



AUSTRALASIAN INSTITUTE
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September 2026



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- **Report on AIMS biennial conference**
- **Marine incident annual report**

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Thanks to all AIMS members and the Board for allowing us to be part of your 40th anniversary conference. We enjoyed catching up with existing clients and members.

Congratulations to all the nominees and award winners.

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FROM THE BRIDGE:	5
THE CEO'S DESK: A BUSY 2026 KEEPS ROLLING ON	7
AIMS INTERNATIONAL MARINE SURVEYORS SYMPOSIUM 2027	11
REPORT ON AIMS' BIENNIAL CONFERENCE RELEASED	16
TRAINING: MARINE SURVEY REPORTS – SOME COMMON MISTAKES.....	18
CARGO HATCH COVERS SET A CHALLENGE.....	20
MARINE INCIDENT ANNUAL REPORT 2025.....	22
DIGITALISATION REDEFINING MARITIME DUE DILIGENCE	26
A.I. FOR SMALL BUSINESS: MANAGING CYBER SECURITY RISKS.....	28
GUIDE FOR SHIPPING LITHIUM-ION CELLS AND BATTERIES	33
IS YOUR POLARITY-TESTING DEVICE ELECTRICALLY-SAFE?.....	34
FINALE FOR INCAT HULL 096.....	38
A STUDENT'S JOURNEY: KRZYSZTOF BIELICKI	42
SAFETY INSPECTIONS: ONE YEAR, HUNDREDS OF LESSONS.....	44
MARINE SURVEYING: MORE THAN A CHECKLIST.....	46
SURVEYING THE WORLD'S LARGEST HOSPITAL SHIP	48

Front Cover: *Global Mercy*, the world's largest purpose-built civilian hospital ship. Tymor Marine recently completed a lightweight survey and inclining test aboard the vessel. (See page 48.)

Back Cover: Marine Rescue Queensland's *Gladstone Rescue 1* at Gladstone, Queensland.



From the Bridge (Page 5.)



CEO: AMSA stakeholder forum. (Page 7.)



Marine Surveyor Symposium. (Page 11.)



Marine incidents report 2025. (Page 22.)



Cyber security risks. (Page 28.)



Incat 096 oversea-bound. (Page 38.)

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Advertising is now available in *Shipshape*, the official journal of the Australasian Institute of Marine Surveyors (AIMS). For all the information about advertising in our quarterly magazine, contact AIMS CEO Eric Perez at gm@aimsurveyors.com.au or on +61 492 881 737.

98 pre-arrival safety inspections: one year, hundreds of lessons

IT'S hard to believe another year has already gone by. Over the last 12 months, mt team and I had the opportunity to board 98 vessels and carry out pre-arrival safety inspections before they entered Australian ports. Looking back at it now, it's been a busy but very rewarding year.

One thing that stood out was how the deficiencies were distributed across different vessel types. Around 26 per cent of all deficiencies were identified on container vessels, 24 per cent on Ro-Ro ships, 10 per cent on tankers and gas carriers, and the remaining 40 per cent on bulk carriers. Each vessel type presented its own challenges, which made every inspection different.

People sometimes ask me what these inspections are actually about. The answer is pretty simple. We're not there to point fingers or catch someone doing something wrong. We're there to help. After spending weeks, or even months, at sea, it's completely normal for crews to stop noticing small things.

You walk past the same equipment every day and eventually it just becomes part of the background. Sometimes it's a fire door that no longer closes properly. Sometimes it's emergency equipment that hasn't been tested recently. Sometimes it's paperwork. And sometimes it's simply a conversation with the crew that makes everyone stop and say: "Let's have another look at that."

While preparing this post, I spent some time looking through a database containing more than 1,000 recorded vessel deficiencies. One thing immediately stood out: the biggest problems almost never start with one major failure.

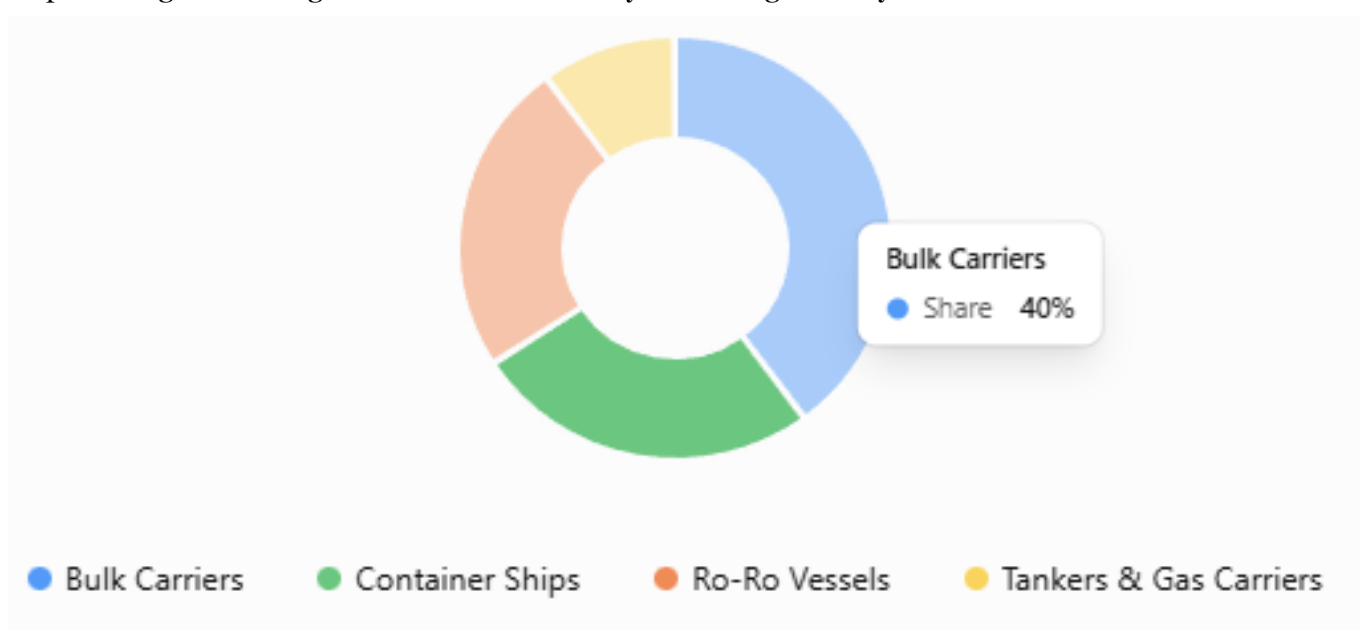
They usually begin with lots of small things. Maintenance gets postponed. A routine test gets skipped. A procedure slowly becomes just another tick in the checklist. Someone says: "We'll fix it next port." Before long, those little things start adding up.

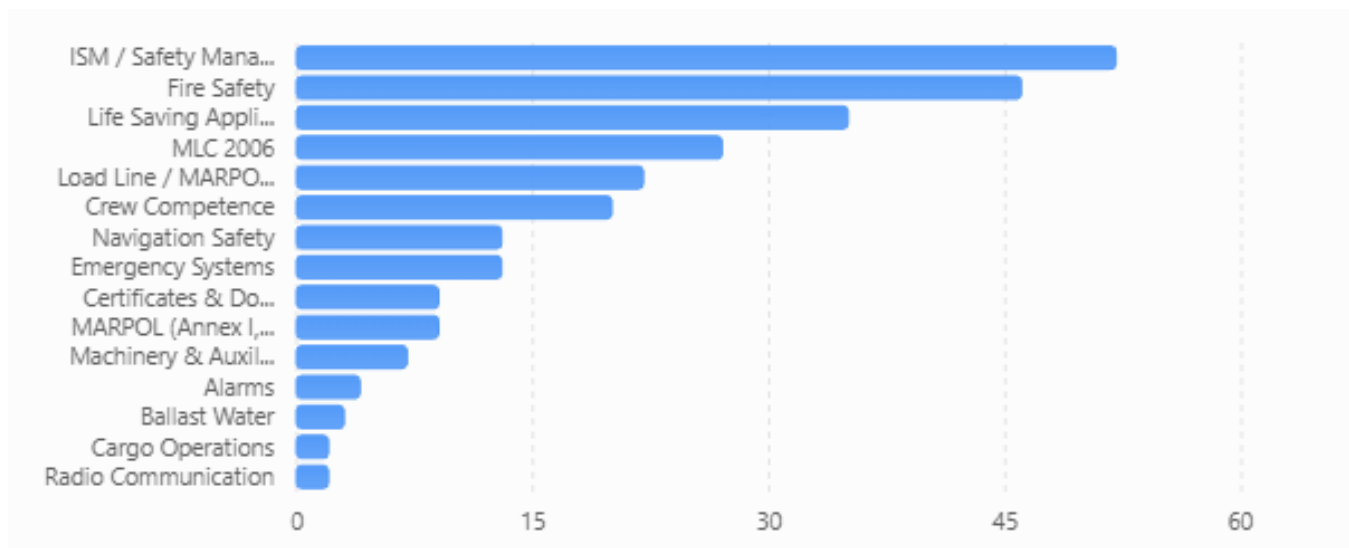
Some of the findings I've come across this year were genuinely

surprising. A fire damper painted shut. Emergency escape routes used as storage. Navigation lights displaying the wrong characteristics. Emergency equipment that looked perfect but hadn't actually been tested. None of those sounds dramatic on their own, but together they tell you a lot about how safety is managed on board.

The other thing that really stood out to me this year was the attitude of the crews. Almost every master, chief engineer and officer I met genuinely wanted feedback. Nobody likes deficiencies but everyone appreciates finding a problem while there's still time to fix it. That's probably the part of the job I enjoy the most. Every inspection feels less like an audit and more like working together with the crew to make the ship a little safer.

Looking back at these 98 inspections, I honestly hope we made a positive difference. Maybe one recommendation encouraged an extra equipment test. Maybe one discussion resulted in better maintenance.





Maybe one issue was identified before it became something much bigger. I'll never know for sure but, if even one vessel became a little safer because we visited, then every inspection was worth it.

I'd also like to thank every master, chief engineer, officer and crew member who welcomed us on board during the past year. Thank you for

your professionalism, your openness and your willingness to improve. That's what makes these inspections worthwhile.

One last thing. Over the past year, I've collected a lot of interesting and sometimes very unusual real-life deficiencies. I'm thinking about sharing some of them on LinkedIn, completely anonymously, with no vessel names or company names: not

to criticise anyone but simply to explain what was found, why it mattered and what we can all learn from it. I believe some of these cases contain valuable lessons that could help others avoid making the same mistakes.

Stay safe, everyone.

Capt. Sergiy Streletskyy
East Coast Manager – Marine
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AIMS member

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