



AUSTRALASIAN INSTITUTE
OF MARINE SURVEYORS

Shipshape

September 2026



- **Marine Surveyors Symposium in 2027**
- **Report on AIMS biennial conference**
- **Marine incident annual report**

**SURVEYING THE WORLD'S
LARGEST HOSPITAL SHIP**

PROFESSIONAL INDEMNITY INSURANCE FACILITY

FOR MARINE SURVEYORS

- ✓ Highly competitive pricing
- ✓ FREE Contract Review Service
- ✓ Online web proposal form prefilled for future renewals
- ✓ Additional Products such as Portable Property and Corporate Travel

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.

For an obligation free quote, simply contact Austbrokers Countrywide on:

T 1800 245 123

E info@abcountrywide.com.au

W abcountrywide.com/aims



SCAN ME

ab austbrokers
Countrywide
Insurance Brokers

This advice is general in nature and does not take into account your personal circumstances. Please contact us for further information and the PDS before making any decision.
Countrywide Insurance Group Pty Ltd ABN 49 625 733 539 AFSL 511363

Insurance Partner of



Shipshape

September 2026

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.)

ADVERTISING AVAILABLE

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.

How digitalisation is redefining maritime due diligence

From Paper Trails to Predictive Compliance.



FOR most of shipping's history, compliance has been a backward-looking exercise. A logbook entry-record shows what has already happened. An audit checks what was already done. A vetting inspection samples a single day in a vessel's life and extrapolates a verdict from it.

Due diligence, in this model, is really an act of reconstruction: assembling paper and PDF evidence after the fact to prove that the right things were probably done.

That model is now being rebuilt from the inside out.

Across the industry, digitalisation is shifting maritime compliance from something companies prove retrospectively to something they can monitor, evidence and correct in real time.

The distinction matters commercially as much as operationally: a fleet that can only demonstrate compliance after an incident or inspection carries risk it cannot price, while a fleet that can show continuous, evidenced compliance turns due diligence into a competitive asset.

The limits of the paper-based model

Traditional compliance infrastructure, from physical

logbooks to static SMS manuals to spreadsheet-based tracking, was never designed to talk to itself. Environmental record-keeping, SMS checklists, port requirements, work and rest hour records and vetting preparation all tend to live in separate silos, each maintained by different people, on different schedules, with no shared thread connecting them.

When a PSC inspection or a SIRE 2.0 / RISQ audit arrives, someone has to manually stitch these fragments into a coherent due-diligence file, usually under time pressure, and usually after the relevant window for correcting a gap has already closed.

The cost of this is not only the man-hours it consumes ashore and onboard. It is the risk exposure that sits quietly in the gap between "something was probably fine" and "we can prove exactly what was done, when, and why". Regulators, class societies, charterers and insurers are increasingly unwilling to accept the former.

From evidence layer to control layer

The more useful digitalisation shift is not simply moving the same paper processes onto a screen. It is changing where compliance

activity sits in the timeline. Instead of compliance evidence being gathered after an event to justify it, connected digital systems can plan the compliant event before it happens: flagging in advance what a given port call, cargo operation or voyage segment will require, prompting the right action at the right time, and capturing the evidence as a natural by-product of the work rather than as a separate administrative task.

This is the difference between an "evidence layer", a record of what happened, and a "control layer," a live system that helps ensure the right thing happens in the first place and then evidences it automatically. Real-time GPS and route monitoring, automated environmental compliance alerts as a vessel approaches regulated waters, and pre-filled SMS forms populated directly from logbook data are all examples of this shift already operating across thousands of vessels today.

What this looks like in practice: MORSE

Prevention at Sea's MORSE platform is one clear illustration of where this is heading.

Originally built as a digital logbook solution, MORSE has grown into a broader digital compliance and due diligence

platform: ISO 21745-certified, class-approved by CCS, LR, KR and ClassNK, and compliant with MEPC.312(74).

It now interconnects digital logbooks, SMS and HSQE records, environmental compliance tracking, port insights, work and rest hour management, voyage compliance, TMSA / DryBMS and SIRE 2.0 / RightShip vetting preparation, and an AI-assisted seafarer support module, all within a single system that runs both online and offline.

The commercial case for connecting these modules rather than running them separately is substantial:

\$95K to \$170K Savings per vessel / year for vetting intensive fleets
15% to 35% Reduction in admin and compliance costs
\$10M+ Combined annual savings across a 100-vessel fleet

At fleet scale, the effect compounds. Corporate-level efficiency gains represent close to a third of the total impact modelled, a reminder that a genuinely integrated compliance platform is a management tool, not only a shipboard one.

Perhaps the most important shift, though, is one of visibility. Where compliance has historically been reported to management in retrospective snapshots, such as the monthly report or the post-audit summary, an interconnected digital platform gives shore-based teams a live view across the fleet, with deviations surfaced as they occur rather than discovered weeks later.

That live view also changes how office-based teams spend their time and travel budget. Historically, checking up on a compliance concern often

meant sending someone from the office to the vessel in person, an attendance that carries real cost, not only for that vessel but for every other vessel those same staff are responsible for while they are away.

With MORSE giving the office a continuously updated picture of every ship's status, many of those checks can now be confirmed from ashore, without a trip.

That means less unplanned travel expense for the company overall, and the office's limited attention stays available to the rest of the managed fleet rather than being tied up on a single vessel visit.

Digitalisation doesn't replace humans

Digitalisation doesn't replace the human element – it has to account for it.

A due diligence system built purely on sensors and digital records still has a blind spot: the people operating the ship. This is why the more advanced compliance conversations in the industry now sit alongside, not apart from, human performance assessment.

Structured, evidence-based evaluation of seafarer competency, including VR-based behavioural competency assessment now recognised within SIRE 2.0, extends due diligence beyond “was the equipment and documentation compliant?” to “was the crew genuinely equipped to perform under real operating conditions?”

A due diligence package that can evidence both the technical and human dimensions of readiness is considerably harder to challenge than one that covers only the paperwork.

Where this leaves compliance teams

None of this makes the underlying regulatory

frameworks, SIRE 2.0, TMSA, DryBMS, RISQ, MARPOL, MLC any less demanding. If anything, they are converging and tightening, and collaborations between class societies and specialist compliance providers on frameworks like DryBMS reflect an industry that expects gap analysis and benchmarking to be an ongoing discipline, not a periodic exercise.

What digitalisation changes is the operating model underneath those frameworks: moving compliance work from something reconstructed under pressure to something continuously managed and moving due diligence from a file assembled to survive an inspection to a live, defensible record that exists whether or not anyone asks to see it.

For an industry where a single missed detail can carry outsized commercial and reputational consequences, that shift, from retrospective proof to continuous, evidenced control, is arguably the most consequential change in maritime compliance in a generation.

Note: Prevention at Sea (PAS) is a maritime compliance and technology consultancy headquartered in Cyprus, with an office in Greece, supporting shipping companies across vetting and SMS consultancy, the MORSE digital compliance platform, and VR-based behavioural competency assessment (ImmerSEAv/BCAV).

This article was first published on LinkedIn on 10 July 2026. (Article link: <https://www.linkedin.com/pulse/how-digitalisation-redefining-maritime-due-diligence-georgiou-6hegf/>)

Christos Georgiou
Chief Product & AI Officer
Prevention at Sea