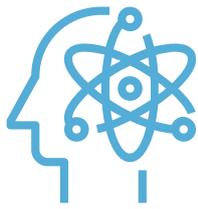


Shipshape

Newsletter October 2020



Talent



Integrity



Excellence

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From the Bridge

President's Message

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This whole Covid saga has been very badly handled by the State Governments and the issue of exemptions as to who can and can't cross so called borders has been found to have more holes in it than my old grannies stockings.

In March of this year I wrote that marine surveyors were facing uncertain times with many new challenges and that due to poor political decisions it was quite possible that the future of the entire industry was at peril.

On September 24 the AIMS issued a warning to all members NOT to travel to Queensland. This warning was issued after one of our Members who travelled to a northern Port to attend a survey was unceremoniously taken from the airport to a nominated quarantine hotel and in turn refused access to the Port.

Despite Federal intervention from Canberra via the Maritime and Shipping Branch of the Department of Infrastructure, Transport, Regional Development and Communications the local Queensland authorities refused to release the surveyor – despite all his passes and paperwork being in order.

According to Maritime Safety Queensland “marine surveyors” are not considered “essential”. But here we are in good company because MSQ also considers Marine Pilots (Reef and Harbour) and Ships Masters also to be “non-essential”. On the International stage the UN has been pressuring Governments to “immediately” recognise seafarers as “key workers”. You have got to wonder.

To keep it simple for Queensland bureaucrats their decision-making process is restricted to a single question – “Is there anyone else in the Port who can do the job?”. If the answer is yes – in their mind at least – there is no point in appealing.

You are fit and well – you have your passes - you have been appointed by your client to attend a vessel on their behalf – possibly in a specialist role – but no – apparently there is another “surveyor” in the Port. As it happened the “local surveyors” were approached by our unhappy member for assistance but they were unable to help because of other commitments.

This whole Covid saga has been very badly handled by the State Governments and the issue of exemptions as to who can and can't cross so called borders has been found to have more holes in it than my old grannies stockings.

Likewise the issue of who is an “essential” service needs fixing – now – by Law if necessary. Marine surveyors are an “essential” service – just ask our many clients who put their faith in us every single day.

How many years now has the Executive of the AIMS been trying to raise the profile of the Organisation so that we rightfully take our place on the same high pedestal as the other maritime professions? Too many I say - for such apparent small gain. I fear we may forever be under the shadow of the Merchant Navy curse.

We have since commenced our new marketing strategy – those of you who receive the DCN may have seen the AIMS advert on the electronic edition. There is a marketing report later in the newsletter but essentially our job is to get our name out there and promote our surveyors and their expertise as much as possible and Tim is doing a great job on our brochures and all of our collateral and the team are seizing every opportunity to make sure that we get the most impact that we can.

Despite the many shut-downs Susan, Stacey, Tim and Darius continue to work to make the AIMS a better and more efficient and representative Association.

They continue to deliver regular engagement with Members through webinars and member surveys and regular updates on legislation and regulations.

The Advanced Diploma nears completion with several changes being made to the final course structure to better reflect what our surveyors do. Stacey is monitoring membership numbers and our ongoing CDP and is working closely with the Young Surveyors and Recreational Vessel Committee. The YSC will attain a higher profile shortly via the AIMS website. Keep an eye out for this – and the Executive will invite the Chairman of the YSC to our December meeting so he can sit in and gain some experience as to the running of the AIMS.

So too with the recreational vessel committee and we hope that the final report and recommendations from the Productivity Commission will help boost their efforts to push for more safety for boat owners.

My thanks go to all of those members who are contributing to the work of these committees.

Our Head Office team have stood solid throughout the past six months and without their ongoing support and belief in what we are doing the situation may be very different. We owe them much.

As expected we have seen a drop in membership numbers as a direct result of the pandemic and its negative effect on business. Susan and Stacey are always available to speak

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What we know is that ships will always need humans. It is the way that humans interact with ships that will be different.

to you if you wish to discuss employment or other issues affecting your ability to pay membership dues.

The Executive is very much aware of the adverse impact this pandemic is having on the AIMS budget. Cost cutting is ongoing. Our priority is to maintain all our present services but keep pushing forward with developing new cpd courses and keep pushing the new high profile marketing campaign. We will not be standing still waiting for the rain to stop.

Our medium term position is very positive; long term is excellent. The requirement for quality training in the future will be huge. We are positioning ourselves to provide just that.

Australia is now, and shall be for years to come, under huge social and economic strain. To borrow, in part, from an article in the Spectator Australia – “When taxpayers awaken, they will discover that Australia is not Sleeping Beauty but an impoverished Cinderella.” How true.

Yes, we ARE an “essential service” and we will continue as always do our important bit and contribute in every way towards Australia’s ongoing recovery.

In closing I will take a quote from an article written by Dr. Reza Emad from the AMC in Tasmania. The article refers to autonomous ships. “What we know is that ships will always need humans. It is the way that humans interact with ships that will be different”.

Maybe something there for all of us to think about?

Best wishes to everyone.



Peter Murday
President



CEO Report

The last quarter has been fairly busy in terms of our day to day work and our new advertising campaign is now underway with advertising scheduled for the coming three months.

Our goals are to project the AIMS across all sectors with additional coverage on the recreational vessel sector to promote safety and being the 'go to' agency for consumers who are confused about what they need to do to ensure their boat is in good condition and how to ensure that when purchasing they get a thorough check by a qualified surveyor.

As you are aware we are also surveying members to find out the proportion of surveyors who could tackle vessels over 35m.

There has been a good response at the time of writing this and I am sure that AMSA will appreciate having the facts at hand. There is an opportunity here for us to assist all surveyors as well as promote the skills and experience held by our members and I intend to do all that I can to encourage Government to get this right.

I am continuing my push to the Department of Agriculture to see the sense in using only Certified grain surveyors and I will be using cross bench senators to assist us in that task.

I am also hoping to get some traction in the container space with checks on the lashing and securing of containers being of prime importance prior to the vessel sailing.

In both areas there are many questions to be asked and to date I have had some small success in getting assistance and advice from a small group of senators who have shown some willingness to have these questions asked in Parliament.

We have been invited to tender an expression of interest in gaining a seat at the National Safety Committee for maritime. The Committee provides advice to the Australian Maritime Safety Authority (AMSA) on the range of strategic challenges facing the domestic commercial vessel industry in the context of Australian government policy and priorities and provide a forum to which Regional Safety Committees can escalate matters for consideration.

The Committee has 4 primary goals:

1. Regulation and compliance – keeping pace with technology, balancing community and industry expectations and using data to refine regulatory and operational settings.

2. Environment – impacts of a changing climate, and changing energy sources.

3. Stakeholders - impacts of COVID-19 on industry and the long term recovery.

4. Technology – improved connectivity and information exchange, increased use of automation.

I am hoping that this will also give us some opportunity to improve safety for seafarers and improve the livelihoods of surveyors across the country.

We are ready to send out correspondence to all State transport Ministers and hopefully the work we put in now will bear fruit early next year.

Despite a relatively small drop during this year, our membership is continuing a steady rise towards the 500 mark, which will certainly be a big achievement for us all and will give us greater influence across all sectors.

I am currently working on a folder of technical and academic papers related to marine surveying that will be featured in the training pages of the website that all members can avail themselves of and October will see the start of a range of webinars and tutorials for students.

Thanks to all the members who have sent in contributions – they are well received. Keep them coming!

Don't forget to take a look at the review of Kent Stewarts new book – Ship Valuers Handbook. It's great and a must for any surveyor doing valuations and there is some coverage for DCV fishing vessels as well as recreational vessels and yachts.

Finally, spring has arrived and with it some hope that restrictions will begin to ease and we can all start to think about resuming a more normal life. I hope that it will mean that I can get out and about and chat face to face with members at State get togethers. It has been a long time between drinks for us all.



Susan Hull
CEO

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There is an opportunity here for us to assist all surveyors as well as promote the skills and experience held by our members and I intend to do all that I can to encourage Government to get this right.



Common Big Ship Surveys

Part Two – By John Holden

This time I will share my experiences of On and Off Hire Surveys from a survey practitioner's point of view.

On and Off Hire Surveys go hand in glove – “a pigeon pair”, one might say! Simply put, these surveys are conducted to provide a before and after perspective to enable a client or clients to come to a mutual agreement on the changes to condition of a vessel during a given period of hire or charter, and establish responsibility for any costs arising from these changes.

In the same way as car hire companies request you walk around before and after to gauge condition and sign a waiver stating who will pay for what – a differentiation between damage and fair wear and tear!

Additionally, the quantity of bunkers (fuel) on board before and after may be assessed for the same reason. On and Off Hire Surveys may require both bunkers and condition to be established; however, this will depend upon how the hire agreement or charter party is written.

Marine surveyors will be engaged for such surveys, with the appointment stating whether bunkers, condition or both should be assessed and reported to the appointing client. As with all such engagements, it is most important that the scope of work is clearly understood, and concerned parties are aware of the intention to conduct the surveys.



This is especially important if you have to travel – there is nothing worse than getting on board a vessel, only to find that the Master is not aware of the requirement and exercises their right to refuse you access to the vessel or crew to conduct the surveys.

So, key take out number 1 – positive communication is key! If issues arise, this is where it will generally start. Focus on the appointment – you are looking at condition (and maybe bunkers), not conducting a hold cleanliness inspection.

Okay. You have all the preliminaries in hand, you have arranged permission to attend the terminal of facility to access the vessel, and you may also have gathered relevant information to assist with efficiently conducting the required surveys. Take some photos of the vessel at berth (or elsewhere as the case may be) and read the forward and aft draughts to enable calculation of vessel trim if doing a bunker survey. Please make sure you are allowed to take photos as some facilities and vessels require prior permission for this to take place.

Once on board the vessel, introduce yourself to the Chief Officer or Master, stating why you are there. If doing bunkers, request to meet the Chief Engineer. Depending upon the situation, you may need to do some juggling with your time on board so all the survey tasks can be managed in a reasonable timeframe. If the vessel is about to load, you should consider how your survey activities may impact cargo operations. You must also consider how to get bunker tank soundings and do cargo hold or other inspections at the same time.

Soundings should be taken prior to cargo/ballast operations so the vessel is not moving about – you will need about 20 – 30 minutes for this. “But how do I also inspect the ship at the same time” I hear you ask. Cleverly allocate your resources. Consider not entering the first loading hold if you are conducting cargo hold inspections, rather take some notes and photos from deck level – if the ship-loader has positioned above that hold, it will provide enough light for night time photos.

Whilst the loading operations and ship shore checks are being conducted, you can take the bunker soundings, then go back to inspections (ensure all terminal, ship and your own safety requirements are being met – hatch covers positioning and radio/phone communication for example). You should always have a ship crew member accompanying you as a spotter.

Never enter holds that are not partially open, ask the ship to test the atmosphere if uncertain, and never enter if wood products or chemicals have been previously carried without a full risk assessment. Cargo holds may be considered Confined Spaces in some instances; however, approached with caution, they are more often referred to as restricted or enclosed spaces – this is a rather grey area and open to a great deal of interpretation and debate. As a ship surveyor, you will likely consider a cargo hold as a place of work since crew are regularly required to enter and work in these spaces during hold cleaning and maintenance. Cargo spaces on tankers, however, are most definitely “Confined Spaces”.

So now that you are completely knackered and wet with sweat from climbing all those ladders, you can advise the C/O and ship-loader that you have completed your inspections and go back to calculating the bunkers.

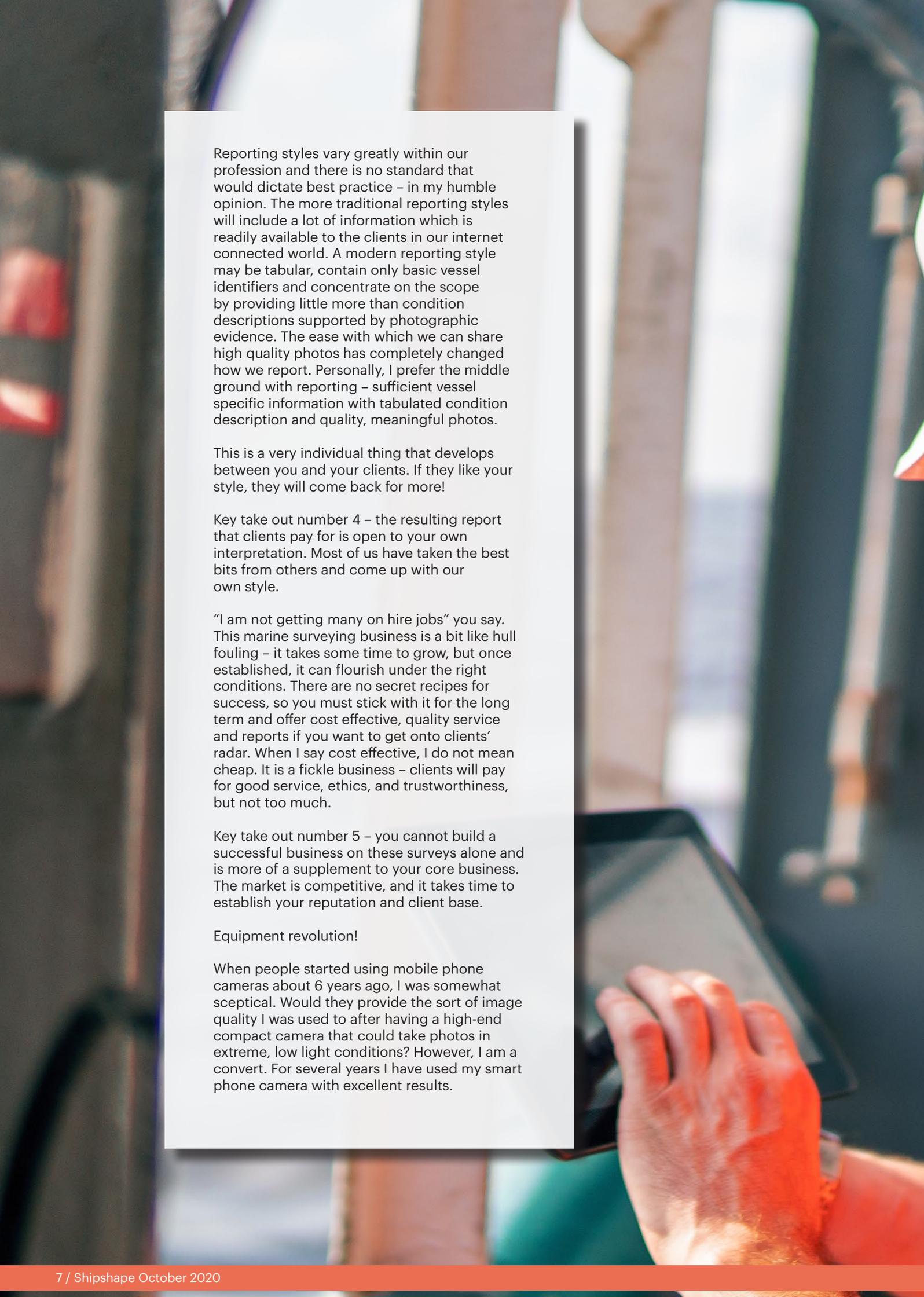
Key take out number 2 – safety, communication (again), time management, fitness and not impacting cargo operations. Although some terminals may wait for inspections to take place, it will inevitably be recorded as a delay on account of the appointing party, so I suggest you avoid causing any such delays unless agreed prior to the job.

I am making the assumption that it is an on hire, you are attending alone, and the vessel is a bulk carrier or similar. Of course, this may not be the case. It may be a barge, a tug, or any number of other vessels or craft that are hired or chartered. If the scenario is applied to off hire, all the same principals apply. You may have to contend with remnant cargo; however, you must focus on the scope of appointment and see through this to describe condition. Mention the residual cargo by all means, but do not focus on it.

If you have enough personnel, I suggest attending with two surveyors, so that all the required tasks can be adequately completed in a timely manner, especially if the job involves substantial inspection time – a cape size ship or a large multi-compartment barge for example.

Key take out number 3 – although principles remain the same, scope of appointment and circumstances will dictate how the job should best be undertaken.

I am not going into detail of bunker surveys here as this will give me something to write about next time, nonetheless, you will find that they will test your mettle – and your patience.



Reporting styles vary greatly within our profession and there is no standard that would dictate best practice – in my humble opinion. The more traditional reporting styles will include a lot of information which is readily available to the clients in our internet connected world. A modern reporting style may be tabular, contain only basic vessel identifiers and concentrate on the scope by providing little more than condition descriptions supported by photographic evidence. The ease with which we can share high quality photos has completely changed how we report. Personally, I prefer the middle ground with reporting – sufficient vessel specific information with tabulated condition description and quality, meaningful photos.

This is a very individual thing that develops between you and your clients. If they like your style, they will come back for more!

Key take out number 4 – the resulting report that clients pay for is open to your own interpretation. Most of us have taken the best bits from others and come up with our own style.

“I am not getting many on hire jobs” you say. This marine surveying business is a bit like hull fouling – it takes some time to grow, but once established, it can flourish under the right conditions. There are no secret recipes for success, so you must stick with it for the long term and offer cost effective, quality service and reports if you want to get onto clients’ radar. When I say cost effective, I do not mean cheap. It is a fickle business – clients will pay for good service, ethics, and trustworthiness, but not too much.

Key take out number 5 – you cannot build a successful business on these surveys alone and is more of a supplement to your core business. The market is competitive, and it takes time to establish your reputation and client base.

Equipment revolution!

When people started using mobile phone cameras about 6 years ago, I was somewhat sceptical. Would they provide the sort of image quality I was used to after having a high-end compact camera that could take photos in extreme, low light conditions? However, I am a convert. For several years I have used my smart phone camera with excellent results.



The software trickery enables very good quality photos across a wide range of conditions, both day and night. You may need to do some homework before you buy, but if you choose wisely, your phone can achieve great results as your principal camera, communications device and at hand computer all in one.

This is the single greatest advance for a professional who is constantly on the move, constant communication, being on time for jobs and meetings, accessing scheduling and berthing web pages and recording quality images to use in our reports.

Another item I have come to rely on in recent years is a quality, powerful headlight. This is attached to my safety helmet and offers two levels of brightness and adjustment from spread to spot beam. It is good enough to readily read draughts at distances up to 20 meters, so it provides more than adequate light for cargo hold inspections.

The beauty of a headlight is that you still have both hands free to climb ladders and operate your camera/phone, thus improving safety whilst working. The additional weight soon becomes unnoticeable and you find yourself using it in all manner of situations where you require descent light – traversing decks, taking soundings, noting features and damages, to name a few. The model I have is an intrinsically safe unit that I can use on tankers and in tank farms and petroleum terminals.

I trust that this will provide a few insights for those who are starting out in this field. I will discuss the trials and tribulations of the bunker survey in the next instalment.

John Holden
Vice President



Membership Update

It has been a great year to stop and appreciate the value of community. 2020 has taught us that community doesn't only include those we physically surround ourselves with, but in our digital age, is extended to those we connect with from all corners of the world.

I would like to welcome back all of our renewing members for another year of membership with us as part of our community. While I haven't had the pleasure to meet many of you as yet, I am becoming more familiar with your names, your companies and your professional specialities and look forward to a face to face meeting sometime in the near future.

This membership year is shaping up to be a great one with lots happening behind the scenes within the AIMS team.

Certified Commercial Marine Surveyors™

We have opened applications for our Certified Commercial Marine Surveyors for the 2021 year. If you are interested in applying for Certification and have not yet received your application pack, please email me on info@aimsurveyors.com.au.

With the launch of our national marketing campaign in conjunction of the revamp of the AIMS website and hopefully our presence at boat shows and events in 2021, we are excited about the opportunity to further promote our Certified members to consumers and colleagues.

As per the recent CCMS Marketing Materials survey we have taken your feedback on board and a focus of our marketing will be to raise awareness of what being a Certified Surveyor means to consumers looking to engage a surveyor. We welcome your feedback as this helps us improve and target our activities to make the most impact for our members.

Members websites

We have added a 'website' field on each member's profile on the AIMS website. Log onto your membership profile at www.aimsurveyors.com.au and add your website. This will be displayed as a hyperlink for consumers searching your profile. If you have lost your password or are having difficulty logging in, email me at info@aimsurveyors.com.au and I can help.

Technical articles on website

We have added a section on the website for Technical articles and are updating and adding new articles all the time. Have a look under Careers & Training for the listings already added. If you are searching for a particular topic you can scroll through the library related to your article or use the search function on the website. We welcome any submissions from members of technical articles other members many find of interest. If you would like to submit an article yourself for inclusion in an upcoming newsletter or for publication on the website, please email info@aimsurveyors.com.au with your submission. All published articles will give members 5 CPD points towards your yearly total.



15th October – Webinar: Student Q&A Session

28th October – Webinar: Professional Indemnity Insurance

5th November – Webinar: CCMS

20th November – Closing date for CCMS applications

23rd Dec–18th Jan – AIMS Offices closed

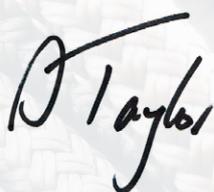
Policy on logo use

The AIMS Logo is available for members to use on their website, on reports and in marketing materials. We have recently updated our Policy for Logo use, particularly in relation to logo use by Probationary Members. The amendments are as follows:

- If the AIMS logo or wording indicating AIMS Membership is used on a company website or in marketing materials, all Marine Surveyors within the organisation must be members of the AIMS.
- If all Marine Surveyors employed of the organisation are AIMS Members, at least one Surveyor must be a Full or Associate Member for the logo or wording indicating AIMS Membership to be used freely. Otherwise, if all Marine Surveyors of the organisation are Probationary members, the wording "AIMS Probationary Member" must accompany the use of the logo.
- For individual Probationary members use of the logo or wording referencing membership must be accompanied by "AIMS Probationary Member" on websites, marketing materials, electronic communications, and reports.

A full copy of the Member Policy – Use of AIMS Stamp and Logo can be viewed on the website in the 'Members Only' section. We encourage all members to report misuse of the AIMS stamp or logo by members or non-members.

Enjoy the warmer weather everyone.



Stacey Taylor
General Manager – Operations

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Alone, we can do so little,
together, we can do so much.”

Helen Keller



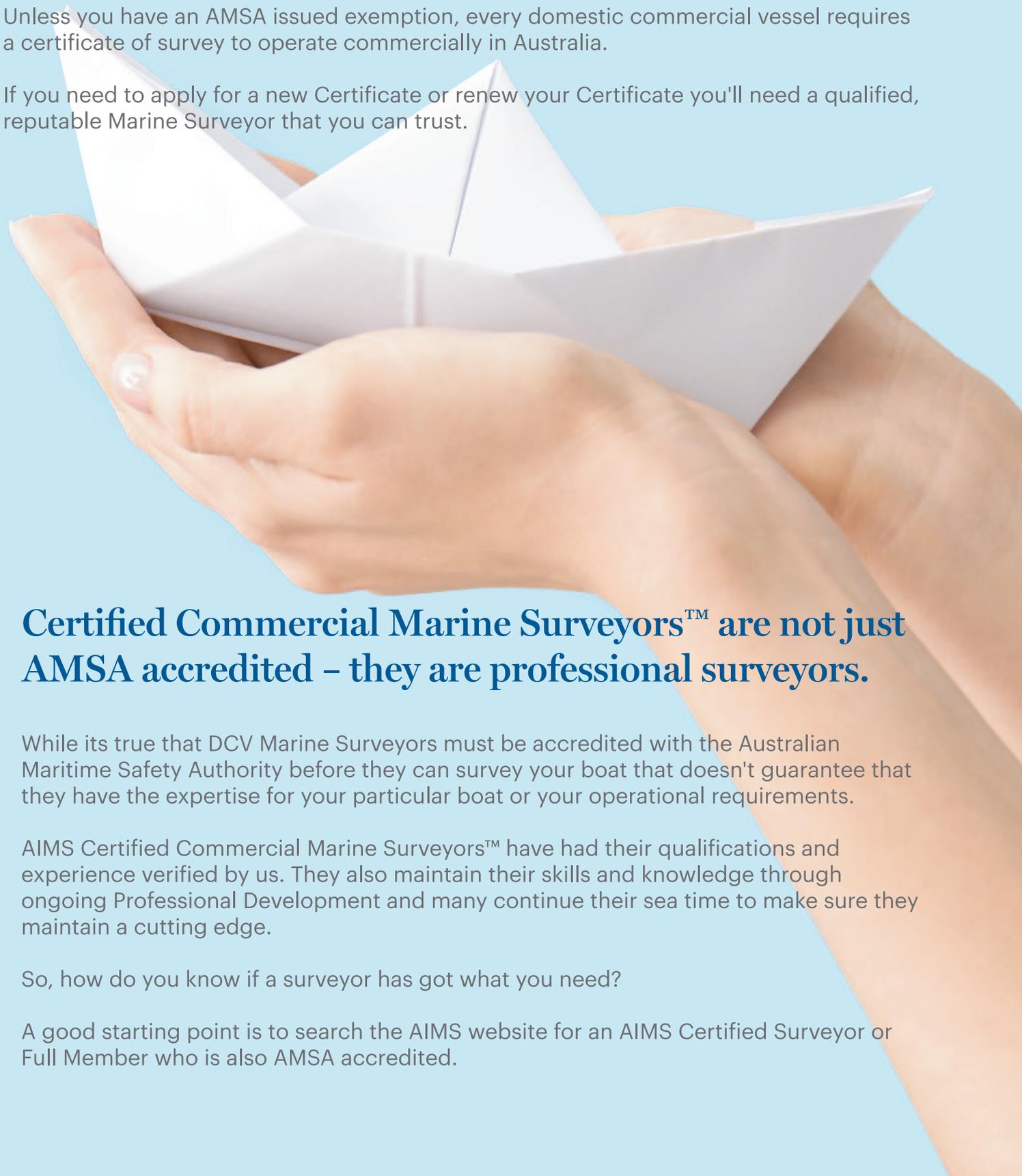
Things to do this month

- ✓ Eligible members – apply to be a Certified Commercial Marine Surveyor for 2021
- ✓ Update your AIMS profile with your company website
- ✓ Contact me if you have forgotten your website password
- ✓ Take a look at our technical articles on the website
- ✓ Review the updated Member Policy – Use of AIMS Stamp and Logo

Working boats are the lifeblood of our country. It's our job to keep you working, safely and hassle free.

Unless you have an AMSA issued exemption, every domestic commercial vessel requires a certificate of survey to operate commercially in Australia.

If you need to apply for a new Certificate or renew your Certificate you'll need a qualified, reputable Marine Surveyor that you can trust.



Certified Commercial Marine Surveyors™ are not just AMSA accredited – they are professional surveyors.

While it's true that DCV Marine Surveyors must be accredited with the Australian Maritime Safety Authority before they can survey your boat that doesn't guarantee that they have the expertise for your particular boat or your operational requirements.

AIMS Certified Commercial Marine Surveyors™ have had their qualifications and experience verified by us. They also maintain their skills and knowledge through ongoing Professional Development and many continue their sea time to make sure they maintain a cutting edge.

So, how do you know if a surveyor has got what you need?

A good starting point is to search the AIMS website for an AIMS Certified Surveyor or Full Member who is also AMSA accredited.

Productivity Commissions Inquiry into National Transport Regulatory Reform Final report released

The Australian Government asked the Productivity Commission to assess the economic impact of reforms to transport regulation agreed to by the Council of Australian Governments (COAG) in 2008-09. Those reforms relate to heavy vehicle safety and productivity, rail safety and maritime safety.

Part of the remit of the inquiry was to recommend further reforms towards a more integrated national market for transport services. Much of the report and findings related to road and rail reforms however there were some findings and recommendations for the maritime industry and AMSA.

Outside of AMSA and Transport Departments at the State and Federal levels the main contributors for issues related to maritime were Maritime Industry Association (MIAL), the MUA and the AIMS.

The focus for maritime was predominantly on how the reforms have impacted on stakeholders and how AMSA has managed the transition as regulator of the Maritime Safety National Law (MSNL) and approximately 22,500 domestic commercial vessels. AMSA was scheduled to take responsibility for service delivery on 1 July 2017, however that was subsequently extended to 1 July 2018. AMSA's service delivery responsibilities include:

- providing advice to operators, owners and seafarers
- safety education and support
- administering certificates and accreditation services (includes certificates of survey, certificates of operation, seafarer certifications and accreditation of marine surveyors)
- compliance, enforcement and investigations
- policy and standards development
- safety management system verification

My report here focusses only on what findings came out that related to maritime and includes excerpts from The Commission's report and my take on them. Unfortunately, much of what the AIMS wanted to see in regard to changes to the current system, especially those that impacted on the livelihoods of marine surveyors were not dealt with but there was perhaps one small win.

The push for simpler less complex regulatory approaches across all areas of Government is quite clear and although we argued that the risk-based approach imposes a lower standard on vessel operators The Commission did not agree and stated that flexible approaches to regulation can achieve equal or better safety outcomes than prescription. The Commission also stated that the regulator's role is to assess safety risks and choose the appropriate tools to address them, which will not always mean taking a prescriptive approach.

The rationale was that some DCV operators have the capability to take flexible approaches to safety risk management while other operators have a single vessel and limited resources to devote to regulatory compliance. The diversity of the DCV fleet and its operators presents challenges for the regulator, which does not have good visibility of every type of commercial vessel.



It was noted that AMSA is responsible for regulating a diverse set of vessels, from kayaks to fishing boats and passenger ferries and that operators of domestic commercial vessels are also diverse. Some large operators are able to implement sophisticated risk management systems, while many smaller operators have difficulty in using AMSA's centralised, online systems.

It was also noted that the diversity of the fleet and operators has complicated the process of transition to consistent national regulation of domestic commercial vessels.

The Findings

FINDING 4.3 – ONGOING GRANDFATHERING OF DOMESTIC COMMERCIAL VESSELS HAS COSTS

It is unclear whether grandfathering was intended to be a temporary or permanent measure under the Marine Safety National Law. Open-ended grandfathering perpetuates the inconsistencies of previous State and Territory regimes, delays the adoption of new safety practices and complicates enforcement.

RECOMMENDATION 6.6 – END GRANDFATHERING OF VESSEL SURVEY REQUIREMENTS

The Council of Australian Governments and the Australian Maritime Safety Authority should wind up the grandfathering of safety regulations under the Marine Safety National Law. Priority should be given to ending grandfathering arrangements that relate to vessel survey requirements and fire detection and smoke detection systems.

The Australian Maritime Safety Authority should use the information from vessel survey and other sources to review the safety risks arising from other grandfathering arrangements and the costs to vessel operators of removing the arrangements. Where the safety benefits exceed the costs, grandfathering arrangements should be removed.

RECOMMENDATION 6.5 – IMPROVE MARITIME INCIDENT REPORTING AND DISCLOSURE

The Australian Government should direct the Australian Maritime Safety Authority to take steps to improve: • incident reporting by owners of domestic commercial vessels • its public disclosure of safety incidents. AMSA should report fatalities and injuries in greater detail, including a state-by-state and vessel-type breakdown of fatalities and injuries. Australian Maritime Safety Authority should monitor compliance costs and report on these costs, disaggregated by key regulatory activity, commencing in 2021.

The MUA were very critical of AMSA's level of enforcement action for DCV's and said that safety standards were reduced for vessels moving from the Navigation Act to the MSNL but these were disputed by AMSA who reported that in fact some standards had increased.

RECOMMENDATION 9.4 – IMPROVING SAFETY THROUGH NO-BLAME INVESTIGATION AND RESEARCH

The Australian Government should: provide a sufficient annual appropriation to enable the Australian Transport Safety Bureau (ATSB) to carry out its functions, both existing and as proposed in this inquiry and formalise the role of the ATSB in conducting investigations and research involving Domestic Commercial Vessels and rail

The national regulator should continue to monitor the number of vessels that switch to the MSNL and assess whether the transfer leads to any increased safety risks. AMSA can recommend changes to DCV regulation, if necessary, but at this stage no further action is required.

CLASS 4 'HIRE AND DRIVE' VESSELS

Hire and Drive (Class 4) vessels are vessels that are used by the hirer for recreational purposes. They include fishing boats, jet skis and kayaks. AMSA does not hold data on all Class 4 vessels in operation but, of the vessels it has data on, Class 4 vessels account for about 11 per cent of the DCV fleet (Commission estimates based on AMSA (unpublished)). Similar vessels that are owner-operated are regulated by State and Territory agencies. The case for transferring Class 4 vessels to AMSA appears to rest on the fact that there is a commercial transaction involved.

The distinction between Hire and Drive vessels and identical, but privately-operated, vessels does not make sense from the perspective of safety regulation. Rented and owned vessels are subject to the same risks and should be subject to the same regulation. The commercial transaction is not a material factor in safety risks.

People who rent Hire and Drive vessels are already subject to some State and Territory maritime regulation, including licensing requirements and regulations around safety equipment, on-water behaviour and alcohol and other drugs.

In Victoria anybody wanting to operate a business that hires out recreational vessels is required to hold a Hire and Drive Vessel Operator Licence and agree to have the vessel inspected by the Victorian agency responsible for maritime safety.

Safety incident data show that matters that are subject to State and Territory regulation pose the most serious safety risks. Data that AMSA provided to the Commission in February 2020 showed that over the period 2013-14 to 2018-19, there were seven fatalities associated with Class 4 vessels. (AMSA advised that these data could be subject to revision in the future.) Two were related to risks taken following excessive alcohol consumption, one was a collision of a rented jet ski and one fatality occurred when two moored vessels collided due to a gust of wind. Three fatalities were heart attacks. It is not clear that any of these risks relate to matters within AMSA's remit.

The Commission stated that distinction between Hire and Drive vessels and identical, but privately-operated, vessels does not make sense from the perspective of safety regulation. Rented and owned vessels are subject to the same risks and should be subject to the same regulation. The commercial transaction is not a material factor in safety risks. We agree with this statement by the Commission and feel that if the responsibility for regulating Class 4 vessels is returned to State and Territory governments that there needs to be a national and consistent approach to safety.

My gut feeling would be, unless the states have — or introduce a seaworthy certificate for every vessel that falls outside of AMSA's remit, unless there's a seaworthy certificate or condition report conducted at the time of sale or change of hands it shouldn't go back to the states. It's too important. I don't even think recreational vessels should be able to change hands without somebody somewhere certifying that that vessel is seaworthy. TSV [Transport Safety Victoria] did not agree with that statement and did not agree that H&D [hire and drive] vessels could be regulated in a similar way to recreational vessels that are not used within a commercial arrangement and they stated that the risk controls required to effectively regulate H&D vessels are quite different.

The Commission did not agree. Their take on it is that the nature of the vessels, the safety risks associated with recreational vessels and the capabilities of AMSA and the State and Territory agencies all suggest that AMSA is not ideally suited to regulating Class 4 vessels, particularly in relation to enforcement. State and Territory agencies regulate the same vessel types when used for private purposes and have a larger presence on local waterways for enforcement.

AMSA, by contrast, is better placed to oversee safety on larger DCVs. Further, most operators of Class 4 vessels would be expected to operate in a single location so the compliance cost savings arising from national consistency are very small.

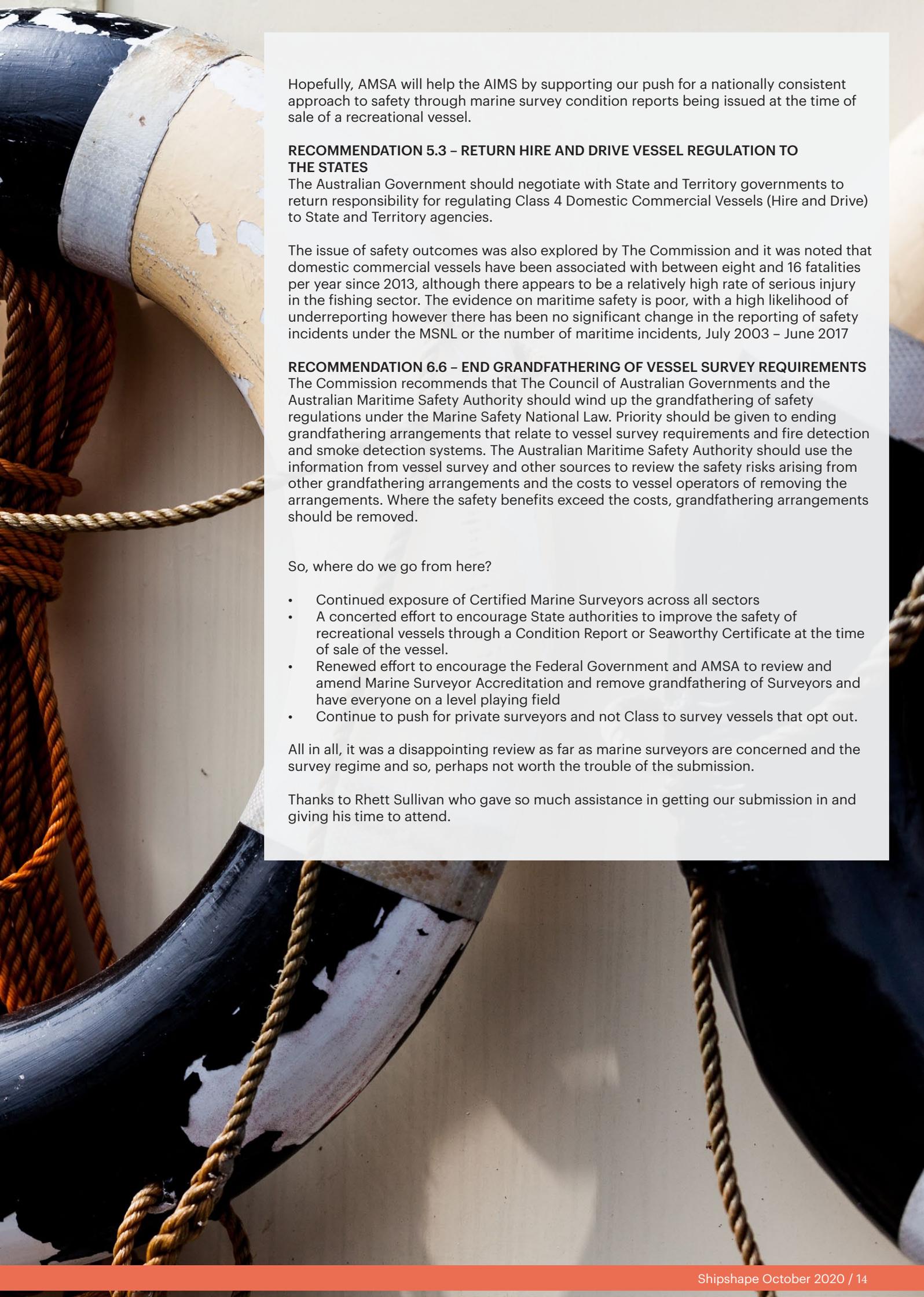
The Department of Infrastructure, Transport, Cities and Regional Development (DITCRD) pointed out that transferring responsibility for Class 4 vessels would require agreement from all jurisdictions and that legally, the proposal to return hire and drive vessels to the states and the Northern Territory would require unanimous agreement from the jurisdictions.

The Government of Western Australia stated that returning Class 4 vessels to the States and Northern Territory was not justified and the Northern Territory Government stated that it would not agree to take back responsibility for Class 4 vessels.

The Northern Territory considers that the responsibility for Class 4 Domestic Commercial Vessels (Hire and Drive), or any other function currently with AMSA, should remain the responsibility of AMSA. ... As a result of reforms, the Northern Territory Government also restructured its marine agency and regulatory regime to effect the move to national regulation.

The Commission understands that the submissions suggest that governments are unlikely to agree to the immediate transfer of Class 4 vessels and stated that although it would be a less efficient outcome, the 'second best' approach is for AMSA to coordinate with State and Northern Territory agencies to ensure that regulations that apply to Class 4 vessels are enforced and information on the Hire and Drive fleet is collected to identify any emerging risks.





Hopefully, AMSA will help the AIMS by supporting our push for a nationally consistent approach to safety through marine survey condition reports being issued at the time of sale of a recreational vessel.

RECOMMENDATION 5.3 – RETURN HIRE AND DRIVE VESSEL REGULATION TO THE STATES

The Australian Government should negotiate with State and Territory governments to return responsibility for regulating Class 4 Domestic Commercial Vessels (Hire and Drive) to State and Territory agencies.

The issue of safety outcomes was also explored by The Commission and it was noted that domestic commercial vessels have been associated with between eight and 16 fatalities per year since 2013, although there appears to be a relatively high rate of serious injury in the fishing sector. The evidence on maritime safety is poor, with a high likelihood of underreporting however there has been no significant change in the reporting of safety incidents under the MSNL or the number of maritime incidents, July 2003 – June 2017

RECOMMENDATION 6.6 – END GRANDFATHERING OF VESSEL SURVEY REQUIREMENTS

The Commission recommends that The Council of Australian Governments and the Australian Maritime Safety Authority should wind up the grandfathering of safety regulations under the Marine Safety National Law. Priority should be given to ending grandfathering arrangements that relate to vessel survey requirements and fire detection and smoke detection systems. The Australian Maritime Safety Authority should use the information from vessel survey and other sources to review the safety risks arising from other grandfathering arrangements and the costs to vessel operators of removing the arrangements. Where the safety benefits exceed the costs, grandfathering arrangements should be removed.

So, where do we go from here?

- Continued exposure of Certified Marine Surveyors across all sectors
- A concerted effort to encourage State authorities to improve the safety of recreational vessels through a Condition Report or Seaworthy Certificate at the time of sale of the vessel.
- Renewed effort to encourage the Federal Government and AMSA to review and amend Marine Surveyor Accreditation and remove grandfathering of Surveyors and have everyone on a level playing field
- Continue to push for private surveyors and not Class to survey vessels that opt out.

All in all, it was a disappointing review as far as marine surveyors are concerned and the survey regime and so, perhaps not worth the trouble of the submission.

Thanks to Rhett Sullivan who gave so much assistance in getting our submission in and giving his time to attend.



Training on the Brain

Darius Manson

There have been several major changes at the training division, including the implementation of a brand-new enrolment system. This process removes much of the redundancy in the old system and is designed to make enrolling for training easier than ever before. Though this process has been up for a few weeks, we are still looking to see if there is any way that we can make it even better. If any student has any thoughts about the enrolment process, we would gladly receive feedback.

I'm also happy to announce that we have a new Certificate Course in the works. The Industry Certificate in Small Craft Survey is specifically targeted towards recreational vessels. We plan to open registrations for this course in January 2021. For anyone who primarily surveys recreational vessels, and does not have a Diploma of Marine Surveying, this will be an excellent qualification to hold. In particular, if the AIMS push for greater safety of recreational vessels through condition reporting at the time of sale is successful this could be a game changer.

The Certificate Course will be a prerequisite to obtaining AIMS certification as a recreational vessel surveyor.

Now, to help surveyors meet the changing expectations of consumers and regulators; from The 1st of October to the end of the year, we will be offering a special to all Associate and Full Members only for the International Diploma of Marine Surveying and the Advanced Diploma of Marine Surveying. We hope to ensure that every member of the AIMS holds a relevant Marine Surveying qualification and that we can truly advertise our members as being appropriately qualified and experienced to carry out the surveys they nominate to undertake.

This month, we will also begin hosting monthly training webinars for students to discuss questions and concerns they have with their studies, receive help and clarification on assessment tasks and talk to other students directly.

The last few months have also seen major updates to the course materials, designed to make the units more current.

All in all, we have been working to make training more accessible to our members and to anyone engaging the AIMS for the first time.



New categories added to meet the changing times

K4 SUPERYACHTS

Superyachts are defined as more than 24 metres in length and, unlike a leisure boat, they are professionally operated by a captain and crew. As reported in the Financial Times in June 2019 the superyacht industry is changing and broadening – opening up economic opportunities for Australia as a more adventurous generation become owners and the northern superyacht fleet starts to explore the Pacific.

The Times goes on to advise that there is a big trend in the movement of white boats from the Mediterranean and Caribbean into the Indian and Pacific oceans. Benetti, probably the biggest player in the field licensed the Gold Coast City Marina and Shipyard (GCCM) as its first accredited refit facility in Australia last year. The world's wealth, in general, is moving south and east, which means the market for superyachts is moving too," says Benetti Asia general manager Peter Mahony. Their arrival in Australia signals an acceptance that the Pacific is a new marine playground for the super-wealthy, and that Australia is a natural service and refit hub.

In order to meet growing demand from the superyacht industry and its specialist surveyors we think it is important to work with our surveyors and provide a Certification avenue that is recognised both nationally and on the international front.

The new K4 category is open to all full members and is part of the Certification scheme.

Get on board!!

K1 (NZ) DOMESTIC COMMERCIAL VESSELS NEW ZEALAND

In order to acknowledge our quietly growing New Zealand members, especially those who are recognised by Maritime NZ we have introduced the K1 (NZ) category to enable these members to apply for and obtain marine surveyor Certification.

Any New Zealand member can apply for any of the AIMS survey categories however we had no mechanism to recognise those with MNZ approval.

This category is aimed at ensuring that New Zealand members can obtain certification and as AIMS members have access to our services.

The Ship's Parrot

by Kent Stewart FAIMS

“

One of his endearing traits was to walk along the bar and pick up beer cans with his beak. If they were partially full, they would be left in place, if they were empty Rocky would carry them to the end of the bar and drop them in the bin.

This is a true story about a sea-going parrot. His name was Rocky and he sailed on the ANL's Yarra River on the Weipa to Gladstone run in the 1970s. Never one to ruffle feathers, he was a great social asset and mostly got along well with all the crew with a few exceptions.

Animals have always been at sea. They generally fall into one of four categories: cargo, victuals, pests and pets. Rocky was part of the last category.

Early sailing ships carried live chickens, goats, pigs and other oxygen breathing victuals which were gradually consumed as the voyage progressed.

As far as pests were concerned, the top of the list would have to be rats. As their name suggests they weren't very loyal, they made short work of rope, woodwork, foodstuffs and electrical cables and of course, if the ship was sinking, they'd be the first ones off. I often see rat guards on ships mooring lines and wonder if they're intended to keep the rats off or to prevent them from leaving.

Of course, the ships cat always played a major role in seaboard life primarily to dispense with the rodent population but they were invariably spoilt by the crew to the point that the rats flourished. There were some famous sea-going cats. There was Matthew Flinders cat, Trim, who was the first of his species to circumnavigate Australia. Then there was Togo who served on the HMS Dreadnought. His favourite resting place was in the barrels of the ship's main battery. He was a fine calibre of a cat and he could move very quickly when he heard the gunnery crews approaching.

There was Tiddles who only served on aircraft carriers travelling some 30,000 miles on HMS Victorious and HMS Argus. "Able Seacat" Simon served on the HMS Amethyst. He was

posthumously awarded the Dickin Medal (the animal's Victoria Cross) for gallantry under fire and the disposal of many rats despite shrapnel injuries sustained during the Yangtze Incident. The only cat to receive the award, he was buried at sea with full naval honours.

But probably the most famous ships cat was one originally called Oscar but eventually was renamed Unsinkable Sam. This bilingual creature first served on the German battleship Bismarck. He survived the sinking (one down and eight to go) and joined the HMS Cossack, one of the ships that sank the Bismarck. A few months later the HMS Cossack was torpedoed and sunk but again Sam survived (2 down, seven to go). Finally, he joined the HMS Ark Royal only to be torpedoed and again sunk in late 1941. Fearful of losing any more ships the Royal Navy transferred him to a shore posting as chief mouse catcher for the Governor General of Gibraltar. Sam died of old age still with six lives up his furry sleeve. His portrait proudly hangs in the National Maritime Museum at Greenwich.

Dogs get a mention too. Captain Richard Woodget, the hard driving skipper of the famous Cutty Sark, bred collie dogs as a hobby. He always had several on board with him on his famous round the world wool clipper voyages. These dogs were further living proof that the world is round.

But getting back to Rocky and the SS Yarra River. The Gladstone to Weipa voyage passage was a dream run. Inside the Great Barrier Reef all the way, balmy warm nights and smooth seas, tropical north Queensland on one side and beautiful coral cays on the other. Rocky the Cockey was a galah. He had his own position in the officer's smoke room, perched there all-day awaiting company in the evening. He was a very social bird with fixed habits. One of his endearing traits was to walk along the bar and pick up beer cans with his beak. If they were

Marketing Update

In the lead up to the end of what has been a challenging year, we will be rolling out a series of ad campaigns to broaden the profile and brand awareness of the Institute and push some of the issues facing our industry into the public domain. These campaigns will be focused around increasing the reputation of our members and Certified surveyors, and our goal is that we will see an increase in referred business for our members, and an uptake in new memberships and training. Keep an eye out for our ads in Daily Cargo News, Trade A Boat and Shipping Australia magazines, as well as Google Ads and across our social media spaces.

As requested by our members we now have an Instagram account. This will be run by our Young Surveyors Subcommittee and provides a visual account of what it is like to be a marine surveyor, the amazing things you get to see and do out there on the job every day. If you haven't already checked out our social media pages please do, and give us a follow, a like, tag us or share some of our content, and help our online community grow. These accounts are a great way for our members to link up and get to know each other, network, and gain valuable insights into our industry. Links to our socials can be found on the homepage of our website.

Our website is ever evolving, and there is a lot of work being done behind the scenes to improve the functionality and content with the limited time and budget that we have. Feedback from our members is most welcome and incredibly helpful in improving the site. The idea of a Members Forum was floated by members this year and it is expected that in the not too distant future we will have that operational for you in some form.

We are also working on some advertising packs to help with marketing your business as a member of the AIMS. Some of the items we are looking at including are stickers, point-of-sale material and digital banners for your websites.

We hope you are enjoying the new look newsletter and thank you to all of our contributors for all of their hard work and passion – we couldn't put this together without you!

For any marketing enquiries or feedback please email marketing@aimsurveyors.com.au

partially full, they would be left in place, if they were empty Rocky would carry them to the end of the bar and drop them in the bin.

His pet hate was any officer entering the smoke room inappropriately dressed, in particular persons in sandals or thongs (usually engineers!). Rocky would stealthily drop to the deck and attack the bare feet of the offender. A hard-learned lesson never repeated by the person involved. I'm not sure if Rocky had the power of speech but he certainly heard some colourful language at times, particularly from the wearers of sandals.

Unfortunately, Rocky's adventurous spirit was his downfall. One day when the outside door was left open, Rocky decided it was time to stretch his wings. He went out for a fly around the ship but his indoor stamina let him down. He couldn't keep up with the ship and had to head for land.

I understand galahs live to a great age. Rocky headed for north Queensland's tropical coast. This was in the mid 1970's. That would make him about 45 now, not so old in parrot years but certainly he'd be more grey than pink now.

So, if you're ever up Cooktown way and your bare feet are attacked by an angry parrot, you'll know the full story.

Review: The Ship Valuer's Handbook

In the complex world of shipping, ship valuations stand out as being one area that can be particularly blurry. No longer is that the case.

Maritime consultant, expert and engineer Kent Stewart's new book *The Ship Valuer's Handbook* is exactly what it sets out to be – a handbook with everything you need to know in one place.

It is brilliantly set out into logical steps and the clear and concise language used helps readers to understand the science behind ship valuations with ease – allowing them to focus on what really matters.

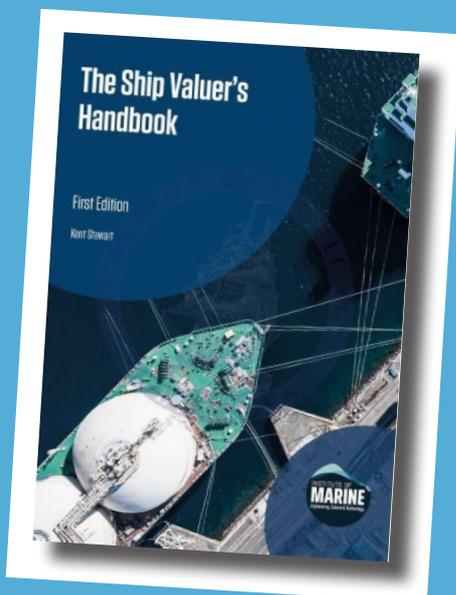
The book is full of great information starting with the principles and straightforward explanations of types of valuations and appropriate terminology and moves on carefully through the actual steps of research and collation of data and closes with carrying out the valuation and how to write the report.

The appendices and templates - in terms of our students and marine surveyors – are simply the most practical and easy to follow that I have come across.

There are work sheets and templates that cover most vessels and in terms of a working text it just doesn't get any better than this.

I can say without doubt that every marine surveyor, whether they do valuations or not, will find the book a veritable fund of knowledge and those who undertake valuations will use it every day.

Susan Hull
CEO



Survey of vessels over 35m in length

In 2018 AMSA advised that from 2020, the changes to class survey requirements recommended will allow vessels up to:

- 45 metres to undergo initial and periodic surveys by an Accredited Marine Surveyor
- 65 metres to undergo periodic surveys by an Accredited Marine Surveyor, provided that they have done their initial survey (and certification) via a Recognised Organisation.

At the recent Regional Safety Committee held in WA it was flagged that AMSA have now acknowledged there is further work required to clarify the arrangements in order to implement the 2020 Class changes (for vessels >35m) which is due to a perceived lack of DCV surveyors who are suitably qualified in this area.

To gain some clarification I recently approached AMSA Canberra and advised that in regard to the arrangements for vessels over 35m in length it was my belief that the AIMS either had sufficient numbers of accredited surveyors or had members willing to become accredited in order to survey these vessels.

AMSA acknowledged there is further work required to clarify the arrangements for survey of vessels between 35m and 45m and for 45 to 65m and suggested a survey of members and a report back to them on likely numbers of qualified surveyors.

In all, we had 55 positive responses to our member survey which is a pretty good turn-out rate considering what we were asking and the vessel size.

What we have gained from the data collected was that the AIMS has at least 50 members who could carry out this work and meet the eligibility requirements for accreditation by AMSA.

27 of these 50 members are already accredited and 41 respondents advised that if necessary they would apply for additional accreditation in the >35m category if it was required.

38 surveyors advised that they already undertake work on vessels >35m.

29 surveyors believe that they have sufficient knowledge of the legislation.

34 surveyors advised that they would undertake additional training if required.

A whopping 91% of survey respondents support the proposal for a new category of survey for vessels >35m and 100% of respondents said that they believe they have the skills necessary to undertake the surveys required.

Thanks to all respondents for their great advice. I will prepare a report for AMSA and keep all members notified of any updates.

Young Surveyors: Playing Big Boy Tetris

Our Young Surveyors subcommittee is a group of members who are 'young' in their profession and working with AIMS to ensure we stay relevant and connected to our younger and future members. Part of their strategy is to introduce new surveyors to the varieties, complexities, and uniqueness of the job of a marine surveyor. Below is an excerpt of a job recently performed by our Chairperson Roger Weiller.

The client approached me to work out a plan on how to load approximately 50 different pieces of steel – all of different shapes and weights. This was a nightmare as far as planning goes – I said to the client: book the crane and labour, have lots of treated timber available, 8 mm chains and we will play TETRIS on the day. On the previous day I visited the site to measure the majority of the items and took lots of photos so I could study that night – At least I would have half an idea of what I was going to do on the next morning – I was quite anxious about this job as I told the client he would not need to get a second flat rack, told him that I was going to be able to fit it all in one flat rack.

On top of the above – a 6 meters long by 2 meters high A-FRAME was also being built and would not be ready until the end of the day – so we had to calculate the exact space to fit the A-FRAME at the end. All securing methodology was also planned in advance as we had to secure the cargo as we loaded the flat rack as we would not have any access to the lower pieces to do it at the end.

In the end all went well!

by Roger Weiller



Exclusive Member Special



More and more consumers and regulators are increasingly expecting marine surveyors to have some sort of qualification. Whether you are currently working or you are looking for work, having a diploma qualification under your belt is a sure-fire way to secure your marine survey career and the future of your business.

If you are a Full or Associate member with at least 3 years recent experience in the industry we are offering you the opportunity to gain either the International Diploma or Advanced Diploma qualification at a fraction of the price normally charged using a Skills Gap Analysis program.

The Skills Gap program allows you to acquire new skills, as well as refreshing and updating your knowledge.

HOW DOES IT WORK?

1. You send in your CV and copies of any maritime qualifications that you have achieved in the past
2. We review your documentation and map your skills against the qualification requirements
3. If there are any gaps – we provide you with the training required to fill them

It doesn't get any simpler than that!

WHAT WILL IT COST?

Payment for the course must either be up front or via direct deposit.

\$1850 for the International Diploma
\$2500 for the Advanced Diploma
\$950 for the Industry Certificate in Recreational Vessel Survey once it is available.

To register your interest send an email to:
training@aimsurveyors.com.au

Offer ends 28/02/2021.

AIMS Member recognised for his contribution to the Australian Industry Standards

Congratulations to AIMS Member Mario D'Souza on recognition for his contribution to the Australian Industry Standards as a member of the Technical Advisory Committee for the Maritime General Purpose Hand project.

It is great to see the experience and integrity of our members utilised and recognised within the maritime industry.

Mario's willingness to contribute within AIMS and the wider maritime community is valued and assists in the growth of the surveying profession, particularly for our next generation of up and coming surveyors.



Image credit: DCN Magazine

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Basic Vessel Valuation Issue 3

by Adrian Seiffert

VALUATION OVERVIEW

The Roll of the Valuer in today's society is one of high professionalism and qualifications, the days of just guessing the values are well and truly over.

Laws today make it imperative that the valuer provide expert and well researched valuations that can be backed up with proof as to how the valuation was arrived at and why.

It is essential that the valuation report communicates the information necessary for providing for proper understanding, set out a clear and accurate description.

A VALUATION REPORT SHOULD STATE

- Instructing Party.
- Party whom the Valuation is addressed to.
- Description of the vessel/asset and overview.
- State the intended use of the Valuation,(Finance Pre-Purchase, Family Law, Insurance etc.)
- Vessel or Asset Overview.
- Date of Inspection (not required for Desktop, if it is a Desktop Valuation then it must be mentioned).
- Location of vessel or Assets.
- Valuers Comments regarding the asset or vessel.
- Valuation Approach.
- Valuation Methodology (Basis of Valuation- with description of the Methodology, as below)
- Date of Valuation.
- The Value. \$ and in figures.
- GST Included or Excluded.
- Valuation Disclaimer.
- Valuation Certification.(Sample below)
- Qualifications'
- Compliance Statement.
- Appendices; Photographs, copies of Certificates and any other relievedly information about the vessel or asset being

valued.

A copy of the Valuation must be kept on file including all documentation and comparable sales and also how you established the Valuation figure. Now more than ever more accountability and supporting documentation is required by Valuers. A Valuer must show how the value was arrived at and you must be able to justify how you came up with the value

VALUATION METHODOLOGY (BASIS OF VALUATION)

Market Value

Estimated Fair Market Value

Is defined as the estimated amount for which an asset could exchange for on the date of Valuation between a willing buyer and a willing seller in an arm's length transaction after a proper international marketing campaign was undertaken, wherein the parties had each acted knowledgeable, prudently and without compulsion.

The Fair Market Value is not intended to represent the amount the vessel could achieve at an auction, tender or similar sale. The Fair Market Value is the acceptable price that a ready, but not anxious seller could obtain, if a reasonable time is allowed to find a willing buyer at the best possible price.

Replacement Value

Replacement & Reinstatement Value

The cost of replacing existing assets with identical or substantially similar (equal to but not better than) assets at current new prices together with the cost of transport, installation, commissioning and any other directly attributable costs.

Liquidation Value

Estimated Forced or Orderly Liquidation Value

Is the estimated amount one could expect to be realised for a vessel that has been properly marketed and advertised, where the seller is compelled to sell at a specific time with a sense of urgency on "as is where is" basis.

In some instances, a Forced Sale Value may also involve an unwilling seller and may also involve a buyer who with knowledge of the disadvantage of the seller.

The Forced Sale Value usually does not consider the "make ready costs" which is the estimated gross amount expressed in terms of money that could be typically realised from a properly advertised and conducted Public Auction that has been well attended and professionally managed and has been extremely promoted throughout Australia etc with seller being compelled to sell with a sense of immediacy on an As-Is, Where-Is Basis, as of a specific date.

It also takes into consideration such inflationary or depreciable conditions as also physical location, difficulty in relocating, market liability, physical condition, and overall appearance and condition. It further takes into consideration the ability to attract interested buyers.

Salvage Value

An opinion of the amount, expressed in terms of money that may be expected for the whole property or a component of the whole property that is retired from service for possible use elsewhere, as of a specific date.

Scrap Value

An opinion of the amount, expressed in terms of money that could be realized for the property if it were sold for its material content, not for a productive use, as of a specific date.

VALUATION CERTIFICATION

This is to certify that the undersigned inspected the vessel know, as, "xxxxx" on xx/xx/xxxx, at (location) for the purpose of undertaking a Valuation to determine the Estimated Fair Market Value.

I also certify to the best of my knowledge and belief:

1. There are no other readily ascertainable

additional facts which would assist me in reaching a more reliable conclusion;

2. The factual matters stated in the report are, as far as I know, true;

3. I have made all enquiries considered appropriate;

4. The opinions stated in the report are genuinely held by me.

5. The reported analysis, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial and unbiased professional analysis, opinions, and conclusions;

6. I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest with respect to the parties involved;

7. I have no bias with respect to the Vessel that is the subject of this report or to the parties involved;

8. My engagement in this brief was not contingent upon developing or reporting predetermined results;

9. In arriving at the estimated value, the writer has not been improperly influenced in any matter by the race, religion, or national origin of any person;

10. We understand our Duty to the Court and have complied with the duty if required.

Disclaimer: Adrian Seiffert or Marine Auctions Pty Ltd will not accept any responsibility or liability, arising from access of these notes. These notes have been published in good faith and no responsibility can be taken into any inaccuracies.

Vale

Honouring Surveyors passed

Captain Barry Thompson

It is with much sadness that I report that Captain Barry Thompson died peacefully on 24 September at the age of 92 years. Captain Thompson was hugely respected throughout the shipping industry making a real and lasting contribution to the marine surveying profession. He was a courteous, kind and gentle man with much knowledge.

Barry was at sea in the British Merchant Navy as an officer before moving to New Zealand and settling down in St Heliers with his wife Diana and their two children Kate and Sara.

He became a Marine Surveyor in 1964 as a partner in Thompson Whitson & Co, forming his own company Thompson Marine in 1968. His marine shop and business were based in St Heliers, in a premises that was previously the Eastern Suburbs Bus service. It had a concrete floor and high ceilings, and was shared with a squash court. He joined forces with one of his best friends Mike Austin in 1974.

Barry was a longstanding member of the Maritime Law Association, and he and Mike, together with many of their staff, attended the early MLA conferences which were held at Tokanau, and having attended nearly every annual conference since. They considered it the best meeting ground for folk involved in marine law, shipping, ports, marine insurance, etc. Barry was asked to act as arbitrator on occasions, and become a member of the Association.

Barry was a member of the New Zealand Royal Navy Reserve, a member of Rotary, a member and subsequently resident of the Coastguard, and in 1972 a founder and original board member of the Spirit of Adventure Trust where he sailed as Master. He was closely involved with sailing training in New Zealand and around the world, being one of their Vice Patrons. Barry also had a well-known enthusiasm for heraldry – it was important to get flags right!

In 1980 Thompson Marine were appointed as Lloyds Agents which continues to this day. In 1986 the firm joined MBS Loss Adjusters which has morphed over the years to Sedgwick.

Barry retired in 1991 to become a consultant, and also to author his book Surveying Marine Damage that was first published by Witherby in 1994 and is now in its third edition. Barry wrote other books one of which is 'Deeds Not Words' about the Coastguard, and another called 'All Hands and The Cool' about sailors and slang expressions. Barry was instrumental in setting up the International Institute of Marine Surveyors (IIMS) New Zealand brand that now has about 20 members. He also continued working and writing most recently as the author of a number of marine surveying booklets available through IIMS.

Captain Thompson leaves a lasting legacy. The New Zealand marine industry and our profession is all the better for his contribution.

– by Mike Wall





AUSTRALASIAN INSTITUTE
OF MARINE SURVEYORS

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