

IIMS

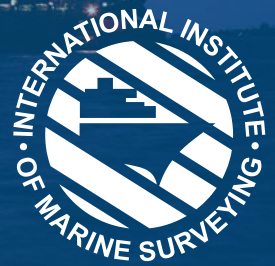
SEPTEMBER 2022

NEWS BULLETIN

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 *fr* *m* the HELM

Dear Colleague

The UK weather this summer, as in other parts of the world, has broken all sorts of long-standing records and looks like continuing into the autumn. There have been serious water shortages here and in Europe too - and drought - coupled with record temperatures to cope with. It seems that the number of UK boaters taking to the water has also reached record levels too - that's the finding in a recent British Marine survey, details of which are published in this bulletin. Somewhere along the way there must consequently be a silver lining for yacht and small craft marine surveyors, one would hope.

My personal thanks to all those who participated in the recent IIMS membership survey, the first for four years. So much has changed in our world over that time and it was important to get feedback. The results are displayed in the news bulletin for you to study along with a selection from the hundreds of verbatim comments that were given. There is no doubt that the survey findings will help us to shape the future path for IIMS. Although there is much love and respect shown for IIMS, it was interesting for me to note some of the verbatim comments that I feel require further clarification. I will attempt to do just that over the coming weeks. For example, one long standing member commented that he never knew he could use the IIMS logo on his website and in his marketing material. Several others mentioned their disappointment at not being able to get a hard copy of the Report Magazine. You absolutely can! Let me tackle these and other points from the findings and report back.



The September Report Magazine, edition 101, is published today. As always, I recommend the publication to you and this edition is another cracker. Apart from the usual mix of marine and member news and safety briefings, there are two topics that come under closer scrutiny in this issue. The first is antifouling and biofouling. There is a lot of activity going on in this sector currently and there are several articles devoted to this topic. The thorny issue of container stack collapses will not go away. Again, there are a couple of features related to this item. I hope you will find enjoyment from reading this issue, but more importantly that you will learn something of relevance to help you in your day-to-day work and enhance your knowledge base.

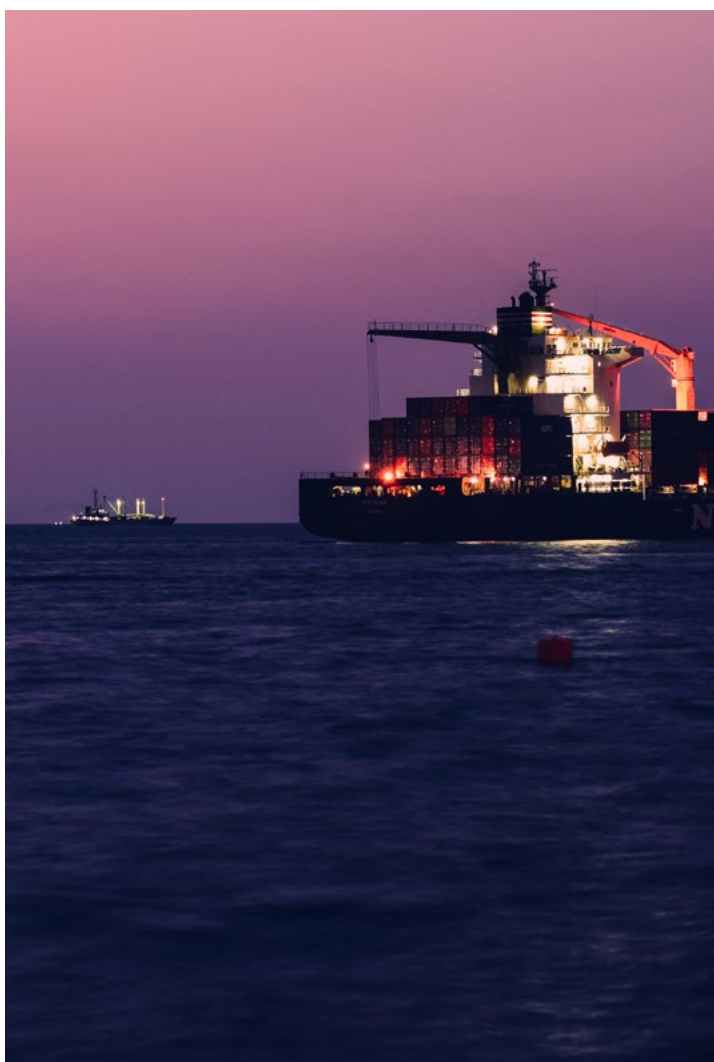
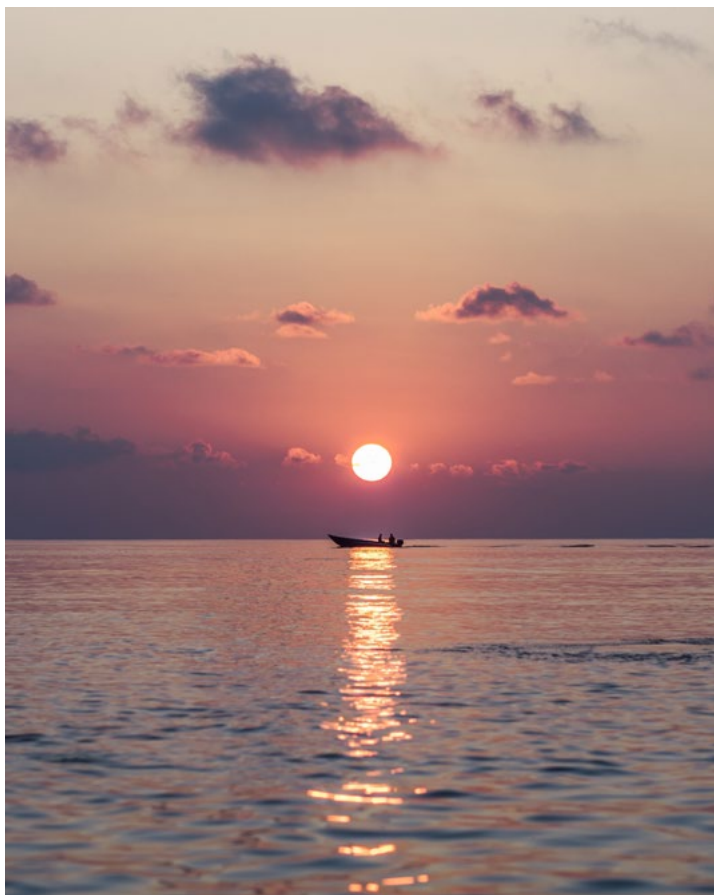
I must confess to being hugely frustrated when I read the accident investigation report issued last month by the Norwegian Safety Investigation Authority (NSIA) into the fire onboard 'MS Brim' in the outer Oslofjord on 11 March 2021. Seemingly it was just another fire onboard a vessel, of which (as you will know) there have been rather too many in recent months. But this one involved lithium-ion batteries, which is what ignited my interest (pardon the pun). By the time I had read the edited version of the report and digested the extensive list of recommendations made to the Norwegian Maritime Authority, which incidentally I presume should be noted by other maritime regulators around the world too, I was frustrated. The outcome is you can read the short version of the report in this bulletin (with a link to download the full report) coupled with an opinion article I have written, entitled '**Lithium-ion batteries – should we be concerned?**'

The thoroughly vexing issue of dying in enclosed spaces is another subject that troubles me and many others in our industry. In this day and age, no-one should die in an enclosed space. But there has been a recent spate of reports of people dying in exactly those circumstances and, as a marine surveyor, you are potentially directly in the firing line. Captain Michael Lloyd, friend of IIMS, knows a thing or two about this topic and contacted me keen to write a short article about it. You can and should read it - see elsewhere in this bulletin. The title '**Marine Surveyors: Your Life in Their Hands**' probably says it all. Please be sure to read it and note the content.



Survey well.

Mike Schwarz
Chief Executive Officer

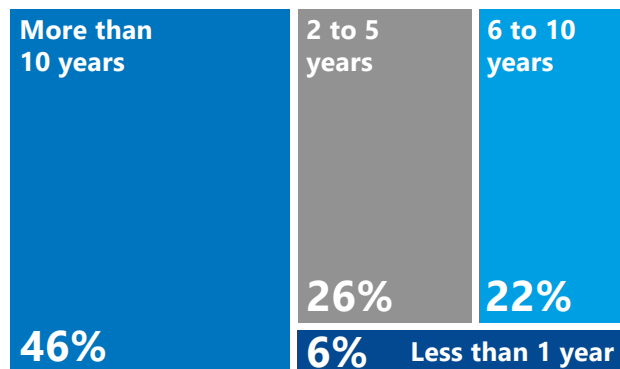


Results of the IIMS Membership Survey

CONDUCTED IN JULY 2022

A total of 251 online surveys were returned representing nearly a quarter of the membership, an increase of over 20% on the last survey conducted in 2018.

Q1: How long have you been a member of IIMS?



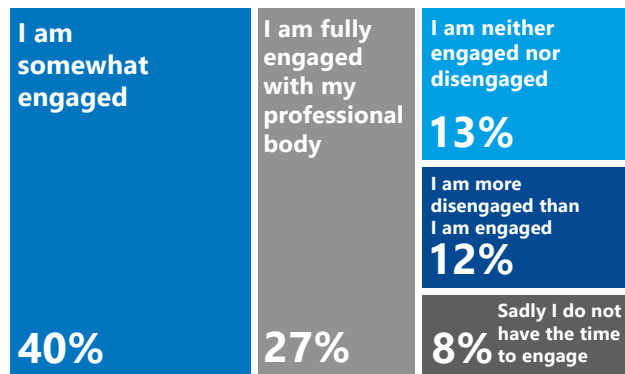
Comment: Of those who responded to the survey, nearly half (46%) had been in membership for more than ten years.

Q2: Why is your membership important to you and what are your main motivations for being a member?



Comment: The value of being able to show membership of a professional surveying organisation was chosen by 78%.

Q3: What is your level of engagement with IIMS would you say?



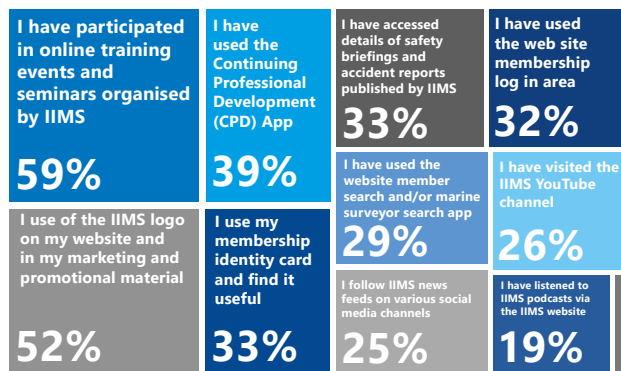
Comment. In total 67% said they were either fully or somewhat engaged with IIMS.

Q4: How would you rate the range of IIMS membership benefits?



Comment: The recall of membership benefits offered by the Institute was very high indeed at 87%, although 42% said they rarely take advantage of them.

Q5: Which of the following membership benefits have you taken advantage of?

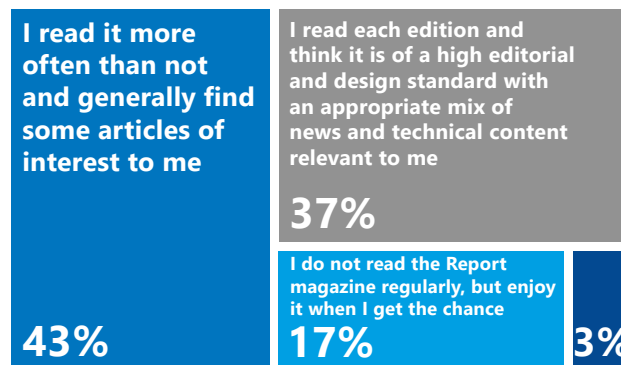


Comment: No real surprises when asked which membership benefits were of the greatest value. Training came top at 59% and the ability to use the IIMS logo a close second with 52% stating its importance.

2%

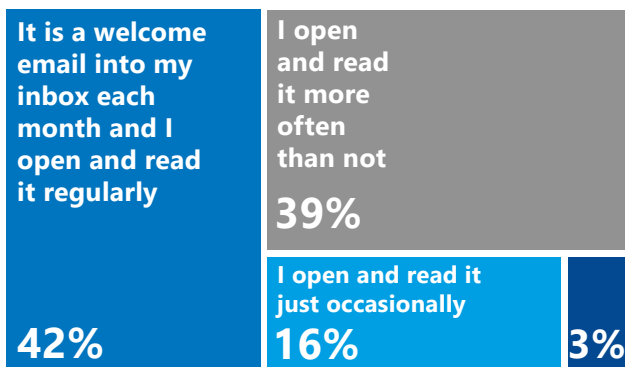
I have used the IIMS membership network to pass on survey work to others during the pandemic

Q6: Please give your opinion about the quarterly Report Magazine?



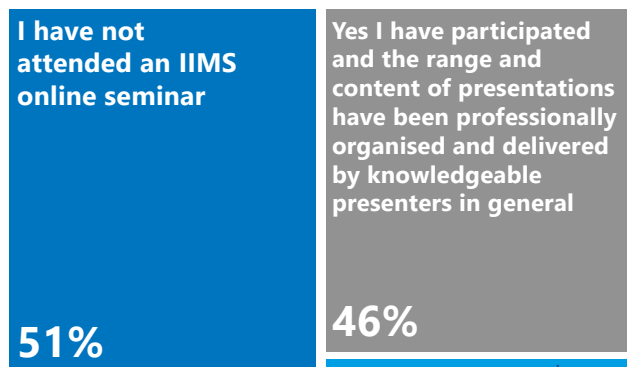
Comment: The approval ratings for the Institute's quarterly Report magazine were very high with 80% reading every edition or reading it more often than not. 37% said they read each edition.

Q7. Over the last year the monthly News Bulletin has grown in size and stature, featuring a lot more topical marine news. Please give your opinion on this electronic publication.



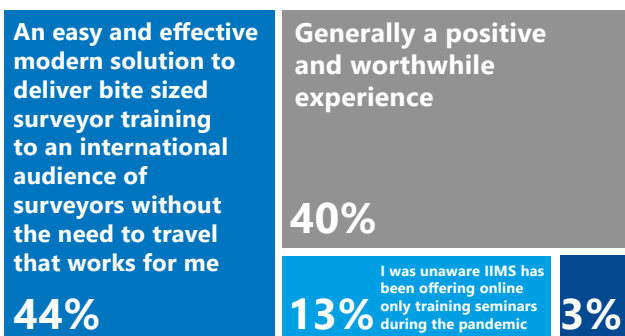
Comment: The monthly news bulletin scored higher still than the Report Magazine. In total, 81% said they welcomed the bulletin into their inbox each month, or read it more often than not with 42% saying they read it regularly.

Q8. During the height of the pandemic, IIMS offered a semi-regular series of online Zoom seminars. If you participated in any of them, what was your overall impression?



Comment: The split between those who have and have not participated in an IIMS online training event was split almost 50/50.

Q9. Thinking about online seminars, what is your opinion about this method of delivering training?



Comment: Perhaps unsurprisingly given the development of online platforms such as Zoom and Teams, delivering remote training is now far more acceptable to the majority of surveyors than it used to be.

Q10. IIMS is considering resuming face-to-face training events around the world. What is your opinion about this?



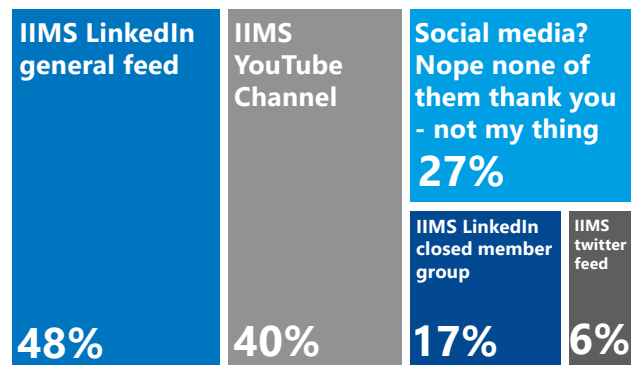
Comment: It is overwhelmingly clear from the response to this question with 64% saying future events should be hybrid and have an online joining option. Clearly the way to go.

Q11. IIMS is considering organising a high-profile London Conference in summer 2023 (just like in the old days). Do you think you may wish to attend and if so, in what capacity?



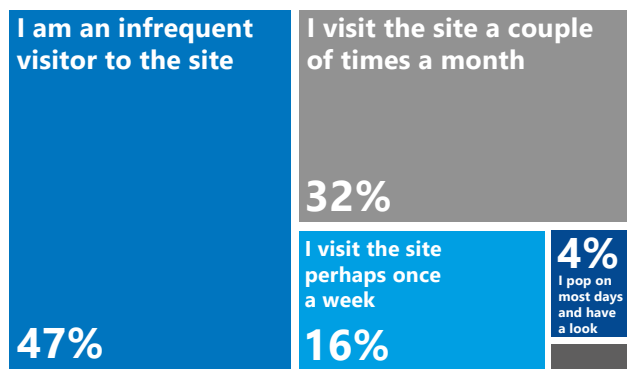
Comment: Once again, when asked a direct question about attending a future London event, the majority (48%) indicated their preference for an online option.

Q12. Which IIMS social media channels do you choose to use and follow?



Comment: The popularity of LinkedIn has been understood for a while, but it was a welcome surprise to see the IIMS YouTube channel being followed by 40%.

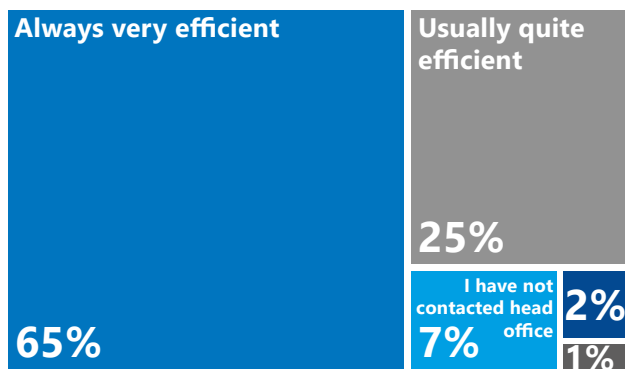
Q14. Thinking about the high-performing and busy IIMS website - www.iims.org.uk - how often do you visit it?



Comment: It is of concern that almost half the membership (47%) are infrequent visitors to the website. There is work to do to persuade members of the value of the website.

1% I never visit the IIMS web site

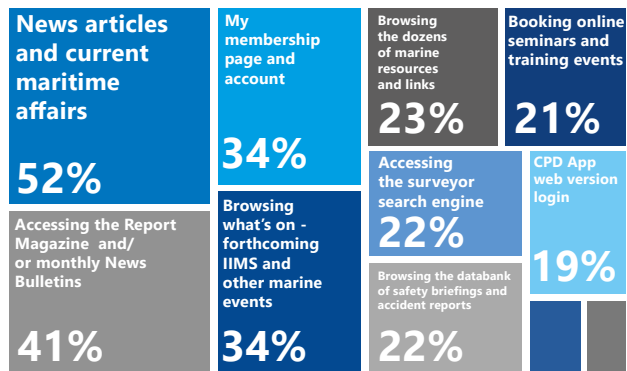
Q17. When you have had contact with the IIMS head office, how helpful and efficient have we been in dealing with us?



Comment: The head office team were given a resounding vote of thanks with 90% saying the team is always (65%) or usually quite efficient (25%).

2% Difficult to deal with
1% Not very efficient

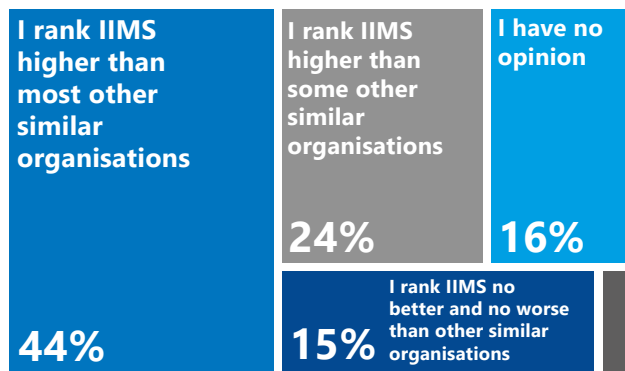
Q15. Staying with the website for a moment and, assuming you use it, which areas are of most interest to you?



Comment: The obvious 'candidates' topped the survey, but looking down the list, browsing what's on (34%), browsing marine resources (23%) and browsing safety briefings (23%) all made a good showing.

5% Browsing the databank of copyright free images offered by IIMS
4% None of the above as I do not visit the IIMS website

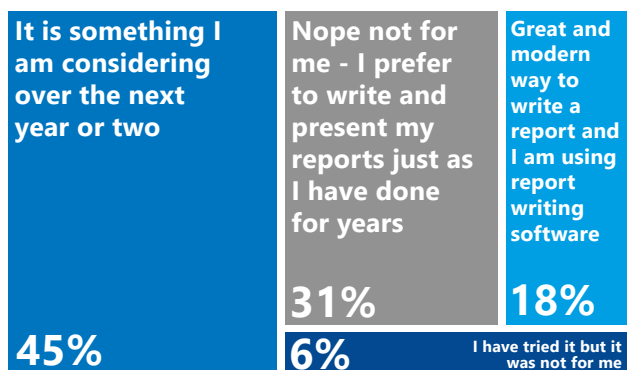
Q18. When you think about other marine surveying (or similar organisations) that you belong to, or know of, how highly would you rank IIMS?



Comment: The overall approval rating for IIMS was high with 68% stating they ranked IIMS higher than most (44%) or some other organisations (24%). Surprisingly 16% had no opinion.

1% I rank other organisations higher than IIMS

Q16. At this time IIMS does not recommend any specific report writing software. But we are interested to know your thoughts on this subject.



Comment: This question drew some interesting verbatim comments about report writing software. Still the majority are considering it (45%) with a further 31% saying it is not for them. However, 18% are actively using software.

Mike Schwarz, Chief Executive Officer, shares his thoughts on the findings in the following statement.

“ Firstly, a big thank you to all those who took time to complete and return the survey. It shows that there is strong member engagement with over 250 making time to do so. My initial thoughts having seen the results and studied the verbatim comments at length are that there is a lot of love and respect for IIMS, and acknowledgement for the effort my team and I put in to create an innovative forward-thinking organisation befitting its members. Whilst that clearly is the case, there can be no room for complacency and still more is to be done to further the credentials of the Institute and its members to the wider maritime world. We have the desire to further improve what we do for our members and how we do it.

One or two findings surprised me. Although not a massively high score, to know that members are using the IIMS network to move surveying jobs round to other

members is encouraging. I always wondered if anyone searched the databank of safety briefings, or browsed the myriad of marine resources, or downloaded and listened to the podcasts; but the survey says you do – so we will make more! And the number of members following the IIMS YouTube channel means we will create more content as well.

The high approval ratings for our communications vehicles – the Report Magazine and monthly News Bulletins - are especially gratifying, not least for me as I enjoy editing both. This would seem to be a ringing endorsement that our two main communications channels, which are high on topical and relevant editorial content, are perceived to have value and are enjoyed by the vast majority of members. My personal goal is to encourage more members to visit the website more frequently.

Perhaps the most telling findings relate to the future of face-to-face conferences and events. There is some appetite for such gatherings, but the overwhelming majority would prefer events to be hybrid so that they may join online. More than a few said they were still nervous about travelling. Food for thought.

The findings of this research will help shape the future IIMS strategy for the next three years.



Verbatim comments from the IIMS Membership Survey 2022

In the 20 years of being a member I have seen the ebbs and flows of the IIMS, good and bad, but I think that in its current form, the Institute is the most professional and engaging it has ever been.

They (online seminars) are very expensive, and I don't understand where all the money goes to and to what end.

I want to say thank you. It was a great networking opportunity and maximized my contacts and clients. Also, other surveying companies sometimes recognize me because I am an IIMS member. Being an IIMS member helped me to know others and meet other IIMS members.

Extremely efficient always. My business would not operate without HQ.

Because in America people speak very well of IIMS and it seems important to us to belong.

I used to find the printed Report more comfortable to read and refer to. There is so much nowadays on electronic platforms that I prefer having a printed magazine in my hands.

I am satisfied with what the IIMS can do for me. I'm working in an area where no colleagues are close by so my job is quite solo and therefore I would like to restart the face to face meetings.

Always helpful and professional (head office team).

Grateful the IIMS is there to support members. Keep up the great work.

The cost of courses is too high to incentivise me to undertake some of them, please try and reduce these costs.

Great leadership and innovative thinking are a real strength. Well done IIMS.

I do not think that any other marine surveying organisation has the depth, resources and credibility that IIMS enjoys. This has taken many years to establish.

The Institute is raising awareness of standards required in the marine surveying profession and I believe that is very important for the industry.

In the last 10 years of membership I have rarely benefitted from the membership.

My IIMS membership and my eCMID Accreditation have helped me to get in touch with my main clients and I would most likely not be able to work as a full-time Marine Surveyor without the membership and the accreditation.

IIMS has been excellent for me. Educational, informative, giving advice in business, politics and much more.

I am an Australian member so distance, especially in recent years, makes engagement difficult.

I believe that being a member of the IIMS gives me more credibility in an increasingly competitive marine industry where wooden boat surveying and restorations are a growing market.

Keep up the good work, much appreciated.

I greatly regret not being more involved with the IIMS as I have always enjoyed the interaction with colleagues. However, time constraints are the only reason why I do not participate more.

Very great professional body. Thank you very much for all!

I would be happy to be more engaged with IIMS. However, living in Australia can make it difficult.

I think overall the IIMS do a great job and provide value for members.

I think the Magazine is BRILLIANT!! and always enjoy the content even if many of the articles are outside of my experience.

Mike and his team are doing a great job and salutes to their professional approach.

IIMS gives access to a wide range of surveying resources.

The website is invaluable and always interesting.

Can we have IIMS stamps with numbers for our reports?

I am very proud to be an IIMS member. The Institute has grown from strength to strength over the past few years.

Most important is the knowledge fund that IIMS has.

It is an honour to be a member of a great organisation.

The Report and newsletters are excellent.

IIMS helps us to remain updated in the marine survey profession.

Dealing with the office is so easy and everybody is so helpful. Thank you.

I would like to congratulate you on this feedback survey. I'm sure that it will help you to improve your service to members. Good luck in the future.

Thank you for all your hard work in promoting us as surveyors and our profession to the wider world

Long may IIMS continue.

Really appreciated the online seminars especially as I am bit more remote than a lot of the members. One of the few good things to come out of Covid!

A pleasure to work with head office.

The CPD points have gone too high to achieve with the types of surveys that I carry out.

You make great publications.

Nothing but positive experience for a crew of talented cat herders.

It would be nice to receive upgrade invitations.

The online CPD programme is first rate.

In my experience having worked with other CA's the IIMS has clearer standards as per my personal view and an effective and fast response.

The online seminars are of good quality and informative.

IIMS membership is a valuable asset to my career.

Great to keep up with the ever changing field of surveying and find IIMS to be on the cutting edge of this field.

I'm glad that the IIMS is working in the background to make marine surveying more recognizable and influential.

The website is great.

Letters after my name have helped in assorted ways.

I would like to see a day when surveyors must be a member of an organisation like IIMS to be allowed to practice, thus enabling the creation of a basic industry standard in all levels of surveying, which currently does not exist.

IIMS offers more and works harder for its members than any organisations I am familiar with. IIMS provides the most significant contribution to our industry. Thank you.

To raise the standard of marine surveying and in doing so public awareness as this is a skilled trade.

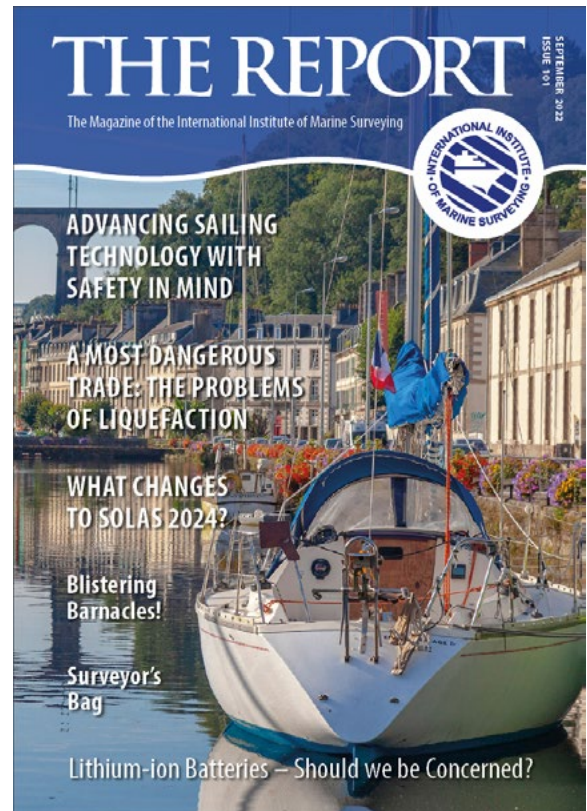
If you continue to shake the tree - as you are - you have awoken the SAMS bunch into trying, but not getting even close to what you are producing. I have complained twice or more about issues with SAMS and had no feedback about educational items from international sources. This year they have made it almost impossible to pay for insurance if you are not from the US. Even though I pay my dues for both, I feel better supported by the IIMS.

The Report Magazine September 2022 – edition 101 – published

The key feature highlights of this edition of the Report Magazine are:

- What changes to SOLAS 2024?
- Blistering barnacles! The sticky problem of biofouling
- Modernising the handling of Safety Management Systems for better efficiency
- Advancing sailing technology with safety in mind
- Eliminating the risk of container stack collapses
- Britain's historic little ships
- Time for transparency about accidents
- How independent are you?
- Marine safety must never become a box-ticking exercise
- Decarbonisation and Alternative Fuels FAQs

To read the Report Magazine in pdf or eReader formats go to <https://bit.ly/2WQToSu>.



Marine professionals converge at Dubai event and AGM



On June 28, Advanced Watertek and the International Institute of Marine Surveying (IIMS) UAE branch jointly hosted an event at the Dubai International Seafarers Centre, in association with the UAE chapter of The Company of Master Mariners India (CMMI).

The evening, which also doubled up as the Annual General Meeting for IIMS, saw fleet managers, technical superintendents, marine surveyors, oilfield operators, chief engineers, and captains from leading marine and offshore companies in the UAE attend and enjoy the knowledge sharing and networking sessions.

Informative presentations were shared by Unnikrishnan Nair of

American Bureau of Shipping (ABS) and Melvin Eldin, Manager, Advanced Watertek on 'Hybrid Power Systems in the Offshore & Marine Industry', and the 'Role of Water in our Journey to Sustainability', respectively.

Rising global concerns about the maritime industry's carbon footprint has stirred interest at multiple forums. Various challenges in implementation and measurement were discussed during the event, as Mr Nair of ABS stressed the importance of focusing on the end-goal of sustainability while laying the foundation for it now. Mr Eldin stated, "It was truly a lively evening with informative presentations for a responsible future. A lot of questions raised by the attendees were certainly thought-provoking".



Marine Surveyors: Your Life in Their Hands

*An opinion article by Captain Michael Lloyd, RD**, MNM, CMMar, FNI.*

First a question for you. If an acquaintance calls you and asks for \$20,000 immediately and says he'll give you back \$50,000 next week on a sure investment, do you go ahead and give him the money? Hopefully not without carefully checking him and the investment out first. So why are so many of those who board strange ships more concerned with their money than with their lives?

As a Captain for many years, it always struck me as strange that those from ashore boarded and entered confined spaces totally putting their lives in our hands with no check whatsoever that we knew what we were doing. These days, regardless of what various agencies try to tell us, we know that standards of seamanship and safety are in decline, so it is more important than ever you take care of yourself.

As professionals, you are in the position of making your own decisions but to do this you need information. This can start before you board the ship. The first is a check list. This can be personal or if working for a company, then a standard checklist. Either way this should be sent to the ship before arrival with the warning that should this not be completed in a satisfactory manner, then any intended boarding will not take place.

The check list should include:

Ventilation.

Is the ventilation mechanical or natural?

How long has the compartment been vented for?

Is the ventilation through ventilation?

Has the bottom of the space been ventilated?

How deep is the space?

Is the space illuminated?

What are the current oxygen readings at the bottom, midway and at the top.

If the space is horizontal vertical or a mix of both?

Is it illuminated?

What cargo is carried in the vicinity?

Has the space been tested for any gas present?

Is the ship equipped with dedicated rescue equipment?

Has the crew been trained for rescue?

Most important of all, does the ship have a self-breathing resuscitator?

While a number of these questions will most certainly be answered in the negative, at least you will be able to make your own informed judgement. One day we will get round to a system where the ship must verify the space is safe for entry and that a stated list of pre-entry measures has been taken through a written certification that contains the date, the location of the space, and the signature of the person providing the certification. That would certainly concentrate the minds of those on board, but we will all be dead, hopefully of natural causes, before the IMO gets round to that. At least by sending the ship the questionnaire before arrival, you will have the chance to state what additional measures you want to be taken before your attendance.

Meanwhile we must concentrate our own minds on putting your life in your hands rather than what probably will be a poorly trained crew with no dedicated enclosed space equipment, standing around peering into a dark hole in the deck. Always assume the worst-case scenario, then you may just be pleasantly surprised.

The chances are you will know the port you are working in, but not always. What do they have in the way of enclosed space rescue equipment and training? Worth checking. If you are attending in dry dock, hopefully the ship will have a specialist enclosed space company directing, under the Master, enclosed space operations. If they haven't, then ask why not.

How about your equipment. You should never trust the ship's equipment. Two years ago in Norway, a crew member was given a gas/oxygen meter that did not work, had never been calibrated and was last maintained 3 years before. He died. The accident inquiry personnel did not even test the equipment. The company said they would improve their procedures and that was the end of that. A typical marine accident report glossing over the fault of others.

Back to you again. Take your own gas/oxygen meter. What about EEED? This could save your life by giving you time to get out of a dangerous situation. If you collapse, assuming they can get to you in time, how are they going to get you out? An escape harness is the answer especially if there is a vertical lift required. Few vessels are equipped with these as, to use the marine industry safety watchword, it is 'not required by legislation'. Most ships don't know that safety helmets have a life span. Take your own, preferably with a good light attached.

What about the ship's communications? Do the walkie talkies work in the space? Does the ship even know if they do? Does the ship have a rescue team standing by?

For many of you, what I have said is what you already know, but it does no harm to remind those who are about to venture forth onto these ships. On ships such as a ferry, you may know the ship and those on board well, on other occasions you have no idea what to expect. It is hard to judge. Some old hulk propping up the jetty may have it all in hand and a good Chief Officer and Captain who ensure that things are still done correctly. On the other hand, it could be a new ship being run from the office with little regard for the abilities on board as long as they have certificates and do what they are told. What you do know is that you want to go home that night rather than the morgue.

You do not have to go into a space if there is any doubt in your mind that all is not well. If the ship is held up by having to comply with your requirements, so be it. If the owners don't want it to wait for you, then let it sail. Your life is more important than the ship. If the owners of the ship had the same consideration for their crew, then it should be well equipped and have a properly trained crew for these spaces. Few do.

Stay safe.
Captain Michael Lloyd





Expert Marine Consultant

The Marine Casualty Investigation Board invites applications for appointment as an **Expert Marine Consultant** to the Board of the MCIB.

The closing date for applications is 4 p.m. on Tuesday, 20th September 2022.

Marine Casualty Investigation Board (MCIB) call for applications for appointment as an Expert Marine Consultant

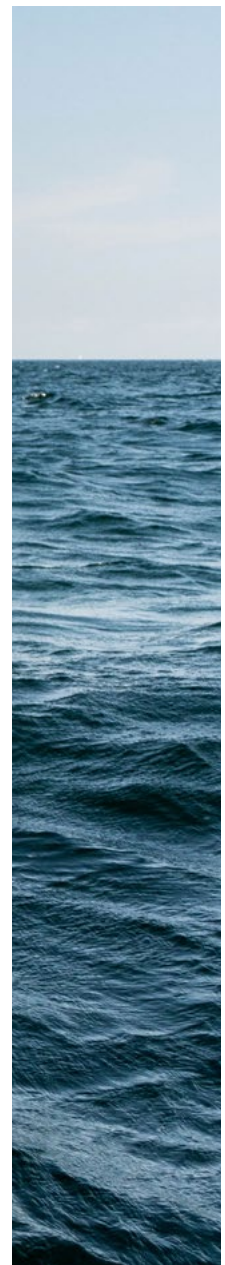
The MCIB of Ireland invites applications from suitably qualified marine consultants to enhance the technical skills within the MCIB Secretariat, support investigations and investigators, and provide technical advice to the Board as required.

As an Expert Marine Consultant to the Board, you will be required to:

- Provide expert technical advice to the Board on a broad range of diverse Marine Casualties.
- Co-ordinate a panel of investigators ensuring that marine casualties are investigated in accordance with the relevant legislation.
- Monitor and ensure that all incident investigations are conducted thoroughly and effectively and that they meet the requirements and expectations of the Board and are in accordance with national and international regulations.
- Act as investigator under warrant from time to time as appointed by the Board.
- Carry out other investigator type functions as may be determined by the MCIB from time to time including acting as a support or providing assistance to the investigator appointed under warrant, and/or co-operating on another investigation or report.
- Liaise with the Board and the Secretariat regarding investigation progress and presentation of reports in the required format.
- Take part in activities arising from the MCIB's membership of the European Union's European Maritime Safety Agency ("EMSA"). This will include taking part in EMSA training and also any audits or assessments carried out by the EU/EMSA or IMO as required.
- Take part in MCIB training and in general activities arising from the MCIB's own audit or governance activities.
- Contribute to the work of the MCIB in engagement with other entities interested in marine safety and other entities.
- Any other duties and responsibilities deemed necessary by the Board.

The closing date for applications is 20th September 2022 at 16.00 hrs.

To make an online application, please go to <https://bit.ly/3Tb1yqz>.



Port State Control Australia 2021 Report published

The Australian Maritime Safety Authority (AMSA) has released its Port State Control (PSC) Annual Report for 2021, which shows that detention and deficiency rates per inspection have continued to remain low. AMSA Executive Director of Operations, Michael Drake, said the authority's reputation for having a zero-tolerance approach to non-compliance with internationally agreed standards, continued to have a positive influence on the quality of ships being brought to Australia.

Key highlights

26,400 ship arrivals by 6,170 foreign-flagged ships

2,820 PSC inspections

159 ship detentions

Bulk carriers accounted for 56.1 per cent of ship arrivals and 60.7 per cent of PSC inspections

PSC inspections were carried out at 53 Australian ports

The average gross tonnage per visit was 54,015 GT compared to 54,318 GT in 2020

The average age of ships calling Australian ports remained at 11 years, the same as 2020

The 2021 detention rate sat at just 5.6%, down slightly from the 2020 detention rate of 5.9%. The 2021 deficiency rate per inspection was just 2.2, almost on par with the 2020 rate of 2.1



Despite a full year of COVID-19 restrictions, AMSA inspectors undertook 2,820 PSC inspections during 2021, a 6.65 per cent drop in the inspection rate from 2020 (3,021 PSC inspections). This was due to the continuation of procedures put in place in 2020 to protect both inspectors and crew from possible transmission of COVID-19 infection during inspections.

The PSC inspection results for 2021 saw a slight decrease in the detention rate of ships from 5.9 per cent in 2020 to 5.6 per cent (the peak in 2011 was 9.2 per cent).

The average deficiency rate remained relatively constant, increasing slightly from 2.1 deficiencies per inspection in 2020 to 2.2 deficiencies per inspection in 2021.

In 2021, AMSA inspectors carried out 2,820 initial PSC inspections and 1,455 follow up inspections. AMSA inspectors are now able to conduct remote follow up inspections in accordance with Tokyo Memorandum of Understanding guidelines, 35 of the follow up inspections in 2021 were conducted remotely.

The most inspections took place onboard bulk carriers, with 1,712, followed by container ships and chemical tankers.

A total of 6242 deficiencies were issued in 2021 with the average deficiencies per inspection being 2.21. The majority of deficiencies were issued to bulk carriers. However, this is not surprising given bulk carriers accounted for 56 per cent of ship arrivals and 61 per cent of all inspections.

Detainable deficiencies relating to the category of ISM remained the highest, though decreasing in share in 2021 (24 per cent of detainable deficiencies) as compared to 2020 (28.1 per cent of detainable deficiencies). The relatively high proportion of detainable deficiencies attributed in the ISM category suggests that safety management systems (SMS) are not properly and effectively implemented onboard.

Along with ISM, the categories of fire safety, emergency systems, lifesaving appliances and water/weather-tight conditions were the top five categories of detainable deficiencies. The proportion of MLC-related detentions remained the 7th highest category.

To read the analysis of 2021 inspection reports go to <https://bit.ly/3SzQinr>.

New guide: Common problems associated with hatch covers

The Japan P&I Club has published an excellent 26 page guide about hatch covers which can be downloaded at the end of this article. The guide highlights a number of key issues that need to be observed to reduce exposure to ingress and wetting damage claims.

Hatch cover maintenance and operation requires a thorough understanding of basic principles together with type specific issues and requirements. Experience and claims show hatch cover problems still remain one of the predominant causes for claims and accidents on board vessels.

HATCH COVERS

CLAIMS v/s MAINTENANCE

P&I Loss Prevention Bulletin

Vol.53 July 2022



According to the Japan P&I Club, "whilst hatch cover claims are generally associated with wetting damage, it should not be overlooked that incorrect maintenance or operation may involve loss of life and limb or pollution. Moreover, claims for wet damaged cargo, pollution or accidents and injuries will always have an adverse impact on the owner's business model."

To avoid hatch cover related claims, operators should consider setting up dedicated training and familiarization programmes related to occupational safety, operation and inspection. Relevant and type specific hatch cover checklists should also be made and their use implemented.

Read the full article at <https://bit.ly/3OWyCj5> or download the pdf guide at <https://bit.ly/3PYetdt>.

Mental health first aid programme rolled out by Sunseeker

Sunseeker recently held its inaugural wellbeing workshop for more than 50 of its Mental Health First Aiders. Since launching its wellbeing strategy nine months ago, over 350 wellbeing conversations have been had between Mental Health First Aiders and employees. Trained by Mental Health First Aid England, the First Aiders are able to offer advice and signposting to a range of support networks.

Nathan, a carpenter at Sunseeker International, said, "As a Mental Health First Aider, I recognise the need for an initiative such as this in the workplace. The role of a Mental Health First Aider is to break down barriers and encourage open discussion in the workplace. Peer to peer communication is a personal and progressive first step in seeking professional help for anyone experiencing a mental health concern."

Sian Dodds, HR director at Sunseeker International, added: "The Mental Health First Aider's will play a vital role in the development of our wider Health and Safety strategy. In addition to the launch of this programme, 90 percent of line managers have now completed the MHFA England Adult Mental Health Awareness Course. Adult mental health awareness training is now firmly part of our mandatory training for all line managers. The health, wellbeing and safety of the workforce is of paramount importance to the company and the MHFA programme is a positive step towards our renewed focus on mental health in the workplace."



Fire due to seawater entering the ventilation system reveals NSIA investigation

The Norwegian Safety Investigation Authority (NSIA) has published its report on the fire on board 'MS Brim' in the outer Oslofjord on 11 March 2021.

Immediately before the fire broke out, the battery system was disconnected as a result of a ground fault, which was indicated on the panel on the bridge. Ground faults had been a recurring problem since the vessel was new. The crew therefore perceived the alarm as 'one of many', and did not consider it to be serious. They had no possibility of identifying the point of origin of the ground fault alarm or ascertaining how serious it was.



Fire damage to starboard battery room. Photo credit: Kripas

The fire alarm panel indicated fire both in the engine room and in the battery room on the starboard side. This was probably because smoke had spread quickly through the fire division between the battery room and the engine room, as observed by the skipper via the surveillance camera in the engine room. It was also verified by the engineer when he arrived in the engine room. The battery room had fire insulation and was separated from adjacent rooms by fire walls designed to prevent the passage of smoke and flames for one hour. The incident showed that the fire division did not prevent the passage of smoke, which was one reason why the crew did not understand where the fire originated.

Furthermore, there was no camera surveillance of the battery room. The presence of a camera might have helped the crew to dispel the incorrect perception that it was the engine room that was on fire. The DNV's updated classification rules from 2021 recommend camera surveillance of battery rooms to improve the crew's situational awareness, in addition to gas monitoring for early detection of gases before they develop into smoke. These are deemed to be important aids to rapid detection of smoke development.

The skipper decided to initiate emergency shutdown of the starboard main engine and emergency generator. This led to much reduced redundancy for manoeuvring, instruments and propulsion.

Because of the incorrect perception of fire in the engine room, the Novec fire suppression agent was first released to the engine room after approximately five minutes. When that failed to reduce the development of smoke, the crew understood that the fire was in the battery room. Hence, it approximately seven minutes before Novec was released to the battery room. Too much time passed from the fire alarm went off until Novec was released for the fire suppression agent to have any significant effect on the battery fire.

Probable cause

The fire on board most likely arose as a result of seawater entering the ventilation system and coming into contact with the high-voltage components of the battery system, causing short-circuiting, electric arcs and fire. The investigation has also shown that the low IP rating enabled seawater and sea air to enter battery modules.

Late release of the fire suppression agent meant that it had little suppressive effect and did not prevent the fire from developing, but had a cooling effect for a short period. The NSIA investigation has shown that a clear extinguishing strategy that would limit the scope of damage in the event of lithium-ion battery fires is lacking.

The investigation has also identified several areas where the risks associated with the use of lithium-ion batteries were not sufficiently identified or addressed in the design. At present, DNV's classification rules for battery safety do not sufficiently address the risks associated with the use of lithium-ion batteries on board vessels.



An opinion article by Mike Schwarz follows on in the wake of this accident report.

Lithium-ion batteries... should we be concerned?

I have written this short article following the publication of a report into a lithium-ion battery-related fire onboard the 'MS Brim' which generated the investigation by the Norwegian Safety Investigation Authority. The vessel in question is the 'MS Brim', a 2019-built all-electric catamaran offering excursion tours in the Norwegian fjords. Although not a technical man, I am troubled by some of the report findings, and forgive me as I have cherry-picked the bits that concern me most from a lengthy report.

So, I pen this article in my simplistic way as a) just a concerned and interested member of the general public and b) in my role as Chief Executive Officer of the International Institute of Marine Surveying on behalf of the surveying community.

Lithium-ion batteries are not brand new, but the technology is becoming far more widely used in vessels as the world looks to decarbonize and cut emissions. The purpose of this article is not to be negative and closed to new technology, but rather to express my concerns based on what I have read with regards to this incident in particular and the safety culture around this means of propulsion. At 81 pages, the report is detailed, but I would encourage you to download it at <https://bit.ly/3bdy5vi>.

Let me take some words directly from the report itself:

'Immediately before the fire broke out, the battery system was disconnected as a result of a ground fault, which was indicated on the panel on the bridge. Ground faults had been a recurring problem since the vessel was new. The crew, therefore, perceived the alarm as 'one of many'.

In the interests of public and crew safety, I ask why this was thought to be acceptable and why no-one reported or did anything about a recurring problem?

Back to the report:

'There was no camera surveillance of the battery room. The presence of a camera might have helped the crew to dispel the incorrect perception that it was the engine room that was on fire. The DNV's updated classification rules from 2021 recommend camera surveillance of battery rooms to improve the crew's situational awareness, in addition to gas monitoring for early detection of gases before they develop into smoke'.

I leave you to draw your own conclusions on this paragraph.

And here is another statement from the report that caused me to raise my eyebrows:

'The investigation has also identified several areas where the risks associated with the use of lithium-ion batteries were not sufficiently identified or addressed in the design. At present, DNV's classification rules for battery safety do not sufficiently address the risks associated with the use of lithium-ion batteries on board vessels'.

Clearly there is the suggestion that the vessel design is at fault. Will appropriate modifications be made to ensure this issue is addressed? As a potential traveller to the Norwegian fjords sometime soon, I do hope so! Mention in the report that a classification society's rules have yet to catch up with the technology does nothing to boost my waning confidence either. As so often seems to be the case in the marine world, it appears that technology is running faster than the rule makers or maritime regulators can keep up with. I wonder how differently things might work in the aircraft business. It seems incongruous that it would be acceptable for a few of the new breed of lithium-ion powered aircraft that will surely be in the skies soon should catch fire and crash. So, what is the aircraft industry doing differently and what could the maritime sector learn?

And now, to conclude, here are the safety recommendations extracted from the report:

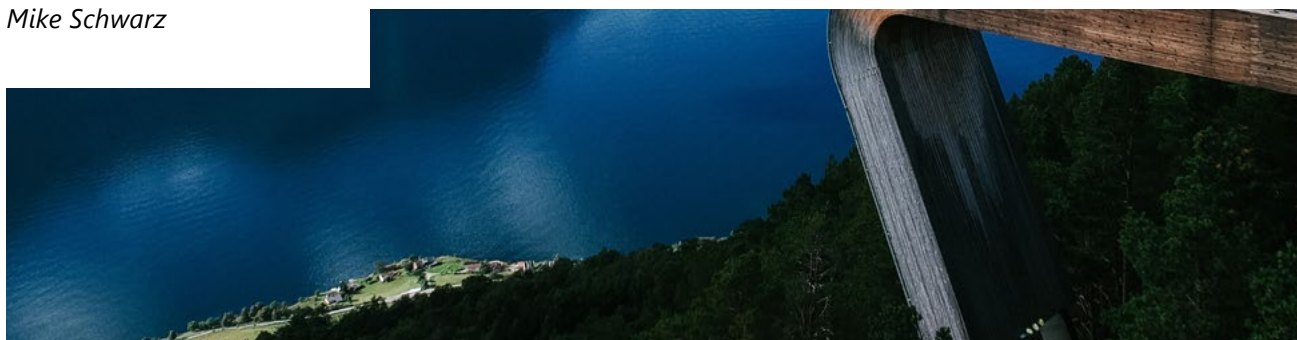
The Norwegian Safety Investigation Authority recommends...

- that the Norwegian Maritime Authority issues requirements for appropriate test methods that reflect the risks associated with the design of different battery types to be chosen for conducting propagation tests.
- that the Norwegian Maritime Authority ensures that battery safety regulations be developed so that ventilation arrangements do not contribute to batteries and high-voltage components being exposed to humid sea air or seawater.
- that the Norwegian Maritime Authority introduces additional measures to verify that installations are smokeproof and ensure fire integrity.
- that the Norwegian Maritime Authority issues requirements for risk assessments relating to the use of lithium-ion batteries, and that they should contain all relevant risks identified by different disciplines, the sum of which represents the vessel's fire risk.
- that the Norwegian Maritime Authority, as the administrative authority, cooperates with the Directorate for Civil Protection on stipulating a requirement that all Norwegian vessels, regardless of classification, must be built to a defined standard that ensures battery safety.
- that the Norwegian Maritime Authority introduces compensatory measures to address the safety of passengers and crew in the event of a lithium-ion battery fire.
- that the Directorate for Civil Protection strengthens the knowledge and expertise of the parties involved in the first-line response to accidents involving a fire on board a vessel carrying lithium-ion batteries.

Gosh, that's a lot of safety recommendations, but read them carefully and re-read them to understand exactly what is being recommended. There is a huge onus being placed on the Norwegian Maritime Authority to react and presumably, this same pressure applies to other maritime regulators around the world.

So, there you have it. All I want to know is that when I get onboard such a vessel as a paying passenger, I am reasonably safe! And in my professional role, I want marine surveyors to be aware of some of the new challenges that await them today and in the near future surrounding lithium-ion battery technology and vessel design. I would like to encourage a debate around this topic, but if nothing else, I wanted to alert people to the situation.

Mike Schwarz



Joint industry initiative to tackle microbial corrosion issue

DNV has joined ExxonMobil Upstream Research Company and Microbial Insights, Inc in a Joint Industry Project (JIP) to develop the next generation of microbiologically influenced corrosion (MIC) detection, monitoring and mitigation technology.

With global costs of corrosion estimated at USD 2.5 trillion, the project aims to significantly enhance detection and monitoring methods of microbiologically influenced corrosion (MIC). MIC poses a significant problem in numerous industries, and taking early action to mitigate its effects can protect the environment and safe operations by reducing the risk of costly pipeline failures.



Photo credit DNV

Assembling MIC experts from across the industry, the project plans to create up to 1,200 datapoints of corrosion-to-biomarker correlations, generated on simulated pipelines with actual field waters and participant-selected service conditions.

The team aims to develop methods, tools and workflows to improve reliable detect of MIC in oil field operations, heavily leveraging advanced laboratory (bio)reactors and molecular analytical platforms that have been specifically developed for MIC biomarker discovery and KPI development.

"The MIC biomarkers identified during this JIP could also be used to monitor and manage MIC for other applications including, underground gas storage, offshore wind turbines, cooling water plants, water storage tanks, drinking water pipelines, ship hulls, fuel tanks and so on," added Dr Susmitha Purnima Kotu, DNV JIP Lead.

Gold Coast City Marina and Shipyard training academy to support the Australian superyacht industry

A new specialised training academy has been established at the centre of the booming superyacht industry on the Gold Coast to support record growth and demand for workers as local and international buyers continue to splash out on luxury marine craft.

With a number of new boats of all sizes being delivered to buyers in Australia, arriving for refits, or just visiting the Gold Coast, the training academy will be the first in Australia to be established at a shipyard. The academy at the Gold Coast City Marina and Shipyard (GCCM) will begin turning out an in-demand pipeline of skilled marine trades workers to fill labour shortages across the \$80-billion industry, from marine labourers, to trade assistants, trimmers, fabricators, painters, electricians, carpenters, shipwrights and plumbers.



Photo courtesy of GCCM

GCCM CEO Trenton Gay says the marine sector had grown at an unprecedented rate, offering a massive spread of sophisticated and innovative job opportunities.

"The marine industry is fast-paced, multi-layered and ever-evolving so for those seeking out new career paths, the academy is an ideal way to get the right advice and appropriate training," Gay says.

"Australia is being recognised internationally now for the quality of marine trades we offer, so it is important that we enhance the flow of job opportunities and talent within the industry."

Close to 40 superyachts have been brought into Australia in the past year, compared to around ten superyachts in a "normal" year, with the Gold Coast and Queensland a key gateway to the influx.

UK Hydrographic Office announces intention to withdraw from paper chart production

The UK Hydrographic Office (UKHO) has announced its intention to withdraw from global paper chart production by late 2026 to increase focus on its digital navigation products and services. Plans to withdraw the UKHO's portfolio of ADMIRALTY Standard Nautical Charts (SNCs) and Thematic Charts are in response to more marine, naval and leisure users primarily using digital products and services for navigation. The ADMIRALTY Maritime Data Solutions digital navigation portfolio can be updated in near real-time, greatly enhancing safety of life at sea (SOLAS).

The phased withdrawal of paper charts from production will take place over a number of years and is anticipated to conclude in late 2026. In parallel, UKHO will develop viable, official digital alternatives for sectors still using paper chart products. This will be a carefully managed process, conducted in close liaison with all customers and stakeholders, including the Maritime and Coastguard Agency (MCA) as well as other regulatory bodies, hydrographic offices, industry partners and distributors.



Peter Sparkes, Chief Executive of the UKHO, said:

"The decision to commence the process of withdrawing from paper chart production will allow us to increase our focus on advanced digital services that meet the needs of today's seafarers. As we look to the future, our core purpose remains the safety of shipping operations and delivering the best possible navigation solutions to achieve that. Whether for the Royal Navy, commercial vessels or other ocean users, our focus is on developing and delivering ADMIRALTY digital services that promote safe, secure and thriving oceans."

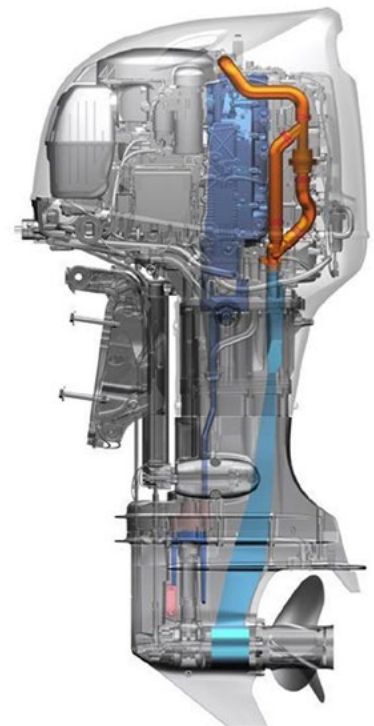
Suzuki rolls out micro-plastic collecting device

Suzuki Motor Corp has started the roll-out of its new micro-plastic collecting device as a standard part in four of its mid-range outboard motors. The DF115B, DF115BG, DF140B and DF140BG will all now feature the micro-plastic collecting device and will be shipped worldwide, including to major markets such as North America and Europe.

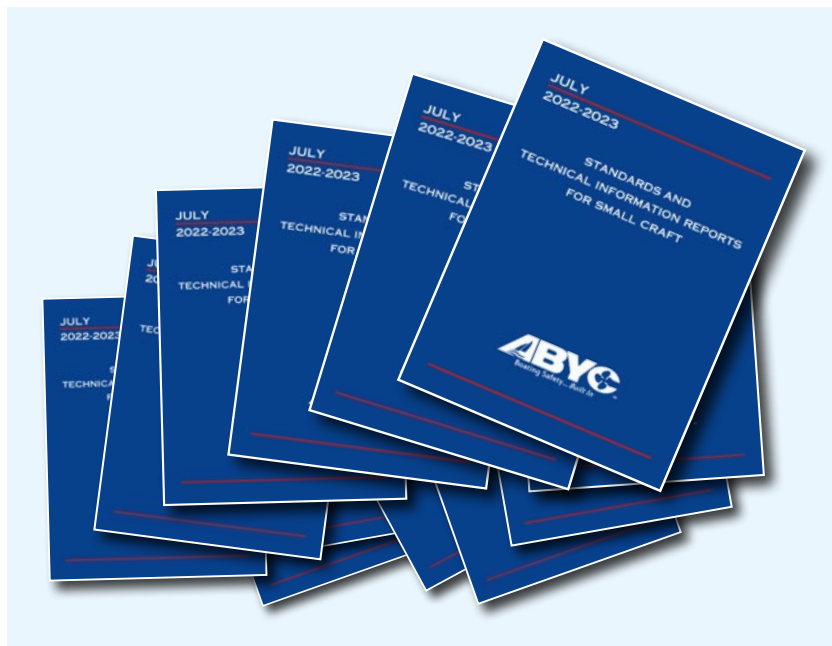
The huge amount of plastic waste that flows into the oceans has become a significant environmental problem, and micro-plastics that are further crushed in the natural environment are having a massive impact on ecosystems. By installing this device to outboard motors, micro-plastics near the water surface can be collected simply by running the engine.

After the announcement, monitoring surveys were conducted in 14 countries around the world, including Japan, the US and Europe. As a direct result of these initial tests, improvements were made to the device to make it ready for the roll-out.

The installation of this device on outboard motors is one of the three activities that form the 'Suzuki Clean Ocean Project', which is Suzuki's commitment to address the marine plastics issue.



ABYC publishes over twenty new and revised standards

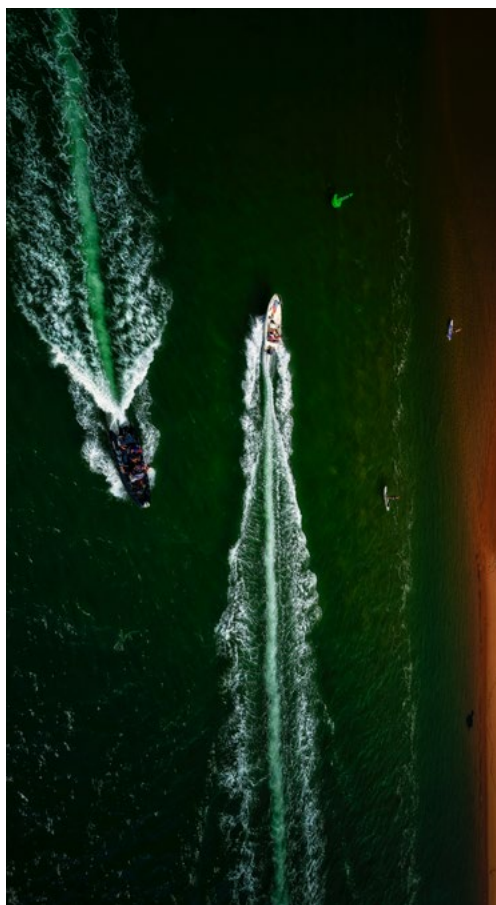


The Maryland, US-based American Boat and Yacht Council (ABYC) has published its 2023 Standards and Technical Information Reports for Small Craft supplement with more than 20 new and revised standards, including the first-ever installation standards for lithium-ion batteries.

Additional new standards in ABYC's 62nd standards supplement address warning labels and manufacturer statements of origin, fuel fill testing requirements, power assist hydraulic steering systems, zone of protection for jet boat propulsion controls, outboard engine weights, and a revision to the recommended compliance date for C-5 and A-16.

The annual publication provides the marine industry with the latest updates to the boatbuilding and repair standards used for more than 90% of the boats constructed in the US.

"ABYC has developed technical tools to assist the industry to prepare for 2024 model year requirements today," said ABYC technical vice president, Craig Scholten. "These helpful resources include an overview document that highlights the major changes, a compliance audit checklist, and test report templates. Having a complete technical file on your product is the best way to minimize issues and maximize customer satisfaction."



UK survey reveals a boom in people taking part in boating and water activities

British Marine has issued its latest Boating and Boat Ownership survey for the period 2020-2021. It found that nearly a quarter (24 per cent) of participants taking part in boating-related and on-water activities in 2020 did so for the first time. The report shows this trend was particularly pronounced in 'gateway' boating activities such as paddleboarding and kayaking, with nearly a third of respondents (31 per cent and 28 per cent, respectively) starting within the last 12 months.

Covid-19 had a profound effect on the UK's relationship with the outdoors with visits to 'blue spaces' increasing in popularity from an 18 per cent pre-pandemic to 49 per cent in 2021. Approximately 58 per cent of participants took part in an activity using their own craft, with other forms of third-party rental experiences accounting for most other experiences.

The influx of new boaters also had a knock-on effect on boat sales, with sales estimated to have increased by nine per cent in 2020 and then a further two per cent in 2021, with first-time buyers favouring paddleboards (58 per cent), canoes or kayaks (36 per cent) and narrowboats (40 per cent). This trend continued in 2021, with an increase in the share of first-time owners across almost every type of boat and watersports craft.

World's Largest Containership Floated Out for MSC at Chinese Shipyard

China's Hudong Zhonghua shipyard has floated out what is believed to be the world's largest containership based on TEU capacity. The vessel, has been built for MSC. The MSC Tessa has the same overall dimensions as the Ever Alot and Ever Apex recently delivered by Hudong Zhonghua, a division of CSSC. "While the main dimensions are unchanged, the company's containership design team has optimized the ship's superstructure, radar mast, and other related designs according to the characteristics of the ship owner's operating routes."

The result of the redesign is that the MSC Tessa is being rated with a loading capacity of 24,116 standard containers. Accordingly, the vessel is reported to have an increase in capacity of 112 TEU over the Evergreen vessels. The Evergreen ships by comparison are listed with a capacity of 24,004 TEU. The stacking design the shipyard reports for the MSC vessel permits boxes to be piled 25 layers high.

The shipyard developed the design with its internal design team and is calling the vessels the "Hudong-type" class. They measure approximately 1,312 feet in length with a beam of 202 feet. The shipyard points out that they are 196 feet longer than the largest aircraft carrier and have a deck area equivalent to four football fields.



Photo credit CSSC

Pendennis recognised for apprenticeship scheme

England's Pendennis Shipyard, located in Cornwall, has ranked among the Top 100 Apprenticeship Employers in the country in an annual employer ranking developed by the UK Department of Education.

Since the creation of its General Apprenticeship Scheme in 1998, and the addition of its Surface Finishing Apprenticeship in 2005, Pendennis has trained over 300 young people to at its facility in Falmouth. All of the company's apprentices train alongside Pendennis tradespeople on live projects, ensuring that the company's traditional skills are preserved for future generations.

"We were delighted to recently be named as one of the Top 100 Apprenticeship Employers, an annual employer ranking developed by the Department of Education," says Pendennis in a statement. "The rankings celebrate England's outstanding apprenticeship employers and helps future apprentices, parents and careers advisers to identify apprenticeship opportunities at the country's leading employers."



Photo credit: Pendennis



Cargo screening tool for detection of dangerous goods adopted by PIL

Pacific International Lines (PIL) has adopted Hazcheck Detect, a smart cargo screening tool that detects misdeclared and undeclared dangerous goods in containerised shipments.

Hazcheck Detect specifically screens cargo booking details for keywords and includes an industry library to enable suspicious bookings to be identified that may be

misdeclared or undeclared dangerous goods and other compliance cargo.

Booking data is sent to Hazcheck Detect through an API, screening all information against thousands of complex rules, allowing non-compliant cargo to be detected within seconds rather than days. The Hazcheck Detect case management feature also allows cargo to be cancelled or re-booked with the correct declarations.

Bojarajoo Subramaniam, Assistant General Manager, Operations and Procurement, PIL said:

"We are pleased to adopt this cargo screening tool, an important industry solution. We have already seen improvements in the amount of misdeclared/undeclared dangerous goods that we are picking up in the booking process using the case management function of the tool.

ONE launches Marine Safety & Quality Campaign 2022

Ocean Network Express (ONE) has launched its Marine Safety & Quality Campaign to raise safety awareness and to mitigate marine accidents. The campaign runs from 8th August to 30th September 2022. The campaign theme is "Safety Consciousness – A step ahead". As the COVID-19 pandemic continues to affect global shipping operations over the long term, ONE continues to face difficulties in conducting ONE's Vessel Quality Standard (ONE-VQS) physical inspections on board operated vessels all around the world. As such, over the past two years, self-inspection campaigns have comprised thorough checks by crew to mitigate risk of accidents in identified critical areas, supplementing the ONE-VQS.



Following the success of last year's rigorous self-inspection campaign, this year's campaign highlights recurring observation items from previous years and draws on good practices from ONE's own inspection database. By sharing this information with all ONE-operated vessels, the campaign endeavours to further enhance the safety and quality of their vessels. ONE is confident that this year's campaign will help in building a safer working environment and increase safety consciousness on ONE-operated vessels. The campaign will also assist in assuring customers that ONE constantly provides safe and reliable services.

The focus of this year's campaign will be on:

- Sharing good practices highlighted during past vessel inspections on ONE operated vessels
- Reaching out to the vessels to share any good practices from ship's side
- Sharing recurring observations that were pointed out during past vessel inspections

All vessels under ONE's operation will be requested to reflect on the above items and their valuable responses will be analysed by ONE. ONE will then share the analysis and feedback with the whole fleet after formal completion of the campaign. Through this campaign, done in cooperation with the ship's crew and concerned parties, ONE aims to further raise safety awareness and the quality standards of their vessels.



Recently revised documentation from the UK MCA

The UK Maritime and Coastguard Agency (MCA) has published a list of revisions to various documentation.

All M-Notices (MSNs, MGNs and MINs) can be found through the use of the search engine on the MCA website at <https://bit.ly/3zVkguR>.

Issued 9 June 2022

SI 2022 No. 0629 – The Merchant Shipping (Control and Management of Ships' Ballast Water and Sediments) Order 2022.

Go to <https://bit.ly/3PAgFHZ>.

Issued 10 June 2022

MGN 570 (F) – Fishing Vessels: Emergency Drills (Amendment 1)

Go to <https://bit.ly/3cH26E8>.

Issued 22 June 2022

MSN 1905 (M+F) – Ships' Medical Stores: Application of the Merchant Shipping and Fishing Vessels (Medical Stores) Regs 1995 (SI 1995/1802) and Merchant Shipping and Fishing Vessels (Medical Stores) (Amdt) Regs 1996 (SI 1996/2821) (Amendment 2)

Go to <https://bit.ly/3b1gJS2>.

Issued 27 June 2022

MSN 1874 (M+F) – Marine Equipment: United Kingdom Conformity Assessment Procedures for Marine Equipment, Other Approval and Standards (Amendment 6) plus Annexes 1 – 6.

Go to <https://bit.ly/3b6RpKz>.

Issued 28 June 2022

MGN 471 (M) – Maritime Labour Convention, 2006: Definitions (Amendment 1) plus Annexes

Go to <https://bit.ly/3b0SZgU>.

Issued 28 June 2022

MGN 600 (M) – Maritime Labour Convention: Inspection of Coded Vessels (Amendment 3) plus Annex 1

Go to <https://bit.ly/3PTDIgQ>.

Issued 6 July 2022

MGN 410 (M+F) – The Merchant Shipping and Fishing Vessels (Health and Safety at Work) (Work at Height) Regulations 2010 (Amendment 2)

Go to <https://bit.ly/3cHfxUg>.

Issued 12 July 2022

MIN 680 (M) – Wellbeing at Sea

Go to <https://bit.ly/3zvMv37>.

MIN 664 (M) – Safety Climate Tool (SCT) for the Maritime Industry (Amendment 1)

Go to <https://bit.ly/3PMviHO>.

Issued 15 July 2022

MSN 1883 (F) – Work in Fishing Convention (No. 188) Medical Examination and Certification for Fishermen (Amendment 1)

Go to <https://bit.ly/3RWwQAZ>.

MGN 605 (F) – International Labour Organization Work in Fishing Convention (No. 188) Phase in Period (Amendment 1)

Go to <https://bit.ly/3J50aRP>.

20 July 2022

MIN 590 (M+F) - United Kingdom Conformity Assessment Procedures for Marine Equipment following the Transition Period (Amendment 5)

Go to <https://bit.ly/3zLYGI8>.

21 July 2022

MGN 675 (M+F) - The Merchant Shipping (Control and Management of Ships' Ballast Water and Sediments) Regulations 2022

Go to <https://bit.ly/3dr6U0R>.

22 July 2022

MSN 1908 (M+F) - The Merchant Shipping (Control and Management of Ships' Ballast Water and Sediments) Regulations 2022 plus Schedules 1 and 2

Go to <https://bit.ly/3w065IR>.

25 July 2022

MSN 1850 (M) - Maritime Labour Convention, 2006: Health and Safety - Reporting of Occupational Diseases (Amendment 1)

Go to <https://bit.ly/3zOa1qZ>.

MGN 645 (M) - Load Line Length: Policy Clarification - Hull Form Cut-Outs, Extensions and Steps

Go to <https://bit.ly/3dcvdil>.

10 August 2022

MIN 680 (M) Wellbeing at Sea

Go to <https://bit.ly/3zvMv37>.

MIN 664 (M) Safety Climate Tool for the Maritime Industry. Go to <https://bit.ly/3PMviHO>.



New laws to restrict the way ships release ballast water into UK seas

New laws have now come into force which will further protect United Kingdom coastlines by stopping international ships from discharging potentially harmful species into the sea.

The Merchant Shipping (Control and Management of Ships' Ballast Water and Sediments) Regulations 2022 introduces legislation into UK law controlling the discharge of ships' ballast water into UK waters. Ballast water can contain aquatic species that are harmful to native UK ones and the legislation will stop ships from potentially releasing them onto our coasts.

By introducing the Ballast Water Management Convention into UK law, the UK coastline will be protected from harmful aquatic species and pathogens (e.g Chinese Mitten Crabs, Zebra Mussels, and Portuguese oysters) that may be present within the ballast water by UK and foreign-flagged ships entering the UK after travelling internationally. This will help to prevent the introduction of species not yet present in the UK and make sure the colonies of those organisms that may already be present are not further supported by new introductions.

The new legislation, put forward by the Maritime & Coastguard Agency (MCA), is based on the international Ballast Water Management Convention which was negotiated at the International Maritime Organization.

Katy Ware, director of UK Maritime Services for the MCA, said: "We have some of the most beautiful coastline in the world and we all have a collective responsibility to care for it. By introducing this Convention into UK law, we are protecting our coastline from potentially harmful aquatic species and pathogens such as Chinese Mitten crabs and Zebra mussels, which could be discharged by ships visiting the UK."



What
caught
my eye...

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

Great white sharks facing obesity crisis

When I read this story, my instant reaction was 'fake news' and someone playing a joke. But seemingly that is not the case. The evidence supports suggestions that the average great white shark might need to watch his/her waistline after experts reported the seafaring creatures were teaming up to take down massive whales.

Doing so means there's plenty of food to go around among the dangerous predators, but experts think it's a worrying development as sharks begin teaming with one another rather than fighting for food. While tiger sharks usually measure up to 12ft, marine biologist Kori Burkhardt discovered a 16ft tiger shark in the waters of French Polynesia. Crikey!





Peter Baxter is the Lock Keeper of the Year

Lock Keeper of the Year Award announced

This is a peculiarly English story, I suspect. We love our canals and inland waterways in England, we really do, and they are unique. Wigan-based volunteer, Peter Baxter, has won a prestigious national award for his volunteering on the Leeds & Liverpool Canal in Greater Manchester.

The **British Marine Lock Keeper of the Year Award** was presented to Peter at Wigan Top Lock. I did wonder exactly what one does to achieve the Lock Keeper of the Year Award. In receiving the accolade, Peter was chosen ahead of hundreds of others nationwide

who support and assist boaters and other visitors to the waterways – so there's the answer. The winner is voted for by members of leisure marine trade association, British Marine Inland Boating. Peter has notched up 6,000 volunteer hours and that alone is absolutely deserving of an award in my opinion!

Photo credit (USCG)



Coast Guard Academy welcomes largest number of new female cadets

Hurrah say I. There are not enough women in the maritime world - we all know it. So, to read that approaching half of the most recent U.S Coast Guard Academy intake are women is a big step in the right direction. Let's see the number of female marine surveyors grow too!

The current class arrived at the U.S. Coast Guard Academy earlier this year, with the largest group of women in an incoming class in academy history. This year, 43 percent of the incoming students are women.

After the swearing in ceremony, Rear Adm. Bill Kelly, academy superintendent, welcomed the Swabs (as they are known) to their new environment. "We are committed to your success, and we will ensure you live, learn, and grow in the safest and most inclusive environment possible," he said.

"The core values and the oath we just took are conditions of employment in the U.S. Coast Guard and they are the first step in the 200-week journey that will ultimately lead to your commission."

Royal Navy helps 74-year-old adventurer visit every UK island

A 74-year man from Birmingham has finally achieved his dream of visiting every inhabited UK island. Climate change consultant John Chatterton has travelled mainly by rowing boat and ferry during his five-year mission, with the odd plane and even a cable car for good measure.

The journey has led him to step foot on 220 islands across the length and breadth of the UK, including those that are privately owned.



Image credit: John Chatterton

Last month, Chatterton gained permission from the Royal Navy to enter 84-acre Whale Island — a semi-man-made island that is home to a restricted naval base near Portsmouth Harbour. It was the last remaining location on his UK list. Chatterton says one of the most unusual experiences he had on his adventure was during a trip to Dry Island in Loch Gairloch, Scotland, where he was “welcomed by the owner who offered to stamp our passports as he’s proclaimed his own country, Isonia.”

For sniffer dogs now read sniffer drones



Photo credit: EMSA

of Gibraltar. After first testing drones in 2017, the agency provides a variety of remotely piloted aircraft to national maritime agencies within the EU for a variety of surveillance and monitoring missions.

Spanish and international waters in the area around the Strait of Gibraltar are being monitored through the use of remotely piloted aircraft to check air pollution levels from emissions of nitrogen oxide and sulfur oxide released by passing ships. According to EMSA, the pollutant data gathered actively supports the monitoring of compliance with existing regulations and in doing so can help to reduce the harmful effects on human health and the environment.

Of course drones have been used in theatres of war for some years, but this more recent development I find quite extraordinary. I have simply have no idea of the technology that makes this possible.

Mike Schwarz

How far the world has come and how rapid the pace of change. I read an article recently about job titles that did not exist 10 years ago. One of them was drone pilot. Not only do we now have the pilots, but the drones are capable of sniffing emissions from ships it seems. How remarkable.

The European Maritime Safety Agency (EMSA) is providing the Spanish Ministry of Transport, Mobility and Urban Agenda with the capacity to monitor sulfur and nitrogen emissions of passing ships in the Strait

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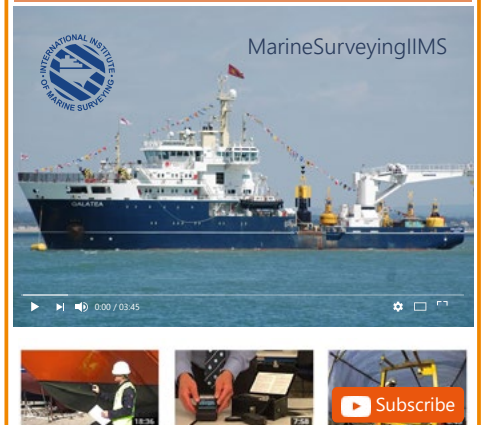
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info@iims.org.uk

for general information
and enquiries (Rosie Webb)

ca@iims.org.uk

contact for all Certifying Authority
work (Dave Parsons)

accounts@iims.org.uk

for accounting matters (Jen Argent)

accountsupport@iims.org.uk

for accounting matters (Elly Bryant)

membership@iims.org.uk

for all membership enquiries (Camella Robertson)

education@iims.org.uk

for education course content and training
information (Vicki Loizides)

tonnage@iims.org.uk

specific email address for tonnage paperwork
and enquiries (Dave Parsons)

msa@iims.org.uk

for enquiries about Marine Surveying Academy
affairs (Hilary Excell)

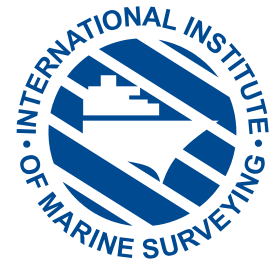
info@marinesurveyingacademy.com

information about the Marine Surveying
Academy (Pui Si Chung)

courses@marinesurveyingacademy.com

information about Marine Surveying
Academy courses (Rachel Moores)

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