certificates, which most of them do. Even Wally the goose can figure that one out, seeing the world much better from the bridge than in a noisy engine room.

Perhaps the obsolete sections of the marine engineering syllabus should be replaced with marine electrics and marine electronics. Will this piece of logic be snapped up by the ever-increasing number of bureaucrats administering and reviewing the National Safety codes?

A prominent South Australian ferry operator informed me that their twin-screw flagship could not be started one morning during the peak summer loadings. Despite the vessel having been overmanned with both a Class 3 foreign going, and an MED 1 coastal trade engineer, they could not get one of the main engines started, and the fury of waiting holidaymakers was upon them like wolves on a wounded buffalo. The engine supplier was approached and duly sent their spotty faced young "engineer" with a diagnostics kit, who promptly found a small electrical switch that was malfunctioning and bridged it to get the vessel going.

At a recent gathering of commercial vessel operators, they all indicated that the majority of problems with most of their vessels is electrical equipment, or electronics, and they agree that the technology is now far ahead of marine engineer competence. This being the case, multiple engine solutions with independent fuel and starting power is certainly the best way to mitigate machinery risk by ensuring redundancy coverage. Safe return to port (SRTP) is crucial.

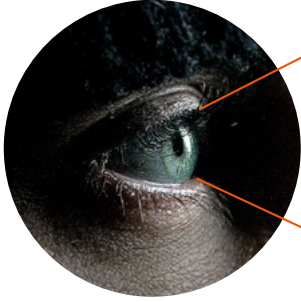
Having a vessel delayed or broken down with a main engine problem not only can be a safety issue, but credibility and cashflow are also critical components to any commercial operator, and most new designs incorporate multiple engines and propellers. AMSA, caught in a time warp, are still aggregating the total horsepower in their demands for engineer qualification. So, in a vessel such as below they would demand a Class 3 engineer instead of an outboard mechanic. Doh!

*With all of the above, it is increasingly clear that the current system of manning requirements for marine engineers on DCVs is no longer fit for purpose. Despite the inevitable weeping and wailing from the engineer's union AIMPE, we should be doing what the airlines have done?*

*It's time to beam you back ashore, Scotty!*



*Photo credit: Stuart Ballantyne*



What  
caught  
my eye...

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

## Should regulations be introduced for masts and rigging in the leisure sector?

Now here's a thing. So much of everything is regulated these days - apart from marine surveying and masts and rigging it seems. Marine consultant, David Barrow, who carries out surveys for MS Amlin and who was a director of Sparcraft for 20 years, thinks they should be.



"I've seen many bent and broken masts over the years. There's no real regulation of masts and rigging in the leisure sector," he said. "There's no specific rule to change a boat's rigging after ten years."

And David pointed out that while superyachts are regulated under MCA regs and boats that have done a circumnavigation usually have a survey carried out, when it comes to other craft, owners often don't see the need. If a boat has suffered a knock, this could have affected the rigging without the owner knowing. If a boat was inspected more frequently, there would be more chances to look at the mast. "It's not the insurers' job to regulate the rigging business; the insurer's job is to behave according to the results of their surveys," David says.

"Regulations probably do need to come in," said David and I for one am minded to agree with him in the interests of greater safety at sea.



## Who wants to be a multi billionaire?

Remarkably, shipping companies are projected to defy huge operational disruptions ignited by the combination of the COVID-19 pandemic, port congestion and container shortages to post a cumulative profit of \$100 billion in 2021. It seems the pandemic has been kinder to some.

Global shipping consultancy Drewry reckons in its latest Container Forecaster report that 2021 will be the first year in the history of container shipping when carrier profits approach \$100 billion. The impressive profits are being driven by freight rate hikes that have jumped by 50 percent and will be realized despite congestion at seaports and a persistent shortage of containers worldwide. Global port throughput is projected to be 873 million twenty-foot equivalent units (TEU), a 10 percent increase from last year.



"We are now forecasting industry earnings before interest and taxes (EBIT) of approximately \$80 billion for this year, up from our previous estimate of \$35 billion. If freight rates surpass expectations in the remainder of the year, we would not be surprised to see an annual profit line in the region of \$100 billion," said Drewry.

So, it seems if you want to become a billionaire these days, you can either phone a friend (reference to the Who Wants to be a Millionaire television show), or better still simply acquire a fleet of container ships!

Are these profits excessive and are they sustainable? You tell me.

## Azerbaijan mud volcano triggers huge blast in Caspian oil and gas fields

In my six decades on the planet, I had never heard of mud volcanoes, let alone see one explode (albeit on video), nor had I the slightest inkling that most of them are located in the Caspian Sea off the coast of Azerbaijan. So, the recent huge explosion and fireball that

occurred off the coast of Azerbaijan in an area full of oil and gas fields, sending plumes of black smoke and flames into the sky, took me by surprise. And now I wish I had paid more attention to geography classes at school for this is an extraordinary natural phenomenon and mother nature at her finest.

Mud volcanoes are formed underground by water, minerals and flammable gases, which can ignite when they erupt, I am reliably informed. The blast took place about 10km from the Umid gas field, which is 75km off the coast of Azerbaijan's capital Baku, state oil company Socar spokesman Ibrahim Ahmadoc said.

Mud volcanoes are like normal volcanoes but without lava. They are caused by water being heated deep within the earth that mixes with rocks and minerals - when they erupt, this mixture is forced to the surface and can catch fire. Bizarrely about 400 of the world's estimated 1,000 mud volcanoes are in Azerbaijan, which may explain why the country is known as the "Land of Fire".



## Jack Martin, Inspector of Marine Accidents, shares his recent experience of a man overboard exercise

I was rather touched by this emotive story, perhaps because my personal sea time is strictly limited and I have never fallen overboard. A love of sea swimming close to a sandy beach is one thing, but I cannot imagine being cast into the ocean and, as Jack's account reveals, it is an horrific experience even though it was an exercise, and he was in a tank with the lifeguard close at hand.

Over the past six months the MAIB has launched investigations into a number of fatal accidents on board fishing vessels as 'man overboard' retrieval remains a persistent, and deadly, issue.

Last month Jack Martin, an MAIB inspector, took part in a man overboard experience exercise held for the fishing community. Organised by the RNLI with funding from Trinity House and Seafish, the aim was to give fishers the opportunity to gain an understanding of what they would experience if falling overboard.



*Jack Martin struggles to stay afloat*

Jack takes up the story... *We were joined by a group of fishers who were all working on board 8m or 9m crab and lobster potters that launch from beaches. The morning involved some honest conversations about lifejacket use and their experiences of accidents. It was fascinating to hear the perceived issues with wearing lifejackets while working on their boats. Once our trainer had shown the statistics around man overboard incidents and the effects of cold-water immersion, some of the reasons given for not wearing lifejackets seemed trivial.*

What did you experience in the tank?

*I've always thought I was a decent swimmer but what was immediately noticeable was the weight of the oil skins. Although working hard, I felt OK, chatting with the lifeguard and keeping a rhythm with the waves, but that changed very quickly. As soon as the first significant splash of water went over my face, I started to go downhill rapidly. Every time I tried to calm myself down and get my breathing under control, another wave would hit, and I felt more and more desperate for a decent breath of air.*

*The reality dawned on me; I was drowning. I signalled to the lifeguard who rescued me, and when I finally got out of the pool, I was completely exhausted. I had been in the wave pool just 5½ minutes.*

What made it so challenging to keep going?

*The weight of the oil skins was like having an anchor tied around my waist. I was also very aware that I was in a heated swimming pool with a lifeguard less than 1m away, so I tried to imagine myself in freezing water, alone and with no way to raise an alarm. It was genuinely terrifying.*

What was the key piece of safety learning you came away with?

*If someone is in the water you have to assume that, in most cases, they will be unable to help in their own rescue after around 10 minutes due to the effects of immersion in cold water. A lifejacket will give time to affect a rescue but only if there is a well-considered recovery system in place which is ready to use. Being well drilled in the use of the recovery equipment is also critical to a successful rescue, as is the ability to raise an alarm, like the use of a personal locator beacon, especially on single-handed vessels.*

What advice would you give to someone who finds themselves in a similar situation in real life?

*Don't be in that situation! When you consider the temperature of the waters around the UK and Ireland, a properly worn lifejacket could make the difference between going home to your family that evening or dying. Wear the lifejacket for your crew to give them time to rescue their mate and not to have to watch you die unnecessarily.*

**Mike Schwarz**



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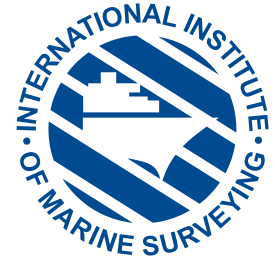
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## Contact the IIMS Head Office team



As always, the IIMS head office team are here to help you on any matters relating to your membership or education needs. Please contact the appropriate person as follows:



It is important that we keep our database and records up to date. Perhaps you have a web site address to add? If your contact details - address, email and telephone number - should change, please be sure to inform us immediately by email: **info@iims.org.uk** or call +44 23 9238 5223 (answer phone out of office hours).