

# IIMS

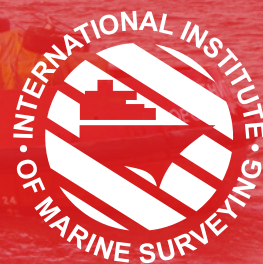
# DECEMBER 2022

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



You are invited to have a go at the 2022 IIMS **BIG** Acronym Quiz.

There are 50 multiple choice questions, all based on maritime abbreviations and acronyms - some are easy, others more obscure. A prize will be awarded for the highest score. Take the free quiz now at <https://bit.ly/3StSs6X>. The closing date is 31 December 2022.



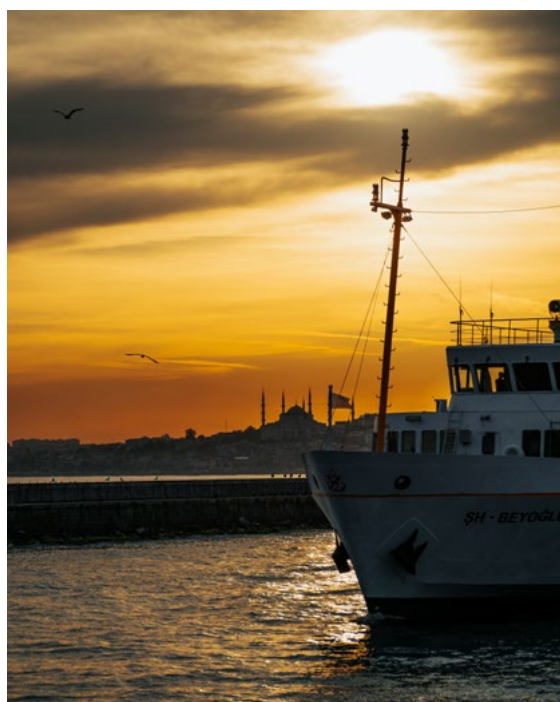
## VIEW *fr* *m* the HELM

Dear Colleague

This month sees the publication of two excellent new magazines from IIMS, both of which I commend to readers of this news bulletin. Firstly, the December Report Magazine (edition 102), is now available to download and read in pdf and/or e-Reader formats. This edition blends a mix of technical articles with informative features and some general 'marine lifestyle' stories too. You can access the Report at <https://bit.ly/2WQTosu> or scan the QR code.



The second publication to tell you about is the *IIMS 2022 Safety & Loss Prevention Briefings Compendium* (edition II). The popularity of the first edition, published back in January, which has been subsequently downloaded multiple thousands of times provided the motivation to compile this second edition. Sadly, there has been no shortage of tragic content too as you will discover.



The Compendium can be downloaded at <http://bit.ly/3GpsbEr>. Or scan the QR code.



As we start to wrap up 2022, I have noticed a distinct step change this year when it comes to the subject and progress of decarbonization. For some years it seems the maritime industry was dragging its heels and coming reluctantly to the decarbonization table. That has noticeably changed and with fervour. New technologies are mushrooming and emerging fast, along with alternative fuels too. We are now moving from the raw science and research stage into the implementation phase. To prove my point, here are just a few headlines of articles we have featured this year which demonstrate that the decarbonization agenda is firmly on the march:

- New project aims to convert organic materials processed onboard into fuel;
- Voyage to net zero in maritime underway as UK confirms £12 million for zero emission technologies;
- Emissions-free sailing is full steam ahead for ocean-going shipping;
- Scenario modelling shows possible decarbonization pathways;
- Transforming shipping for climate, people and nature;
- Alternative fuels will drive tug industry decarbonization;
- Green hydrogen and fuel cells key to maritime decarbonization

If I have concerns, it is only these. How joined up is maritime sector thinking on decarbonization as it seems the industry is firing shots in multiple directions at the same time and what do the regulators need to do to stay abreast of – or better still ahead of – the progress curve as it ramps up?

Each year the IIMS Certifying Authority is subjected to a mandatory audit by the Maritime & Coastguard Agency (MCA) external monitoring team. It is always a challenge and not a day we look forward to with much relish. As well as a review of our processes and procedures, the MCA conducts a technical review of perhaps 10 vessel files. For the second successive year, I am pleased to say that the audit was clean and tidy with just a handful of minor findings to attend to. This is testament to the consistently high standards we apply through our Certifying Authority.

Last year's IIMS Christmas quiz proved popular. IIMS member, Ursula Smith, won a year's free membership as her prize. This year again, one lucky existing IIMS member could win a year's free membership in the 2022 IIMS BIG Acronym Quiz. But if you are reading this and are not a member, fear not. It is open to all, and you are welcome to have a go. Should you win, you will receive a year's free subscription to the Report Magazine. Try the free quiz now at <https://bit.ly/3StSs6X> and test your knowledge of shipping and boating abbreviations and acronyms.

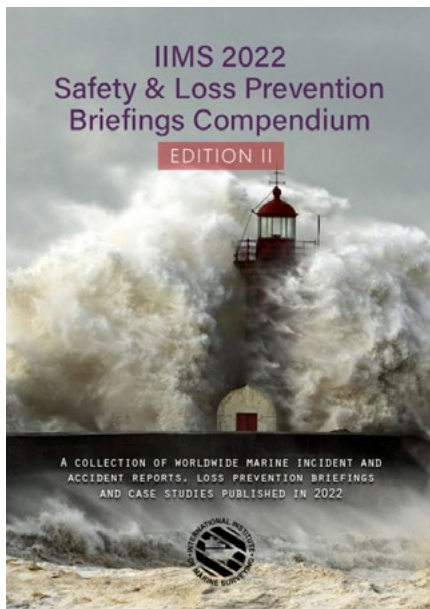
It is customary at this time of year to wish those who celebrate Christmas a happy and joyous one. So, from me, my IIMS head office colleagues and all the Institute's office holders, we would like to wish you a very Happy Christmas and best wishes for a prosperous 2023.

Survey well.

**Mike Schwarz**  
Chief Executive Officer

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





## IIMS 2022 Safety & Loss Prevention Briefings Compendium

Following the surprise runaway success of the first edition of the Compendium, published in January 2022, and subsequently downloaded many thousands of times, Edition II has been published and is now available to read in pdf or eReader formats.

Edition II builds on the success of the launch publication and extends to 160 pages. The simple aim is to highlight the dangers of working in the maritime industry, the ensuing accidents and some of the prevention measures available to mitigate disasters at sea. The publication blends a mix of incident and accident reports with essential loss prevention advice generated over the year. One significant new feature is a calendar, featuring many accidents that have occurred during 2022, catalogued month by month.

Stuart Edmonston, Loss Prevention Director, UK P&I Club, author of the Compendium's main introduction said, "As loss prevention director at one of the world's leading P&I clubs, it's always tough to read maritime accident reports - particularly when people have tragically lost their lives or suffered life-changing injuries. It's even tougher when, as in most of cases, the accidents could have been prevented if the ships and people involved had been better prepared."

In his introduction, IIMS President, Peter Broad, commented, "The first Compendium certainly reached a very wide audience, way beyond the marine surveying community itself, and makes sobering reading when we see all these 'incidents and accidents' together in one concise document."

Download the Compendium at <http://bit.ly/3GpsbEr>.  
Or scan the QR code.



## Report Magazine edition 102

The December Report Magazine (edition 102) is available to download in pdf or eReader formats. Some of the key features are:

- Marine Surveyors: Your Life in Their Hands
- Effective and regular vessel maintenance can prevent machinery failures
- The use of drone technology in marine surveying
- 2012 Cape Town Agreement must be ratified as soon as possible
- Loss prevention measures for the carriage of electrically powered refrigerated containers in cargo holds
- Guidance for the shipment of project and equipment cargoes
- Sustainability Whitepaper LNG as marine fuel
- Parsing the BIMCO emission trading scheme allowances clause
- Containership 2050: When the box becomes the customer
- Total Methane and CO2 Emissions from Liquefied Natural Gas Carrier Ships: The First Primary Measurements
- 2022: The year that went by in a flash

You can access the Report at <https://bit.ly/2WQTosu>.  
Or scan the QR code.



## The 2022 IIMS BIG Acronym Quiz

Here's your chance to have a go at the 2022 IIMS BIG Acronym Quiz. It is free to enter. You can only take the test once. Choose what you think is the correct answer from the three options offered for each question.

You have 15 minutes to answer the 50 multiple-choice questions. Time starts as soon as you open up the first question. If you do not complete the test in time, you will be timed out but your results will be automatically submitted, although incomplete.

The quiz is open to all. There is a prize for the highest score. If you win and are an IIMS member, one year's free membership of the Institute is offered. If you are not a member, we will give you a year's free subscription to the Report Magazine (four editions).

To whet your appetite, here is an example.

What do the letters ICS stand for?

- A. International Chamber of Shipping
- B. International Council of Ships
- C. Internal Chamber of Ships

Correct answer is A:  
International Chamber of Shipping.



To have a go at the quiz just go to <https://bit.ly/3StSs6X>. Closing date for entries is 31 December 2022 at midnight. Good luck!

## Best cargo sampling practices for onboard tankers by West P&I Club



The West P&I Club has launched a new video, highlighting the best cargo sampling practices for onboard tankers. The video shows the correct sequence for taking samples onboard a tanker, considering which sampling method to use at the various sampling points on the vessels.

Cargo contamination claims are the most frequent and costly type of claim that tankers experience. Subsequently, the cargo samples taken throughout cargo operations are a fundamental part of a shipowner's defence against a claim for an off-spec. Therefore, when a

claim arises, those samples drawn and retained onboard during the cargo operations will need to be provided and submitted for laboratory analysis. The results will help indicate when and where the cargo became contaminated.

Correct labelling, sealing and record keeping of samples are fundamental to ensure the proper chain of custody is maintained when using samples as evidence to investigate an off-spec claim.

Watch the video at <https://youtu.be/4HmR90MluNs?t=178>.

## Effective lube oil analysis crucial for vessels' machinery systems



The American Club has analysed the importance of regularly performing lube oil analysis for shipboard machinery and has provided measures to prevent potential problems in a useful guidance document.

Oil analysis is important as it can help identify problems in the machinery such as abnormal wear, lube oil degradation, contamination of harmful agents, etc. all of which can lead to the potential failure of the machinery and its components. Failures can lead to a loss of propulsion and/or blackouts that can cause consequential incidents

such as groundings, collisions, or damage to third party property. Periodic oil analysis can help maintain a proactive maintenance strategy, thus maintaining component life, mitigation of premature component failure and improved Mean Time Between Overhauls (MTBO).

The economic impact of breakdown prevention could result in considerable savings mitigating repair costs, downtime, loss of hire, wasting spares and the improving safety of operations. The results of lube oil analyses are unique to every machinery system and can be compared against specified manufacturers' standards and limits as specified by international standardization regimes. Such analysis establishes whether certain key performance parameters are within operational ranges and so certify the oil's fitness for use. In certain instances, further investigation involving some advanced analysis may be required to determine whether the lube oil meets recommended fitness for use.



Download the analysis at <https://bit.ly/3SsI0MX>. Or scan the QR code.

## SOLAS – Amendments to the IMSBC Code (Amendment 06-21)

Due to the COVID 19 pandemic, the normal 2-year revision cycle has been interrupted and contracting governments to the SOLAS Convention may apply the latest amendments in whole, or in part, on a voluntary basis from 1 January 2023.

Mandatory compliance with the amended IMSBC Code requirements will begin on 1 December 2023.

A new 2022 edition of the IMSBC Code has now been published by IMO which incorporates the 06-21 amendments. Copies can be obtained via the IMO publications website. The primary changes from the 2020 edition (incorporating amendment 05-19) are as follows:

- Revisions to various existing individual schedules for solid bulk cargoes.
- Existing schedules for AMMONIUM NITRATE BASED FERTILIZER (non-hazardous) and SUPERPHOSPHATE (triple, granular) are both deleted in their entirety.
- New individual schedules added for:
  - AMMONIUM NITRATE BASED FERTILIZER
  - AMMONIUM NITRATE BASED FERTILIZER MHB
  - CLAM SHELL
  - LEACH RESIDUE CONTAINING LEAD
  - SUPERPHOSPHATE (triple, granular) – this replaces the old schedule
- A revised definition for Group A to include dynamic separation as well as liquefaction.
- Dynamic separation is newly defined



## NTSB concludes high winds and lack of weather data contributed to the Seacor Power tragedy

Ahead of the soon to be published full National Transportation Safety Board (NTSB) investigation report into the Seacor Power capsizing, the agency has issued a report abstract. NTSB says it finds no fault in the captain's decision to get underway, but acknowledged gaps in weather data made available to the crew.

The NTSB has issued three safety recommendations to the U.S. Coast Guard and reiterated a fourth one about the use of personal locator beacons following the agency's investigation into last year's fatal capsizing of the Seacor Power liftboat in the Gulf of Mexico.

The NTSB is also making one recommendation each to the National Weather Service, Federal Aviation Administration and the US Air Force, two to the Offshore Marine Service Association, and three recommendations to the owner and operator of the vessel.

The NTSB said severe winds during a thunderstorm led to a loss of stability and ultimately the capsizing of the liftboat off the coast of Port Fourchon, Louisiana, back on April 13, 2021. Thirteen people were killed in the accident, including seven whose bodies have not been recovered. Six people were rescued by the Coast Guard and good samaritan vessels.

The NTSB determined the probable cause of the capsizing was a loss of stability that occurred when the vessel was struck by severe thunderstorm winds, which exceeded the vessel's operational wind speed limits. Contributing to the loss of life on the vessel were the speed at which the vessel capsized and the angle at which it came to rest, which made egress difficult. High winds and seas in the aftermath of the capsizing hampered rescue efforts.



## Production milestone celebrated by Suzuki Motor Corp

Suzuki Motor Corp has announced that, as of 27 October 2022, the company has sold four million outboard motors worldwide since production began back in 1965. Suzuki first started production of outboard engines at its Takatsuka plant in Japan. In 1979 the plant moved to Toyokawa and then relocated to the Kosai plant, Shizuoka in 2018.

The four millionth outboard motor produced was the DF350AMD, a new model which started production at the Kosai Plant in October. Suzuki currently produces mid to large outboard motors at the Kosai plant, and small outboard motors at Thai Suzuki.

"Since the start of production in 1965, Suzuki has strived to introduce new technologies, aimed to produce outboard motors marked by uniqueness, and this has led to the four million accumulated production," says company president Toshihiro Suzuki.

## Breakthrough in antifouling technology

Scientists at the Research Institutes of Sweden have developed a new way of enhancing marine coatings with I-Tech's proprietary Selektepe antifouling biotechnology. Biocidal coatings prevent organic fouling such as that caused by barnacles and their success is dependent on a sustained release over time which, for some larger ships, can be as much as five years. The current method of distributing I-Tech's Selektepe throughout antifouling coatings is by holding it in a matrix of molecules. The biocide is then released as the paint erodes.

### Polymerisation of Selektepe®

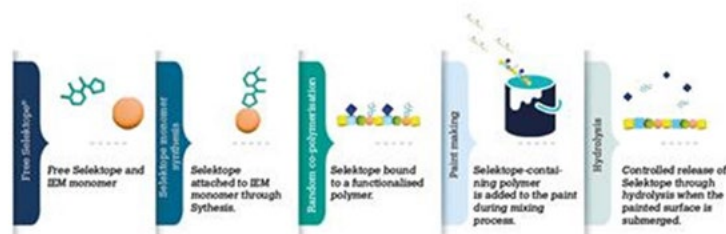


Photo credit: I-Tech

In the past other coatings have worked by attaching the biocide to a chain of molecules which is released from the chain when submerged in water. This was used to great effect in TBT which was banned in 2008. However, scientists have revisited this technology, finding ways to create a chain of Selektepe as a new way of introducing the biocide to the coatings. The resulting formulation has shown promise in static field tests off the west coast of Sweden; panels coated with paints containing Selektepe attached in this new way were just as free of barnacles ten months later as the ones which used the more traditional method of inclusion.

"The successful creation of a Selektepe-containing monomer that was then polymerised to create the co-polymer chain with Selektepe attached is a significant achievement in the antifouling coatings sector as it expands the antifouling biocide toolbox," said Dr Dan Isaksson, research & application development manager at I-Tech.

"This supports the coatings sector in its efforts to innovate around meeting future hard biofouling prevention needs. For these projects the focus was on SPC coatings. Proving this concept in silicone-based foul release coatings will be the next focus for I-Tech," he added.

## High number of ships do not comply with planned maintenance requirements



Between 15 January and 28 February 2022, the Australian Maritime Safety Authority (AMSA) conducted a focused inspection campaign (FIC) on planned maintenance. The shocking outcome is that the campaign has revealed a high number of ships failed to comply with the planned maintenance requirements.

The Planned Maintenance Focused Inspection Campaign (FIC) focused on:

- The level of compliance with the planned maintenance system (PMS) requirements of the International Conventions. This included statutory requirements under SOLAS and mandatory PMS requirements from the ISM Code;
- The familiarity of the master and officers with their processes for ensuring maintenance of the ship and equipment and, whether the ship has been maintained after survey in accordance with statutory requirements.

To read the findings go to <https://bit.ly/3zbrJp0>. Or scan the QR code.



# IIMS training and events 2023 CALENDAR

Programme subject to alterations - check website for details at: <https://bit.ly/3Wnhqlr>

J	17 <sup>th</sup> January 2023	IIMS Professional Qualification January intake online only student Meet & Greet
F	2 <sup>nd</sup> February 2023	Report writing online only seminar
M	7 <sup>th</sup> March 2023 21 <sup>st</sup> March 2023 30 <sup>th</sup> March 2023  March date to be confirmed	Closed Management Board meeting eCMID AVI Festival of Knowledge - online delegates only Yacht & Small Craft Spring training day (Portsmouth area - in person and online delegates welcome) IIMS Baltimore Conference
A	18 <sup>th</sup> April 2023 19 <sup>th</sup> April 2023 20 <sup>th</sup> April 2023  April 26 <sup>th</sup> and 27 <sup>th</sup> 2023	IIMS Professional Qualification April intake online only student Meet & Greet Heel & Stability (Southampton area - in person attendance only) Certifying Authority training (Portsmouth area - in person and online delegates welcome) Western Mediterranean Yacht & Small Craft Working group, Palma, Mallorca
M	2 <sup>nd</sup> May 2023 4 <sup>th</sup> May 2023	Report writing online only seminar Inland waterways working group (Location unknown - in person attendance only)
J	6 <sup>th</sup> June 2023 6 <sup>th</sup> June 2023 7 <sup>th</sup> June 2023  13 <sup>th</sup> – 15 <sup>th</sup> June 2023 29 <sup>th</sup> June 2023	Closed Management Board meeting IIMS Dinner (venue to be announced) IIMS Annual General Meeting and Conference (Southampton - in person and online delegates welcome) Seawork Show (Southampton) Remote tonnage training (UK venue to be announced Southampton - in person and online delegates welcome)
J	18 <sup>th</sup> July 2023	IIMS Professional Qualification July intake online only student Meet & Greet
A	1 <sup>st</sup> August 2023	Report writing online only seminar
S	5 <sup>th</sup> September 2023 11 <sup>th</sup> to 14 <sup>th</sup> September 2023 27 <sup>th</sup> – 30 <sup>th</sup> September 2023	Closed Management Board meeting London Shipping Week Monaco Yacht Show
O	3 <sup>rd</sup> – 5 <sup>th</sup> October 2023 11 <sup>th</sup> October 2023 17 <sup>th</sup> October 2023	IBEX Show (USA) Certifying Authority training (Portsmouth area - in person and online delegates welcome) IIMS Professional Qualification October intake online only student Meet & Greet
N	2 <sup>nd</sup> November 2023 7 <sup>th</sup> November 2023  9 <sup>th</sup> November 2023 14 <sup>th</sup> and 15 <sup>th</sup> November 2023	Report writing online only seminar Yacht & Small Craft late autumn training day (Portsmouth area - in person and online delegates welcome) eCMID AVI Festival of Knowledge - online delegates only Scotland Yacht & Small Craft training - venue to be announced (in person and online delegates welcome)
D	5 <sup>th</sup> December 2023 11 <sup>th</sup> – 15 <sup>th</sup> December 2023	Closed Management Board meeting Yacht & Small Craft 7-day residential course at the Boatbuilding Academy, Lyme Regis



## Lithium-ion battery whitepaper published



Insurers TT Club and UK P&I Club have teamed up with scientific consultants, Brookes Bell, and issued a whitepaper highlighting the continuing safety threat created by the transportation of lithium-ion batteries.

Despite significant fire incidents, it is apparent that the broad maritime community and logistics supply chain remain predominantly unaware of the hazards and potential consequences when a lithium-ion battery fails and goes into thermal runaway.

When a lithium-ion battery fails, the speed of failure (seconds), production of significant quantities of toxic, corrosive and flammable gases (000's of litres) as well as the rapid development of intense heat and explosive situations (+450°C) continue to be underestimated.

The whitepaper has been produced to provide some insight into this phenomenon as we move towards a "greener" power source. While there may only be a small perceived risk, the whitepaper profiles some of the numerous challenges and raises awareness of the potentially catastrophic situations caused by a battery failure.

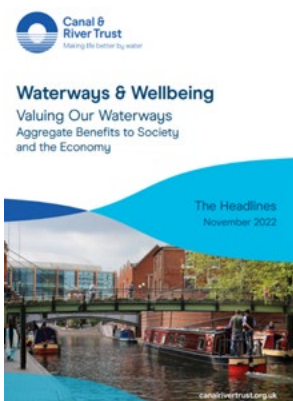
Recognising the various challenges presented by Li-ion batteries, the topics covered in this paper include background science on Li-ion batteries, the dangers associated with transporting them and why they arise, battery testing and correct declaration. The paper also provides a review of current dangerous goods (DG) regulatory provisions, focusing on the International Maritime Dangerous Goods (IMDG) Code, with recommendations for change or further work.

The final section of the paper discusses the current state of the firefighting provision and changes that could be implemented.

Download the white paper at <https://bit.ly/3WqIHeb>. Or scan the QR code.



## New report values benefits of UK waterways



The UK All Party Parliamentary Group for Waterways has published a headline report setting out the economic and social value of its 250-year-old waterway network.

Presenting the report to MPs, chief executive, Richard Parry, announced that the combined annual economic and social value of the waterways amounts to £6.1 billion. This includes £1.5 billion annual economic value from water-based tourism and jobs, and annual social value of £4.6 billion, which includes £1.1 billion cost saving to the NHS from active use of the waterways and the towpaths.

Furthermore, the integrity of the canal network's reservoir dams, embankments and thousands of other historic infrastructure assets, also protects homes, businesses and national infrastructure such as electricity sub-stations and utilities.

Commenting on the report, Richard Parry said, "This report and analysis captures how the Trust's work to protect and preserve the nation's historic canal network delivers positive outcomes for society. These include the value of the canal network in terms of supporting jobs, the visitor economy, and the unique welfare benefits delivered by providing access to nature and the outdoors in urban areas, often in society's most deprived communities. No other UK charity brings so much free blue and green space to the doorsteps of so many.

"However, the nation's 250-year-old canal network is also old and fragile. Together with government, the Trust bears a huge financial responsibility for the meticulous day-to-day care required to keep this precious network safe and navigable and, in turn, available for society to benefit from and to protect the homes, businesses and critical national infrastructure that runs on or alongside it."

Download the white paper at <https://bit.ly/3tBrZKz>. Or scan the QR code.



## Additional actions still needed to improve US Coast Guard's commercial fishing vessel safety efforts



The US Coast Guard hasn't fully implemented the majority of key statutory requirements designed to improve fishing vessel safety that have been enacted over the last decade, a new report by the independent Government Accountability Office (GAO) has found. The GAO's study was meant to examine Coast Guard efforts to improve commercial fishing vessel safety, implement related key statutory requirements enacted between 2011 and 2021, and incorporate key performance assessment steps for its commercial fishing vessel safety program.

According to the US Bureau of Labor Statistics, commercial fishing has one of the highest industry death rates in the country. Another Coast Guard analysis showed an average of 43 vessel losses and 22 fatalities per year from 2011 through 2020. The Coast Guard Authorization Act of 2010 established new safety requirements, such as mandatory dockside exams, for certain vessels and training for vessel operators. The National Transportation Safety Board has also made improving fishing vessel safety a top priority.

While there have been several commercial fishing vessel safety requirements enacted since 2011, the GAO found that the vast majority have yet to be fully implemented by the Coast Guard, which is the principal federal agency for ensuring marine safety.

The GAO report concluded that while the Coast Guard does make efforts to promote commercial fishing vessel safety, including thoroughly conducted dockside exams, engaging with industry, and collaborating with other federal agencies, it has yet to fully implement 17 of 22 statutory requirements enacted over the 10-year timeframe.

Among the 22 requirements, five related to various aspects of commercial fishing vessel safety (e.g., equipment, training, exams) have been fully implemented. The Coast Guard indicated it does not intend to implement one requirement related to the development of alternate safety standards for older fishing vessels due to a perceived lack of authority, which the GAO found was false.

## Dutch boatbuilder takes over boatyard

Sustainable yacht builder Vaan Yachts has taken over yacht service company Yagra in Hellevoetsluis. Vaan will take over the site, buildings, marina, equipment and employees, with Yagra's activities incorporated into a dedicated entity, Vaan Services. Vaan Yachts builds sustainable luxury sailing yachts from recycled aluminium and this acquisition offers Vaan the opportunity to realise its growth ambitions for the construction of sustainable aluminium sailing yachts in Hellevoetsluis, the Netherlands.

de Graaf, director of Yagra says: "After starting 30 years ago with a 100sqm workshop at the Veerhaven, we are proud that we have been able to expand Yagra at this location into one of the largest yards in the south-west of the Netherlands. By handing over the yard to Vaan Yachts, there is room for us to take new steps with Yagra."

Igor Kluin, director of Vaan Yachts, says: "This acquisition is a unique opportunity for Vaan. A beautiful location, equipped with all facilities, with beautiful sailing water right in front. Hellevoetsluis has a rich history of yacht building over centuries, and it is nice to continue that tradition in a modern, sustainable form."



## President's informal get togethers

In recent weeks, IIMS President, Peter Broad, has put together an initiative to meet members in the far east region. He organised a face-to-face supper made up of a small group of South Korean members.

Peter said, "It was a very positive gathering and nice to see the IIMS Korean members together in one place."

This event was followed up by two further online Zoom gatherings, joined by members from as far afield as China, Japan, Vietnam, Indonesia and Hong Kong. It gave members the chance to talk about their current projects and to discuss openly why their membership of the Institute is valuable.



Pictured left to right are Jason Lee, Sung Hyun Kim, Si Won Kim, Sang Bum Park, Steve Kwon and Peter Broad.

## Preparing container vessels for conversion to green fuels

Shipping decarbonization is a global challenge and the transition to a greener future requires an industry-wide transformation to close the gap to net-zero emissions by 2050. The latest report from the Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping provides a perspective on the technical, economic and environmental consequences of converting containerships from fossil-based fuels to green alternatives, like methanol or ammonia to reduce emissions, while considering the various technical and regulatory requirements. The report also provides a comparative assessment of the emissions from the operational part of the vessel lifecycle before and after the conversion and suggests preparation levels for conversion-ready newbuilds that facilitate their transition and reduce future costs.

Download the report in full at <https://bit.ly/3fgBATu>. Or scan the QR code.



## BP Energy Outlook 2022 published

Recently published the BP Energy Outlook 2022 explores the key uncertainties surrounding the energy transition and is focussed on three main scenarios: Accelerated, Net Zero and New Momentum. The Outlook sets out to identify aspects of the energy transition that are common across the main scenarios and provide a guide as to how the energy system may evolve over the next 30 years.

Download the report at <https://bit.ly/3TuRSqZ>. Or scan the QR code.



## ITIC Claims Review number 47 published



This edition of the Claims Review provides a selection of marine cases recently handled by ITIC. The case stories are likely to be of interest and will help others to identify potential problems in order to avoid these types of situations occurring in the future.

Download the report at <https://bit.ly/3TnZvPs>.  
Or scan the QR code.



## CRT publishes Boater Report 2022

The Canal & River Trust has published its Boater Report 2022 into how it generates its income and how that money is invested on behalf of its licence holders. Income for the year remained broadly stable and the Trust was able to increase the amount spent on core maintenance and repair works

The Boater Report 2022 highlights examples of the work the Trust carries out to keep the waterways safe and open for navigation, including 451 planned repairs and 52 arising and emergency repairs. Over the year the Trust replaced 132 lock gates, dredged 37km and removed almost 125,500 tonnes of silt.



"A navigable, safe and attractive canal system is the foundation that protects the waterways' heritage, supports biodiversity and brings well-being benefit to millions of people in waterside communities," said Richard Parry, chief executive at the Canal & River Trust.

Download the report at <https://bit.ly/3gALTHb>. Or scan the QR code.



## Reefer claims increase sharply over the pandemic is key report finding



A new report by the Swedish Club, called "Container Claims – Refrigerated Containers," has identified a peak in refrigerated (reefer) container claims during the pandemic as a result of disruptions in the supply chain, with a high number of reefer containers being delayed either in port or during transportation to and from port via road or rail.

Between 2021 and 2022 the Club saw an increase in reefer container claims of 270%, with 4.1% of all container vessels having a reefer claim in 2020 compared with 11.4% in 2021. Reefer containers are the main cause of all container claims with 30% of the Club's total container claims being due to refrigerated cargo damage over the last five years.

"This emphasises the importance of monitoring cargoes properly and keeping correct records. If goods have already been damaged down the supply chain, then the onus is on the crew to demonstrate they have taken proper care of the container, from the moment it is on board until it leaves the vessel," Joakim Enström, Senior Loss Prevention Officer at The Swedish Club and author of the report said.

Download the report at <https://bit.ly/3DqqmFn>. Or scan the QR code.





## The Seafarers' Charity funds safety film for fishing vessels

The Seafarers' Charity has funded a new information film to help fishers meet new MCA inspection standards. In partnership with the National Federation of Fishermen's Organisations (NFFO) and supported by the Fishing Industry Safety Group (FISG) the film is aimed at helping

all owners to prepare for their MCA inspection following changes to the regulations for fishing vessels under 15 metres.

The Seafarers' Charity has supported the production of the film which highlights the changes to the MCA's inspections of under 15-metre vessels. It will help owners to get their vessels ready for survey as well as signposting resources to help prepare for a successful inspection.

Charles Blyth, Risk, Safety & Training Lead at the NFFO identified that many fishers were not aware of the changes to the MCA's inspection regime and were therefore finding themselves tied up and prevented from fishing for longer periods because they did not meet the new requirements. As a previous Marine Surveyor with the MCA, Charles is well placed to help fishing vessel owners and the wider industry maintain high safety standards for their crews and their vessels. He said, "Recently, the under 15-metre fleet has seen some significant changes to the MCA inspection requirements including new stability tests and an out of water inspection, with some vessels struggling to meet all the requirements and therefore being tied up and unable to fish. We have made this information film to support all owners of under 15-metre vessels."

Watch the video on YouTube at <https://youtu.be/kLxhLF5wVWA?t=36>.

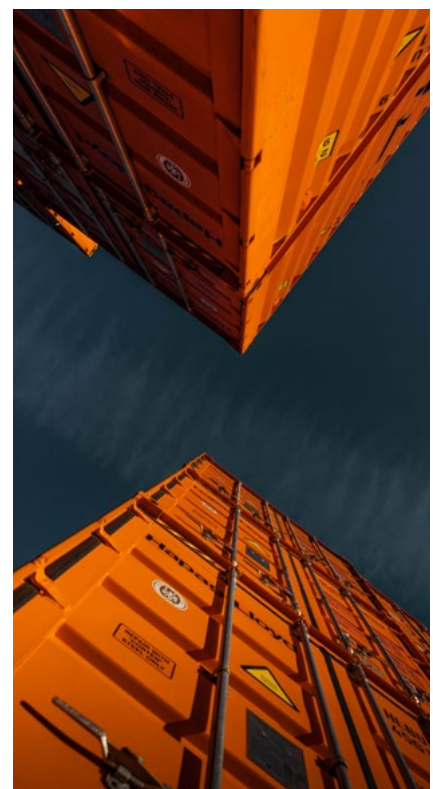
## HHI launches lashing-free containership design

Hyundai Heavy Industries (HHI) has developed a new system for loading and securing containers, achieving lashing-free transport of containers. The lashing-free containership design uses a new concept device called a "portable bench" that receives the load of the containers as they are stacked on deck and transfers it to the hull.

Additionally, a device that allows the vertical alignment and stacking of containers, called the cell guide, has been extended above the deck. As the container is loaded on deck it is fixed by the expanded cell guide meaning there is no need for the lashing of individual boxes.

The new system makes it possible to fix the containers more stable than the existing lashing bridge structure, thus preventing accidents from collapsing or losing the container in rough seas.

"The lashing-free containership is a new concept technology that can fundamentally eliminate lashing-related work, which is a major challenge in the containership industry, and cargo loss," said Wonho Joo, head of Hyundai Heavy Industries' technical division.





## Amendments to MARPOL Annex I on the prohibition of HFO in Arctic waters now effective

From 1 November 2022, the amendments to MARPOL Annex I relating to the prohibition on the use and carriage for use as fuel of heavy fuel oil by ships in Arctic waters came into force.

In particular, a new regulation 43A is added in chapter 9 after existing regulation 43 as follows, clarifying special requirements for the use and carriage of oils as fuel in Arctic waters.

The new regulation specifies: With the exception of ships engaged in securing the safety of ships or in search and rescue operations, and ships dedicated to oil spill preparedness and response – the use and carriage of oils identified in paragraph 1.2 of regulation 43 as fuel by ships shall be prohibited in Arctic waters on and after 1 July 2024.

For ships with oil fuel tanks which comply with regulation 12A of MARPOL Annex 1 or regulation 1.2.1 of Chapter 1, Part II-A of the Polar Code shall be prohibited in Arctic waters on and after 1 July 2029. When prior operations have included the use and carriage of oils listed in regulation 43.1.2 of this Annex as fuel, the cleaning or flushing of tanks or pipelines is not required.

Also according to resolution MEPC.329(76): Notwithstanding the provisions of paragraphs 1 and 2 of this regulation, the Administration of a Party to the present Convention the coastline of which borders on Arctic waters may temporarily waive the requirements of paragraph 1 of this regulation for ships flying the flag of that Party while operating in waters subject to the sovereignty or jurisdiction of that Party, taking into account the guidelines to be developed by the Organization. No waivers issued under this paragraph shall apply on or after 1 July 2029.

The ban covers fuel oils having a density at 15°C higher than 900 kg/m<sup>3</sup> or a kinematic viscosity at 50°C higher than 180 mm<sup>2</sup>/s. MARPOL regulations currently prohibits the use or carriage of heavy grade oils on ships in the Antarctic. Under the Polar Code, ships are only encouraged not to use or carry such oil in the Arctic.

## Transport Canada adopts ABYC standards for electric and hybrid boats

Transport Canada has approved a policy accepting American Boat and Yacht Council (ABYC) electrical standards for electric and hybrid vessel compliance in Canada. This new Tier I Policy allows the marine industry to use alternative industry standards where no requirements currently exist within Canada's regulatory framework. The policy went into effect on 25 October 2022.

This policy applies to vessels that are manufactured, constructed, converted, modified, altered or imported for use in Canada that are: pleasure craft less than 24 meters (78.7'); vessels other than pleasure craft not more than 24 meters; and fishing vessels not more than 24.4 (80') meters and not more than 150 gross tonnage.

"This electric and hybrid vessel policy expands the already widely applied and accepted ABYC standards as the alternative to the existing Canadian construction requirements for small vessels set out in the Construction Standards for Small Vessels (TP 1332)," said ABYC Technical VP Craig Scholten. "Today, over 50% of the vessel Declarations of Conformities for Canadian compliance are using ABYC standards as the construction requirements in Canada."





## Lack of personal flotation device led to skipper's death

In a tragic accident, the failure by a skipper to wear a personal flotation device, harness and tether, caused his death when he was washed overboard during the 2022 Newport-Bermuda race in June 2022 is the finding from a review by US Sailing.

Colin Golder was racing the Centurion 42, Morgan of Marietta, when he went overboard on 19 June 200 miles off the US east coast. Despite the efforts of the crew, which rescued Colin in challenging seas, he died soon after, most likely from drowning.

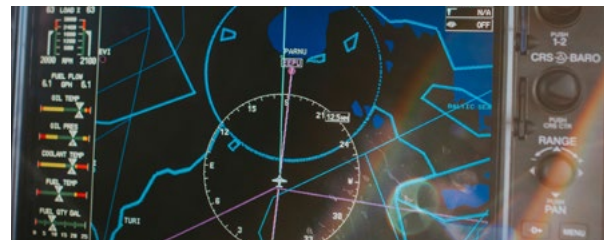
US Sailing's review and subsequent report of the incident attribute his death primarily to the failure to wear a personal flotation device and tether, asserting that had he been doing so, like the other watch members, he would not have been washed overboard when his yacht, which he owned and skippered, was hit by a large wave.

"If you fall overboard while sailing offshore, your chance of death increases dramatically," say the authors of the report. "Staying attached to the boat is critical to minimising this risk."

The report also stresses that wearing a personal flotation device is 'not a personal choice' and that a person overboard puts the whole crew at risk.

The report says, "We recommend that the Safety Equipment Requirements should be expressly rewritten to emphasise that ALL crew members bear responsibility for acknowledging and enforcing requirements associated with good seamanship, and that skippers expressly instruct their crews in this regard."

## Update guidance on fitting radar reflectors to vessels under 15m from MCA



The MCA has published updated guidance on the carriage and use of radar reflectors on vessels under 15m in length. The updated Marine Guidance Notice (MGN) 349 amendment 1 is for small vessels under 15m and under 150 Gross Tonnage (GT). MGN 349 was initially published following the loss of the yacht 'Ouzo' in August 2006 and the subsequent recommendations by the Marine Accident Investigation Branch (MAIB) investigation, including a study they commissioned QinetiQ to undertake into the most appropriate choice of radar reflector for their craft aimed predominantly at the yachting community.

This guidance advises on the recommended installation of radar reflectors on vessels less than 15m in overall length. Containing an explanation of the ISO 8729 standards - Marine radar reflectors with part 1 looking at passive radar reflector types and part 2 looking at active types.

The International Maritime Organisation's (IMO) Safety of Life At Sea Convention, 1974 (SOLAS) Chapter V Regulation 19.2.1.7 states that a ship shall have:

'if less than 150 gross tonnage and if practicable, a radar reflector, or other means, to enable detection by ships navigating by radar at both 9 and 3 GHz'

- The loss of the yacht 'Ouzo' and her crew highlighted the potentially fatal consequences of poor radar visibility of small vessels.
- All small craft should consider fitting, where practicable, the most effective and appropriate radar reflector or radar target enhancer (RTE) for their circumstances; and ensure those comply with international standards.

MGN 349 amendment 1 can be viewed at <https://bit.ly/3snN2jf>. Or scan the QR code.



## UK launches National Centre for Coastal Autonomy

The potential for autonomous technology to advance understanding of UK's constantly evolving ocean and coastlines has taken a major step forward with the launch of the National Centre for Coastal Autonomy. The UK's first autonomous fully integrated coastal observing and monitoring network employs autonomous technologies to drive towards a net zero oceanographic capability, delivering world leading and cutting-edge science.

A fleet of state-of-the-art surface autonomous vessels, sub-surface coastal platforms and sophisticated scientific buoys are integrated on a unique high-speed award-winning marine communications network. The high-resolution data it produces will be made available to policymakers and other organisations to enable good stewardship and an enhanced understanding of the coastal environment.

The National Centre for Coastal Autonomy has been founded by the partners in Marine Research Plymouth, comprising the Marine Biological Association, Plymouth Marine Laboratory and the University of Plymouth.



## GCCM becomes founding industry partner of the Boating Industry Academy

The Boating Industry Association has partnered with the Australian Industry Trade College to establish the Boating Industry Academy, the first industry-driven program for high school students wishing to pursue a career in the boating and marine industries. The Academy is for career-minded young people in Year 10 or 11 looking to work in the boating and marine industry. Students spend five weeks a term in school at the AITC Robina campus on the Gold Coast and up to 28 weeks a year in the boating industry at the Coomera marine precinct.



The specialist program will start at the Robina campus in January 2023 with a view to moving to a Coomera base, in the heart of the largest marine precinct in the Southern Hemisphere by mid-year.

In a statement, Andrew Chapman, GCCM's COO, said "GCCM applauds the initiative and the overall vision of the Academy. We look forward to the benefits the academy will bring to the Marine & Marina Industries and commit to being a key part of its success bolstering the numbers of skilled and qualified young people coming into the industry."





## Planned maintenance on domestic commercial vessels safety alert from AMSA

*Boats moored in Freemantle.  
Photo by Eddie Bugajewski on Unsplash*

The Australian Maritime Safety Authority (AMSA) has published a safety alert to draw the attention of vessel operators to the importance of planned maintenance in ensuring the safe operation of domestic commercial vessels in Australia.

Planned maintenance is essential on domestic commercial vessels. Good maintenance work in port or at anchor can help avoid breakdowns and getting into hazardous situations at sea. Recent incidents have demonstrated the potentially serious consequences of a lack of effective maintenance that can pose serious risks to the safe operation of vessels. Analysis of 117 incident investigations since 2020 found that maintenance problems were a factor in 28% of incidents, including half of the very serious incidents and 27% of serious incidents.

Plan maintenance to suit the vessel, the type of operation and potential risks

There is a wide range of domestic commercial vessels and types of vessel operations. In many cases, breakdowns and equipment failure can present significant risks. Factors that can increase the consequences of breakdown could include:

- lengthy voyages from port;
- operation in deep water where anchoring is not possible;
- weather conditions and potential for change;
- operation in remote areas where parts and assistance are not available;
- operation in high traffic areas where anchoring or drifting may be dangerous.

As well as a safety risk, breakdown and equipment failures can present serious economic and reputational risks to businesses. This is particularly so for passenger vessels and hire-and-drive operations.

## Heed manufacturers' recommendations

Most engines and equipment have documented recommendations on maintenance schedules and requirements. These should be used to guide the development of planned maintenance schedules documented in each vessel's safety management system (SMS). Maintenance schedules can also be built around seasonality in the vessel's operations. For example, commercial fishing closures and times outside tourist season can provide ideal times for major maintenance.

AMSA recognises that several factors presented challenges to effective maintenance during the COVID-19 pandemic restrictions. These included supply chain difficulties in getting necessary parts and specialist expertise to affected vessels and shutdowns of some operations such as tourism and some commercial fishing. However, with travel restrictions and quarantine requirements now largely removed in Australia, AMSA expects operators to have resumed effective maintenance action.

## Safety gear checks

A key component in any planned maintenance schedule is periodic checking of safety gear. Life jackets and life rafts should be checked for wear and tear. Monitoring the expiry dates of safety equipment and some first aid kit items is essential. These can either be checked regularly or by building expiry date alerts into electronic or paper calendars or diaries.

## Legal requirements

Under the National Law for Domestic Commercial Vessels, Marine Order 504 explains the requirements for safety management systems (SMS). It sets out that:

- The owner of a vessel must ensure that a system of regular programmed inspection and maintenance appropriate for the vessel, its machinery and its equipment is developed, maintained and implemented.
- The SMS must include arrangements for recording details of each inspection and correcting each deficiency identified by an inspection. The record may be kept in the logbook.
- The vessel must be inspected sufficiently to determine if the vessel, its machinery and its equipment comply with the maintenance and operation requirements that apply to it. This requirement does not prevent inspections being made for compliance with voluntary maintenance guidelines.
- The vessel must be serviced taking into account the manufacturer's specifications and requirements.

Under Marine Order 503, it is a condition of a Certificate of Survey that a certificate of currency relating to equipment that is required to be carried on the vessel must be kept current.

## New Swedish Club Casebook is available to read

As part of its commitment to improving safety at sea The Swedish Club has shared some of its recent claims experiences with the aim of helping the shipping community understand the factors that can lead to common incidents, and to learn from the decisions that were made on board at the time. Following requests for more case studies, The Swedish Club has published a Casebook to showcase a selection of cases.

The cases cover both P&I and H&M claims on the most common types of vessels and represent situations that many seafarers (and indeed marine surveyors) may find themselves facing during the course of their work.

Download the Casebook at <http://bit.ly/300Tmuy>. Or scan the QR code.



# OBITUARIES

It is an ironic co-incidence that three British heavyweight yachting industry stalwarts should pass away within a few weeks of each other. The deaths of Jeremy Rogers, Henk Wiekens and Peter de Savary have been announced. We pay the following tributes to these three legendary figures.

## **British yacht builder, Jeremy Rogers, creator of the famous Contessa 32, has passed away**

The Jeremy Rogers Ltd boatyard has announced the sad loss of founder Jeremy Rogers MBE, who passed away aged 85 on 14 October 2022.

Jeremy Rogers is a name that will be known to many marine surveyors. He was something of a boatbuilding icon and many surveyors will probably have surveyed some of his many Contessa sailing yachts around the world. In a statement released by the company, the yard said, "His legacy as a boatbuilder and sailor is well documented, but he will also be remembered as a kind, generous man. Who can ask for more than that?"

Rogers set up business in 1961 at the age of 23, after serving his apprenticeship with Jack Chippendale MBE as a traditional wooden boatbuilder. Within a decade, Rogers had one of the most successful boat-manufacturing companies in Britain. Since the 1970s, the business has also been at the leading edge of building with composite materials, through the Atlas Carbon Products branch of Jeremy Rogers Limited.

During his five-decade career, Rogers built a large number of well-known yachts, and also made a significant contribution to the world of yacht racing as a keen yachtsman.

As a boatbuilder, Rogers was best known for designing the Contessa sailing yachts, ranging in size from the traditional 26 to the Doug Peterson-designed Grand Prix 35s, 39s and 43s, many of which were exported to a worldwide market. The two most popular Contessa yachts were the sprightly Contessa 26 and the hugely successful Contessa 32, designed in collaboration with David Sadler.

The Jeremy Rogers boatyard, operating from the Lymington Yacht Haven, still builds the much-loved Contessa 32, adding to the 650 or so already sailing all over the world. While Jeremy eventually stepped down as managing director of the firm in favour of his son Kit, he continued to be a regular presence at the yard for many years and remained on hand to pass on his lifetime of skill and experience.



## Henk Wiekens, founder and MD of Pendennis Shipyard, has died

British superyacht refit and repair yard Pendennis has confirmed the death of its co-founder and managing director, Henk Wiekens. The company, which was founded in 1988, said publicly, "Words cannot express what a hole this leaves in the Pendennis family."

"Henk has been instrumental in the growth and development of Pendennis and has inspired generations of talent from all areas of the marine industry. He was so proud and felt privileged to have worked with so many wonderful people over the years and his love for life, energy and endless enthusiasm will be missed by many across the world and of course by the whole team at Pendennis. Our thoughts are with his much-loved family."

Pendennis has grown to become one of the world's leading superyacht refit and custom build facilities. Today, there are around 450 tradespeople working at the yard, with an apprenticeship programme developing more talent.



## Yachtsman and entrepreneur Peter de Savary passes away

It has been announced that yachtsman and tycoon Peter de Savary has passed away at the age of 78. de Savary, affectionately known as PdeS, was a keen sailor known for his remarkable life and a career that spanned six decades and four continents. He first rose to prominence in the 1980s, leading the British challenge for the America's Cup in 1983, where his contender, Victory 83, was beaten by Australia II in the final heat.

De Savary was also known as a visionary entrepreneur, who at one point owned both the most southerly and northerly points of the UK; Land's End and John O'Groats. De Savary

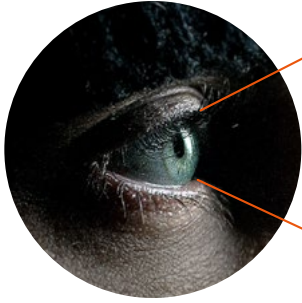
He owned at least 30 boats during his lifetime, including the Hollywood yacht Kalizma (formerly home to Richard

Burton and Elizabeth Taylor), the Herreshoff-designed sailing yacht Vagrant, the 20-metre Royal Huisman Hush, and a 30-metre river barge called Savvy.



In a statement, his family said, "Peter was a man of tremendous vision with boundless energy, enthusiasm and attention to detail and he inspired tremendous loyalty from all those who worked with him. He was at his happiest smoking a large Cuban cigar, on a vintage sailboat with his trusty chihuahua by his side, and despite all his many achievements and successes, he always maintained that the most important thing in life was family."

*Image courtesy of the de Savary estate*



What caught my eye...

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

## El Faro Salute memorial dedicated in Maine

The recently dedicated El Faro Salute pays tribute to the 33 crew members who lost their lives in Hurricane Joaquin on 1 October 2015 in one of the most harrowing shipping disasters in recent American maritime history.

"It's a source of comfort for the families," said Maine artist and sculptor Jay "J-Bone" Sawyer, who created the memorial which was dedicated on 24 September in Rockland, Maine.



I read that love was apparently in the air during the dedication attended by over 300 family members and guests of the lost crewmembers. Tears flowed freely.

A week before the dedication the sculpture was still white metal. Tim Matheson, a Maine Maritime Academy graduate, sandblasted it with salt water to start the rusting process. Since then, the colour has transformed, and it's not finished. The bottom is core 10 steel.

So much has been written and debated about the El Faro case, so perhaps this helps to draw a line under the tragic incident and provide some comfort. The unusual and highly individual permanent memorial is a wonderful way to remember those who lost their lives in this appalling event.

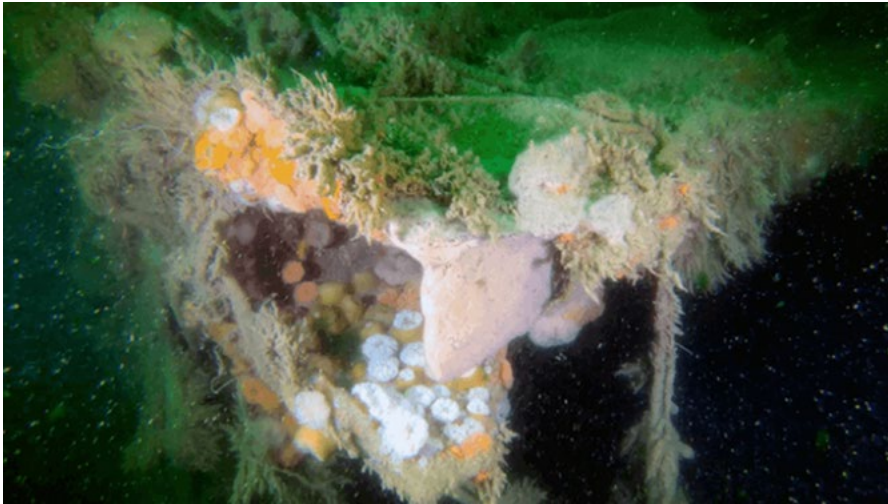


## Survey reveals gender inequality, discrimination and worse

I tend to be wary when covering stories like this when they appear, for they can be politically charged and highly emotive. As an industry, the maritime sector has been desperate to attract more women into all areas of the industry. Indeed, we have some remarkably talented female members within IIMS and I know of others in the sphere of naval architecture too. So, having successfully recruited an increasing number of women into the industry, why then are they subjected to this type of behaviour? Clearly much more needs to be done to educate the male of the species, or is it just an insurmountable societal problem we face?

Here is the gist of the story - and remember please don't shoot me, I am only the messenger. An in-depth survey into the maritime industry has revealed shocking figures in gender-based discrimination against women onboard including harassment and bullying. The Women's International Shipping and Trading Association (WISTA International), Anglo Eastern, International Seafarers Welfare and Assistance Network and the International Chamber of Shipping conducted a public online survey designed to examine how female seafarers perceived "discrimination" and how it manifested itself onboard based on their personal experiences. The results make for unhappy reading. The full article with survey findings can be viewed at <https://bit.ly/3N3EMyq>. Or scan the QR code.





## WWII shipwrecks continue to influence the marine environment

*Marine growth on the wreck of the John Mahn. Photo credit: (VLIZ/CC BY)*

When I read this story and thought about it a bit, it seems obvious that a metal hulk resting on the seabed must

influence its marine surroundings. And reassuringly new research reveals that this is indeed the case. A study by researchers from Ghent University has shown the remnants of sunken World War II warships are continuing to influence marine ecosystems in the North Sea even after sitting on the seabed for more than eight decades.

The team studied the repurposed trawler John Mahn (V-1302), which was appropriated by the German Navy in WWII and used as a patrol boat. The study found the wreck and its dangerous cargo, including depth charges, continue to impact the surrounding marine environment. Sample research on the wreck and its environs established that some hazardous pollutants had seeped into the seafloor surrounding the ship, with the strongest concentration of the toxic remnants occurring closest to the wreck. The samples contained evidence of polycyclic aromatic hydrocarbons, which are chemicals associated with crude oil, coal and gasoline, along with various heavy metals and explosive compounds.

## Swedish archaeologists discover 17th century warship

*Gun port on the sunken warship (Jim Hansson and Mikael Dunker photos courtesy of Vrak)*



I was unaware of Sweden's prowess as a shipping powerhouse in medieval times if I am honest. It seems that another bygone relic from the depths of the sea has been discovered and is set to reveal her secrets. Time for a short history lesson.

Maritime archaeologists from Sweden's Museum of Wrecks have discovered the sunken hull of a 17th century warship that they believe will provide new insights both into the country's history and its shipbuilding traditions. The vessel, known as the Äpplet, is a sister ship to Sweden's most famous historical warship the Vasa, which sank on its maiden voyage in 1628.

In 1625, King Gustav II Adolf ordered four warships to be built which would be among the largest ever created. According to the historians, shipbuilder Hein Jacobsson suspected that Vasa had been built too narrow and was therefore likely to have been unstable. So, the Äpplet was built wider, with a slightly different hull shape. She was completed in 1629 seeing service in the Thirty Years' War carrying nearly 1,000 sailors and soldiers to Germany. The historians speculate that after the war she was probably idle as her large size made her costly to maintain and operate. The Äpplet was sunk by Sweden in 1659 to create an underwater barrier to block an enemy invasion of Stockholm by sea.

## Classic car collection auction proceeds donated to RNLI

*The delectable 1924 Bentley  
3 Litre Vanden Plas Tourer*

Now here's a story to warm the hearts of even the coldest hearted of individuals. It seems that classic cars continue to hold their value in the UK. And what better use than to gift the money raised at a recent auction from the sale of a classic car collection to help a venerable marine organisation such as the Royal National Lifeboat Institution (RNLI)?



I read that the RNLI is set to benefit to the tune of a cool £1.1 million from the sale of the 15 classic car collection built up by the late Robert Furniss

Riding, who made his name in banking. Mr Riding joined William Deacon's Bank ending up as Group Treasurer of the Royal Bank of Scotland. It transpires that he was a passionate sailor who, on retiring to the Isle of Man, switched his allegiance to collecting classic cars. The collection spanned various decades of the twentieth century, with the oldest being a 1924 Bentley 3 Litre Vanden Plas Tourer which sold for £140,000.

I would like to propose a vote of thanks and raise a glass to Robert Furniss Riding for his generosity.

*Photo credit: Geoff Waddington*



## Look what turned up opposite the IIMS office recently - an old Scottish "Puffer"

I am most grateful to IIMS Immediate Past President, Geoff Waddington, who got a call to come and survey an old Scottish "Puffer" that had mysteriously turned up on the hard across the road from the office at Trafalgar Wharf one morning.

Vic 56, as she is known, is one of just a handful believed to be still surviving. She is technically a steam coasting lighter or a "Puffer" and is one of the 98 Victualling Inshore Craft originally built to the orders of the ministry of war transport between 1941 and 1945.

VIC 56 served with the admiralty at Rosyth until 1974. During her time, she served naval vessels in all of the Forth ports and even made a voyage via the Caledonian Canal to the Isle of Rona off Skye with stores for the top-secret Admiralty Research Unit there. In 1978 she was bought by Mr H Cleary and in April 1979 and sailed to a berth at Rotherhithe on the Thames in London. Conversion was done on her to allow her to burn coal instead of oil to reduce operating costs. In autumn 2005 she was moved to a berth in the Chatham Royal Dockyard in Kent. She has since been donated to the Historic Dockyard in Portsmouth and added to their fleet of heritage vessels.

A fascinating slice of history on which to end this year on.

**Until the New Year!**

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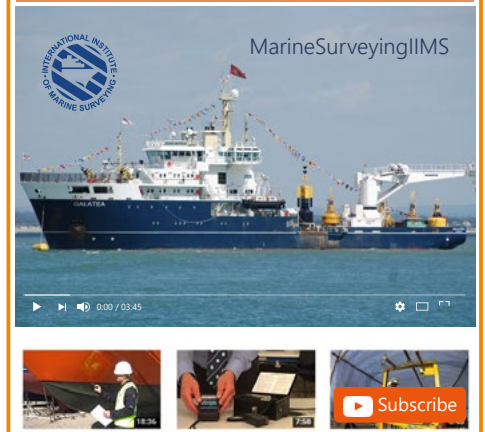


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# Contact the IIMS Head Office team



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



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