IIMS NEWS BULLETIN

JANUARY 2022

Dear Member

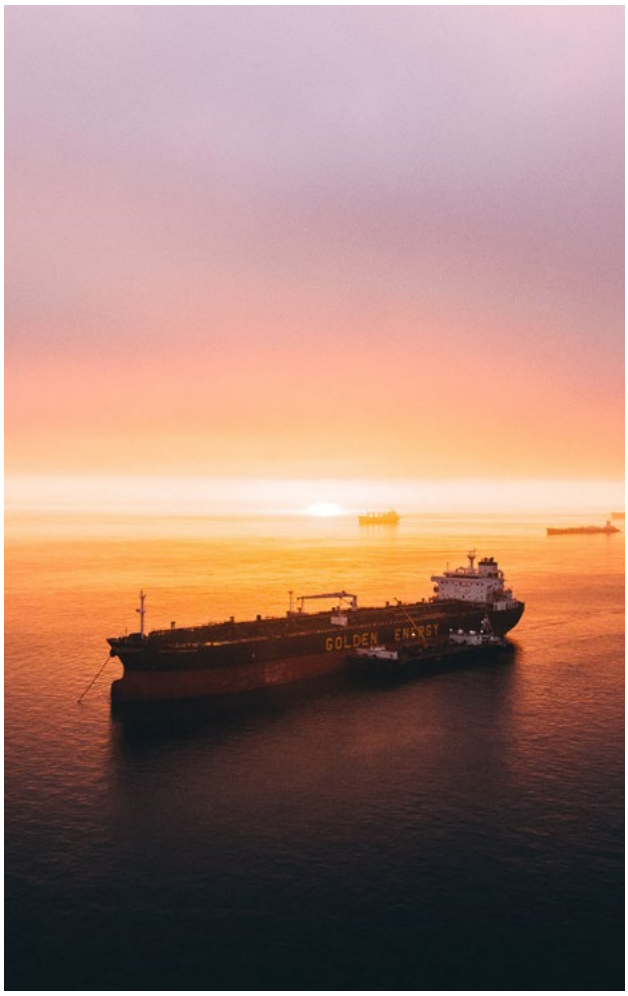
Welcome to this News Bulletin from the International Institute of Marine Surveying (IIMS). This bulletin is available in PDF and eReader format from the IIMS website. It aims to keep members and non-members up to date with information on a monthly basis. Members are encouraged to share and forward this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

VIEW from the HELM

Dear Colleague

I would like to start the New Year by wishing you all the best for 2022 and the coming 12 months for I think we are going to need it. The arrival of the recent Covid variant, Omicron, has certainly rocked us back in the UK and made some of us less complacent as daily case numbers have soared - perhaps it is the same in your region too? Indeed, in some cases travel has become harder still, which is likely to present further challenges for surveyors. There has never been a better time to fall back on the IIMS network than now. If you are unable to travel to take a job, please consider passing it to someone in-territory who can assist. Many surveyors tell me what a pfaff cross border travel has become and costly too. One member recently told me how much he spent on PCR tests in 2021 and what a significant and unwelcome business cost it has become! I can only offer my sympathy if this is your experience too and no doubt the restrictions will have changed again by the time I have written this column, for the advice seems to alter on a daily basis as new information emerges. Sadly, if we thought the pandemic was coming to an end, alas it seems not. It seems we need to find ways to live with it.



A number of members have asked when face-to-face Institute events and meetings can begin again. In truth, I have no idea and at this time do not expect to be travelling internationally this year. We have

provisional plans to hold the AGM in June in the grounds of IIMS Head Office, Murrills House, but for now there remains a question mark over that.

Since I took up my role with IIMS, I have never managed to fully get to grips with the sheer number of accidents that happen at sea. It shocked and horrified me then and still does. I read something recently from Standard Club that said they process 7,500 claims per annum - and that is just one organisation. Multiply that up and the number of annual claims must surely run into tens of thousands. For me this is unacceptable and more must be done. It is with is mind that I decided to publish the first edition of the ***IIMS 2021 Safety & Loss Prevention Briefings Compendium***. It runs to 100 pages and the sole aim is to bring together as many of last year's incident/accident reports and loss prevention guidance as possible in to one easy to use electronic magazine format. There is content relevant to marine surveyors of all disciplines, and I believe this publication is an essential addition to your online resource library. You can download your free pdf copy at **https://bit.ly/3mqDVf4** and I would encourage you to share it with your professional network.

With the likelihood of not being able to travel to in person seminars, we will once again turn to online training this year. Our training calendar is yet to be published but keep an eye open for the announcement of some seminars coming soon.

We are gearing up to run two more Marine Corrosion Professional Qualification live courses in March/April and October/November, although you do not need to attend in person to study for this new standard. The first two courses have proved popular and have been well supported with delegates highly rating the valuable nature of the content produced and delivered by tutor, Mike Lewus. And we have just awarded the first two certificates to delegates who have gained the qualification. Find out more about this essential course designed to supplement and enhance your surveying skills at **https://bit.ly/39PG3qG**.

There is content in this news bulletin that I am keen to steer you towards, written by senior members of the Institute. President, Geoff Waddington, has been actively writing. His first article deals with the importance of accurately reading and reporting the HIN of a small craft, something that still challenges some surveyors. The second topic Geoff has covered relates to a fault causing potentially life-threatening fumes from a boat's diesel heater. Yacht and small craft surveyors please read and note. In the interests of transparency and openness, I have persuaded several Professional Assessment Committee members, including Chairman, Capt Chris Kelly, to explain more about the process they follow when someone applies for membership. There seems to be a myth circulating that all a new applicant needs to do is send in a form with payment and membership is instantly granted. You have my word that this is never the case. Please read their comments to get a thorough understanding of how we go about handling new applications, of which there have been many in recent months. And after all, IIMS is only as strong as its weakest member.

Stay safe and survey well.

Mike Schwarz
Chief Executive Officer

IIMS 2021 Safety & Loss Prevention Briefings Compendium – available to download now

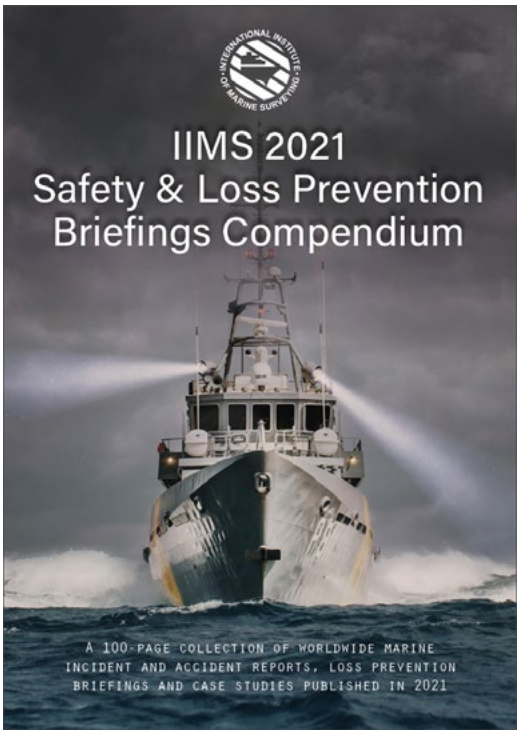
The Institute has just published a special new 100-page publication, entitled the IIMS 2021 Safety & Loss Prevention Briefings Compendium.

The broad aim of this compendium is to showcase incident and accident reports, and loss prevention measures/guidance that were issued in 2021, all easily accessible in one pdf document. Much of the content is distressing and covers carnage, destruction and sadly deaths. This new publication is an essential reference resource for any marine surveyor's online library. The many links in the publication are clickable, meaning you can easily access more details about an item of particular interest.

Yves Vandenborn, Loss Prevention Director of Standard P&I Club and Geoff Waddington, IIMS President, have both written informative introductions to the compendium.

Additional content has been provided from the IMCA Safety Flashes with extracts from the MAIB 2021 Safety Digests published with their permission.

Download your free copy now at **https://bit.ly/3mqDVf4**.



Did you miss the December Report Magazine?

To access the December Report Magazine go to **https://bit.ly/2WQTosu** and choose to read it in pdf or eReader format.

Published last month, the 132-page Report Magazine boasts a wide selection of articles, features and comment to keep most surveyors engaged.

Here is some of what you missed:

The missing question from the NTSB Report on MV Golden Ray: WHY?

Green Shipping: The not-so-distant future?

The state of Superyachting

Green building - the future of boatbuilding

Measuring the impact of extreme waves on offshore structures

Scuppered dreams and abandoned boats - an environmental threat in pictures

Could disruptive technologies in container ports and terminals be a game-changer?

Campaign to save and renovate a once great ship

The story of one stuck humble box of fertilizer highlights the global supply chain crisis

Safe loading and carriage of containers on vessels other than purpose-built container ships

Bottom Fouling: Whose head does it fall on?

Review of the 2021 year

IIMS 7-day residential course hailed a success

Despite the challenges presented by the pandemic, IIMS successfully managed to deliver the second 7-day practical course in mid December at the Boatbuilding Academy on the south coast of England.

Under expert tuition of Academy tutors, the class spent time in the workshops learning about wood and GRP structures as well as getting their hands dirty too.

They were joined midweek for a day by the IIMS team, including Paul Homer, David Pestridge and Mike Schwarz. Jon Sharland, Tritex Ltd, was also on hand. President, Geoff Waddington, and Karen Brain (Matrix Insurance Ltd) popped up on Zoom after lunch.

The morning session saw delegates heading for the harbour to inspect two GRP vessels, including some thickness testing demonstrations. Back at the Academy, Jon gave a presentation on ultrasonic thickness gauges. He was followed by David who talked about the tools of the trade. After the break, Karen spoke about PI insurance in some detail. Paul and Mike did a shortened report writing seminar and it was left to Geoff to bring the day to a close.

Understanding the reasons for and the importance of accurately reading and reporting the HIN of a small craft by Geoff Waddington, IIMS President.

I am aware (and it is apparent) that even after 23 years in existence some marine surveyors still do not fully understand what a Hull Identification Number (HIN) is and how to interpret what is shows. Some Hull Identification Numbers are not being recorded accurately. One of the common mistakes made is recording the year of manufacture correctly. I cannot stress enough the importance of the correct recording being made of a vessel's particulars.

There are several very important pieces of information.

For small craft surveyors it is a basic requirement within a survey that the vessel's Hull Identification Number (HIN), or Craft Identification Number (CIN) and even a Watercraft Identification Number (WIN), is accurately recorded.

A vessel's identification number is basically the same as a VIN (Vehicle Identification number). All cars and light commercial vehicles built after 1981 should have a unique 17-character number, which provides access to valuable information about that vehicle's history.

A vessel's Hull Identification Number provides a 14-character unique vessel identifier code this identifies the country of origin, the builder, the model and, of course, records the year of manufacture. The importance of recording this information on the vessel's registration, title documents and all the vessel's documentation cannot be overstated. My advice is always check the vessel's paperwork, if available, to ensure that the correct numbers are recorded.

The small craft Hull Identification Number is defined in the CE RCD/Recreational Craft Directive and was applied to all craft moulded in 1998, in addition to some in preparation for the impending legislation (June 16th 1998), which may have had Hull Identification Numbers applied as early as 1997 and even 1996.

The format of a Hull Identification Number is required to be in accordance with ISO 10087.95 as follows:

GB – GBB Y3101 J 3 04

GB (Country Code)

GBB (Builder's Identification Code)

Y3101 (Model Y3 and serial number of the boat 101)

J (Month of Manufacture) (October – Tenth letter of the Alphabet and Tenth month)

3 (Year of build 2003)

04 (Model Year 2004). Vessels built after June of one year are often built to next year's design.

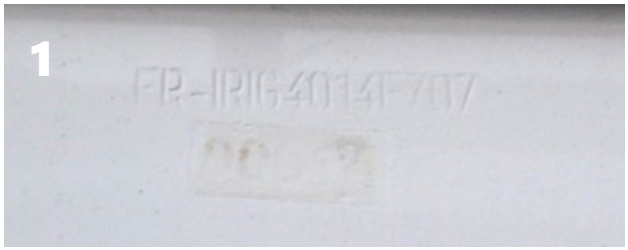
You may possibly find some interesting numbers, such as GB-GBB Y3101 J 0 98 which refers to a vessel built in 2000 to a 1998 design.

According to the ISO (the following extract text in italics is a quotation) *"the HIN shall be carved, burned, embossed, moulded or otherwise permanently affixed, so that alteration, removal, or replacement will be obvious. If on a plate, the plate shall be fastened-excluding screwing or riveting as sole means of fastening so that removal will cause scarring to the surrounding area."*

"The CIN shall be visible on the starboard outboard side of the transom, or near the stern within 50 mm of the transom top, gunwale, hull/deck joint or its capping, whichever is lowest.

- *5.3.1 On craft with a transom, the CIN shall be located on the starboard side of the transom.*
- *5.3.2 On craft without a transom or with a transom on which it is impractical to locate the CIN, the CIN shall be affixed within 300 mm of the stern.*
- *5.3.3 On catamarans the CIN shall be located as follows.*
- *Hulls structurally permanently connected: on the starboard hull.*
- *Hulls detachable but regarded as the primary structure: on both hulls.*
- *Hulls readily removable and/or replaceable: on the aft cross-beam within 300 mm of the starboard hull; this also applies to catamaran-type pontoon boats.*
- *5.3.4 On trimarans the CIN shall be located on the centre hull in accordance with 5.3.1 or 5.3.2.*

The CIN shall be affixed to the craft during the construction or assembly of the craft. In no case shall the craft be put on the market without the CIN being affixed."



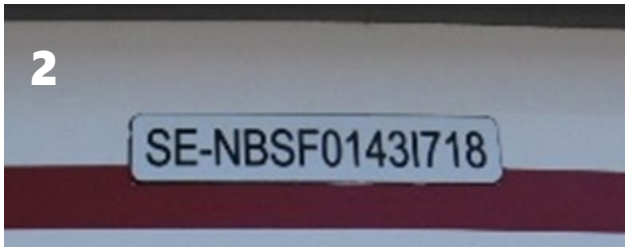
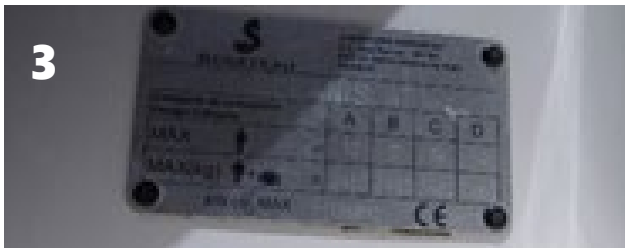


Photo 1 is a typical etched hull number starboard aft top of the topside by 'Jeanneau' - (this type is very easy to accidentally or intentionally polish out). Photo 2 a fixed plate type, by Nimbus, clearly showing the vessel as built in 2017.

The ISO also states that: *"A duplicate CIN shall be affixed to a non-removable part of the craft in a hidden location only known by the manufacturer. The duplicate CIN shall be located in the interior or beneath a fitting or item of hardware. Catamarans shall have this hidden CIN in or on both hulls. The CIN should be located so that it is extremely difficult to reach and modify"*.

From experience different manufacturers have different locations, so if the surveyor doesn't know from previous experience, he/she can always request clarity from the manufacturer.

Aside from Hull Identification Numbers there is also a requirement for vessels built after June 16th 1998 to also have a permanently affixed Builder's Plate (CE plate). Extracted from ISO 14945: *"The builder's plate shall be readily visible, preferably in the cockpit or near the main steering position. In any case, the builder's plate shall be separate from the hull identification number"*.



There are certain minimum requirements, but manufacturers are allowed to include additional information if they wish, as you be seen from the above photographs. Be aware of the maximum loading and, if shown, the maximum power, both of which can sometimes be exceeded.

In addition to the Hull Identification Number, the Builders' Certificates can also show the original engine and gearbox numbers which can also give the surveyor good information to determine whether engines and/or gear boxes have been replaced.

In addition to all of this a CE Compliant Vessel is required to fulfil the essential requirements. Should a vessel be found not to have the required Hull Identification Number, or CE plate fixed to the structure, there should also be manufacturer supplied documentation which will contain vital information which could demonstrate that the vessel was compliant, and therefore the Hull Identification Number and CE plate could be reinstated. This information includes a Builder's Certificate, a Certificate of Conformity a documentary copy of the CE Plate with the category, maximum loading and so on. All this and more should be contained within the Owner's Manual, the existence of which is also a requirement of CE conformity.

If a boat is thought not to be CE compliant, it could be that it is not required to be as there are vessels which may have been exempt from the Directive. These are:

(a) craft intended solely for racing, including rowing racing boats and training rowing boats labelled as such by the manufacturer'

(b) canoes and kayaks, gondolas and pedalos;

(c) sailing surfboards;

(d) powered surfboards, personal watercraft and other similar powered craft;

(e) original, and individual replicas of, historical craft designed before 1950, built predominantly with the original materials and labelled as such by the manufacturer;

(f) experimental craft, provided that they are not subsequently placed on the Community market;

(g) craft built for own use, provided that they are not subsequently placed on the Community market during a period of five years;

(h) craft specifically intended to be crewed and to carry passengers for commercial purposes, without prejudice to paragraph 2, in particular those defined in Directive 82/716/EEC of 4 October 1982 laying down technical requirements for inland waterway vessels (2), regardless of the number of passengers;

(i) submersibles;

(j) air cushion vehicles;

(k) hydrofoils.

As one would expect there are always some difficult to understand sections:

Chapter 1 Paragraph 1 of the Directive, for example: Partly Completed Boats. Often Inland Waterways Craft predominantly 'Narrowboats' are bought as a hull for fitting out by a private individual, in which case quoting the Directive, *"The Partly Completed Boat does not fulfil all the essential requirements of the directive and is deemed to be completed i.e. completely fulfil the essential requirements, by another party who will be regarded as the manufacturer".*

This means that the person completing the boat becomes responsible for ensuring that it satisfies the requirements of the Directive and must therefore ensure that all the *"when separate and installed"* components are assessed for conformity during construction and have the vessel assessed for 'Post Constructive Compliance' on completion. Therefore, these vessels are not exempt.

Kit built boats built using all the necessary components as supplied by the supplier of the Kit (ie the manufacturer), must be certified by the manufacturer on completion. Therefore, these are not exempt.

(g) Home built boats sold after the five-year limit. The issue here is that the purchaser of any such vessel must be aware that it may not have been built in accordance with any recognised standards. A good analogy is that you are buying a boat, as you may buy a car, that had been constructed in somebodies back garden using materials of unknown quality which the builder sourced himself. (Buyer beware) because it appears that these vessels are exempt.

During discussions regarding the question of compliance I have been told on several occasions that nobody has ever been prosecuted for selling a non-compliant vessel. This I cannot confirm myself; however, I would consider that if a person sold a non-compliant vessel which subsequently suffered a catastrophic failure, the person who first placed the vessel on the market or imported the vessel could find themselves liable.

According to the directive *"Placing on the market refers to each individual product which physically exists and is complete (except those specifically referred to (above) in the directive) and is covered by the directive, regardless of the time or place of manufacture and whether it was made as an individual unit or in series. The concept of placing on the market must be clearly distinguished from sale. Placing on the market relates to the physical availability of the product regardless of the legal aspects of the act of transfer (loan, gift, sale or hire. Thus, manufacturer's stock, wherever physically situated after the 16th June 1998, where no transfer has taken place (seed definition of "Making Available") will be required to comply with the requirements of the Directive when placed on the market."*

During survey a surveyor must satisfy themselves whether the vessel needs to be compliant or not and in addition that the vessel has been constructed correctly, that the systems and fitted equipment are to the ISO standards as required by the directive and should record these facts within the submitted survey report.

***Geoff Waddington**, President*

The role of the IIMS Professional Assessment Committee explained

In the first of an occasional series on the 'inner workings' of some of the various committees within the Institute and, in the interests of transparency for existing members, the spotlight is turned on to the work of the Professional Assessment Committee (PAC) and their responsibilities. It seems that to some people, simply making an application for membership to join IIMS is all one has to do to be accepted. Whilst it could possibly be argued this might have been the case a decade or more ago, it most certainly is not the position these days. As you will learn from this short article, the process of assessing new application is taken very seriously indeed. It is thorough and rigorous.

PAC Chairman, Capt Chris Kelly, takes up the story.

"The IIMS Professional Assessment Committee currently has 16 members from around the world. All members are highly capable and experienced marine surveyors and, in the case of the commercial ship side, have backgrounds covering dry, liquid, refrigerated and gas cargoes, hull and machinery condition, salvage and towage, the offshore sector, auditing, classification and flag state surveys. Those who assess applications from large yacht and small craft surveyors have detailed knowledge and experience of this area of surveying. A further pool of experience is available from suitably experienced IIMS members who can advise on specialist areas of surveying and on the surveying practices in various parts of the world, which differ from territory to territory.

Membership applications are scrutinised by two PAC members and care is taken to ensure that the scrutineers have the necessary experience to assess the applicant's claimed areas of expertise. This can sometimes result in more than two scrutineers being involved in the assessment process.

Scrutineers look closely for evidence in the application to support the claimed areas of surveying expertise. Many applicants fail to provide sufficient relevant evidence or credible references. Examples of unsuitable evidence are claiming sea-time or irrelevant shore based marine positions as full-time surveying experience, which is of little relevance. The content of references is sometimes of a general, non-specific nature and fails to support the specific claims put forward by the applicant. This can result in prolonged communication with the applicant to verify the claimed expertise, or otherwise.

There is regular communication between the PAC members to clarify any questionable points in applications before membership is granted.

It is a fact that not all applications are successful. Some applicants fail to achieve their desired level of membership; others are not credited with their requested range of surveying classifications due to a lack of evidence. My suspicions are always aroused when an applicant claims multiple surveying classifications and rarely does their evidence stack up to support them all."

Capt Chris Kelly

PAC member and small craft surveyor, David Pestridge, comments as follows:

"The PAC serves a vital role in helping establish and maintain the credibility of the IIMS on the global maritime stage. If members are able to progress through the membership hierarchy with no checks made on their suitability, their claimed areas of expertise and the quality of their professional output, then it will only serve to dilute the Institute's standing over the long term. By having a rigorous assessment process for members wishing to upgrade or broaden their professional specialisations, we ensure that only those deemed to have reached an acceptable standard are allowed to progress and that the IIMS' own Marine Surveyor Search app delivers results that are credible and of genuine use to potential clients.

From a personal perspective, I have seen the reports of a wide range of surveyors at varying stages of their professional development from several countries. The quality of the reports, the style in which they are written, and the effectiveness of the surveyor's technique (or lack of) are all laid bare. It is only by subjecting one's work to peer review that one can really gain true insight into the current quality of that work and to identify areas for improvement. If, as is widely held, a 'surveyor lives and dies by their reports' then regular peer review enables support to be given where a professional training deficit becomes evident and to reward those operating at the top of their membership level seeking to upgrade."

David Pestridge

Capt Sanjay Bhasin, who comes from the commercial ship sector, makes some useful additional points as a PAC member. "The PAC comprises of highly experienced IIMS members who are Master Marines, marine engineers and their small craft equivalents, all of whom have had extensive experience in marine surveying. The aim of the PAC is to assess the qualifications, experience, and references of the applicant. Members of the PAC also discuss some of the issues regarding the qualifications and experience of certain applicants during PAC Quarterly meetings.

The PAC is independent of the membership marketing initiatives of IIMS, and its task is not to increase the membership of the Institute. The review of applications is not instant and considerable time is spent to carry out a proper assessment. There have been numerable cases where applicants have either been advised, after review by PAC, that their application does not meet the membership criteria at all."

Capt Sanjay Bhasin

And finally, PAC member, Mike Marshall, (also from a commercial and offshore background) sheds light on some of the detailed scrutineering undertaken to assess claimed experience which often turns up anomalies.

1. Do the passport entry/exit stamps and visas compare with CV claims, to enable the verification of the actual claims of sea service/assignments? Not always!
2. Check dates in Seamans/Discharge Book against entries in DP logbook entries in order to verify DP time.
3. Check stated Sea Time/DP to the CV and time against Seamans Book/DP logbook entries.
4. CoC's and Degree certification authenticity can be (and is) confirmed with the issuing authority. Three years ago, I was speaking with a person at the MCA, and to quote a few words from the conversation, "You would not believe the number of false CoC's going around the North Sea".
5. In my time, I have come across forged Master's Certificates and C/E Certification. On checking two job applicants once, I found the CoC's actually had the same certificate number.
6. Scrutinise the typeface and alignment of the words on all certificates, particularly Degree certification. Some years ago, we had an applicant where on the Degree certificate the applicant's name was of a different typeface to the adjacent words, and the alignment was at a different angle. Always look for points within the text which are out of the norm.
7. References are checked for authenticity. If a referee does not provide a reference given on company letterhead with a traceable address and with telephone numbers, then the reference is disregarded.

Mike Marshall

Life-saving signals leaflet for ships, aircraft or persons in distress published by the MCA

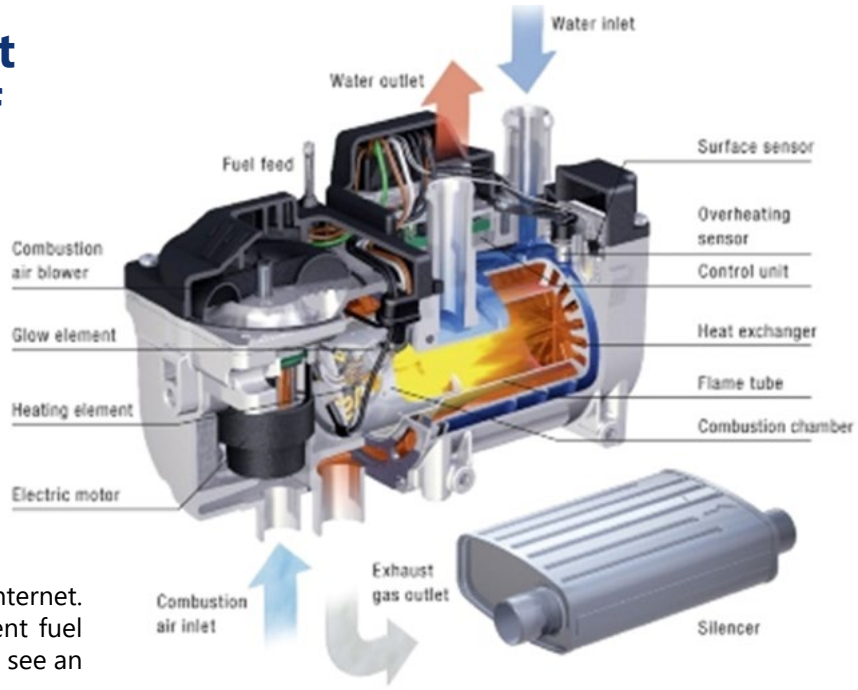
The Maritime & Coastguard Agency has published a new leaflet for life-saving signals which will be used by ships, aircraft or persons in distress when communicating with life-saving stations, maritime rescue units and aircraft engaged in search and rescue operations. The leaflet includes pictures and descriptive information on the different types of signals you can use when in distress at sea.

This leaflet covers signals like:
– Shore to ship signals
– Surface to air signals
– Air to surface replies
– Air to surface direction signals
– Surface to air replies

All of these signals include morse code alternatives. The signals illustrated in the leaflet are those to be used by any ship or person in distress when communicating with search and rescue units. They have been agreed internationally for this purpose and it is important that you are familiar with them to ensure they are correctly used in distress situations.

Download the leaflet at **https://bit.ly/317C476**.

Yacht and small craft surveyors beware of some diesel heater installations



IIMS President, Geoff Waddington writes:
Recent contact with someone has brought to attention a problem regarding a fault causing potentially life-threatening fumes from his boat's diesel heater. The heater in question is an Eberspacher for which cheap imported spares are available on the internet. The part in question was a replacement fuel pump which he bought online. Click to see an example at **https://amzn.to/3Eb6u7j**.

The part was manufactured in China and on the face of it appears to be very much the genuine article, but there was no CE marking identifiable. The product description stated, "Good replacement – Based on the original factory specifications, a direct replacement for the old or broken one."

The local Eberspacher agent advised that the owner should remove the pump and replace it with a genuine Eberspacher pump because the one he had fitted would supply too much fuel to the unit causing it to produce a smoky exhaust with a high percentage of unburnt or partially burnt fuel, which indeed proved to be correct and was the case.

Over the last few years, the marine industry, in particular, has suffered from a number of fatalities due to Carbon Monoxide poisoning, some caused by faulty or incorrectly installed diesel heaters. At a price of only 10% of the manufacturer's replacement part, the low cost of this alternative replacement part will undoubtedly attract market attention.

Furthermore, it has also come to light that complete diesel heater installation kits are available online for DIY installation which are sold at a fraction of the price of genuine certificated installations. These heaters are made in China and have no brand identification. It seems from different sources that these have become very popular due to the cost, some costing as little as £98.00. They are being fitted by owners of boats, many of whom will not be aware of the strict requirements for correct installation. This gives cause for even more serious safety concerns.

Examples of these heaters can be found on a well-known buying and selling site - see **https://bit.ly/3FP3SMx**.

Diesel heaters must be installed in such a way that they have a correctly fitted and insulated exhaust system as there have been instances of fires caused by heater exhausts. They also need to be installed in compartments separate from the accommodation. They require combustion air to be supplied direct from the atmosphere. They need circulating air to be supplied direct from the atmosphere from a position remote from the exhaust and any other form of contamination including saltwater spray. They also need to be accessible for maintenance.
The concern is that these diesel heater units are predominantly used for the purposes of heating sleeping accommodation when the vessel's main engine is not running and, therefore, could eventually cost more lives through Carbon Monoxide poisoning.

In addition, the hazards are also that contaminated air through other sources is being circulated. This could be a leaking engine exhaust if the heater is within an engine space, petrol fumes from a cockpit locker, or, as was recently the case, a heater installed in a vessel's lazarette that was blowing the gasses from overcharged batteries (hydrogen) into the boat's forward cabin. Fortunately, the owner had installed a carbon monoxide sensor which was activated as a result.

There are several points here for surveyors to be aware of and alert to, including the installation of the correct and compatible battery charger for the type of battery installed. Gel batteries require a different type of charger than those used for other types of batteries. Please keep your eyes open for these issues and report accordingly.

See the latest news from ***UK Office for Product Safety & Standards*** in this news bulletin, who have released new statutory guidance updates.

New online shipbuilding acquaint course exclusive to IIMS unveiled

The recently announced ***Shipbuilding Acquaint Course*** has been developed by Peter Broad of Broadreach Marine Ltd, based in South Korea and is presented exclusively in conjunction with the International Institute of Marine Surveying. The aim of this unique one-week online course from 7 February 2022, presented by experienced commercial ship surveyor, Peter Broad (IIMS Deputy President), is to provide an opportunity for the student to gain an understanding of modern shipbuilding procedures, from placing a contract to delivering a completed ship.

The course content and objectives can be summed up as follows:

- The Shipbuilding Acquaint Course content follows the logical processes and timeline required to build a ship from scratch.

- For example – it is obviously necessary to have a contract in place before we start building; as it is necessary to complete the design approval before we cut steel and start building the vessel; and to carry out onboard commissioning before we go to sea trials.

- There are 11 Units to this course. Unit 001 is an introduction to the course and a meet and greet session. Units 002 to 010 are the main course content.

- Unit 011 is the final multiple-choice exam.

- All students will need to sit and pass the final exam in order to be awarded an International Institute of Marine Surveying (IIMS) Certificate of Achievement.

The tutor will take students through each procedure in turn so that you can understand the 'Cradle to Grave' processes that enable a modern ship to be designed to operate safely and efficiently for up to forty years.

The tutor will explain how a ship that is designed today needs to be 'Future Proofed' to remain compliant with future legislation, efficient and environmentally friendly for the duration of its service life.

Ultimately, we need to consider too how it will be disposed of it at the end of its useful life.

These and other important considerations are covered throughout this course.

Note: The tutor will take you through the logical, step by step, procedures of the shipbuilding process. This is a generic course and not shipyard specific and some procedures and processes may have different names in different yards, but as a general rule all modern yards will follow these processes.

On successful completion of this course the student will be able to understand the basic terminology and processes involved in shipbuilding so that they can go forward with their learning and potentially work safely in a shipbuilding yard environment.

For more information read the full news story at **https://bit.ly/3vLrCNO** or download the course prospectus in pdf format at **https://bit.ly/3EDHQvl**.

UK Office for Product Safety & Standards has released new statutory guidance updates

The Office for Product Safety & Standards has updated a number of Statutory Guidance documents, which are all applicable to the marine industry for both Great Britain and Northern Ireland. The list of guidance that have been updated and are now applicable and in force, are as follows:

Recreational Craft Regulations 2017
Download the updated regulations at
https://bit.ly/3CJ3Nbr

Personal protective equipment (enforcement) regulations 2018
Download the updated regulations at
https://bit.ly/3CKrQH5

Equipment for explosive atmospheres regulations
Download the updated regulations at
https://bit.ly/2ZfDgol

Electromagnetic compatibility regulations 2016
Download the updated regulations at
https://bit.ly/3HJoOGH

Radio equipment regulations 2017
Download the updated regulations at
https://bit.ly/30Kd3i9

Supply of machinery (safety) regulations 2008
Download the updated regulations at
https://bit.ly/3nG0bTk

Gas appliances (enforcement) regulations 2018
Download the updated regulations at
https://bit.ly/3cHmYYo

Electrical equipment (safety) regulations 2016
Download the updated regulations at
https://bit.ly/30SCKgU

The Statutory Guidance documents above are all relevant in some way to the marine industry whether it is in regard to equipment placed on a watercraft such as radios, cookers burning gaseous fuels, equipment which is used in potentially explosive atmospheres, machinery equipment, equipment which will disturb the radio or telecommunication equipment, or other components covered under the regulations.

Report by MB92 looks at challenges for the superyacht industry to become sustainable

The superyacht industry is running out of time to course-correct on sustainability if it and its playground – the oceans – are to survive the century, a new report finds.

"The cost of inaction is evident and will be extremely dire for our oceans and industry," said Pepe García-Aubert, president and CEO of the MB92 Group. "However, I am convinced that through a collaborative approach, our industry can rise to the challenge and achieve our goal of a sustainable future for superyachting."

MB92, the world's biggest superyacht refitting group, consulted key stakeholders from the industry and environmental NGOs for a broad discussion on the path ahead for the luxury yacht sector. Among the topics discussed were advances in new propulsion technology, life cycle assessment tools and international regulation.

MB92, which announced its own five-year sustainability plan in 2021, is committed to assuming a leading role in this urgent industry transformation. Its shipyards are among a handful in the world that can offer all boats the possibility to plug into onshore power, eliminating the need for the use of a boat's diesel engines during the refitting process. In addition, all of the Barcelona shipyard's energy comes from renewable sources. The Group's policies to reduce emissions from paints are among the most advanced in the sector, hauling boats out of the water to avoid contaminating the sea and using technology to diffuse airborne paint particles.

Visit the MBP92 website to download the free report at **https://bit.ly/2Z1uvOK**.

Small cargo losses increasing, larger losses on the decline reveals IUMI 2021 Stats Report

IUMI's 2021 analysis of the global marine insurance market

STATS

The International Union of Marine Insurance (IUMI) has published its 2021 analysis of the global marine insurance market.

Global premiums reported from the offshore energy sector in 2020 were USD 3.6 billion representing an 8.6% increase on 2019. Premium income mirrors the global oil price and it is thought that the bottom of the premium decrease cycle has been reached and that income is now on the rise. However, the oil price remains volatile and was impacted negatively in 2020 due to the pandemic. 2021 has seen an oil price rally but the effects of events such as Hurricane Ida are yet to be known.

The report shows that claims in this sector also remain historically low, with 2020 likely to produce the lowest upstream claims this century. The low claims environment coupled with a relatively modest premium base has maintained the offshore energy sector in a fragile balance. The recent oil price increase is driving renewed activity and re-activation in the sector which will lead to more underwriting demand.

Cargo

The global premium base for the cargo market for 2020 was reported to be USD 17.2 billion, which is a 5.9% increase from 2019. According to the report, exchange rate fluctuations impact most heavily on this sector and so comparisons with earlier years cannot be exact.

The fortunes of the cargo market tend to follow trends in world trade and predictions from the IMF are optimistic. Global trade appears to have returned more strongly than expected post the outbreak of COVID which lends a positive outlook for business opportunities within the cargo market going forward. Loss ratios have improved in 2019/2020 returning the cargo sector to technical break-even for the first time in many years. The past decade was characterized by a number of large claims caused by weather and navigational events and this impacted negatively on loss ratios.

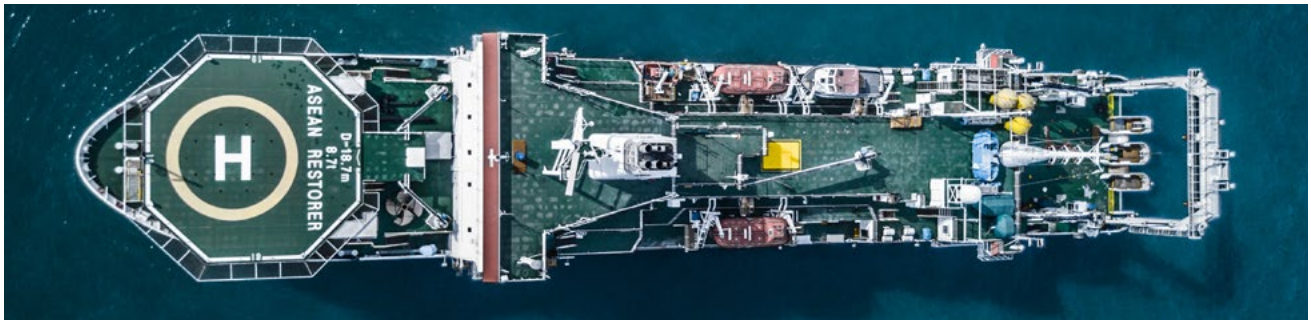
Ocean Hull

Global premiums regarding the ocean hull sector increased in 2020 by 6% to USD7.1 billion. Growth was particularly strong in the Nordic region but much weaker in the UK (Lloyd's) market where the decline in recent years continued. The gap between average vessel size and insured value which began opening in 2014 now appears to be closing slightly. Similarly, the gap between global fleet size and global premiums which had been increasing since 2012 still exists, but it now appears to have reduced slightly.

In general, loss ratios for 2019/2020 have improved across all regions returning the ocean hull market to a technical break-even position after experiencing many years of unsustainable results. Shipping's return to full activity might negatively impact that position, however.

Of particular concern is that the frequency of onboard fires does not decline contrary to the overall claims frequency the report notes. This is particularly true for large container vessels. Statistically, these vessels are more prone to fire due to the large quantities and variation of cargo being carried; as well as the challenges inherent in fighting a fire on such a large vessel at sea.

Download the report at **https://bit.ly/3nsetGR**.



ABS releases an overview of the emerging battery technologies in the maritime industry

Interest in shipboard battery systems has seen a rise in recent years. The possibility for reducing energy costs and environmental impact makes battery technology valuable for maritime use. Batteries can be used in a wide variety of applications, like peak-shaving in hybrid systems to help engines work at optimal loading and increase efficiency.

They can be used to run motors or as a backup power source to reduce generator load. This could lead to reduced fuel costs for both propulsion and electric power generation. Battery systems work well with discontinuous renewable energy sources such as solar or wind energy, allowing their energy to be converted and stored for use at times when electric power generation is not available.

The International Maritime Organization's (IMO's) decarbonization targets make battery systems even more valuable. Reducing fuel consumption through the use of hybrid systems can aid greatly in reducing emissions to meet environmental requirements. For hybrid systems to be effective, there is a need for efficient and sustainable battery technologies that can provide the power needed for such a system. Improved batteries also allow for renewable energy to be further implemented, potentially reducing emissions. As emphasis continues to increase on reducing environmental impact, this may be an essential technology for an eventual shift to more hybrid or even all-electric vessels. ABS has published an advisory exploring the advantages and challenges that come with hybrid systems on vessels, looking at technologies like solar energy and fuel cells that may be useful in such a system.

Read the full story and download the report at **https://bit.ly/3crYLoW**.

What caught my eye...

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

It's official - the shipping crisis is making your coffee taste different!

I am most grateful to Archie Hunter (Bloomberg) for sharing this gem with me when he broke this shocking story to the world! Coffee snobs have a lot to worry about right now. A global shortage of beans is already threatening to push up prices at cafes and supermarkets. Now, your morning cappuccino, or latte, might start leaving a bitter taste for other reasons too.

The world is facing a desperate shortfall of arabica coffee, the variety that gives the smoothest flavour and makes up about 60% of world production. Supplies were decimated after extreme weather destroyed crops, and with a La Nina weather pattern forecast through early 2022 expected to further hurt yields, it could take years for the market to recover. Arabica prices are surging to reflect the mounting crisis, while global shipping congestion is making it even harder to get beans where they are needed in any event. Anyone for tea?

A new restaurant with a difference (and a great view)

We are always quick to berate those responsible when something goes wrong at sea, in this case the grounding of a freighter that lost her anchor. But I am always happy to praise people for their entrepreneurialism and this is a fine example.

Local officials (and hungry would-be diners one presumes) at Vizag are preparing for the debut of a restaurant aboard the Bangladeshi freighter which came to grief in Visakhapatnam, India by turning what some might view as an undesirable marine casualty into a tourist attraction.

The 2009-built Maa is a 260-foot, 3,000 dwt freighter with ample deck space and hold capacity for a conversion. On October 12, 2020, while waiting to take on a load of stone at Vizag, she lost her anchor in a storm and went aground. Under other circumstances, this turn of affairs might have led to a legal dispute between the local government and the vessel's insurer, followed by a costly wreck removal. Instead, the province of Andhra Pradesh took notice of the wreck's popularity among tourists and decided to make the most of it. An Indian contractor removed about 25,000 gallons of fuel from the Maa's tanks, so the pollution risk was minimized - all that was needed was a concessionaire to operate the site as a tourist attraction, now duly granted.

Edith Piaf's 'love boat' up for grabs at auction

French singer Edith Piaf's 'love boat', which she was rumoured to use for secret trysts, is up for sale at Sotheby's International Realty for just shy of £1.5million. According to the Daily Mail, the 100ft Flamant Rose, or 'Pink Flamingo' in English, supposedly served as a love nest for Piaf and French-Algerian boxer Marcel Cerdan.

The current owner is celebrity hypnotist and author Valerie Austin, whose husband James Pool, bought the boat for her as gift 25 years ago.

"Edith Piaf had the boat when it was her happy time, before her boyfriend was killed," Austin told the Evening Standard. "She used to do séances there because it has an iron hull, which is supposed to be spiritually electric. I've had quite a few top psychics on board, and they all love the feeling of it."

Guy Bradshaw, who is handling the sale, says: "The Flamant Rose is not just a houseboat, you are owning a unique piece of history with arguably one of the world's most romantic stories."

The X-Press Pearl disaster has deposited over 70 billion plastic nurdles in the sea

I end this month's column on a rather sombre note. If you followed the marine news last year, the disaster that befell the X-Press Pearl will still be firmly in your mind. It was a real shocker. And now we start to learn of the true legacy of the accident, which has resulted in the spillage of an estimated 70 billion nurdles (spherical pieces of plastic) into the ocean.

Nurdles are the preproduction plastic used to manufacture a wide range of end products and you do not need me to tell you that the sea is not the best place for them! The report states that exposure to combustion, heat, and chemicals led to agglomeration, fragmentation, charring, and chemical modification of the plastic, creating an unprecedented complex spill of visibly burnt plastic and unburnt nurdles. These pieces span a continuum of colours, shapes, sizes, and densities with high variability that could impact cleanup efforts, alter transport in the ocean, and potentially affect wildlife.

A sign of the sad times we live in I guess…

Mike Schwarz

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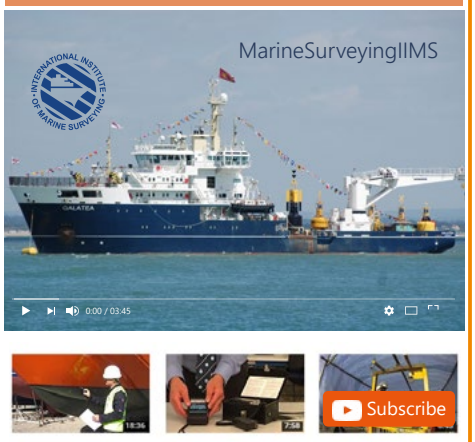

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