



SCMS

LINK

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President's Note



Welcome to the resurrected SCMS publication link, which I hope will be issued on a more frequent basis than in the recent past.

The link is being kindly produced by Norman Finlay and I sincerely hope

that in future it can be issued on a regular basis. I would urge all members to take an interest in what is, after all, your periodical, and provide articles, technical information or even humorous stories connected with your work as Marine Consultants, Surveyors or seagoing life in general, to Norman.

As many of you will know, the council nominated me as president-elect of the society at an emergency meeting last year, and the position was ratified at the Annual General Meeting in Southampton in June. As some of you will know, it is a position I've been trying to sidestep for several years, but with Bob stepping down as President, I have been unable to dodge the position any longer and must take up the gauntlet. I thank Bob for all his efforts over the last few years and hope that he will now be able to spend a little more time with his family.

My first association with the SCMS was attending an SCMS dinner dance at the Royal Station Hotel, Hull about 45 years ago when my Uncle was president and I was an engineer cadet. I subsequently obtained my combined Chiefs Ticket before taking voluntary redundancy and coming ashore to start working as a surveyor.

For the last 34 years I have been working mainly as a surveyor with various consultancies, as a staff surveyor with a marine insurance company and also as a superintendent for a short period before going it alone about 7 years ago, undertaking mainly coding work and small vessel surveys.

I have been associated with small vessels all my life having first gone sailing in a carry cot with my father on the family yacht the "Ditherumpop" out of Bridlington. When I was about 8 years old the family moved to Whitby and I was given my first boat, an ageing 10 foot dinghy; I received a tin of paint remover, Scarsen scraper, varnish and antifoul for my next birthday present! For the next few years I sailed this round the harbour and up

the river Esk to Ruswarp, and for safe-keeping, stored the mast, sails and outboard motor in the cellar of the Midland Bank where my father worked.

As a young lad I wanted to become a boat builder and spent many a day at Gordon Clarkson's boat yard at Whitby assisting, or hindering, in the building of Yorkshire Cobles, however with the advent of GRP, my interest in boat building waned and I had a change of heart, deciding instead to become a marine Surveyor, however I did eventually build myself a 22 foot Gaff cutter which I keep in the harbour at Bridlington.

The last 18 months have been a very difficult year for the Society with the numbers of members gradually reducing and problems with the code section where a new team of MCA auditors caused headaches not only to ourselves, but also, or so we hear, to some of the local MCA offices that deal with the coding of small vessels.

We have also seen the retirement of Paul Owen after many years as secretary of the SCMS and I am sure we all wish him well for the future and thank him for his efforts over the past in dealing with an expanding workload brought about by the expanding coding section.

Following Paul's retirement, Peter Mansbridge was appointed as CEO Certification on a temporary basis and to hold the reigns until after a critical MCA audit and the appointment of a permanent CEO; during this period considerable effort was expended in putting our house in order and getting to grips with the mountains of additional paperwork and records now required by the MCA.

The MCA carried out their audit in February, which I am pleased to say was passed with only minor deficiencies and a further six monthly audit is now due to take place in October.

As you are all aware, it was during this period that we were given the six months' notice by the Marine Society to vacate the Lambeth Road premises which are to be demolished and re-developed. Following some discussion and having looked at various locations, it was decided to re-locate the office to Southampton. After some searching a suitable and hopefully convenient office was found in Ocean Village with adjacent car parking, and to which we moved in June immediately before the Sea-work exhibition.



During the critical audit preparations Nick Gladwell examined the majority of the one thousand or so vessel files with, on occasion, assistance from his son Stuart whilst on leave from his ship; it was during this time that he applied to take over Peter Mansbridge's position when Peter bowed out.

Following a brief interview, in the Corner Café in Lambeth Road before Stuart returned to his vessel and some discussions with Nick, it was agreed that Nick would take over as Caretaker CEO in Southampton when Peter closed the office in London, and then ease Stuart into the position of Office Manager in Southampton when he returned from his ship.

The office move unfortunately meant that we had to make all the London staff redundant as they did not wish to move to Southampton and say goodbye to Linda, Lesley, Avril, Beverley and of course Peter Hicks who retired when Paul Owen was appointed, only to come back the following Monday morning and assist in the office until the move.

The new office was opened during the Seawork Exhibi-

tion with a staff of Stuart- office manager, Peter- assisting and engaged in issuing vessel certificates, and Petar - looking after the accounts and getting the money in, whilst Nick is keeping a watching brief for the time being.

Those of you who are in contact with the office regularly will be aware that the office is now open from 9 to 5 Monday to Friday (10ish to 4ish in London) and so should be able to offer a far superior service to our members with better continuity due to the office being manned by full time as opposed to part time staff.

Finally, I would like to thank all those who have put considerable effort into the society in the last year both in connection with the audit and the move to Southampton and I would ask all members to assist in helping the society regain its footing in the marine world, flourish and encourage younger marine professionals to join.

Mike Eckles

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FEMAS Update



The Federation continues to thrive within Europe with the Executive Council now considering the application from a third French association of Marine Surveyors and Consultants. Although it is European Union based, we do have members world-wide; individuals will often affiliate to the Federation through membership SCMS, as not all FEMAS associations will accept non-national members.

The next FEMAS Executive Council meeting will take place later this month; this always includes a representative from SCMS, most recently this has been Mark Lockie. The President, Henk Arntz, is hosting the meeting in Rotterdam.

We have recently been examining the differences and similarities between the membership standards of all member associations, the exercise is expected to be completed later this month. This would enable a qualification level to be set for each Association member

which, at the end of the exercise, will enable a general average qualification level to be set for FEMAS.

Future activities resulting from this exercise have been identified and could include: Professional Indemnity Insurance; Standard Disclaimers; and General Conditions. Do you have ideas for other subjects we could usefully examine to the benefit of all FEMAS members?

Another subject exercising the minds of the FEMAS Executive Council at present is BREXIT. The FEMAS rules require member associations to be in the European Union. This raises the question of what to do with the membership of SCMS after BREXIT is completed in 2019. There appear to be two options, amend the rules to read 'in Europe' or to make SCMS an Associate Member. However, there is no rush, as we have over 2 years to find an acceptable solution.

Paul Owen, FEMAS Secretary and SCMS Hon Member

www.femas.info

SCMS and the recent changes

SCMS headquarters were given notice to move by the landlords at the end of 2015. The old office at 202 Lambeth Road, London, was to be demolished and the site redeveloped.

Earlier in August 2015 our long serving Secretary, Captain Paul Owen, had retired from SCMS as his other jobs at FEMAS and other Nautical Institutions were all taking more and more of his time. Peter Mansbridge took over Paul's duties on a temporary basis while a full time replacement was investigated.

Another good servant of SCMS, Peter Hicks, who had retired many years previously but regularly attended the office to help with membership and other duties. He unfortunately became ill and had to go into hospital to have a new heart valve. I am pleased to report that despite being 90+ Peter has made a good recovery and is feeling much better now.

The SCMS Council with President Mike Eckles and Vice President Mark Lockie were forced into looking at new premises as well as replacement staff. Various cities were considered for the new headquarters and the cost of buildings and staff were thoroughly examined. Finally in January 2016 the decision was made to relocate to

Southampton. We would be near other similar organisations such as MCA, YDSA, BCTQ, Lloyds & DNV. The cost of the building rent plus the qualified staff availability and many other factors all favoured Southampton as being the best choice.

Early in June 2016 we started the relocation process and setting up of the new office. We used the opportunity to bring in new office procedures, new IT methods and full time staff as opposed to the London part time staff and the old paper files system. The new office was opened in time for the SCMS AGM and Southampton Seaworks 2016.

The new Office Manager is Stuart Gladwell. Stuart is a MCA qualified Marine Engineer who has worked for Stolt on their Chemical Tankers for the last 14 years. He assisted in the London Office during his leave in 2015 sorting out the vessel files and helping solve the MCA audit problems.

Petar Andreev is our new Accounts Administrator. Petar has had his work cut out putting all our finances into the new Xero accounting package and chasing outstanding payments. He has now managed to put our finances back into an accountable state so we can see exactly where the money comes from and where it goes to. This has been instrumental in helping us develop our plans for the future of SCMS.



SCMS and the recent changes

Nick Gladwell has been stepping in and out of SCMS HQ in various roles. A Fellow of SCMS and Councillor, but also an ex MCA Surveyor, he has helped with MCA audits, internal audits, plus been the CEO between Paul Owen and Peter Mansbridge and then again post Peter Mansbridge.

On 4th October 2016 we had our annual MCA audit in the new office plus on this occasion the Chief Surveyor from Gibraltar was also on the MCA team. Our CA Chairman Paul Johnson attended with President Mike Eckles and assisted by the office staff, we passed inspection with flying colours and were congratulated on our new office set up and records system.

Now we are concentrating on increasing membership of SCMS. Bob Barnes has set up a working group who have been using a paper originally penned by Clive Robinson

on ways to shape SCMS for the future. Many of Clive's suggestions have already been taken forward and implemented. The SCMS CA work for MCA is now separately accounted for and costed as opposed to the Membership side. The SCMS website is presently being completely redesigned and brought up to date. The payments methods have been changed from the old cheque book method and in the post method to bank transfer and paypal/credit card payments. We now have online internet banking.

On the 11th October 2016 we held our first Training Day for CA Surveyors. It was a great success and despite the original plan of holding it for 12 people we quickly had to amend arrangements when over 20 of our 43 MCA CA surveyors applied to attend.

Nick Gladwell, SCMS Chief Executive Office

Editor's Note

Once again I am sitting in the Editors Chair attempting to put together a copy of LINK aided and abetted by my daughter Heather who was doing this very same thing 25 years ago.

This edition is a trial run and hopefully it will be followed by further editions which will have a lot of content from you our Members. Articles of the following type will be welcomed:

Technical notes on survey work - unusual jobs / damage claims - comments on current technology - items on the shipping industry etc. - views on SCMS and ways it might enhance the status of the Surveyor.

Adverts for businesses or products will be accepted.

Full page £ 100.00 - Half page £ 50.00 -

Quarter page £ 25.00

SCMS Membership Update

New Members 2016

| | |
|-------------------|---------------------|
| Guillermo Gefaell | Spain |
| Graham Slack | United Kingdom |
| Scott Lennon | Hong Kong |
| Tom Jackman | United Kingdom |
| Terry Skews | United Kingdom |
| Robert McConnell | Republic of Ireland |
| James Smith | United Kingdom |
| John Ross | Italy |
| Marien Vos | Netherlands |
| Gary Webster | United Kingdom |
| Sergey Polovnikov | Ukraine |
| Martin Willis | United Kingdom |
| Jim McDonald | United Kingdom |
| Amos Frederico | Gibraltar |

New Associate Members 2016

| | |
|----------------|----------------|
| Peter Burbage | United Kingdom |
| Harry Martinez | Gibraltar |
| Alan North | United Kingdom |
| Karl Pizzey | United Kingdom |
| Isaac Ochuko | Nigeria |

Overheard in the cocktail lounge of the Queen Mary 2

"Tell me Mary what has made you so interested in that fellow Thomas Farrel?"

Mary - "When I overheard him tell the barman that he had sold his 21 garages and was going to enjoy himself"



Royal Research Ship Discovery

In 1997 the Company I was working for received an invitation to tender for a complete survey of Captain Robert Falcon Scott's "Discovery" for the purpose of securing Heritage Lottery Funding.

The vessel is a three masted barque designed and built on the lines of a traditional whaler. She was built at Dundee Shipbuilders in 1901 for the purpose of carrying Captain Scott and team for his first expedition to Antarctica. A major feature of the construction was the ability to resist pressure from the ice and therefore special provisions to try and prevent crushing from ice pressure were built into the hull.

The vessel is 194ft long by 33ft beam and 23ft deep. Construction method was similar in concept to the "Mary Rose" and modern wooden fishing vessels.

Propulsion was by a 450 h.p. triple expansion steam engine provided with steam from two 5 ft. diameter boilers.

Timbers used in the construction were English Oak, Riga Fir, Pitch Pine, English Elm and in places Greenheart. Interior around the engine space two steel / iron bulkheads were worked to protect the vessel from the vagaries of boilers and heat!

Since her original expedition for the National Antarctic Expedition the ship has borne many different roles. In 1905 she was sold to the Hudson Bay Company who converted her to a cargo carrier and stripped out large areas such as the wardroom and original Crews Quarters to provide more space. The vessel stayed in this condition for 18 years. She was then sold to the Crown Agents who in 1923 commissioned a major refit at Vospers in Portsmouth. The Wardroom and Crews Quarters were reinstated between decks and two new Laboratories were built on the upper deck. A bridge structure and deck houses were fitted. In addition masts were moved and 20 % more sail area built in.

Discovery's last active spell of sea service was in 1927 with BANZARE voyages. She returned to The U.K. and from 1931 to 1979 lay in various berths in the Thames. For a while she was under the management of Sea Scouts and latterly the Ministry of Defence. During her

period under M.O.D. stewardship, boilers and engines were removed and the areas decked over. In 1979 the Maritime Trust became the Owners and tried to restore her to the 1924 configuration. The ship was dry docked at Sheerness to repair the obvious onset of degradation in the Hull planking.

1986 shows her being transported on a floating dock to Dundee for further development between Maritime Trust and Dundee Discovery Quay Developments. It was thought to be an appropriate city to show the vessel as the centre piece of Dundee Ship Building Heritage and part of a museum complex open to the public.

In 1996 the Discovery was passed from the Maritime Trust to Dundee Heritage Trust and remains afloat in her purpose built dry dock.

It remains a credit to the skills of the Shipwrights, Engineers, Sailmakers and Riggers that the vessel is still in existence after 115 years later after a very harsh working life and still earning its keep.

In a further article I will define some of the problems experienced during our survey which incidentally took 4 months to undertake and two months writing the report

If you are at any time in Dundee, spare some time and visit a unique piece of our Maritime Heritage.

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What type of vessel is this?

It Scuts about, has a Stomach and wears Clogs, is a bit of a Ram but has a Droopy Willy

Answer - An English coble

1.Scut or scutboard is a plank extending across the stern at gunwale level

2.The stomach piece is a type of internal keelson

3.The clogs are an extension of the drafts (bilge keels) up the transom to protect the lower part.

4.The ram is a centreline plank which extends from the stomach piece to the transom in place of a keel.

5.The sailing pin, (sometimes known as a Droopy Willy) is a pin located on the outside of the shear plank and to which the halyard of a sailing coble is attached.



Expert Failings

It is four years since the English Supreme Court held that expert witnesses involved in legal proceedings no longer enjoyed protection from liability for negligence. This is the case of a global marine consultancy firm which was engaged as experts by the underwriters of a hull & machinery policy.

A fire had caused substantial damage to the insured vessel. Owners claimed the ship was a Constructive Total Loss ("CTL") alleging the cost of repairing her was in excess of her insured value. The insurers rejected this claim alleging that the vessel was capable of economic repair. The vessel was scrapped and the dispute was solely as to the amount the insurers were obliged to pay out under the policy.

At an early stage the owners made an offer to settle the claim by accepting US\$1,136,000 plus their legal costs. The underwriters did not accept the offer and litigation was commenced by the owners.

The consultants were appointed by the insurers to provide expert advice / evidence on what it would have cost to repair the vessel.

On accepting the engagement, the consultants were provided with considerable documentation. This included two independent quotations from Chinese shipyards on the cost of repairs and some calculations from the builder of the vessel that indicated the steel weight for the accommodation block was 312 tonnes.

The consultants issued a report, advising that the vessel was not a CTL.

The report was based on the quotes from the two shipyards and the steel weight the insurers had obtained from the ship builder.

In due course the owners served the report of their technical expert. This had been prepared using a different methodology (a "new-build approach") to the one adopted by the consultants. The owners' report contrasted significantly with the consultants' one in using an estimated steel weight total of 542 tonnes to repair the accommodation block and concluded that the total cost of repairing the vessel was US\$6m. A figure that would have made the vessel a CTL.

Following a joint experts' meeting, at which there was considerable disagreement between the experts, the underwriter's counsel asked the consultants to prepare their own steel weight calculations (inclusive of the accommodation block) in order to rebut the owners' report. Drawing from their own calculations, the consultants concluded that the ship builder's initial steel weight figure was, in fact, inaccurate and that the cost of repairing the vessel was circa US\$3.9m in excess of the total insured value.

On the basis of the consultants' new advice underwriters settled the proceedings with owners for US\$1.3 million plus the owners' costs.

Underwriters then commenced proceedings against the consultants on the basis that they had been negligent in not properly reviewing the shipyard quotes. The underwriters claimed that, had they been properly advised, they would have been able to settle for a lower amount at an earlier stage. This would have reduced both their own costs and their liability for the owners' costs.

The consultants pointed out that the underwriters had rejected the owners' earlier offer before they were engaged. They had relied on the figures provided by the underwriters and it was not until after the joint experts' report that they were asked to make their own assessment.

The matter was settled at mediation. A feature of the dispute was that there was no document specifying what the consultants had been engaged to do. A large number of disputes involving consultants and other advisers would be avoided if the scope of work is clearly defined beforehand. See ITC's terms and conditions: <http://www.itic-insure.com/rules-publications/standard-trading-conditions/>

Reproduced from the ITIC Claims Review, dated September 2015, with kind permission of International Transport Intermediaries Club Ltd

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*- You know you are getting old when the candles cost more than the cake - **Bob Hope***

*- When I was young I thought that money was the most important thing in life, now that I am old I know it is - **Oscar Wilde***



The Duties and Responsibilities of an Expert Witness

The remarks of Mr Justice Creswell in the recent Commercial Court case concerning the IKARIAN REEFER will be of interest to those Members who normally undertake Expert Witness work and indeed those aspiring to do so. The case was a long one and involved a large number of Expert Witnesses both for the Claimant Shipowner and for the Defendant Underwriters.

The following is the text of the remarks as taken directly from the Judgement:

The duties and responsibilities of expert witnesses in civil cases include the following:

1. Expert evidence presented to the Court should be, and should be seen to be, the independent product of the expert uninfluenced as to form or content by the exigencies of litigation (*Whitehouse v Jordan* [1981] 1 WLR 246 at 256, per Lord Wilberforce).
2. An expert witness should provide independent assistance to the court by way of objective unbiased opinion in relation to matters within his expertise (See *Polivitte Ltd v Commercial Union Assurance Co Plc* [1987] 1 Lloyds Rep 379 at 386, *Garland J and Re J* [1990] FCR 193, *Cazalet J*). An expert witness in the High Court should never assume the role of an advocate.
3. An expert witness should state the facts or assumptions upon which his opinion is based. He should not omit to consider material facts which could detract from his concluded opinion (*Re J supra*).
4. An expert witness should make it clear when a particular question or issue falls outside his expertise.
5. If an expert's opinion is not properly researched because he considers that insufficient data is available, then this must be stated with an indication that the opinion is no more than a provisional one (*Re J supra*). In cases where an expert witness who has prepared a report, could not assert that the report contained the truth, the whole truth and nothing but the truth without some qualification, that qualification should be stated in the report (*Derby & Co Ltd and*

Others v Weldon and Others, *The Times*, 9th November 1990 per Staughton LJ).

6. If, after exchange of reports, an expert witness changes his view on a material matter having read the other side's expert's report or for any other reason, such change of view should be communicated (through legal representatives) to the other side without delay and when appropriate to the court.
7. Where expert evidence refers to photographs, plans, calculations, analyses, measurements, survey reports or other similar documents, these must be provided to the opposite party at the same time as the exchange of reports (see 15.5 of the Guide to Commercial Court Practice).

As always, any comments for discussion in Link will be greatly appreciated.

Reported by C W Fyans, FCMS

Thought for the Day

There are only two things to worry about: Either you are well or you are sick.

If you are well, there is nothing to worry about; but if you are sick, there are two things to worry about; either you will get well, or you will die.

If you get well, there is nothing to worry about. If you die, there are only two things to worry about; either you will go to heaven or hell.

If you go to heaven there is nothing to worry about, but if you go to hell, you'll be so damn busy shaking hands with friends you won't have time to worry!

Anon

- *Life expectancy would grow by leaps and bounds if green vegetables smelt like bacon.* - **Doug Larson**

- *Eventually you will reach a point when you stop lying about your age and start bragging about it.* - **Will Rogers**



Engineering Services Standing Conference

The Engineering Services Standing Conference has been awarded a contract to manage a project of developing "standards" for the Engineering Services Industries for a further year. This includes sub-contracts for developing the main suite of standards for the functions incorporated in the exemplar project for an Engineer Surveyor qualification and for Broadcasting Engineering qualifications.

The Executive is considering ways of bringing Engineering Institutions into more active partnership with awarding bodies for higher levels of qualifications.

The Marine Working Party includes representatives of Lloyds Register, Southampton University, P&I Clubs, Insurance Companies, Salvage Association and the DTI. Our President was approached and asked to represent

the Society on the working party, and he requested that I undertake the task. A meeting was held in February and later on the same day I took part in a working group which was one of seven such groups.

The project is to develop a Vocational Qualification for Engineer Surveyors in Marine and related fields and submit same as a proposal to the Department of Employment. The need for such qualifications was highlighted on recommendation 12.2 (IX) of the Report of the House of Lords Select Committee on Science and Technology.

The Ministry of Transport Chief Surveyor considers there is a need for such qualification, probably because of the decline in British Shipping and the dearth of applicants for Extra Chiefs and Masters Certificates to the extent that the Ministry's usual source of young surveyors is drying out. (contd. on next page)

MARINE CONSULTANTS

ENGINEERS - NAVAL ARCHITECTS - CARGO SPECIALISTS

NAUTICALS - FIRE EXPERTS - OTHER SPECIALISTS

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- C = CONSULTANT NOT NEEDING SUPERVISION. SIGNS OWN REPORTS
- S = SURVEYOR ABLE TO WORK ALONE. REPORTS SUBJECT TO SUPERVISION
- A = ASSISTANT SURVEYOR SUBJECT TO SUPERVISION OR JOB SELECTION
- L = LEARNER ALL WORK SUPERVISED



Engineering Services Standing Conference

(contd. from previous page)

At the last meeting the group were asked to study a “map”, probably prepared by academics, and each group was requested to assess what functions therein they would expect surveyors to be competent. I considered this “map” not to be relevant to the knowledge required by Surveyors and also that it took no account of experience. In spite of the foregoing, the fairly extensive document has been submitted to several of our active members and their opinion has broadly been in line with mine, that is “The basis of education and training as set out in the Society’s Rules for Membership and indeed

the qualifications required for Membership of the Learned Societies should be sufficient to meet the needs of the Maritime and Government requirements”.

Training and experience are largely acquired on the job and no matter what academic qualifications are obtained no person can be said to be a competent surveyor until he has some.

Any input from the Membership will be both considered and appreciated, meantime I shall continue in attendance and report from time to time.

“Survey” dictionary meaning: “Let the eye travel over, scan, make cursory inspection or take general view of: determine the boundaries, shape, size, ownership etc.

Decline in merchant navy puts Britain at risk of ‘strangulation by sea’ by Alan Tovey

Britain’s flagging power as a seafaring nation could put the country’s economic security at risk, according to maritime union Nautilus.

The body is warning that decades of decline in the number of British-registered vessels means the UK’s merchant navy is becoming “so depleted that our economy could be held to ransom” by other nations with stronger shipping industries.

Britain depends on the shipping industry for almost all of its goods exports and imports and Nautilus claims that without government action to protect the industry, it could become a danger to the UK’s prosperity.

Speaking ahead of the union’s conference today, Mark Dickinson, general secretary, said: “Some 95pc of all our goods are brought to us by ship.

“Without our own shipping industry, we would become dangerously dependent on the fleets of other nations for the supply of critical goods, including food, oil and gas for heating, and even military equipment.” Warning that Britain could face “sea strangulation”, he claimed foreign powers could control the volume and price of goods entering or leaving UK ports by manipulating shipping rates for UK’s £283bn of goods exports and £410bn of imports.

The scale of the decline of the UK as a maritime nation is stark. Britain ranks a lowly 19th in the table of countries with the biggest merchant fleets, at just 13.7m deadweight tonnes (dwt) according to government data. This represents just 0.8pc of the global fleet. By comparison, in the 1975 ships flying the Merchant Navy’s Red Ensign weighed in at 52m dwt, representing 9.7pc of the global fleet.

In line with the drop in the number of British-registered ships, the number of seafarers has also plunged. Today there are 23,000 British officers and ratings, compared with 73,400 in 1975.

Nautilus claims Brexit gives the UK a unique opportunity to promote its maritime industry free from Brussels controls and is issuing a 10-point charter of issues it sees as critical. The union’s demands include financial support for the costs of training of seafarers, favouring employing British sailors over other nationalities and tax relief to encourage companies to register ships in the UK rather than using “flags of convenience”. It also wants the Government to formulate a national maritime strategy. Britain’s £10bn-a-year maritime industry supports a total of 240,000 jobs through related industries such as insurance and shipbroking.

(This article first appeared in the Daily Telegraph on 4th October 2016)



Certifying Authority News

From the SCMS CA Committee Chairman

Many of you will, by now, be aware that after many years of dedicated service to the SCMS Certifying Authority Committee, Norman Finlay handed over the role of Chairman to me in March 2015; a position that I am honoured and pleased to accept.

In September 2015 SCMS Council appointed Peter Mansbridge to the newly created role of CEO (Certification), a position recently vacated by Capt Paul Owen who retired after 15 years service as SCMS Secretary. Peter Mansbridge left the SCMS at the time head office re-located to Southampton and Council appointed Nick Gladwell as CEO.

Nick and his team, together with the SCMS CA Committee, have been working hard behind the scenes to review and revise the whole way in which the SCMS CA operates. This has resulted in new processes and procedures including a complete review of over 1000 vessel files and the reassessment and revalidation of 45 authorised SCMS Code Examiners and scrutineers.

In order to succeed in a world where external scrutiny is becoming more and more rigorous we must all continue to look inwardly at how we operate both as a Certifying Authority and as individual surveyors. Whilst I am the first to accept that filling out forms which, on the face of it, appear un-necessary and issuing and revising procedures are irritating, they do perform an important function when we are audited by the MCA as we are assessed on how individual surveyors and our office admin team comply with the procedures we have laid down. We were audited by the MCA in February 2016 and again in September 2016 which resulted in only half a dozen or so recommendations and action points.

It is not usual to single out individuals but I would like to place on record the thanks of the SCMS CA Committee to Nick, Christine and Stuart (who is now our Office Manager), who between them have reviewed all of our working procedures and reviewed and checked the majority of the 1000 vessel files. Nick has also carried out Vertical Contract Audits on a number of SCMS Authorised Examiners and his expertise with the audit process as a former MCA Lead Auditor has proved invaluable.

Since the office relocated there has been a steady stream of enquiries for membership not only of the SCMS but also for accreditation through the SCMS CA Committee due in no small part to our presence at Seawork in June 2016. A number of new examiners have been accredited recently with more in the pipeline.

October saw the first of a number of training seminars for SCMS CA Examiners. The initial target of 12 attendees was achieved within an hour or so of the email being sent out. After some re-organisation the venue was changed from our new HQ in Ocean Way to the neighbouring Royal Southampton Yacht Club where around 30 attendees were accommodated. The feedback from this day was very complimentary and encouraging and this very successful first seminar will be the springboard for future training days on a variety of topics.

In closing, I would like to take this opportunity to thank all of you for your continued support and I look forward to working with you all.

Paul Johnson FCMS, Chair, SCMS Certifying Authority

Codes Update

Workboat Codes - Update

Work on the Revised Workboat Code of Practice continues. The Code has been through the consultation process and currently is awaiting ratification by the Economic Dept. after which it will be ready for publication. Unfortunately it is being held up because staff who should be attending to it have been dealing with Brexit problems. We are hopeful of it being ready early in the new year

Under 500 ton Code of Practice

A Code of Practice for vessels under 500 tons is currently being prepared. It is intended for all types of vessels with the exception of oil tankers and dredge hoppers. A basic code has been prepared by the MCA, Mark Ranson of the Workboat Association and Norman Finlay. It will shortly be sent to relevant groups and organisations for consultation after which it will go through the usual due process. Once this Code is in place it could possibly open up opportunities for the survey of vessels over 24 m and under 500 tons

HS – OSC Code - Carriage of more than 12 Industrial Personnel (Windfarm Crew Vessels)

This new Code is now in place but at the moment it can only be used through Class. Any Surveyor involved with this Code should contact the SCMS office for advice on how to proceed.

As of 28 Sept 2016:

Active SCMS vessels with valid certificates = 944

Vessel issued with Tonnage only = 68

Vessel issued MLC only = 8