

# IIMS NEWS BULLETIN SEPTEMBER 2021



## Dear Member

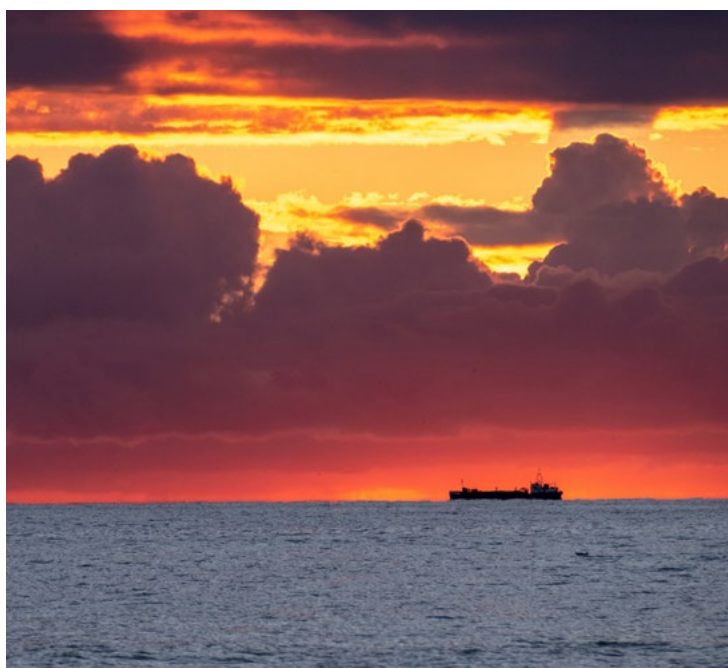
Welcome to this News Bulletin from the International Institute of Marine Surveying (IIMS). This bulletin is available in PDF and eReader format from the IIMS website. It aims to keep members and non-members up to date with information on a monthly basis. Members are encouraged to share and forward this 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

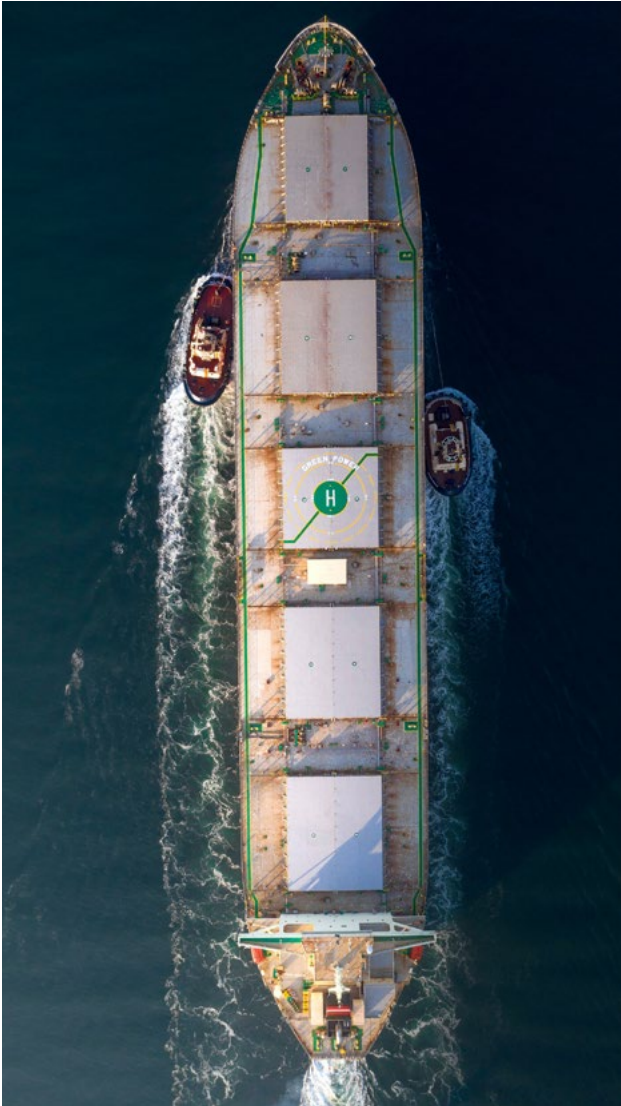
### Dear Colleague

In the past few weeks several members have commented to me that in their opinion IIMS has become expert at developing and delivering quality training that meets the needs of the marine surveying profession. I am grateful to them for their unsolicited comments and am happy for my colleagues and I to accept the plaudits. I know just how much time and effort we (and those who assist in developing the course and seminar material alongside us) put into perfecting our training offerings. However, I rather hope IIMS is recognised as more than just a training organisation, although I cannot deny we have more exciting training opportunities up our sleeve.



I received an email recently from IIMS member, James Newcombe, one of very few experienced and recognised yacht and small craft surveyors practicing in New Zealand currently. He made two interesting observations and I am sure he will not object if I quote him verbatim. James said, "I joined the IIMS not just for back-up support, or a community to belong to, but also, more importantly, to increase my knowledge." I hope we deliver all of that and more for members and yes, that takes us full circle back to training and surveying knowledge resources.

His other comment is, frankly, one I hear all too often from surveyors all over the world and it concerns incompetent surveyors – "or opportunists, trying to make fast money" - as James calls them, who in many cases will conduct surveys for pin money. Let me assure you this is not a New Zealand phenomenon alone. We see them here in the UK too. I know only too well from local members on the UK south coast that these people exist and are active in a buoyant boating sector presently. They will undercut your rate for the survey you have just quoted by 50% to get the job. And often they do get the job. One wonders what sort of surveys these people actually carry out with their lack of knowledge and experience, its depth and accuracy, and the quality of the final report that is produced. I wish



## CEO Chat (continued)

I had an answer to this dilemma, but sadly I don't. Our President, Geoff Waddington, and I have discussed this situation many times and he has no answers either other than regulating the marine surveying profession.

I believe the accepted phrase that best describes this is 'free market economics', which is helpfully described by Wikipedia as '**a system based on supply and demand with little or no government control. It is a summary description of all voluntary exchanges that take place in a given economic environment**'. So, for as long as marine surveying remains essentially an unregulated profession, this will remain an issue and one that is almost impossible to deal with. The pressure remains with IIMS (and other interested parties) to continue to educate the boating public, vessel owners and the shipping industry at large to only instruct surveyors who are at the very least members of one of the professional bodies - or face the potential consequences of not doing so. We have much more work to do in this area.

It is worth stressing at this point the importance and value of the IIMS Professional Assessment Committee for it is their job to deny these 'cowboys' and others who cannot substantiate their claimed experience from becoming members - and they do a good job. The moral of this story is that we must continue our collective efforts to strive towards some form of higher recognised industry standards that the best can aspire to. It takes time. Ultimately the marine surveying profession is for professional marine surveyors only. OK rant over (for now).

But coming back to training for a moment, (which is where I started), IIMS is working on some fascinating projects. One such programme, just announced, is a method to deliver tonnage measuring training remotely to surveyors around the world (partly accelerated by the pandemic which forced a rethink). This initiative has won approval from the Maritime & Coastguard Agency (MCA). The process leading to becoming authorised as an IIMS tonnage surveyor is being delivered in two parts. Part I delivered by online seminar is straightforward. For Part II, we are using a highly innovative methodology to find out if someone knows what to do and how to conduct a tonnage measurement on a vessel up to 24 metres. I hope I might have whetted your appetite for more information on this initiative. If so, the first remote tonnage measuring Part I seminar is planned for 22 September and more details can be found at <https://bit.ly/3ftvhJf>.

Survey well.

A handwritten signature in blue ink that reads "Mike".

**Mike Schwarz**  
Chief Executive Officer

# September Report Magazine - edition 97 – published

IIMS has published yet another impressive edition of its quarterly Report Magazine, this one running to 132 pages. Climate change is once again main news and as the significant United Nations COP26 gathering is soon to be upon us, this edition carries a special 26 page report on the conference of nations, its aims and showcases some of the initiatives now underway to reduce emissions in the shipping and boating industry.

- \* 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
- \* The synthetic rigging revolution continues
- \* 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 can be read in either pdf or eReader format at <https://bit.ly/2WQTosu>.

### 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 at Colombo port.

**By Dr Claudio Bassi**  
 Director of the Center for the Legal, Maritime and Environmental Studies at the University of Genoa, Italy.

On the 18th of April 2021, the X-Press Pearl container ship, built in 2019, was anchored at Colombo port in Sri Lanka. A fire broke out on the deck, spreading to the cargo hold and eventually to the superstructure. The ship was damaged and eventually sank, listing to starboard. The fire caused the death of hundreds of turtles and other marine life. The incident has raised questions about the safety of newly built container ships and the effectiveness of fire safety measures.

**Key points from the article:**

- The ship was built in 2019 and was considered a state-of-the-art vessel.
- The fire started on the deck and spread to the cargo hold.
- The ship was damaged and eventually sank, listing to starboard.
- The fire caused the death of hundreds of turtles and other marine life.
- The incident has raised questions about the safety of newly built container ships and the effectiveness of fire safety measures.

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

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

**By Dr. Claudio Bassi**

The Seacor Power incident highlights the importance of thorough investigation and reporting of accidents. The article discusses the challenges of investigating accidents and the need for a culture of transparency and accountability.

**Key points from the article:**

- The Seacor Power incident was a major disaster.
- The investigation was incomplete and the cause of the accident was not fully understood.
- The article discusses the challenges of investigating accidents and the need for a culture of transparency and accountability.

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

**By Dr. Claudio Bassi**

This article emphasizes the need for a more robust system for investigating and reporting accidents. It suggests that a culture of transparency and accountability is essential for preventing future incidents.

**Key points from the article:**

- Accidents that are not investigated are more likely to recur.
- A culture of transparency and accountability is essential for preventing future incidents.

### 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 ferries, IIMS has successfully completed a fleet-wide implementation of Nerves of Steel, the industry's most advanced hull integrity monitoring system.

**Key points from the article:**

- Nerves of Steel is a hull integrity monitoring system that uses sensors to detect damage to the hull.
- The system has been implemented on a fleet of shuttle ferries.
- The implementation has been successful and has improved the safety of the fleet.

### A special IIMS 26 page report

This special report covers a range of topics related to the shipping and boating industry, including the latest in marine technology, environmental issues, and industry news.

**Key points from the report:**

- The report covers a range of topics related to the shipping and boating industry.
- It includes the latest in marine technology, environmental issues, and industry news.

# Karen Brain responds to Jeffrey Casciani-Wood about the use of reported dimensions in reports



In the June edition of the Report Magazine, Jeffrey Casciani-Wood submitted a letter to the editor and invited Karen Brain to give a comment on the following, when he wrote:

***Perhaps the most common of the errors that I have seen over the years is the use of so-called reported dimensions, not measured ones. I should point out that the marine surveyor's report is a legal document and therefore requires a content that he/she has measured, weighed, tested, or examined, whatever, not what he/she has been told by a third party who may, or may not, have given him/her valid and correct information. Reported dimensions are hearsay and, as such, are not admissible in Court, except under very special circumstances. The precise definitions of the principal dimensions of a boat up to 24 metres in length are given in the publicly available document ISO8666, a copy of which should be in every small craft marine surveyor's library. I would like to see Karen Brain's comments on this paragraph.***



Karen Brain, Matrix Insurance Ltd., accepted Jeffrey's invitation and has replied as follows:

Most of the claims we see arise from:

- not checking, or rather not being able to evidence checking of something on a vessel;
  - commenting in a way that infers something about a part on a vessel that should not be commented on e.g. condition of an engine;
  - the general construction of a report, its content and unfortunately sometimes, the use of the English language; it is also sometimes evident that surveyors do not understand what needs to be said in a report to cover the client's expectations and the surveyor's duty of care.
- what their findings really mean in terms of potential expenditure to the client in the future i.e. are they aware it could be thousands of pounds of work needing to be done - if known, or suggesting they may wish to consider engaging a professional to check and provide a quote.
  - and one that frequently gives rise to claims is not drawing to the attention of purchasers to the requirement, including timescales, of further checks required by other professionals – the hull is frequently a problem area.

As Jeffrey mentions, sometimes surveyors do not check facts and rely on information from unsubstantiated sources. No surveyor should accept a third party's figures and/or information to use in a report to a client unless it is from a paid professional, preferably paid for by the surveyor, to provide them with the figures and/or information, or alternatively you are looking at setting out and agreeing contractual terms to ensure the surveyor is exempt from liability for any losses resulting from the use in their report of figures and information provided by a third party – a caveat.

I will not mention terms and conditions here, but they are also very important and this would be a lengthy article in its own right. But it is equally important to state in a report to a client what has not been looked at and why - maybe reference to terms and conditions, or stating clearly the reason, such as perhaps being unable to access a specific area. It is always good to include suggestions for checks the client may wish to consider, for example, before purchasing a vessel e.g. engaging an electrician or an engineer to check certain things, or perhaps have a boat yard check the hull.

Sometimes timescales are omitted from a report, for example, to ensure the client understands the urgency to have something checked on a vessel.

Surveyors should advise clients if they have used third party information and its source and state whether it can potentially be relied upon, or should be checked, and they may wish to mention any consequences, particularly with fishing vessels and length.

You could, as Jeffrey has said, call them simple errors and in fact interestingly the majority of claims against professionals in other professions, such as solicitors and accountants, could be deemed simple errors e.g. just not checking facts and reliability of sources of information.

Hearsay is a very interesting topic on which there are a substantial number of books written, so I will not go into that area of law.

**Karen Brain**, Managing Director - [Matrix Insurance Services Ltd](https://www.matrix-ins.co.uk) | Tel: 01892 724060 | [enquiries@matrix-ins.co.uk](mailto:enquiries@matrix-ins.co.uk)

# Innovative new IIMS small craft remote tonnage measurement surveyor training approved by MCA

A proposal by IIMS to extend its popular face-to-face tonnage measurement training into an innovative remote online format has been accepted and approved by the Maritime & Coastguard Agency (MCA). The innovative approach to delivering this training, which is open to both IIMS members and non-members, marks new ground for the Institute.

The first online seminar will be delivered on 22 September from 10.00 (UK time). To become formally authorized to process tonnages through IIMS you need to be a member, and Part I and Part II must be completed. Those who wish to study Part I only, the UK online tonnage measurement theory, may do so to extend their surveying knowledge.

IIMS is using smart technology to deliver this new methodology of authorizing tonnage surveyors. IIMS becomes the first organisation to be able to offer tonnage measurement theory training remotely to surveyors anywhere in the world who are involved with vessels up to 24 metres.

## Part I - Tonnage measurement theory seminar

- Using the Zoom platform, IIMS will deliver the first live tonnage theory seminar in September 2021. The tonnage theory training provides an explanation of what to do and how to do it, including the background to tonnage and detailing the specific requirements and measurements necessary to successfully complete a tonnage measurement survey.
- Prior to the seminar, delegates will be sent the IIMS Tonnage Training Manual in pdf format, in itself a valuable document. The seminar will be recorded. Following the presentation all delegates will be sent the PowerPoint slides and a copy of the video as a reference tool. A certificate of attendance will be issued too.
- The cost for Part I only is £100 for members and £120 for non-members.

## Part II - The practical video evidence

- For those who wish to become an IIMS approved tonnage surveyor and thus able to conduct tonnages through the Institute, it is necessary to complete Part II, the practical assessment leading to formal authorization.
- There are no time constraints on completing Part II and it can be done at the surveyor's convenience. Surveyors will be required to record a series of short videos (shot by their own hand or by an attending associate) to demonstrate an understanding of the requirements and principles of conducting a tonnage measurement as taught by the theory training in Part I. The IIMS scrutineer will want to see video clips of measurements being taken on a vessel in water, out of water and one with a step deck. IIMS had made some sample videos to give surveyors an idea of what is expected. Over 30 example videos can be viewed on a YouTube playlist at <https://bit.ly/3C0kcCb>. Video evidence is to be submitted to IIMS along with a completed tonnage form, both of which will be scrutineered.

Those who become formally authorized as an IIMS MCA approved tonnage surveyor will receive a formal certificate of achievement. The cost for Part I and Part II is £275 for members and £295 for non-members.

### **Important note:**

***The MCA Tonnage Authority agreement authorizes IIMS to certificate United Kingdom ships in accordance with certain applicable requirements of the legislation. Part III of the 1997 Regulations regulates the tonnage and certification of under 24m vessels by way of a simplified tonnage measurement system.***

***IIMS is currently able to process tonnage surveys for vessels up to 24 metres on behalf of surveyors through the following registries:***

***British Virgin Islands | Cayman Islands | Gibraltar | Guernsey | Isle of Man | Jersey | United Kingdom***

If you become authorized through IIMS training and wish to carry out tonnage surveys through registries other than those named above, please note that the Institute does not have formal agreements in place at this time. Other registries may have similar but different tonnage requirements and you should satisfy yourself before becoming formally IIMS authorized of their stance. IIMS will provide confirmation of your certification to other registries on request to help you gain their acceptance of your capabilities as a tonnage surveyor and authorization; but IIMS cannot give a guarantee of their acceptance.

To register your place at the first remote tonnage measurement theory seminar on 22nd September 2021 go to <https://bit.ly/3ftvhJf>.



## ONLINE SEMINAR: The basics of copyright law - what a surveyor should know

An IIMS online seminar being broadcast on Thursday 2nd September at 10.00 (UK time)

Your presenter for this online seminar is Karen Brain, Matrix Insurance Ltd, a name who will be known to many for the quality of the information she shares.

Copyright protects your work and stops others from using it without your permission. You automatically get copyright protection when you create:

- a survey report
- original literary, dramatic, musical and artistic work
- original non-literary written work, such as software, web content and databases
- photographs, videos and film recordings

Karen will give a basic introduction to this area of business that a surveyor needs to know to protect themselves against theft of intellectual property.

For more details and to reserve your place go to <https://bit.ly/3IIW9J5>.

## The second Professional Qualification in Marine Corrosion course starts on Tuesday, 2 November

Earlier this year IIMS successfully launched a standalone professional qualification in marine corrosion. The qualification comprises 10 modules of which 7 must be completed (4 core units) and a multiple-choice test passed for each module to gain the qualification.

The programme has been written primarily with marine surveyors in mind, those whose job it is to inspect, understand and report on corrosion. The Professional Qualification in Marine Corrosion is pitched at education level 4 and is delivered by Mike Lewus. Students may attend live lectures or take the content on catch up by video.

### Who should study for this qualification?

The qualification is intended for marine surveyors of yachts and small craft, ships, and offshore structures. It is also relevant for design engineers, material specifiers, other professional engineers and students of marine science and engineering.

Download the prospectus at <https://bit.ly/3az430w>.

For full details and to reserve your place go to <https://bit.ly/39PG3qG>.



# Second IIMS 7 day Residential Practical Course starts on 12 December 2021

Having piloted a successful week-long residential practical boat building course last year, the Boat Building Academy at Lyme Regis is once again looking forward to welcoming IIMS delegates back in December. This is your chance to get your hands dirty working with wood and GRP in a workshop environment.

One day in the week is turned over to other practical considerations for surveyors, including looking at and using surveyors' tools on a mock survey, getting to grips with ultrasonic thickness gauges, a short report writing seminar, and learning about PI insurance and its importance.

There are 12 places available only and space is already limited. If you would like more information about the programme, cost and accommodation please email Vicki Loizides at [education@iims.org](mailto:education@iims.org) or call for an informal chat on +44 23 9238 5223.



## Consultation on the Merchant Shipping (High Speed Offshore Service Craft) Regulations 2021 and accompanying code open

The Merchant Shipping HSOSC Regulations 2021 and accompanying code of practice apply to HSOSC of less than 500gt, allowing no more than 60 persons to be on board subject to a vessel's safety certification. This mirrors the International High Speed Craft Code (HSC) for vessels over 500gt.

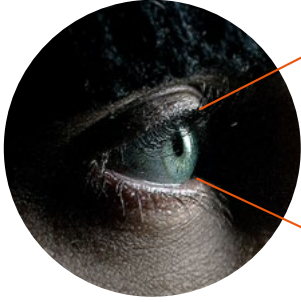
1.1. This consultation seeks your views on a new Statutory Instrument (SI) and Code for High Speed Offshore Service Craft (HSOSC) which will provide a domestic legal underpinning for High Speed Offshore Service to operate and to transport 'Industrial Personnel' (IP) to and from offshore energy installations to carry out the construction and maintenance of them.

1.2. The Merchant Shipping (High Speed Offshore Service Craft) Regulations 2021 and accompanying Code of Practice apply to HSOSC of less than 500gt, allowing no more than 60 persons to be on board subject to a vessel's safety certification. This mirrors the International High Speed Craft Code (HSC) for vessels over 500gt.

1.3. The primary objective of the proposed Regulations is to provide bespoke UK legislation to allow these vessels to carry out their operational needs within the framework of safety regulations required carrying no more than 60 persons. Secondly, these regulations support innovation and growth in the offshore energy sector and define Industrial Personnel, based on the development of similar standards and discussions on technical standards and regulations for "Offshore Service Vessels" at the International Maritime Organization (IMO)

Responses are welcomed until 21 September 2021.

Read the consultation document and supporting annexes at <https://bit.ly/3CBpPOk>.



What  
caught  
my eye...

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

## The Plastics Challenge

I am not much of a serious campaigner as a general rule, but the Plastics Challenge being promoted by the Canal & River Trust in the UK has captured my imagination I must admit. Each year an estimated 14 million pieces of plastic rubbish end up in and around the UK canals and rivers. Staggering. And it seems with more visitors to the towpaths during the pandemic there has been a dramatic increase in the amount of litter left on them.



Thousands of people have already pledged to visit the towpath and collect litter with the aim of making a positive contribution to their local community. Remarkably, if everyone who visits one of the many canals or rivers picks up just one piece of plastic, they'd be clear within a year. I have pledged my support.



## The humble weevil to the rescue

Now who would have thought that the humble weevil could play such a big part in cleaning up the waterways? An army of 2mm-long weevils has been called in to prevent the Bridgwater & Taunton Canal from being overcome by a problematic water weed. Over 3,000 weevils have been released into the water at locations along the canal in the hope that they will eat the invading Water Fern.

Azolla is a voracious grower and can multiply rapidly, covering the surface of a waterway with thick mats in a matter of weeks. The mats reduce light and oxygen levels in the water, harming fish and other wildlife, as well as affecting how boaters can use the canal.

Individually the weevils consume a relatively small amount of Azolla, however they breed to produce very large populations which, together, will feed extensively, until sections of Azolla start to die and sink to the bottom, where it is further decomposed. Given time to reproduce and spread throughout a mat of Azolla, the weevil is capable of clearing entire lakes or canals within a matter of weeks.

All hail to the mighty weevil!

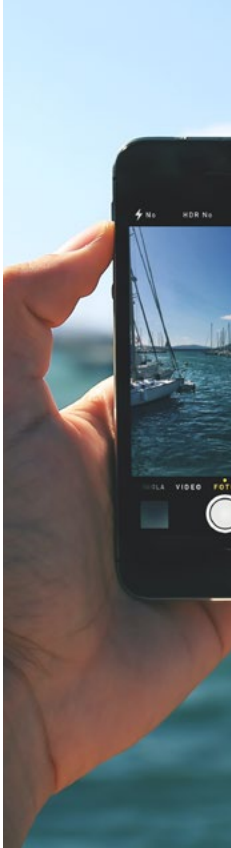
## Greener Dyneema to be trialled by racing team

This is a fascinating story. I read that Royal DSM, SABIC and CirculariTeam are joining forces to create recycled-based Dyneema using mixed plastic waste as feedstock.

For reference, Dyneema fibres are the strongest manmade fibres in the world. Its tensile strength is 15 times greater than high-quality steel. It is lightweight, extremely durable, waterproof, and has high resistance to UV light and chemicals. The new, greener Dyneema will be produced by DSM using SABIC's certified circular ethylene. The new material will be piloted by the 11th Hour Racing Team when they take to the water using Marlow Grand Prix ropes made with the recycled Dyneema fibre instead of the standard offering.

Reducing waste and emissions  
The circular ethylene, from SABIC's TRUCIRCLE portfolio, uses mixed plastic waste as feedstock. This approach prevents plastic from becoming waste, reduces carbon emissions by avoiding incineration and helps preserve fossil resources.





## Boaters embrace the 'Internet of Things'

It seems that we are increasingly governed by technological developments and new Apps in all areas of our lives. For example, I love my new fridge App that tells me from anywhere, at any time, what is in my fridge. And I am about to take delivery of Noah the Mower, a sophisticated robot that will automatically set out from its hutch each day to trim the lawn as I sit with a cold beer in hand. So, it is with interest that I read about a new tank sensor that is becoming the norm in the small boat market.

Gobius Sensor Technology has launched a tank sensor in response to the leisure marine sector increasingly embracing the 'internet of things' and pushing to integrate equipment and technology.

Chief executive, Anders Meiton, explained how the 'internet of things' was affecting and changing the lives of boaters.

"The biggest trend is now to integrate all equipment, not only in the boat, but also via the internet to your phone, work or home PC," he said.

The company has seen an increase in demand for its waste tank sensors, now supplying much of the market including Axopar, Hanse Yachts, Bavaria Yachts, Elan, X-Yachts and all Swedish boat manufacturers. The sensors determine the liquid level in a tank by measuring vibrations in the tank wall. The company has sold close to 90,000 sensors for water, septic, fuel, and other liquid tanks.

Who knows what the next innovation will be?

## Industry groups warn of serious shortage of seafarers by 2026

Now this is an alarming story and founded on the findings of a solid report too it seems. The ramifications go much deeper than ships just not having any crew to sail the vessels. We should all be concerned if there are no ship's crew to transport our daily needs that we rely on.

The report suggests that the growing demand for standards of training, certification, and watchkeeping (STCW) certified officers could mean a further 89,510 officers are required by 2026 to operate the world merchant fleet. The new Seafarer Workforce Report by the International Chamber of Shipping and BIMCO estimates that 1.89 million seafarers currently serve the world merchant fleet, operating over 74,000 vessels. And according to the published data, there is also a current shortfall of 26,240 STCW certified officers, indicating that demand for seafarers in 2021 has outpaced supply.

In addition, some officer categories are in especially short supply. There is a shortage of officers with technical experience especially at the management level. In the tanker and offshore sectors, there is a shortage of management level deck officers, the report reveals.

"To meet the future demand for seafarers it is vital that the industry actively promotes careers at sea and enhances maritime education and training worldwide, with a focus on the diverse skills needed for a greener and more digitally connected industry," Guy Platten, Secretary General of the International Chamber of Shipping noted.

"The insight and data contributions from shipping companies, national maritime administrations, and maritime education and training institutions to the new report is invaluable in gaining a picture of what our industry must prepare for in the future of seafarer recruitment and retention," BIMCO Secretary General & CEO, David Loosley, added.

So what is the solution to what is clearly a serious issue? How does the shipping industry market itself as one that offers good career prospects and makes crewing and live onboard a ship more desirable? I for one have no idea, but remain a concerned bystander and observer.





The Stretch Duck 7, a modified WWII DUKW amphibious passenger vessel, shown in this July 25, 2018 after it was recovered from Table Rock Lake near Branson Missouri following its sinking during a heavy-winds storm on July 19, 2018. (NTSB Photo by Brian Young) Photo source: <https://www.flickr.com/photos/ntsb/49808840698>

## Three individuals to face criminal charges over 2018 Stretch Duck 7 sinking

This is the most distressing story and sharply focuses the mind. Picture the scene on Missouri's Table Rock Lake on the morning of 19 July 2018. No-one involved could have imagined the looming disaster that was to unfold later that day resulting in the death of 17 people.

I watched the video on YouTube - it was a harrowing watch - as the drama unfolded when U.S. Attorney Tim Garrison dramatically announced on television a total of 63 charges against Scott McKee, the boat's Captain, and Operations Supervisor Charles Baltzell and General Manager Curtis Lanham.

For the record, the captain of a World War II era duck boat and two other employees at Ride the Ducks Branson have been served with criminal charges in relation to the sinking of the Stretch Duck 7.

According to a probable cause statement, the vessel was under the command of McKee when it entered Table Rock Lake during a severe thunderstorm warning and later encountered severe weather and rough winds, causing the boat to take on water and sink.

The probable cause statement alleges that Scott McKee, the Captain, failed to exercise his duties as a licensed Captain by entering the lake during a severe thunderstorm warning, and failed to follow policies and training by not having passengers affix flotation devices as the boat took on water.

McKee was charged with 17 counts of First Degree Involuntary Manslaughter, a Class C Felony, 5 counts of First Degree Endangering the Welfare of a Child, a Class A felony, and 7 counts of First Degree Endangering the Welfare of a Child, a Class D felony. Baltzell and Lanham were each charged with 17 counts of First Degree Involuntary Manslaughter, a Class C Felony.

This is a distressing case and will probably end with a custodial sentence being handed down. It is surely right that people who contravene the regulations in such a manner are made to pay. We rely on people for their experience and knowledge when we board a tourist boat to keep us safe. As I said, I have no doubt that the captain never started that fateful day at work imagining how it would end. One can but only have compassionate thoughts for those who perished and for those they left behind in what was an accident that should have never happened.

**Mike Schwarz**

# CYGNUS 4+

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IIMS  
  
is on  
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<https://bit.ly/2iInWun>

## Tritex NDT Multiple Echo Ultrasonic Thickness Gauges



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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).