IIMS NEWS BULLETIN

APRIL 2022

Dear Member

Welcome to this News Bulletin from the International Institute of Marine Surveying (IIMS). This and previous bulletins are available in PDF and eReader format at **https://bit.ly/3LQdDOw**. It aims to keep members and non-members up to date with information on a monthly basis. Members are encouraged to share and forward this newsletter to colleagues, who they think might like to join the Institute, or who may be interested in its content. For more information about the Institute visit:

www.iims.org.uk

VIEW from the HELM

Dear Colleague

Rarely am I lost for words, but I have found this month's news bulletin introduction harder to compose than usual. You know full well why this is of course. My colleagues and I have been appalled at the situation developing in Ukraine, along with many other people around the world. The invasion has dominated the marine headlines, as well as the general news, for several weeks now - and rightly so, for it is the only news in town that matters currently.

The immediate threat to shipping and crews was not apparent when the invasion began but is far clearer now. There are many in the shipping sector, including crew, who are suffering the unintended consequences and our thoughts must be with them and their families. To witness the coming together of much of the world to impose sanctions has been remarkable, but that does not come without creating its own potential challenges for the countries who are doing the sanctioning. I read that the International Maritime Organization (IMO) is calling for the establishment of a blue safe maritime corridor. I wish them well with that initiative, but sense that will also be fraught with difficulties too.

We should also think about fellow IIMS members in Ukraine and the surrounding countries at this time. The immediate future looks bleak and uncertain for those who are directly affected by what is happening. We have member surveyors who once operated in the Ukrainian ports of Odesa and the now ruined Mariupol. I cannot even begin to imagine what on earth they are experiencing.

On a different but related note, I have read some concerning articles about the likely impact on the superyacht sector, which experts are predicting is in for a gloomy period. Before war broke out the superyacht sector was a

vibrant and hugely successful industry employing an estimated 250,000 in Europe alone. With economic sanctions now starting to bite, this is a trying time for those companies for whom superyacht new build and refit is their source of income.

When we plan our business strategies, we always think of the risks that might blow us off course and force us to rethink. I am certain that most, if not all, (IIMS included) never thought that a two-year pandemic would be followed by an outbreak of war that could embroil us all!

Let's move on.

Finally, we are able to offer our first post pandemic events for yacht and small craft surveyors in the UK and we hope to move further afield soon. On Monday 16th May we present what looks like being a highly informative day for inland waterways surveyors across two marinas in south Leicestershire. And later that week, on Thursday 19th May, we have an in-person training day for MCA coding examiners. More details can be found in this bulletin. Infection rates of COVID are rising fast again in the UK, but a largely outdoor element to these events makes them feasible.

And please also make a note in your diary that the IIMS AGM 2022 will once again be held online via Zoom on Tuesday 7th June starting at 14.00. This year, it will be followed by an impromptu garden party in the grounds of the IIMS head office. If you are local, please do pop by and see us. There are more details about these events in this bulletin too.

I recently represented IIMS by attending the funeral of Jeffrey Casciani-Wood HonFIIMS, along with other senior members and his mentee, Elliott Berry. The service, held at a crematorium in south Essex, was packed with family members, colleagues and associates all wanting to pay their last respects to a good and great man. It was a very moving event.

News has also reached me of the death of Arthur Serry, a yacht and small craft surveyor, who was an active member of the IIMS Canada Branch. Our thoughts are with his family.

Survey well.

Mike Schwarz
Chief Executive Officer

UK inland waterways training event Monday 16 May 2022

After a very long wait indeed, IIMS is pleased to announce its first face to face event post pandemic for inland waterways marine surveyors and other interested parties.

The event will take place on Monday 16th May across two sites in south Leicestershire.

0930	Registration with tea and coffee on arrival
1000	Martin Mortimer, a grit-blast specialist, will give a practical demonstration
1030	Tea and coffee break
1045	David Orme of Debdale Wharf Marina will give a presentation on the whole hull treatment process in the classroom
1200	Break for lunch
1230	Depart for North Kilworth Marina (approximately a 20-minute drive)
1315	Presentation covering the back to metal repaint of a narrowboat - 'A Modern take on Narrowboat Painting' by John Barnard.
1400	Ed Warren from An AkzoNobel will talk about Perfection Pro.
1500	Geoff Waddington talks about the potential dangers of diesel heaters.
1530	Close

Work in progress at Debdale Wharf Marina

The cost is £90 per person which includes lunch, tea and coffee.

The addresses of the two locations are:
- Debdale Wharf Marina, Debdale Lane, Smeeton Westerby, Kibworth, Leicestershire LE8 0XA.
- North Kilworth Marina, Station Road, North Kilworth, Lutterworth, Leicestershire LE17 6HY.

To reserve your place please go to the IIMS website at **https://bit.ly/3MUJkXz**. If you prefer not to book online, you can call the IIMS head office team on 023 9238 5223 or email Vicky Loizides at **education@iims.org.uk** instead.

Annual General Meeting Notice

IIMS members (and other interested parties) are reminded that the 2022 Annual General Meeting will be held on Tuesday 7th June from 14.00 to 16.30 (UK time). As with the past couple of years, this will be an online AGM hosted and broadcast via Zoom from the IIMS headquarters at Murrills House.

After the event, starting at 17.00, we plan to hold a simple garden party with food prepared in the garden available from 17.30. We fully appreciate that most will not be able to join and do not expect anyone to fly halfway around the world, but if you are local to our office in Portchester and would like to pop by (partners welcome) and do some networking whilst enjoying some food and drink (at our expense) we would love to see you. All we ask is that if you would like to join us, please let us know in advance by completing a very simple online form at **https://bit.ly/3CEkeqW**.

And finally - the IIMS President is presented with his medal

At the AGM held in 2020, Zarir Irani handed an imitation paper medal to the incoming President, Geoff Waddington, via a Zoom screen – all rather unsatisfactory, but all that could be done at that time. This was due to Covid preventing the official handing over in person from the outgoing President to the incoming one. Finally, last month, we got Paul Homer (Chairman of Standards) to meet Geoff at the IIMS office in Portchester so that he could be formally presented with the President's medal.

IIMS Canada Branch AGM and one day seminar

The 6th Annual General Meeting of the IIMS Canada Branch was well attended and held via Zoom on 12th March. Regional Director, Ed O'Connor, welcomed online members as he opened the meeting. Lachlan MacKenzie has stood down as Chairman of the branch but remains on the committee. He is replaced by Scott Kennedy.

After the AGM, a series of presentations were given on a wide range of marine surveying topics. Luc Tremblay, Transport Canada presented a proposal on new SMS regulations. Mike Schwarz tackled the subject of Why train, how and where? Josh Woods from Lloyd's Register spoke about Net Zero Transition Pathways. Arron Jackaman, Brookes Bell talked about Pulsed Eddy Current (PEC) for corrosion mapping. Matt Barrett, Drop Marine, gave an overview of the modern technology now being used in workboats. Ian Weedman, Brian Toss Rigging talked about Modern rigging materials, including synthetic materials. And Austen Reid, Stem to Stern, discussed marine engines for small craft marine surveyors.

New WhatsApp group launched for UK Yacht & Small Craft Surveyors

Just a couple of weeks ago IIMS launched its latest closed WhatsApp group, this one specifically for UK based yacht and small craft members. This brings the total number of groups now to more than 20, which includes the various student groups we manage.

Over 30 members have joined the group so far and there has already been a fair amount of dialogue and exchanges in the first few days, including a discussion on public liability insurance, (given that marinas are now insisting on £5 million cover), an exchange on cancellation clauses in surveying contracts, payment terms and the general increase of repair costs. This is a great start and exactly what the group is for.

If you missed the announcement about the launch of the new WhatsApp group but are a UK based yacht and small craft surveyor, you are welcome and encouraged to join. Please email Rosie Webb at **info@iims.org.uk** and she can make the arrangements to include you.

The Report can be downloaded and read in pdf or eReader format at **https://bit.ly/2WQTosu**.

Did you miss the publication of The March Report Magazine edition 99?

If you did, here are some of the highlights of this edition of The Report waiting for you:

- Maritime Safety Report 2012-2021: a decade of progress
- DIGITALIZATION: Keeping your hull stress and fatigue under control
- Getting to zero coalition - Closing the Gap: A new report
- Superyacht building boom creates a supply crunch and crew shortage for ultrarich buyers
- Why are shipping containers lost at sea and where do they end up?
- Good bunkering practice and guidance
- Material obsession. From wood to window frames and rock, boatbuilding has never been so eclectic
- Aluminium versus steel boat hulls. Discuss
- Forensic Accounting in Marine Claims and Cargo Losses
- IIMS President speaks out about interpretation
- Four inefficient shipping regulations that no one talks about
- 3D Scanning and Fusion 360 in Traditional Boat Building

Letter to the editor

Dear Sir

I read with great interest the story in the March News Bulletin regarding the windmill blades and various assets outsizing the available vessels. This is all too true.

We undertake a large amount of work with MVOW (MHI Vestas Offshore Wind) and supervise the transport of all their blades for offshore installations which is presently a bit of a workup as these are made on the Isle of Wight (IOW) and then barged to Fawley for painting and framing and then barged (again) into Portsmouth for loading to ships. Batches are now up to 15 x 80m blades per shipment, the blades weigh approximately 32-tonne a piece but with their large stacking frames on are almost 60-tonne each (the stacking frames are huge). There are logistical limitations in both the IOW which can only be accessed at HW and also in Fawley where the inlet width prevents anything much larger than Bladerunner II entering, so we can only move one blade at a time. Loading is a long operation with the turnaround time Fawley to Portsmouth being approx. 3.5hrs per blade, x 15 is three rather long blades working 24/7.

Vestas had an issue with ship supply as the typical geared ships with large enough hold to get blades stacked under deck and on deck are in short supply (so much so that we had the BBC Lisbon and BBC Livorno on permanent charter for almost two years for the Burbobank project build). Vestas soon realised that this was not cost effective and had their own ships build. We assisted in the loading and securing system integration and the training of the Portsmouth stevedores on how to use them as we use stacking cones and lever arm tensioners for securing, a good system (why no one thought of a uniform twist lock system is beyond me). The system works well though. Vestas still have several vessels on charter but around the UK. Currently on the SEAGREEN build they have three of their own specialised vessels running around - the Vestvind, Bravewind and Boldwind.

Lee Warltier - *Managing Director, Sterling Global Marine Ltd*

Consortium set to assess and report on containership fire safety for EMSA

A consortium led by the Danish Institute of Fire and Security Technology (DBI) will deliver a Formal Safety Assessment study on containership fire safety to the European Maritime Safety Agency (EMSA). The project aims to identify cost-effective risk control options for cargo fires on board container vessels.

Considering the constant increase in containership sizes and the frequency of fire originating in containers, the study will quantitatively assess the fire risks on board such vessels and evaluate new containership fire safety measures by comparing the risk reductions and the associated costs.

The project has been awarded to consortium status led by the Danish Institute of Fire and Security Technology (DBI) supported by Research Institutes of Sweden AB (RISE), the University of Southern Denmark (SUD), the Odense Maritime Technology A/S (OMT) and the classification society Bureau Veritas.

An online kick-off meeting was held in January and work is already progressing at full steam, with a series of four online Hazard Identification workshops led by DBI and covering all possible fire safety areas (prevention, detection and alarm, containment, firefighting). The HAZID workshops gathered experts from major container ships companies, Flag State administrations, equipment suppliers and members of the consortium.

The study into containership fire safety is expected to be finalized in February 2023 and the results are to be presented to the International Maritime Organization.

UK based cruising community benefits from VAT changes

The Cruising Association has announced that HM Revenue and Customs (HMRC) has followed through its proposed positive change to the application of Returned Goods Relief (RGR) for recreational craft resulting in many boat owners no longer becoming liable to pay VAT on the return of their boats to the UK.

The changes have considerable benefits for the UK based cruising community, says the association.

Where a boat currently abroad is eligible to obtain relief from VAT through RGR, there will be no requirement to return the boat to the UK by 30 June 2022 in order to obtain this. As long as an owner can demonstrate that the boat has been located in the UK at some point in their ownership, RGR for boats will not be time limited.

Owners of UK-based boats which are VAT paid will be able to go on extended cruises without the worry that VAT may become payable when they return the boat to the UK at the end of the cruise.

With the proposed changes now UK law, the cruising community will be able to enjoy cruising outside the UK for extended periods with the assurance they will not incur additional UK VAT charges. That, however, is subject to the following conditions:

– the person importing the boat into the UK is the person who originally exported it
– the boat will be used in the UK for non-commercial purposes
– the boat is substantially unmodified during its absence.

For absences from the UK of more than three years an application needs to be made to HMRC for a waiver, but HMRC has indicated that waivers will be routine, provided that the conditions are satisfied. There is no need to show exceptional circumstances to justify why the return did not occur within three years

MCA publishes new guidance on entry into enclosed spaces

Download the new guidance at **https://bit.ly/3sYhXUo**.

Seafarers will be better protected as new UK rules come into force to tighten up safety for those who work in enclosed spaces on board vessels. The updated legislation goes further than that currently required under international maritime law and is part of the ongoing commitment by the UK to seafarer welfare.

Enclosed spaces include chain lockers, cargo holds, duct keels and water tanks – or any area that has been left closed for any length of time without ventilation.

Six people have died over a ten-year period from 2009 to 2019 in UK ports while working in such spaces, which has led to this legislation being introduced. Although carrying out assignments in enclosed spaces is a necessary part of working on ships, the MCA is committed to reducing the risks and will continue to review how best to protect people in those environments.

Maritime & Coastguard Agency

The changes will replace previous legislation, requiring ships to protect workers from the risks of entry into enclosed spaces through measures such as regular safety drills and providing atmosphere testing equipment.

Given the serious risk to seafarers' health and safety, the Maritime and Coastguard Agency has also extended the new measures to a wider range of vessels than just those covered by the International Convention for the Safety of Life at Sea (SOLAS). Fishing vessels will now also be required to put in place safe systems of work for enclosed space entry.

Enclosed Spaces

Guidance for merchant vessel operators

The regulations come into force for vessels which come under SOLAS on 14 May 2022 while for all others it will apply from 14 May 2023. The dates have been chosen to give the ships for which the regulations are new the time to become compliant.

UK government launches new national shipbuilding strategy

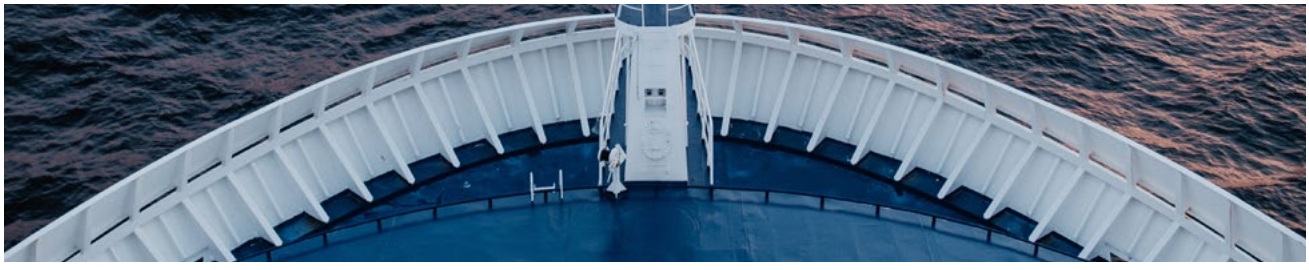
In support of the announcement of the new national shipbuilding strategy Prince William is pictured setting a plasma cutting machine to work on the first plate of steel for the third Type 26 frigate

First published in 2017, the National Shipbuilding Strategy outlined ambitions to transform naval procurement, securing export and design contracts for British naval ships. Building on that success, the new release outlines the government's further ambitions to reinvigorate the whole British shipbuilding industry while contributing to its levelling up mission to boost productivity, pay, jobs and living standards across the country.

Over £4bn of government investment aims to galvanise and support shipyards and suppliers across the UK, with new measures including better access to finance, vital skills-building, and funding for crucial research and development into greener vessels and infrastructure.

Designed in partnership with industry and delivered by the recently formed National Shipbuilding Office (NSO), the national shipbuilding strategy will also deliver a pipeline of more than 150 new naval and civil vessels for the UK government and devolved administrations over the next 30 years. The vessels will include large warships, Border Force cutters, lighthouse vessels and the new National Flagship.

Defence secretary and shipbuilding lead, Ben Wallace, said: "With significant government investment, we will be levelling-up across our shipbuilding, workforce, from shipyard to supplier, from procurement to designer, creating tens of thousands of new employment opportunities, boosting living standards and pay."



How to properly stow and secure cargo containers guidance issued by AMSA

AMSA has recently published stow and secure cargo containers guidance. AMSA aims to remind operators of the importance of stowing and securing cargo containers, and the potential danger to container ships navigating near intense low-pressure systems that occur off the east coast of Australia.

East Coast Lows are intense low-pressure weather systems that occur off the east coast of Australia. These systems are also referred to as complex lows or Tasman lows. Strong southerly winds, when combined with an easterly swell, can create extreme wave conditions where container ships are at risk of losing cargo overboard. In such incidents, swell size and interval may lead to excessive or even parametric rolling resulting in extreme acceleration forces on container stacks.

Guidance for avoidance of parametric rolling states:
One way of reducing excessive accelerations is for the master, as far as possible and practicable, to plan the voyage of the ship carefully so as to avoid areas with severe weather and sea conditions. The master should always consult the latest available weather information.

Cargo Securing Manual
Masters and deck officers must be familiar with the contents of the Cargo Securing Manual including container securing requirements, maximum container stack masses and permissible vertical sequences of masses within container stacks.

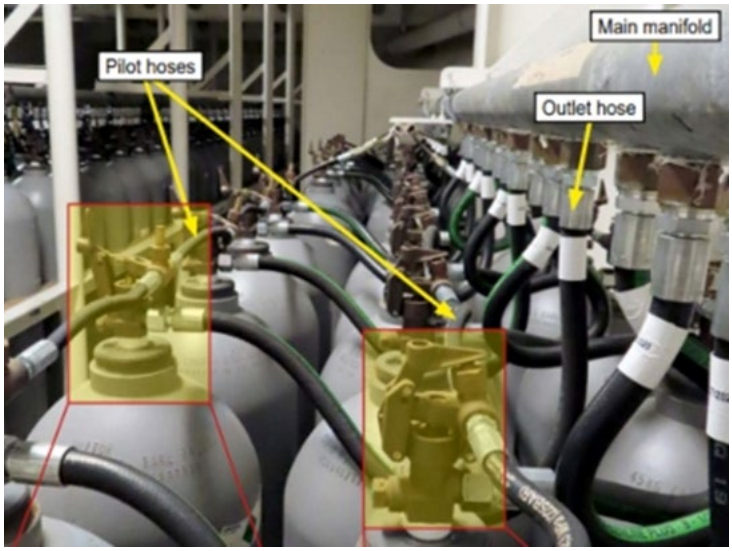
Exceeding the mass limits defined in the Cargo Securing Manual may result in the destruction of lashings and fittings or the collapse of individual containers due to excessive acceleration forces in heavy weather.

Correct application of securing devices
AMSA has recently found instances of twistlocks designed for vertical layering between containers used as base locks even though they were colour coded. On other occasions, AMSA inspectors have found loose or insufficient lashing arrangements. SOLAS requires cargo to be secured 'throughout the voyage' to prevent loss of cargo overboard.

The Cargo Securing Manual specifies the types and correct application of cargo securing devices provided on board the ship. The master is ultimately responsible for verifying securing arrangements and should ensure that officers delegated to carry out this important task are fully aware of the contents of the Cargo Securing Manual.

It should be noted that overtightening can cause damage to lashing points and lashing rods.

Read the full story at **https://bit.ly/35wuO7c** or download the marine notice guidance at **https://bit.ly/3KcpOU3**.



MAIB issues safety warning after discovery of blocked fixed CO2 fire extinguishing system pilot hoses

On 19 September 2021, a fire broke out in the auxiliary engine room on board the Finland registered roll-on/roll-off cargo ship Finnmaster while departing Hull. In an attempt to extinguish the fire, the ship's crew activated the machinery space's carbon dioxide (CO2) fire extinguishing system, but only half of the system's gas cylinders opened. The initial investigation identified that one of the CO2 system pilot hoses was blocked due to a manufacturing defect. Several coupling leaks were also found in the pilot lines.

Safety issues

- The quality assurance processes of the pilot hose assembly supplier failed to identify that the hose couplings had not been fully bored through;
- The onboard installation testing processes did not identify that some of the hose assemblies were blocked and that there were leaks in the CO2 system pilot lines;
- Latent defects may exist in the CO2 fire-fighting systems on board ships supplied with potentially affected hose assemblies delivered from the same batch

Recommendations

Geeve Hydraulics B.V. has been recommended (S2022/105) to provide a copy of the MAIB safety bulletin to all customers supplied with the affected hose assemblies and draw attention to the safety issues and the need for immediate action. It has also been recommended (S2022/106) to amend its procedures to ensure that hose assembly components are procured in accordance with the relevant type approval requirements.

All companies identified as having been supplied with the affected hose assemblies by Geeve Hydraulics B.V. have been recommended (S2022/107M) to take immediate remedial action.

Request for information

To assist this investigation, it is requested that service providers, owners and operators pass details of any blocked pilot system hose assemblies that they find to us.

Download the safety warning at **https://bit.ly/3t7EJco**.

Ban of cybutryne in anti-fouling coating systems effective from 1 January 2023

Photo credit: IMO

The International Convention on the Control of Harmful Anti-Fouling Systems on Ships (AFS Convention) currently prohibits the use of harmful Organotins in anti-fouling paints used on ships. The IMO has published amendments to the AFS Convention, which come into force on 1 January 2023.

These amendments introduce new requirements that ban the future installation of anti-fouling systems which contain a toxic substance called cybutryne. The amendments also include requirements for ships that already have installed an anti-fouling system containing cybutryne.

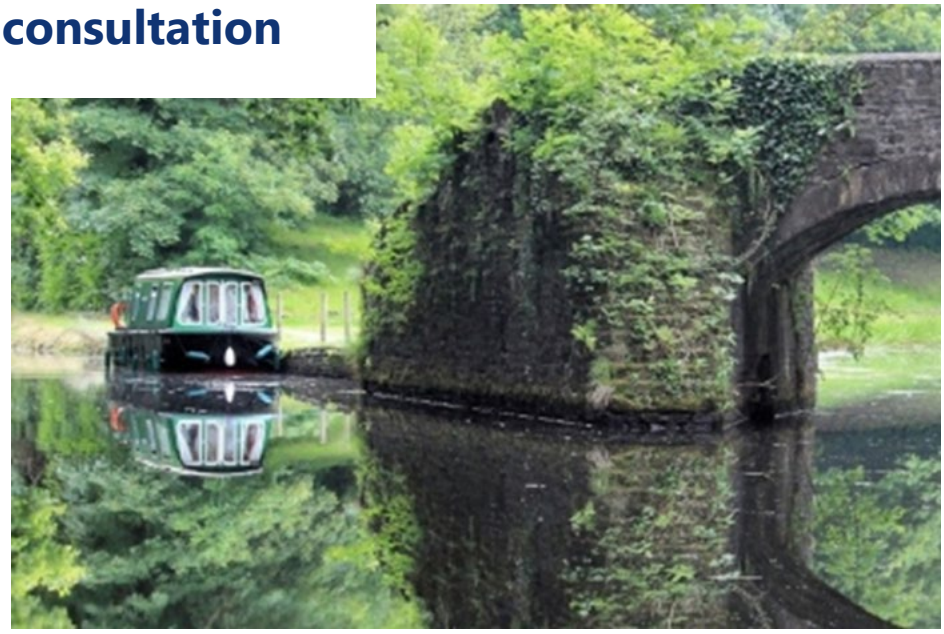
The key amendments include the following requirements:

- All ships shall not apply or re-apply anti-fouling systems containing cybutryne on or after 1 January 2023.
- All ships bearing an anti-fouling system that contains cybutryne in the external coating layer of their hulls or external parts or surfaces on 1 January 2023 shall either: Remove the anti-fouling system; or
- Apply a coating that forms a barrier to this substance leaching from the underlying non-compliant anti-fouling system.

The above actions must be implemented at the next scheduled renewal of the anti-fouling system after 1 January 2023, but no later than 60 months following the last application to the ship of an anti-fouling system containing cybutryne.

Boat Safety Scheme launches public consultation

Image credit: Wilderness Boats



A public consultation has been opened by the Boat Safety Scheme on proposals to a clarified and improved set of BSS examination checking procedures opened. The consultation will run until 31 May 2022.

The revisions to the procedures apply to the examination of privately owned and managed boats in private use, as well boats subject to the 2017 Hire Boat Requirements.

The main focus of this consultation is the introduction of two mandatory BSS requirements:

- on boats with petrol propulsion engines, requiring evidence of recent servicing for any Wilderness Boats conversion of an Electrolux RM 212 refrigerator, BSS check 8.2.2R

- clarification that ferrous/cast iron fittings, joints and components used in LPG pipework are not compliant with BSS check 7.8.3R

It is also proposed to introduce 20 relaxations by reducing some requirements or allowing additional compliance options.

The organisers say that the improvements are both a necessary and proportionate means of risk control that will have a very positive impact on the level of consistency of the application of BSS checks. It is hoped they will significantly improve the uptake of knowledge and understanding of trainees going through the new examiner entry training programme.

For full details about the public consultation and to have your say go to **https://bit.ly/3CYlQvW**.

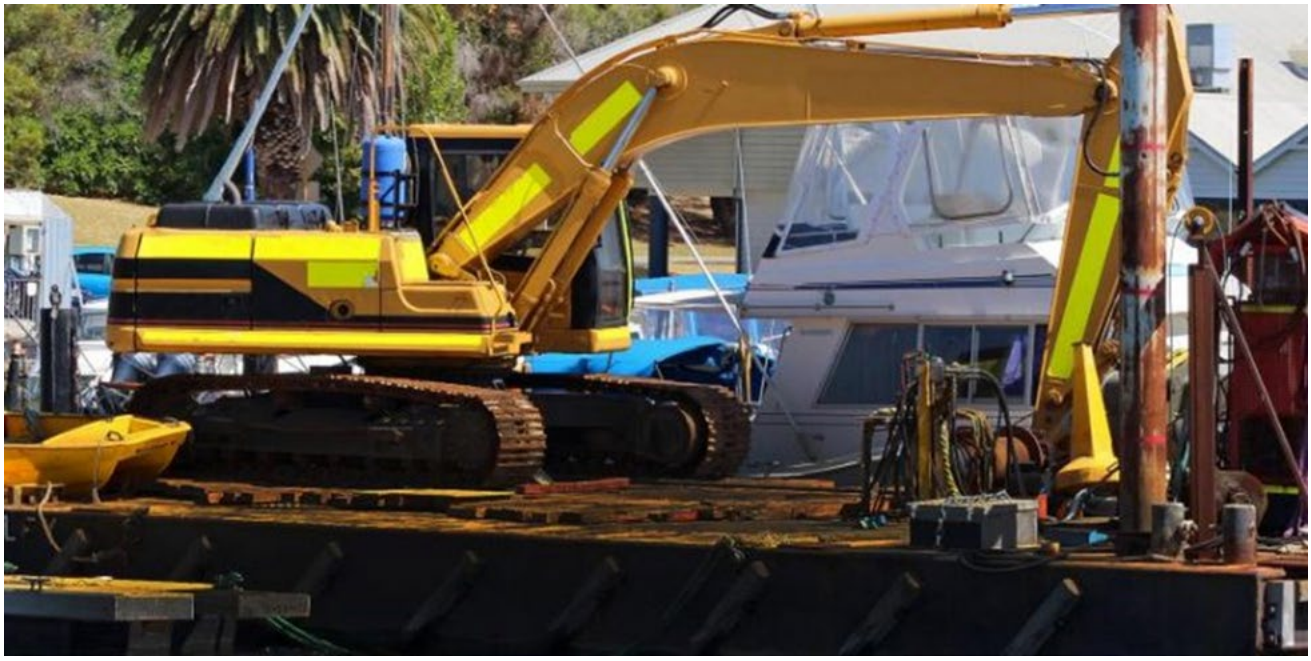


Photo credit: AMSA

AMSA launches campaign to improve construction barge safety

AMSA has launched a new construction barge safety campaign focused on the importance of regularly reviewing risks as part of the safety management system to protect lives on these types of vessels.

All domestic commercial vessels are defined as workplaces in Work Health and Safety (WHS) laws. This includes construction barges which must meet the risk assessment requirements of state and territory WHS regulations, as well as the risk assessment requirements under the National Law administered by AMSA.

"These barges undertake different and high-risk activities daily so owners and operators must always assess changing safety risks," said Dr Michelle Grech, AMSAs Manager of Vessel Operations.

She added, "Regularly reviewing individual risks and reassessing vessel safety management systems to reflect the operation the barge is performing is vital to keeping vessels and people safe."

For this reason, a dedicated campaign website with a range of information and practical advice is available to support owners, operators and individual workers.

Permit To Work should be obtained before going overboard

Furthermore, a series of workshops for barge owners and operators as part of the construction barge safety campaign covering risk assessment will also be delivered, in partnership with state and territory WHS agencies.

These will cover key risk assessment information to help make vessels safer places to work, and how to meet National Law and state and territory WHS legal obligations.

To support the regulations to keep people safe on commercial construction barge vessels, AMSA will be conducting joint focused inspections from 1 May 2022 until 30 June 2022 to assist owners and operators to meet the requirements.

U K S H O R E

DfT launches UK SHORE to take maritime 'back to the future' with green investment

Department for Transport

Thousands of ships, cruises and vessels will become greener and cleaner with £206 million investment to support zero emission sailing and skilled maritime jobs, as part of the UK Government's Shipbuilding Strategy.

Taking steps to cement the UK's role as a world leader in shaping the future of transport, the Government will create its first office purely dedicated to making maritime greener - pioneering new research and development of technology which could make journeys by sea as green as they were hundreds of years ago.

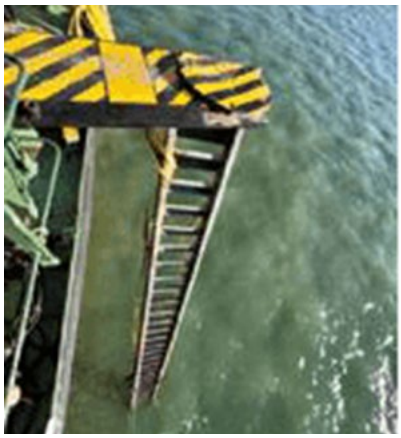
Known as the UK Shipping Office for Reducing Emissions (UK SHORE), the new unit will be housed in the Department for Transport, building on the success of the UK's Clean Maritime Demonstration Competition (CMDC) launched last year.

Dedicated to creating a world free from shipping emissions, UK SHORE will implement a comprehensive R&D programme, including a multi-year clean maritime demonstration competition, and will work in partnership with industry to tackle supply and demand issues with ship building and help build greener vessels – from cruises to tankers and leisure boats.

UK SHORE will also help develop the infrastructure to enable zero emission technologies, and the physical infrastructure needed to power these new-age vessels. The programme will include a multitude of technologies including hydrogen, electric and ammonia, and this funding will place the UK among the leading nations in the development of new and innovative vessels and port infrastructure, supporting its rich maritime industry and coastal communities.

Safety Case Study: Accommodation Ladder Failure

The CHIRP Charitable Trust recently highlighted an underappreciated safety risk: accommodation ladder failure.



In a recent incident reported to CHIRP, a pilot boarded a ship using a combination rig. After their embarkation, and while the accommodation ladder was being recovered, the wire falls parted and the accommodation ladder dropped to the sea and trailed in the water as the vessel was underway to the port. The master alerted the pilot to what had happened when the pilot reached the bridge.

A subsequent inspection revealed that the bolts securing the wire had failed. A full port state control inspection took place the next day following a report on the incident. The accommodation ladder had been inspected by a classification society 18 months earlier. The master undertook remedial action with respect to the accommodation ladder and the fall securing.

CHIRP comments as follows:
The accommodation ladder is often perceived by ships' crews to be less of a risk because it is a robust structure and viewed as a part of the hull's structure. Because of these factors, accommodation ladders can be overlooked when undertaking ladder maintenance, especially items such as the hull fixtures to which the wires are affixed. Like the pilot ladder, it is often difficult for a pilot to fully appraise the safety standards of the accommodation ladder's fittings prior to boarding. This incident shows it is also an area of vulnerability and CHIRP wants to highlight this.

Cargo claims from damage due to water originating from cargo hold bilge systems

The American Club has warned operators to be vigilant in light of a number of recent claims arising from damage caused by water originating from cargo hold bilge systems.

Specifically, the American Club says:

– Debris lodges in the non-return valves fitted in the hold bilge pumping systems, preventing them from operating as designed to ensure that water cannot flow back via the bilge line, into the hold bilge wells and thereafter into the cargo hold;

– Manually operated valves in the interconnected bilge, ballast and fire lines are left open following completion of operations, allowing water to enter the bilge line and into the bilge wells/cargo hold in the event of non-return valve failure.

Taking the above into consideration, vessel crews are urged to adopt the following preventative measures to ensure that cargo hold bilge systems are functioning properly so as to prevent such incidents.

Inspection and testing

– Bilge wells should be cleaned and dry for inspection before loading cargo.

– Records should be maintained in the deck log of inspections and tests of the bilge system.

– Bilge system sounding pipes should be inspected as they can become filled with cargo residues in bilge wells that dry and solidify resulting in blockage. This can be prevented by hosing the sounding pipes with water from deck level or by using a pressured airline to clear the pipe. Cleaning and clearing of sounding pipes should be conducted after cargo holds have been washed and bilges have been cleaned.

– All valves in the drain/bilge system should be checked and labelling kept in good order.

– Ensure that the non-return valves fitted in the cargo holds' bilge pumping system are fully functional. The simplest way to perform this test is to stop the bilge pump for 20 to 30 seconds. If water does not return to the bilge well through the suction pipe, the non-return valve is functioning correctly. Should water enter the hold's bilge, the non-return valve may be stuck, worn or damaged, and should be opened up and repaired.

– If the vessel is fitted with any bilge alarms, they should be tested and confirmed as functioning properly.

– Remotely actuated cargo hold bilge suction valves should be routinely checked to ensure they are functioning properly.

– Any bilge system control mimic boards should be regularly tested to ensure it is functioning properly.

– Bilge soundings should be taken daily and recorded in the deck log.

Significant number of ships do not comply with basic navigation safety requirements is finding from the AMSA FIC

Australian Government

Australian Maritime Safety Authority

AMSA conducted a Safety of Navigation Focused Inspection Campaign (FIC) over the period 1 August to the 8 September 2021 and, extremely concerning, they found that a significant number of ships failed to comply to basic navigation safety requirements.

The campaign focussed specifically on:
- The level of compliance with the safety of navigation requirements of International Conventions;
- The familiarity of the master and officers with their processes for ensuring safety of navigation.

The campaign took place as a core part of AMSA's Compliance Plan for 2021/22 and was scheduled for two months with a target of 200 inspections. Lockdowns in various states, and restrictions implemented to protect AMSA staff and the Australian public, meant that AMSA ceased the campaign early on 8 September 2021, after exceeding its target of 200 inspections.

The FIC results showed that a significant number of ships failed to comply to basic navigation safety requirements. The outcomes and findings were:
- 278 ships were inspected during the FIC.
- AMSA detained 21 ships during the period of the FIC, 7 of which were directly attributed to the safety of navigation FIC. This shows that 33.33% of all detentions during the FIC related to safety of navigation, which is extremely concerning.

Further key findings of the FIC revealed that:
- 63 (23%) vessels were found to have bridge visibility obstructed by cargo gear or other obstructions forward of the beam. Not all observations resulted in a deficiency, with Inspectors noting that some obstructions were minor in nature and did not warrant the issuing of a deficiency;
- 16 (6%) vessels had not executed and monitored their previous voyage in accordance with the approved passage plan;
- 11 (4%) vessels SMSs did not contain guidance on best practice watchkeeping, including appropriate Under Keel Clearance (UKC) and safety contour settings;
- 9 (3%) vessels failed to properly appraise the passage plan prior to its execution, or have the passage plan available on both primary and back-up systems.

Whilst some of the results above are low by percentage, the consequence of these deficiencies can be severe resulting in collision, grounding, and significant pollution incidents.

Recent new and updated documents issued by the Maritime & Coastguard Agency

Issued on 10 January 2022
MSIS 27 - Annex 1 - Under 15 m LOA FV Inspection Regime (Rev. 12/21)
Go to **https://bit.ly/3r85lYQ**

Issued on 12 January 2022
Safety Bulletin 024 - Non-SOLAS Lifejacket Servicing Requirements
Go to **https://bit.ly/3sWs8Jc**

Issued on 17 January 2022
MIN 644 (M+F) - Approval and Acceptance of Electronic Record Books and Recording Requirements under MARPOL (Amendment 1)
Go to **https://bit.ly/3sXnxX2**
MGN 637 (M) - International Code for Ships Operating in Polar Waters (Polar Code)
Go to **https://bit.ly/3HYeSIf**

Issued on 27 January 2022
SI 2022 No. 0041 - The Merchant Shipping (High Speed Offshore Service Craft) Regulations 2022
Go to **https://bit.ly/3vQZR8N**

Issued on 31 January 2022
MSIS 27 - Chapter 2 - Construction, Watertight and Weathertight Integrity (Rev. 01/22)
Go to **https://bit.ly/3tNRDeX**

Issued on 03 February 2022
MSIS 27 - Chapter 3 - Stability (Rev. 01/22)
Go to **https://bit.ly/3tNRDeX**

Issued on 07 February 2022
MSN 1882 (F) - ILO Work in Fishing Convention, 2007 - Minimum Age and Protection for Young Persons on Fishing Vessels (Amendment 2) – plus Annexes A and B
Go to **https://bit.ly/3MFSLty**

Issued on 09 February 2022
The High Speed Offshore Service Craft Code
Go to **https://bit.ly/3sWloek**

Issued on 11 February 2022
MGN 580 (M) - Fire Protection - Fire Retardant Treatments for Fabrics - Equivalent Testing Standards for Large Commercial Yacht Code (Amendment 1) – plus Appendices 1, 2 and 3.
Go to **https://bit.ly/35K0Rkk**

Issued on 14 February 2022
MGN 659 (M+F) - The Merchant Shipping and Fishing Vessels (Entry into Enclosed Spaces) Regulations 2022
Go to **https://bit.ly/3J3fb5N**
SI 2022 No. 0096 - The Merchant Shipping and Fishing Vessels (Entry into Enclosed Spaces) Regulations 2022
Go to **https://bit.ly/3I3LsZc**

16 February 2022
MIN 593 (F) - Vessel Modifications: Pre-Approval by MCA (Amendment 1)
Including Annex A – Common Modifications Requiring Prior Approval and Annex B – MCA Marine Offices
Go to **https://bit.ly/36iY0ik**

18 February 2022
MGN 35 (M+F) - Accidents when Using Power-Operated Watertight Doors (Amendment 1)
Go to **https://bit.ly/3q2dG06**

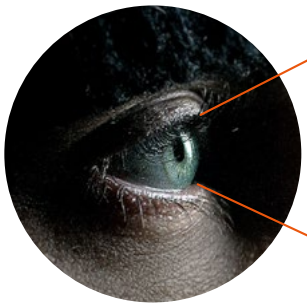
21 February 2022
MGN 669 (M+F) - The Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 2010 as Amended – including Annexes 1 – 7
Go to **https://bit.ly/3t8Fke5**

04 March 2022
Annex 17 - Aide Memoires for the Survey and Inspection of Fishing Vessels (MSF 5549 Rev. 03/22)
United Kingdom Instructions to Surveyors - MSIS 27
Annex 17 - Aide Memoires for the Survey and Inspection of Fishing Vessels (MSF 5550 Rev. 03/22)
United Kingdom Instructions to Surveyors - MSIS 27
Annex 17 - Aide Memoires for the Survey and Inspection of Fishing Vessels (MSF 5551 Rev. 03/22)
United Kingdom Instructions to Surveyors - MSIS 27
Go to **https://bit.ly/3r85lYQ**

07 March 2022
MGN 624 (M+F) - The Merchant Shipping and Fishing Vessels (Health and Safety at Work)
Carcinogens and Mutagens) Regulations 2007 as Amended (Amendment 1)
Go to **https://bit.ly/3I3hR2d**

MGN 556 (M+F) - The Merchant Shipping and Fishing Vessels (Safety Signs and Signals) Regulations 2001 (Amendment 1)
Go to **https://bit.ly/3CTTLGh**

08 March 2022
Safety Bulletin 027 - Incorrect Marine Equipment: Retro-Reflective Materials Manufactured by WRS
Go to **https://bit.ly/3CD971w**



What caught my eye...

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

A glimpse into the electric future of boating

I was fascinated to read an article by Craig Ritchie, an IBI correspondent, in which he highlighted the growing relevance of the mega Consumer Electronics Show in Las Vegas to the boating industry, not a connection one would necessarily make.

Whether looking to integrate the latest high-tech engineering into new product designs or seeking new ways to utilise digitisation in the workplace, a growing number of manufacturers from the leisure marine sector are looking to the annual Consumer Electronics Show (CES) in Las Vegas as the place to exhibit for future growth.

Richard Kowalski from the Consumer Technology Association, said, "The boating industry is steering towards an electric future. CES is a platform for companies to spotlight their vision for the future."

He said, "Boat industry manufacturers exhibiting at CES 2022 are highlighting advances in autonomy, similar to the automotive industry, which directly speaks to that enhanced consumer experience. Boats are increasingly equipped with advanced driver assistance systems and other intelligent features that make piloting safer and easier."

If you thought an electric boating future was just a pipe dream, clearly it is not.

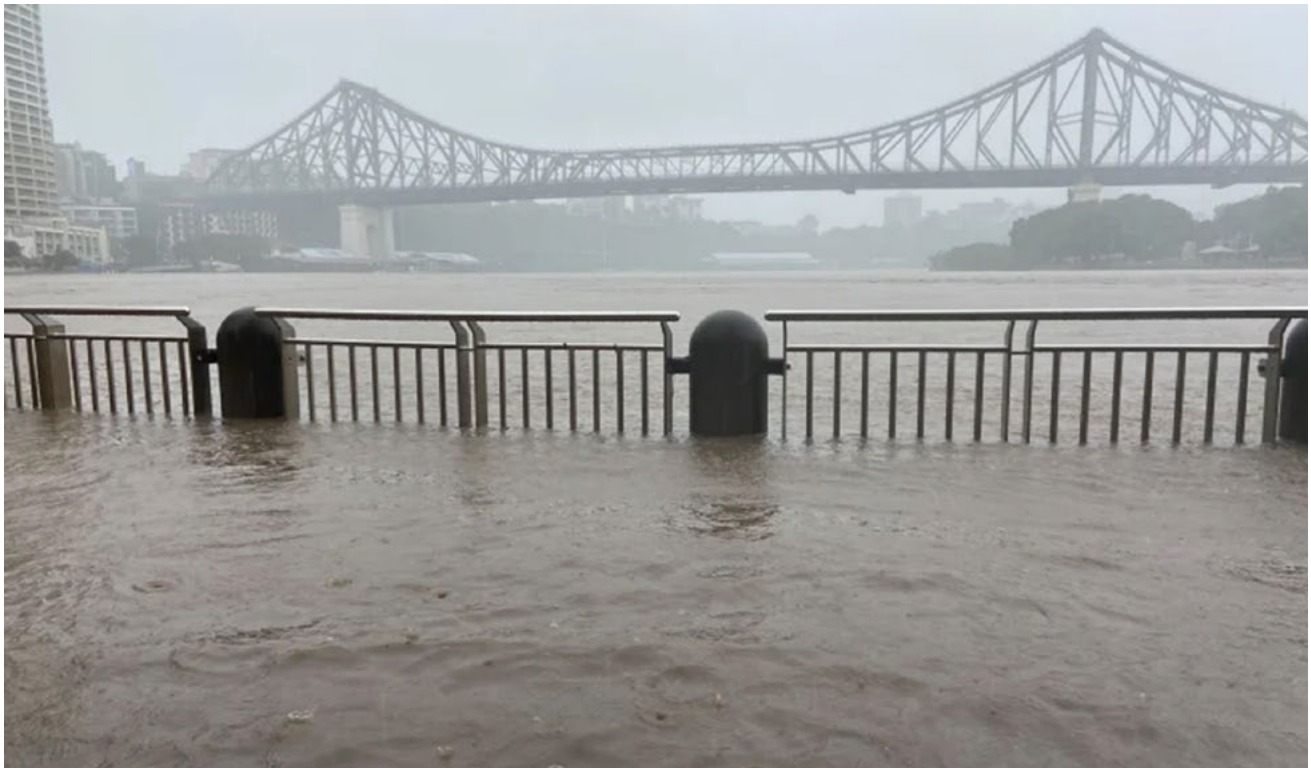
Shackleton's lost ship is found in the Antarctic

This piece of news has been well reported in recent weeks, so you may already be aware that scientists have found and filmed one of the greatest ever undiscovered shipwrecks 107 years after it sank. The Endurance, the vessel lost by the Antarctic explorer, Sir Ernest Shackleton, was found at the bottom of the Weddell Sea in a well-preserved state.

Disaster struck when Endurance became trapped in pack ice and was slowly crushed before the shore parties could be landed. The crew escaped by camping on the sea ice until it disintegrated, then by launching the lifeboats to reach Elephant Island and ultimately South Georgia Island.

Even though it has been sitting in 10,000ft of water for more than a century, we are told that the ship looks just like it did on the November day it went down. Its timbers, although disrupted, are still very much together, and the name - Endurance - can clearly be seen on the stern.

"Without any exaggeration this is the finest wooden shipwreck I have ever seen - by far," said marine archaeologist Mensun Bound, who is on the discovery expedition and has now fulfilled a dream ambition in his near 50-year career.



‘Rain Bomb’ engulfs Australia

Brisbane under water. Photo credit: Fairfax Media

Although this short article is not directly related to the marine surveying profession per se, it is a human-interest story that grabbed my attention as it will yours. And I have no doubt that, in time, surveyors will be called in by insurance companies to assess damage to yachts, boats and other marine assets damaged by the floods. In the UK we have recently experienced devastation caused by storm Eunice with wind speeds touching a record 122 mph on the south coast. But what appears to have happened in Brisbane and the surrounding area moves things to another level.

Days of downpours have pummelled Queensland and New South Wales we are told. The authorities have described the wild and extreme weather as “waves of water just coming down.”

I read that at least nine people have lost their lives as a result of the flash flooding that has battered Australia in the past few days, with the wild weather forcing residents to evacuate and schools to close, while thousands of homes have been left flooded out.

Queensland has been hit the hardest, with torrential rain engulfing towns and slowly moving south to engulf the state’s capital, Brisbane. Photographs and videos showed the Brisbane River extremely swollen and many streets severely flooded, with extensive damage to roads, buildings and vehicles caught in the downpour.

RNLI Fowey finds over 50% of flotation devices faulty or condemned at a recent lifejacket clinic

This story, alarmingly, is not the first of its kind to reach IIMS and is one that I am just as flabbergasted by this time around as I was the first time. A similar lifejacket clinic held at Eastbourne a couple of years ago also revealed a high level of defective flotation devices, some with serious flaws. But it seems the public is not listening and learning. Why?

Photo credit: RNLI

A recent lifejacket clinic organised by Fowey RNLI found an astonishing 50% were faulty or condemned. The lifejacket clinic invited a team from Ocean Safety Ltd in Plymouth to carry out vital safety checks on a total of 169 lifejackets.

Over 50 per cent needed a critical safety part replacing, Fowey RNLI says, meaning if they had been used in an emergency they may not have worked and could potentially have caused loss of life. Eleven lifejackets were condemned outright as being unfit for use. A further 51 needed new capsules, and 26 required replacement cylinders, both of which are critical elements in a fully functioning lifejacket.

Fowey RNLI Lifeboat station operations manager, Chris Ogg, says it is extremely important to have lifejackets or any personal floatation devices regularly checked and serviced.

I frankly do not know why anyone would take to sea without being sure their lifejacket was in service and likely to work effectively in the event it was needed. I would urge marine surveyors around the globe to remind anyone they meet onboard to ensure they check and service their lifejackets and personal flotation devices regularly (if required). It is an essential and helpful service a marine surveyor can provide to his/her clients.

The Wild Oysters Project aims to teach 12,000 students about the ocean

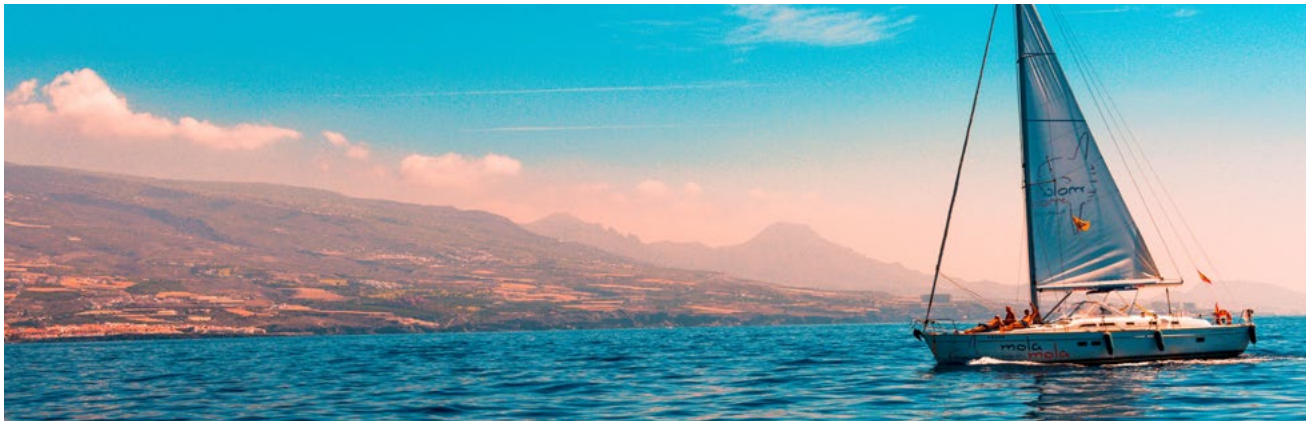
In these dark times, here is an inspiring story to end with this month. The Wild Oysters Project is an ambitious restoration project which is working to help restore healthy, resilient coastal waters around the UK. In doing so, it plans to educate over 12,000 younger students about the ocean through a new education programme.

Inspiring children to protect the oceans, the education packs (created by conservationists and education specialists at the Zoological Society of London (ZSL) and the Blue Marine Foundation (BLUE)) support the national science curriculum and encourage children (aged 8-14 years old) to care for the marine environment and spread the word about the importance of a native oyster population in the UK.

Celine Gamble, Wild Oysters Project Manager, ZSL said; "Across the UK, native oyster populations have declined by over 95 percent. Despite their small size, oysters are capable of filtering 200 litres of water a day helping to clean our seas. Healthy oyster reefs are hugely productive and support an array of marine biodiversity."

This would appear to be a very worthwhile project and I applaud the initiative of those behind this project. Influencing young minds in a positive fashion at an early age can only be a good thing.

That's all for this month.



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