



## NEWSLETTER

**Welcome to our second newsletter for 2025.**

I hope you are all well.

Today, there are a few interesting topics I'd like to bring up, and we also have another spotlight on an MWS, this time from down under!

But first, let me mention a few things [on the upcoming May Seminar!](#)

This year's motto will be "**MWS - The Next Big Risk**". This may sound like unusual wording from the MWS community, but consider this from an insurance perspective, this should ring all sorts of bells.

How can MWS be the next big risk if we are expected to be the ones limiting exposure through the various activities we perform? As you may be aware of, a few individuals have set out to strengthen the MWS industry several months ago, trying to address the issues we are facing from reducing scopes, undermining the purpose, dwindling rates, unreasonable conditions of contract and more. Unfortunately, those efforts have not returned the results we hoped for. In the end, we are presently facing a situation where our clients predominantly are the insured, and they do not value our services, in fact, they are actively devaluing what we do with aggressive statements in some cases.

There is therefore a real scenario on the horizon where the focus of larger and smaller MWS service providers shift away from this industry and turn towards more rewarding areas of services which can be covered by the same skill sets. Areas where the clients really want our services and not seeing it as a necessary requirement to fulfil the conditions of contract they really need (insurance cover).

Back to the tagline of the seminar, it is this risk of MWS stepping away, that the insurance market will be facing if the conditions do not improve swiftly. MWS companies have come together at SOMWS to provide more value and confidence in the service for the benefit of the insurance market. Now, the insurance market must come together to find a better and sustainable framework for us to work with their clients to continue the service all together. SOMWS is prepared to play an active role in this process, but the main paradigm shift must come from the insurance market (including

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the brokers) if they see value in our services, which I am confident they do. The seminar will provide a suitable platform to discuss the issues, get involved, raise your concerns and hear from the stakeholders who will be involved in the process to change.

The goal is to make MWS a robust service offering, with sustainable rates that allow for companies to develop, invest in training and CPD, be innovative and reliable - in other words ensuring that the next big risk is not just around the corner.

A few more notes for the seminar. We have a limited number of seats, so please make sure that you book early. Individual tickets can be reserved under:

<https://www.eventbrite.co.uk/e/somws-seminar-and-dinner-tickets-1022571076617?aff=oddtcreator>

Under this link you will also find a short preliminary structure of the seminar, which will be further defined in the coming weeks. But one item which is already fixed, I am excited to announce that Chris Lemons, many of you will remember from the documentary “The last breath”, will speak to us about the experience and what contributed to the extraordinary circumstances leading to Chris’s survival.

The timing for this is perfect in many ways. Firstly, one of the main issues which will play a role in Chris’s presentation is change, which fits the seminar’s topic perfectly. Secondly, after the release of the documentary “The last breath” some years ago, the Hollywood version of the story has been released only a few weeks ago. For those of you who have not seen it, here is the link to the trailer:

<https://www.youtube.com/watch?v=sNMyooXZZTM>

I personally look very much forward to hearing this gripping story from Chris directly.

Outside the seminar there are also a few other things to mention: we are in the process of digitalisation of the application and vetting process for SOMWS members as some of you will recall from previous newsletters. This process is soon to be complete with final testing in process. Consequently, we will soon phase out the old application process. This means that there may be a gap in processing, and we would encourage any further

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applications to be submitted by the end of march and then hold off applications until the new system is live on our website. Please pass this message to all you might know who want to apply in the short term.

One other important item to raise awareness:

There have been (albeit isolated) issues with changing one MWS with another. Whilst some of those issues have been triggered by capacity issues and associated problems, there have also been instances where this was done to try and find a less “strict” MWS or one that would accept conditions outside the agreed scopes to issue CoAs etc. The underwriters were not informed and this bears significant risk, not only to the insurance but also to the potentially incoming MWS if they are not being made aware of the situation. We should try and find solutions as much as possible and within our remits as MWS working with our clients. However, if that fails, we need to stand firm and protect the insurance and our industry. If the client is seeking a path of lower resistance by appointing another MWS, I urge you to report this to SOMWS, anonymously if you feel it necessary. This kind of practice has the potential to cause harm to our industry, our service and the insurance market. We must do our utmost to not let this happen.

Right, that was quite something to go through, please do get in touch through the known channels should you have any questions, comments or queries.

Looking forward to seeing some of you in May, I will likely issue one more newsletter before the seminar, along with a few other details.

Stay safe,



Ekkehard Stade  
Chair of the Board of Directors  
[askthechair@somws.org](mailto:askthechair@somws.org)

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# SOMWS

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### MEMBERSHIP STATUS UPDATE

#### New members approved by the board – February and March 2025

Membership Number	Name	Category
0722	David Ng	W
0760	Chun Yiu Chiu	C&P
0437	Oisin Roantree	R (Associate upgrade)
0788	Guillaume Henin	C&P
0472	Abdul Rahim Dakhani	P (Associate upgrade)
0761	Steven Currence	W (already a member in P)
0795	Castelo Mayoyo	C&P
0661	Robert Argo	C (already a member in W)
0694	Sirisha Deepthi Beera	P (already a member in C)
0751	Davide Ansaldi	W (Associate upgrade)
0811	Kelem Amir Anna	C&P
0812	To Xuan Kanh	C&P
0814	Fergus Napier	C
A0796	Qin Guolong	Associate
A0824	Hieu Le	Associate
A0826	Sanjoy Jacob	Associate
A0820	Rajnarayanan Rajendran	Associate
A0837	Marsandy Revendy Aguw	Associate
A0838	Collins Nwafor	Associate
A0840	Daniel Davis	Associate

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### Membership Base By Region

Region	Full Members	Associate Members
Africa	9	8
Asia	19	42
Australasia	8	1
Europe	148	102
Middle East	37	26
North America	44	6
South America	17	4

### Membership Base By Category

Category	Number of members
Oil & Gas Projects (P)	305 members
Rigs (R)	118 members
Renewables (W)	85 members
Cargo (C)	274 members
Associate	174 members

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### SPOTLIGHT – BIANCA BEVAN

#### Who are you and what is your background/ education?

G'day my name is Bianca Bevan, and I am the Operations Manager for Global Maritime in Australia. I studied a Bachelor of Arts majoring in Politics before embarking on my Bachelor of Engineering (Naval Architecture) at the Australian Maritime College in Tasmania. I worked for a local consultancy in Fremantle before embarking on the North Sea where I joined Global Maritime in Scotland as a Senior Naval Architect. I now lead up our operations in Australia. I am a chartered engineer through RINA and a SOMWS member.



#### Why MWS- what makes this so interesting?

There are many facets to MWS that are challenging and inspiring. A necessity to have the ability to adapt in the face of change, keeps me interested. Over my career I have found MWS surveyors are portrayed in a negative light through a lack of understanding of the role, but any key stakeholders involved in a project will attest to their appreciation to have an independent third party onboard - particularly those self-insured. Being removed from the schedule and commercial terms really allows you to focus on the important key issues and risks involved in a project. The diverse engineering approaches that you get exposure to from EPICs and the variety of vessels is fantastic for young engineers.

The bottom line and my sense of purpose is motivated around making a real difference to projects. The feedback from the insured that x, y, z would have happened if we hadn't of been involved in the project keeps me coming back to work each day. It is essentially the risks and incidents avoided (purely as a comment on a document) that we never see eventuate in the life of a project that is the true foundation of MWS.

Without a doubt the places that my MWS projects have taken me around the world and the people I have met along the way has provided me the opportunity to work outside the four walls of an office building and only a lucky few careers can boast that.

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### **What's the view of a young individual of this industry, predominantly driven by people with a lot of experience and history in insurance and marine operations?**

[Flattered] I probably tick the upper box of “young individual” but others experience and history can be intimidating when you start out your career. I am passionate about the energy transition, and I know my younger peers even more so. There is a tendency if it isn't broken, or it is too hard to fix why bother but over the last decade, I have seen a real change in the portion of projects as a company and personally from traditional to renewable energy infrastructure projects and that is exciting. I find the insurance market and particularly MWS are versatile and quick to move with the market.

In terms of insurance, I also believe that the market has changed in comparison to when I was sent on my first loadout in the Aberdeen Harbour. I was explained the scope of work, but little detail or explanation was given to the ‘why’ and the role of the insurers. Our young leadership team is changing this for the better and already younger individuals starting out their careers have a much better understanding of the insurance lifecycle of a project, and it is important to pass on this message and educate others because it is at the very core of what we do.

### **Why do you think the interaction between the grandfathers (and mothers) of the industry is so important for young individuals.**

I have mentored two female graduates during my years and been a mentee to one female. I think it is particularly important for the grandmothers of the industry to inspire, and role model the opportunities for all but particularly for women in leadership with families. Global Maritime has always provided a rich and diverse work environment with a modern approach to the work life culture to me both as a graduate and now in management. Graduates have direct contact and regular interactions with Group leads and the management team, which really does accelerate careers faster than working in silos lead by those with a few more years' experience than yourself. Whilst universities provide a solid platform to commence your career, it is the practical and soft skills acquired along the way through mentors that defines career growth. The ability to learn how to make good decisions and prioritise in your career isn't covered at university but so critical in the industry.

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### **Where do you see the value of SOMWS?**

SOMWS wasn't around when I started my career, there was no standard or goal to work towards in the MWS industry. After the boom time there were a lot of small startups that have outpriced the market offering MWS services with little or no experience. The role of the MWS is not to provide the lowest cost engineer as per project tenders based on pricing, instead MWS is assigned to independently mitigate the risks of a project which requires a minimum level of understanding and experience. I believe that the inception of SOMWS put 'trust' back into the industry and it's assured clients. The same as a qualification is required for a trades or a drivers' licence to drive a car. SOMWS has also provided the industry with a collective voice to the market and industry collaboration on matters for the JNRC and other key issues driving change. When I reflect to the early days of my career, it seems strange that something didn't already exist. The challenge for MWS companies is training younger generations to achieve that minimum standard.

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