



# The NAMS Global eNews

January, 2022

David Pereira, President  
Matthew Knoll, Vice-President  
Richard Falcinelli, Secretary  
Ave Boudreaux, Treasurer  
Gregon Gant, Immediate Past President  
Jennifer Yovan, Association Director  
Phil Peterson, eNews Editor

## The President's Corner

Dear Members,

I hope all of you had the happiest of holidays. I would like to wish everyone a safe and prosperous 2022.

Our national elections took place in November and I would like to congratulate Brian Barton, our president-elect and John Baird, our vice president elect. Brian and John will be seated in their new positions at the conclusion of our Spring Conference in Norfolk. I would like to thank our Secretary, Rich Falcinelli, Jennifer Yovan, Andrew Kinsey and others for their help with the election process. The election of John Baird to National Vice President created an RVP vacancy in the Pacific Northwest Region and Joe Derie is now the new RVP in that region. In other regions, Bob Hansen is passing the gavel to Ralph Bruni in the Central Pacific Region and George Beck was elected the RVP in the East Gulf Region filling, the shoes of the recently retired Mark Shiffer. Special thanks to John, Bob and Mark for outstanding service to their respective regions.



David Pereira, President

Our organization was well represented at the International Workboat Show in New Orleans last month. Even though the floor traffic was down a bit, we still had a good number of people stop by our booth for information. A special thanks to our outgoing and incoming East Gulf RVP's Mark Shiffer and George Beck along with Jennifer Yovan and other members manning the booth for making this event a success.

As a reminder, we are always looking for volunteers for committee positions at both the national and regional levels. Contact myself, Jennifer or your regional VP if you are interested. Volunteer mentors are also urgently needed for apprentices and associates working towards CMS status. Contact your RVP if you are interested in helping out as a mentor.

I hope to see another big turnout for the Spring Conference in Norfolk.

Best Regards,

David M. Pereira, NAMSGlobal – CMS  
President

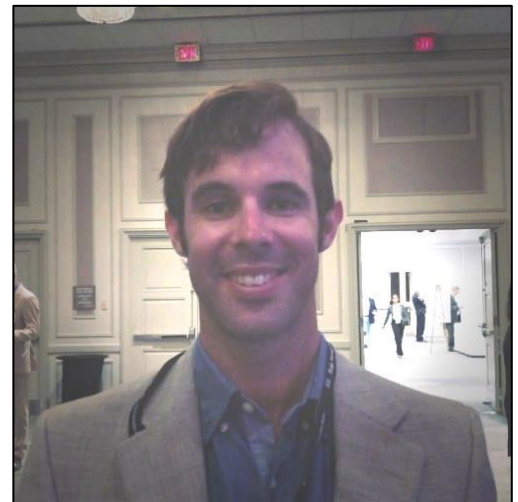
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## The Vice President's Corner

I hope everyone had a great Christmas and is already enjoying a successful 2022. I'm adjusting to my new lifestyle with a baby. Down here in FL, where COVID previously did not exist, we are seeing an incredible spike in cases. Test centers are overwhelmed and booked a week out. Yacht sales are still booming, and the surveyors are booked up.

As you know we recently had elections for the President and VP position. Please welcome and support Brian (pres.) and John (vp) in their new roles once we hand over in the Spring.

Speaking of Spring, I hope everyone will consider attending our conference in Norfolk. It is always a great time to meet new and old friends, and talk face to face with members from around the country. I find the networking and comradery invaluable in a profession where I am normally working independently.



Matt Knoll, Vice President

I would like to remind everyone that we are a volunteer run organization. That means that we get out what we put in. We are in continual need of more people putting in to help NAMS improve. By putting in I don't mean complaining or making random suggestions, but rather volunteering and helping with positive action. And to all who are and have been active in helping out, thank you so much for your efforts.

Sincerely,

Matthew Knoll

# View from the Helm

It is a New Year, and it is good to have 2021 hull down to the horizon. With everything going on, we only were able to get out two newsletters. There is a lot of good news and information which we hope to get to you in a timely manner in 2022.

My goal this year is to get the NAMS eNews out on a bi-monthly basis, and deadlines will be the last day of even numbered months. We would welcome reports from committee chairs, as well as technical reports from members. Joe Derie, NAMS-CMS has been doing an excellent job of submitting articles. I am easing into retirement and getting the newsletters out in a timely manner will be a priority for me. Both Greg Weeter, NAMS-CMS, and Joe, have been excellent with their help proof reading each eNews.

Be safe out there!

Phil Peterson, NAMS-CMS  
NAMS eNews Editor

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## Applicants/Members Change in Status

Name	Applying For	Region	Sponsor
James Ruth	CMS	South Atlantic	Greg Gant
Simon Bridgwood	CMS	South Pacific	Michael Monahan
Bulut Kartal	CMS	East Gulf	Seth Mosley
Ruben James	CMS	International	Mathew Knoll
Avery Corona	Apprentice	South Atlantic	Darin Miller
Daniel Yates	Associate	South Atlantic	Mathew Knoll
William Watson	Associate	East Gulf	Eldie Almoite
Kevin Kelly,	CMS	South Atlantic	Leo Falgout
Diesel Core Marine LLC	Affiliate	South Atlantic	
Stuart McFarland	CMS	North Pacific	Richard Blomquist
Jonathan Wanliss,	CMS	North Pacific	Richard Blomquist
Barbara Wilks	Central Atlantic	Central Atlantic	Apprentice

## **NAMS-CMS**

Name	Discipline	Region	Sponsor
Steve Lindholm,	H&M	South Pacific	David Pereira

## **NAMS Associate**

Applicant	Discipline	Region	Sponsor
Jason Ponvelle	H&M	East Gulf	James Bailey
Timothy Gruden	Y&SC	South Pacific State	F. Lee Frain Jr.
Nicholas Lombardi	Y&SC	Central Atlantic	Lloyd Griffin

## **NAMS Apprentice**

Applicant	Discipline	Region	Sponsor
Marga Pretorius	Y&SC	Central Pacific	Richard Martin
Robert Gerosa	Y&SC	New England	Robert Paine
Vernon Kevin Mudd	Y&SC	West Gulf	Richard Frenzel
William Swartz	Y&SC	West Gulf	Ed Shearer
Mark Hughes	Y&SC / Cargo	South Atlantic	Bob Bartek

## **Upcoming Educational Opportunities**

### **ASA NorCal WEBINAR**

Feb. 3, 2022

Free Webinar, 2 CEs

Strategies for Growing Your Appraisal Practice and Marine Survey Business with David Mitroff  
February 3, 2022, 10:00 a.m. – 12:00 p.m. PST. David Mitroff, Ph.D. is a business growth strategist, speaker, and author who founded Piedmont Avenue Consulting, Inc. (PiedmontAve.com), that creates brand awareness, strengthens customer loyalty and streamlines business processes. David and his team advise clients on leveraging technology for creative initiatives from strategy through implementation. David inspires individuals and organizations to think differently through his keynote talks on a wide range of topics including Business & Entrepreneurship, Leadership, Branding Management and Innovation. [Click here](#) for more information.

**\* NATIONAL ASSOCIATION OF MARINE SURVEYORS**

**NAMS 59<sup>th</sup> Annual National Conference**

Norfolk, VA April 3-5, 2022

Direct conference questions to NAMSGlobal at 281-480-6267

Mail Registration form to: NAMS • 17049 El Camino Real, Suite 208 • Houston, Texas 77058

Email: office@namsglobal.org • Fax to: 281-480-6817

Member Fees:

Before February 10, 2022 \$545.00

After February 11, 2022 \$595.00

Non-Member Fees:

Before February 10, 2022 \$595.00

After February 11, 2022 \$645.00

**Norfolk Waterside Marriott**

235 East Main Street Norfolk, Virginia 23510

Group Room Block Space is limited and only available until Friday, March 4, 2022. Ask for the NAMS Room rate \$139.00nt plus taxes. Single/Double standard room. Additional charges for upgrades.

Reservation can be made by following this link below or calling 1-800-228-9290 group code National Association of Marine Surveyors 2022.

Booking Link: Click the highlighted link [National Association of Marine Surveyors 2022](#)

**\* INTERNATIONAL ASSOCIATION OF MARINE INVESTIGATORS \***

Feb. 20 – 22, 2022, Orlando, FL IAMI 32<sup>nd</sup> Annual Training Seminar  
<https://www.iamimarine.org/ats>

IAMI Virtual CMI Classes

<https://www.iamimarine.org/membernews/10099413>

## **\* INTERNATIONAL INSTITUTE OF MARINE SURVEYING \***

### **Online Seminars**

IIMS has launched a series of online only seminars to be delivered by experts in their fields using Zoom video conferencing technology. Each seminar will last approximately 90 minutes (with the exception of report writing, which lasts about 3 hours). New seminars will become available to review and book, so check back often. More information [here](#).

The International Institute of Marine Surveying (IIMS) also publishes a series of self-help handy guides, written by acknowledged experts in their field, under the series title 'What a marine surveyor needs to know about'.

The paperback guides are available in a compact and handy A5 size. The series continues to grow and further titles will be published at occasional intervals covering a variety of topics. Click the images below of your choice for a more detailed description of the content of each handy guide.

Typically the guides are published at various price points between £20 and £35. The publications are currently only available directly from IIMS in paperback or in the slightly cheaper, downloadable [eBook pdf format](#).

IIMS Handy Guides:

<https://www.iims.org.uk/education/buy-iims-handy-guides/>

## **\* LLOYD'S MARITIME ACADEMY \***

**A list of online Distance Learning courses here:**

<https://www.lloydsmaritimeacademy.com/page/Distance-Learning>

## **\* AMERICAN INSTITUTE OF MARINE UNDERWRITERS INTRO CLASSES \***

**AIMU has a number of distance learning programs, including webinars and e-learning:**

<https://aimu.org/edprograms.html>

## **\* AMERICAN BOAT AND YACHT COUNCIL \***

ABYC's course listing:

[https://abycinc.org/events/event\\_list.asp](https://abycinc.org/events/event_list.asp)

In addition, there are a number of free webinars [that include ABYC CEUs](#). A partial list of subjects include:

- Common Mistakes in Fiberglass Repair
- Batteries
- Surveying Electrical Systems
- De-mystifying Basic Electrical Concepts and Standards

## **\* NORTHWEST SCHOOL OF WOODEN BOAT BUILDING \***

Week long classes continue to be postponed due to Covid-19:

<https://www.nswb.edu/systemsintensives/>

## **\* TOWING VESSEL INSPECTION BUREAU \***

The TVIB is presently offering virtual classes. Go to TheTVIB.org “News & Events” then scroll down to “training” for updates.

<https://www.thetvib.org/category/tvib-training/>

## **\* SOCIETY OF ACCREDITED MARINE SURVEYORS \***

Educational Courses, Seminars & Meetings for Marine Surveyors:

<https://www.marinesurvey.org/education/>

## **\* INDEPENDENT MARINE CONSULTANTS AND SURVEYORS\***

Courses listing here:

[imcs-training.eu/](http://imcs-training.eu/)

## **\* AMERICAN SOCIETY OF APPRAISERS \***

ASA is now offering eLearning classes, including the USPAP 7 hour refresher. Both the 15 hour introductory course and the 7 hour refresher courses are available online:

<https://www.appraisers.org/Education/national-asa-courses/eLearning/ondemand-class-schedule>

ASA Course listing here:

<https://www.appraisers.org/Education/national-asa-courses/national-class-schedule>

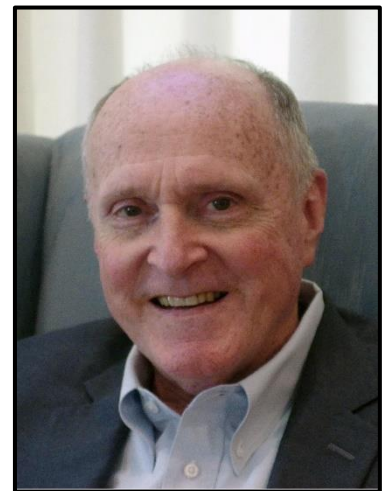


## **SOME COMMON COMMERCIAL VESSEL DEFICIENCIES**

CAPT Joe Derie, NAMS-CMS; AMS, SAMS; CMI  
Co-Chair, Fishing Vessel Technical Committee, NAMS  
Southwest Passage Marine Surveys, LLC

Some time ago the USCG published a list of the Top 10 Small Passenger Vessel (Subchapter T) deficiencies. These items were (in no particular order or apparent degree of seriousness):

1. Dead end electrical conductors.
2. Deteriorated hull material.
3. Inoperable bilge high level alarm.
4. Portable hand bilge pump inoperable or missing.
5. FCC license missing.
6. Running lights (stern, mast, side) inoperable.
7. Light guards missing.
8. Expired First Aid Kit medication.
9. Navigational Charts outdated or missing.
10. Expired EPIRB hydrostatic release.



CAPT Joe Derie,  
NAMS-CMS

Based on my experience most of the above list pretty much fits all commercial vessels, not just T-boats. Other common deficiencies (in no particular order or degree of seriousness) I find are:

- Outdated Rules of the Road aboard the vessel.
- Tripping hazards not marked.
- Lack of NDT for older metal hulls.
- Engines and AC generators are not on an oil analysis program.
- Many violations of ABYC Standard E-11 (uninspected commercial vessels).
- The leading edges of stair treads are not colored yellow or international orange as recommended by section 11.2.3.2 *Coloring of Leading Edge of Tread*, ASTM Standard F 1166-07 *Standard Practice for Human Engineering Design for Marine Systems, Equipment and Facilities*.
- Damaged deck fittings on barges.
- Battery boxes not ventilated.
- Ladders or stairs with irregularly spaced steps or treads or damaged steps or treads.
- Stairs without railings (uninspected commercial vessels).
- The openings to confined spaces are not marked.
- Voids on barges without manholes.
- Voids on barges have corroded scantlings.
- Voids on barges require dewatering.
- Fixed fire extinguishing systems not properly inspected (uninspected commercial vessels).
- Fixed fire extinguishing systems installed in places in the machinery space where they wouldn't activate in time to prevent a major conflagration.



- The anchor light or all-around white light is blocked by the radar dome.
- The all-around white light is not 1 meter above the running lights.
- Fireboats having blue police lights not the alternate flashing red and yellow lights as prescribed by the Navrules.
- Cranes are not properly inspected per OSHA (uninspected commercial vessels).
- Welding cable used as battery cable. Welding cable is not designed for the marine environment and its sheathing does not meet USCG, ABYC or NFPA standards.

As a follow-up to this column I would ask anyone surveying commercial vessels to e-mail me (joederie@comcast.net) any common deficiencies they would add to the list. I'll compile a list and feature it in a future column.

As always, I hope anyone who would like a copy of the USCG list, wants to discuss this column or has questions about commercial fishing vessels will contact me at 503-236-6818.

## U.S. STORMS MAKE 2021 ONE OF MOST COSTLY YEARS FOR INSURERS

Hurricane Ida and a winter storm that brought freezing temperatures to Texas have made 2021 one of the costliest years on record for insurers, Swiss Re said Tuesday.

It also warned of bigger losses in years to come as populations and industry face the prospect of increasingly severe weather amid climate change. Insured losses from natural catastrophes have totaled \$105 billion this year, the fourth-highest since reinsurer Swiss Re began keeping records in 1970.

“Natural catastrophe losses are likely to continue to grow more than global GDP given increases in wealth, urbanization and climate change,” Swiss Re said in a statement with its annual tally, referring to gross domestic product. More than 10,000 people were killed or are still missing as a result of this year's natural disasters, Swiss Re said.

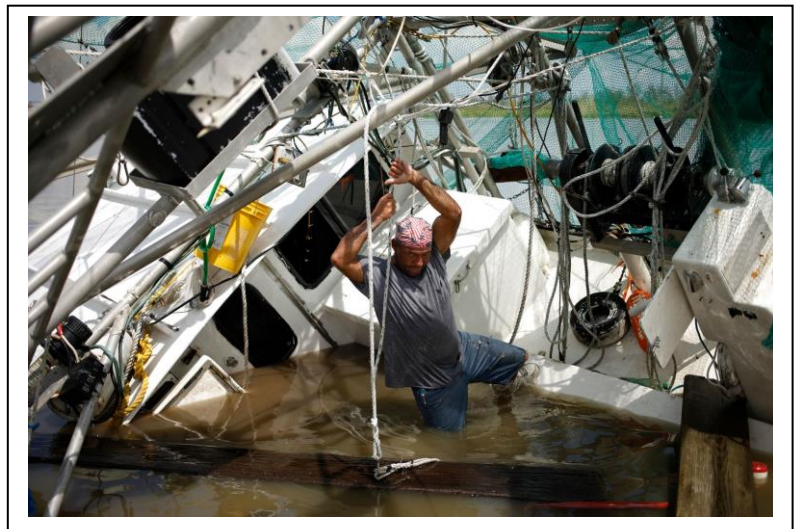
Hurricane Ida, where damage stretched from New Orleans to New York, resulted in \$30 billion to \$32 billion in insured losses. Winter storm Uri, which primarily hit Texas, resulted in \$15 billion in losses.

Floods in Germany and surrounding countries resulted in \$13 billion in insured damages.

Many of the events in 2021 have been exacerbated by climate change, scientists say, adding that there are more - and worse - to come as the Earth's atmosphere continues to warm through the next decade and beyond.

The costliest year on record was 2017, with hurricanes Harvey, Irma and Maria. That was followed by 2011, when big earthquakes hit Japan and New Zealand, and 2005, when Hurricane Katrina ravaged New Orleans.

Insurers have in some cases been raising the rates they charge as a result of the increasing likelihood of disasters, and in some places, they have stopped providing coverage.



A shrimper works to salvage his partially submerged boat in Golden Meadow on Aug. 31.

Image CNN

As insurers warn about climate change and the costs associated with it, they themselves are under pressure from activists to stop insuring dirty industries. (Reuters, 12/14/2021)

## **GUIDELINES PRODUCED TO AVOID BEIRUT STYLE PORT BLASTS**

The tragic explosions in Tianjin and Beirut have marked a decade of increased concern over the safety of dangerous goods stored in ports, terminals and other warehousing facilities. The giant explosions that rocked both port cities – so large they could be seen from space – both came from poorly stored dangerous goods in warehouses.

Four industry groups have collaborated to address this dangerous issue, producing best practice guidelines in the form of a white paper and warehouse checklist. In the face of increased volumes of dangerous goods transported in containers, and the occurrence of major incidents as well as a plethora of lesser accidents, there is a need for guidance on safe storage and handling of dangerous goods in warehouses, including port and terminal facilities. Building on their combined expertise and experience, the International Cargo Handling Coordination Association (ICHCA), the International Vessel Owners Dangerous Goods Association (IVODGA), the National Cargo Bureau (NCB) and the World Shipping Council (WSC) have published a dangerous goods warehousing white paper.



Huge explosion and fire at Beirut's port in 2020

Image abc.net.au

While there are existing international, national and local regulations for dangerous goods in transit for various modes of transport there is no direct equivalent for warehouses.

The dangerous goods warehousing white paper, and its accompanying checklist, detail the risks involved in storing and handling dangerous goods and, importantly the measures to be taken in containing them. Topics covered include: competency and training of workforces; property construction; fire protection; security equipment and protocols and emergency response procedures. It is intended as a practical guide to systematic and documentable processes for those managing and operating storage facilities to ensure on-going safety but also that incidents are containable if and when they arise.

Broken down into eight key functional areas of operation, this comprehensive 14-page checklist is designed as both a planning guideline and a review tool, as well as an everyday device for maintaining safety management vigilance.

The white paper has been endorsed by many industry stakeholders including BIMCO, the Bureau International des Containers (BIC), the TT Club, the International Group of P&I Clubs, the International Maritime Organization and the International Federation of Freight Forwarders Association (FIATA). (Splash247.com, 12/15/2021)

## YACHTS LOST IN 2021: 6 FIRES AND 17 COLLISIONS

With the recent fire in Portsmouth, Rhode Island, where two superyachts were lost beyond repair, we have taken a look back at the yachts lost in 2021. There have been 25 reported yacht casualties this year – not all have been totally lost, but a good portion have been. The term “casualty” covers fire, collisions and seizures. Six yachts have been severely damaged by fire; two yachts have been seized due to tax fraud; while a further 17 have been damaged from collisions.

A huge fire broke out at the Hinckley Yacht Services in Portsmouth on the 10th of December that engulfed two superyachts: the 32-metre Southern Ocean sailing yacht Danneskjold, and the 30.53-metre Ocean Alexander Drinkability. Drinkability was the first to catch alight and has been completely destroyed, while Danneskjold could potentially be refloated, as she is said to be severely damaged, but it is not yet known if she is beyond repair.



Portsmouth, RI boatyard fire consumes two yachts.

Image Boston.com

If we compare the amount of yachts in the above 30-metre category that have caught fire over the last six years, the numbers for this year aren't out of the ordinary. It's an unfortunate fact that fires and accidents do occur. We lost two yachts in 2015 due to fire. Five in 2016, 2017 and 2018. In 2019, though, there was an unprecedented number of fires and we lost an incredible 12 yachts. In total then, 35 yachts have fallen victim and become severely damaged due to fire since 2015.

This number is pretty substantial if we look at the figures back to 1945. We are sure that our database is still missing a few superyachts, but we estimate that in total we have lost around 200 yachts since 1945 and a further 300 commissioned as out of service. That means that around 18 percent of all superyachts losses occurred since 2015.

Fire hasn't been the only cause of damage this year, as a further 17 yachts were damaged from collisions and wrecks. Most of the yachts are repairable from their incidents – but will still require substantial maintenance to get them back to seaworthy condition.

The most tragic casualty this year was Perini Navi's classic 24.38-metre sailing yacht Malizia, which crashed into the coast of the Aeolian Island of Stromboli, just off Sicily. The accident is believed to have been caused by a failure with the navigational controls. There were five guests, and three crew members onboard the 1989 yacht during the incident, none of whom were hurt. (SuperYacht Times, 12/16/2021)



## **DIESEL GENERATOR ENGINE FAILURE LEADS TO FIRE ABOARD OFFSHORE SUPPLY VESSEL**

The National Transportation Safety Board issued Marine Accident Brief 21/26 Wednesday, detailing its investigation of the diesel generator engine failure and subsequent fire aboard offshore supply vessel Ocean Intervention on Dec. 19, 2020, near Honolulu, Hawaii.

No pollution or injuries to the 16 crewmembers were reported in connection with the mechanical failure, which resulted in a fire in the engine room. The crew isolated the fire before it could spread throughout the vessel. Damage to the Ocean Intervention totaled over \$3 million.

While at anchorage, the Ocean Intervention crew had been troubleshooting speed variation issues related to the number 1 and number 3 diesel generator engines, which involved replacement and calibration of several electrical components and multiple engine restarts. When later carrying the vessel's electrical load, the number 3 diesel generator suffered catastrophic mechanical failure. This resulted in cylinder number 1's connecting rod being ejected through the engine crankcase while running at rated speed. The ejection of the connecting rod allowed atomized oil to be released from the engine and ignite, starting a fire in the engine room. The crew's quick and effective actions to prevent the spread of the fire resulted in the fire extinguishing itself without putting crewmembers at risk.



Ocean Intervention Image workboat.com

The NTSB determined the probable cause of the diesel generator engine failure was a cylinder's connecting rod bearing adhering to the crankshaft, which led to the ejection of the connecting rod and catastrophic damage to the engine.

“Engine rooms contain multiple fuel sources as well as mechanical ventilation, making the spaces especially vulnerable to rapidly spreading fires,” the report said. “The crew of the Ocean Intervention effectively contained the spread of a fire by removing fuel and oxygen sources. Vessel crews should familiarize themselves and train frequently on machinery, fuel oil, lube oil, and ventilation shutoff systems to quickly act to contain and suppress engine room fires before they can spread to other spaces and/or cause a loss of propulsion and electrical power.” (NTSB News Release, 12/15/2021)

## **YARA DEBUTS YARA BIRKELAND, THE WORLD'S FIRST AUTONOMOUS AND EMISSION-FREE CONTAINERSHIP**

Norwegian fertilizer producer Yara has debuted its long-awaited Yara Birkeland, the world's first electric and autonomous container ship for emission-free shipping. The ship departed for its maiden voyage Friday in the Oslo fjord. Norwegian Prime Minister Jonas Gahr Støre, along with Minister of Fisheries and Ocean Policy Bjørnar Skjæran, were on hand to tour the ship following its arrival in Oslo.

“We are proud to be able to showcase the world's first fully electric and self-propelled container ship. It will cut 1,000 tonnes of CO2 and replace 40,000 trips by diesel-powered trucks a year, says Svein Tore Holsether, CEO of Yara.

Yara has been working with maritime technology company Kongsberg on the development of the vessel since 2017 – a pioneering project leading the maritime shipping industry's journey towards

autonomous operations and zero-emission shipping. The project was nearly derailed by the COVID-19 pandemic, which delayed the planned delivery of the vessel by over a year.



Yara Birkland. Photo 24newsrecorder.com

The 120 TEU ship will cut emissions and reduce road transport by up to 40,000 truckloads per year while transporting fertilizer products from Yara's Porsgrunn plant to Norway's Brevik and Larvik ports. The ship was constructed by VARD and it will begin manned commercial operations from 2022, kicking off a two-year testing period of the technology that will make the ship self-propelled and finally certified as an autonomous, all-electric container ship.

The ship will be operated from Massterlys' monitoring and operations center in Horten. Massterly is a joint

venture between KONGSBERG and Wilhelmsen.

"Norway is a big ocean and maritime nation, and other nations look to Norway for green solutions at sea. Yara Birkeland is the result of the strong knowledge and experience we have in the Norwegian maritime cluster and industry. The project demonstrates how we have developed a world-leading innovation that contributes to the green transition and provides great export opportunities for Norwegian technology and industry, says Geir Håøy, CEO of the Kongsberg Group. (gCaptain, 11/19/2021)

## **NTSB DETERMINES CAUSE OF TOW ACCIDENT WITH THE CENTERVILLE TURNPIKE BRIDGE IN VIRGINIA**

The National Transportation Safety Board issued Marine Accident Brief 21/23 Tuesday for its investigation of the Nov. 14, 2020, accident involving the towing vessel Island Lookout and the Centerville Turnpike Bridge near Chesapeake, Virginia.

The towing vessel Island Lookout was transiting eastbound with a crew of four on the Albemarle and Chesapeake Canal, pushing ahead the 295-foot-long barge BH 2903, which was loaded with scrap steel. As the tow was attempting to pass through the Centerville Turnpike Bridge, the barge struck the swing span of the bridge while it was opening. No pollution or injuries were reported. Estimated damages amounted to \$34,000 for the barge and \$2.86 million for the bridge. The bridge was closed to vehicle traffic for over 6 months after the accident for repairs.



Tow accident with the Centerville Bridge. Image workboat.com

The Island Lookout mate was at the helm at the time of the accident. The mate told investigators that

he called the bridge operator four times before he received a response. According to the mate, he slowed the towing vessel's engines after each unanswered radio call. The bridge operator stated that after receiving the call from the Island Lookout, he began the procedure for the bridge opening. The total time required to open the bridge from the first operator action to fully opened span was between 3 minutes 30 seconds and 4 minutes 30 seconds. By the time the bow of the barge was about 175 feet from the bridge, the tow's speed had reduced to 2.8 knots. While it continued to slow, its momentum carried it into the bridge, eventually hitting the bridge before it could fully open. The NTSB determined the probable cause of the contact of the Island Lookout tow with the Centerville Turnpike Bridge was the mate's misjudgment of the tow's speed of approach relative to the status of the swing bridge opening, which resulted in insufficient time to slow the tow and avoid striking the bridge before it was fully open and safe to navigate. (NTSB News Release, 11/23/2021)

## **CARGO THEFT UP AS THIEVES TAKE ADVANTAGE OF INCREASED TRAFFIC, IDLED SHIPMENTS**

Record container backlogs at U.S. ports and overstressed supply chains are creating conditions ripe for cargo theft, according to experts.



Criminal gangs take advantage of traffic increase.  
Image theloadstar.com

“The backlog across all logistics infrastructure is causing containers and shipments to sit idle, not just in the ports but outside the ports, increasing opportunities for them to be targeted by criminals,” Ron Greene, vice president of business development at Overhaul, told FreightWaves.

Overhaul is a real-time visibility and risk management platform based in Austin, Texas.

Cargo that finally makes its way out of backlogged ports is being aggressively targeted by criminals eyeing containers filled with everything from home appliances and electronic goods to apparel and more.

Union Pacific recently reported a rash of cargo container break-ins as shipments were being transported out of the ports of Los Angeles and Long Beach through downtown LA.

JJ Coughlin, owner of Corporate Security Solutions of Texas, said there's an old saying: “Freight at rest is freight at risk.” “Especially right now at places like the Port of Los Angeles, the trains come to the port and they take containers off of the ship and put them on the train, then those containers are sitting for days on end and not moving,” Coughlin said.

Coughlin recently worked a case for an electronics company that had about a \$1 million theft from logistics facilities around the Port of LA.

“Somewhere between the ship and the train, most likely on the train once it got there, the theft occurred,” Coughlin said. “It was most likely to do with sitting for a long time.”

With train shipments, freight moving from the West Coast or East Coast to places across the U.S. will sit idle on single-track railways in certain places.

“Based on railroad protocol, certain trains have to yield to the other trains,” Coughlin said. “A lot of times they might be in the middle of the desert, but they have to pull over and let this other train going in the other direction pass. Once again, they're sitting still and they get hit even out there.”



Cargo theft statistics vary, but it is generally noted that cargo crime is a \$15 billion to \$30 billion problem each year across the U.S.

CargoNet, a Verisk business, which tracks supply chain thefts, reported a total of 359 supply chain theft and fraud incidents across the U.S. and Canada in the third quarter of 2021, a 2% decline compared to the same period last year.

There were 294 incidents involving tractor-trailers or cargo vehicles during the third quarter of 2021. According to Keith Lewis, CargoNet's vice president of operations, cargo theft skyrocketed during 2020 amid the pandemic.

"Last year was kind of an anomaly and we're starting to see pre-2020 numbers again," Lewis said. CargoNet reported 1,502 total theft events last year when the pandemic began disrupting supply chains. That compared with 1,106 total theft events in 2019 and 1,181 in 2018. (FreightWaves, 12/8/2021)

## **NTSB ISSUES 10 SAFETY RECOMMENDATIONS BASED ON INVESTIGATION OF PIPELINE STRIKE AND FIRE ABOARD DREDGING VESSEL IN TEXAS**

The National Transportation Safety Board issued 10 safety recommendations Tuesday during a public board meeting held to determine the probable cause of the fatal Aug. 21, 2020, hazardous liquid pipeline strike and subsequent explosion and fire aboard the dredging vessel Waymon Boyd.

The Waymon Boyd struck a submerged 16-inch hazardous liquid pipeline carrying propane during dredging operations in Corpus Christi, Texas. A geyser of propane gas and water erupted adjacent to the vessel. Shortly thereafter, propane gas engulfed the dredge and an explosion occurred. Fire damaged the vessel and surrounding shoreline.

A total of 18 personnel employed by Orion Marine Group were working or resting on the dredge and assist boats (tender boats, anchor barges, booster barges and a supply barge) on the day of the accident.



Corpus Christi pipeline struck. Image maritime-executive.com

Three crewmembers aboard the Waymon Boyd and one on an adjacent anchor barge died in the explosion and fire. Six crewmembers aboard the dredge were injured, one of whom later died from his injuries. The Waymon Boyd, owned by the Orion Marine Group, was a total loss valued at \$9.48 million. The cost of pipeline damage was \$2.09 million.

The Enterprise Products' pipeline TX219 was struck by the Waymon Boyd's rotating cutterhead, causing a breach in the line that allowed propane to escape and form a gas cloud that surrounded the dredge. Although the Waymon Boyd leverman attempted to swing the dredge away from the geyser of water that was carried with the escaping propane, the vessel was less than 200 feet away from the pipeline breach, and the expanding gas cloud enveloped it. Investigators concluded that propane gas released from the pipeline was drawn into the Waymon Boyd's engine room by the ventilation fans and was ignited, causing the explosion.

The NTSB determined the probable cause of the accident was Orion Marine Group's inadequate planning and risk management processes, which failed to identify the proximity of their dredging



operation to Enterprise Products' pipeline TX219 and resulted in the absence of effective controls to prevent the dredge's cutterhead from striking the pipeline. Contributing to the accident were deficient dredging plans provided by Schneider Engineering and Consulting, which resulted in incomplete and inaccurate information communicated to Enterprise Products by Orion Marine Group during the one-call (call before you dig) process, which resulted in insufficient measures to protect the pipeline from excavation damage.

The NTSB identified the following safety issues during its investigation: inadequate project planning and risk assessment, pipeline damage prevention, and pipeline hazard training. As a result of the investigation, the NTSB issued three recommendations to the Pipeline and Hazardous Materials Safety Administration, one to Coastal and Marine Operators, two to Coastal and Marine Operators and the Council for Dredging and Marine Construction Safety, three to Orion Group Holdings and one to Enterprise Products.

The executive summary, probable cause, findings, and safety recommendations are in the report abstract available on the [investigation web page](#). (NTSB News Release, 12/7/2021)

## **SHIPPING CONTAINERS GET FOLDABLE DESIGN SEEN AS CURE FOR LOGJAMS**

Few tools of the global economy have survived without major innovations as long as the shipping container. The supply ructions around the world are presenting an opportunity to test that incumbency.

As ports, rail yards and warehouses get clogged up with the standardized metal boxes both empty and full of goods, the stars are aligning for a product that was a hard sell before the pandemic: shipping containers that fold up accordion- or collapsible-style to as much as one-fifth their usual size. At least, that's what their backers are hoping.



Almost 27% of the 862 million crates measured in 20-foot equivalent units that pass through the world's ports this year will be empty, according to Drewry estimates. The cost to the shipping industry to get them to places where they'll be loaded is about \$20 billion, Boston Consulting Group has calculated. Many will spend days or weeks taking up space in already-jammed holding areas and depots, compounding delays along supply chains.

Holland Container Innovations foldable container can save up to 25% on the sea leg, up to 46% on the land leg, and up to 25% quay time, and 75% storage space savings. Image finchandbeak.com

All this has executives everywhere from Amazon.com Inc. to pop culture-inspired bobblehead maker Funko Inc. and milk-alternative producer Oatly grappling with how to get the necessary shipping containers to transport their wares. "We can solve part of this imbalance, or at least the inefficiency of transporting air," said Hans Broekhuis, chief executive officer at Holland Container Innovations Nederland BV, known as 4Fold.

In 2013, 4Fold's 40-foot metal boxes became the first foldable units to get certification from the Container Safety Convention and International Organization for Standardization, among others, meeting standards required by shipping lines, terminals and rail companies. More than 15 carriers

and shippers navigating 60 ports worldwide are testing the Delft, Netherlands-based company's environmentally friendly containers that can be folded into a quarter of their volume, taking up less space on trucks, ships and docks.



Cargoshell Containers. Made up of composite materials and with roll-up doors. Image marineinsighte.com

These benefits saw Jim Hagemann Snabe, chairman of the world's largest shipping line, A.P. Moller-Maersk A/S, refer to foldable containers as the "dream of the shipping industry" last year. At the same time, consumer-goods producers including Procter & Gamble Co. are also testing the technology. Despite sparking hope among carriers and shippers, higher upfront costs and hesitancy to turn to a new business model have kept foldable containers from becoming mainstream.

As companies find themselves more pressed to find answers to supply-chain snarls, the trade-offs of investing in a new technology might become smaller, said Santtu Seppala, chief strategy officer at the foldable-container company Staxxon LLC. After its 20-foot containers gained full certification at the height of the pandemic, the Montclair, New Jersey-based firm is planning to put

them on the market next year. The company has dozens of potential buyers who've indicated interest, he said.

"Our solution would not only help greatly to alleviate the current crisis, but we'd also go a long way in preventing a similar crisis from occurring in the future," Seppala said.

Shipping containers have remained mostly unchanged since the International Maritime Association standardized them about five decades ago. In a sector that McKinsey & Co. refers to as "deeply conservative" where "change comes only slowly," their foldable counterparts have struggled to gain momentum. (Bloomberg, 11/15/2021)

## **USCG, NTSB CONTINUE INVESTIGATION INTO THE SINKING OF THE FISHING VESSEL EMMY ROSE**

The United States Coast Guard and National Transportation Safety Board continue to investigate the sinking of the commercial fishing vessel Emmy Rose.

The Emmy Rose was returning from a 7-day fishing trip when it sank in the early morning on Nov. 23, 2020. There were no distress calls prior to the sinking. The Coast Guard searched more than 2,200 square miles over a 38-hour period. The searches yielded a debris field, diesel fuel odor, the vessel's emergency position indicating radio beacon and an empty life raft. None of the four crewmembers were found.



Emmy Rose sank in November, 2020, off Massachusetts. Image bostonherald.com

In May 2021, the Coast Guard and NTSB collaborated with MIND Technology, Stellwagen Bank National Marine Sanctuary and the National Oceanic and Atmospheric Administration to locate the Emmy Rose using side-scan sonar. The 82-foot vessel was located in an upright position with its outriggers deployed in about 800 feet of water on the seafloor about 25 miles off the coast of Provincetown, Massachusetts.

In September 2021, investigators partnered with the National Science Foundation and Woods Hole Oceanographic Institution (WHOI) to survey the sunken vessel using a remotely operated vehicle (ROV). The ROV was deployed from the Coast Guard Cutter

Sycamore (WLB-209) and provided videos and high-resolution photos to assist investigators in attempting to determine the cause of the sinking.

The Coast Guard and NTSB continue to provide updates to the families of the four fishermen lost. (NTSB News Release, 11/10/2021)

## **YACHT FULL OF CLIMATE SCIENTISTS PLOTS GIANT SEA GATE TO SAVE MANHATTAN**

Aboard the Manhattan II, a 100-foot yacht with glass walls and mahogany paneling, a group of scientists, engineers, politicians, and a ship captain spent a recent morning contemplating the deaths of their fellow New Yorkers at the hands of Hurricane Ida's floodwaters. The day trip marked the ninth anniversary of Superstorm Sandy, and everyone on board had been brought together by a singular mission. They think a series of gates - vast steel doors arranged around the city that can be shut if disaster looms — are the key to protecting the region from disastrous storm damage caused by climate change.

“Don't underestimate the destruction, dislocation, and human misery that climate change and rising seas will bring in the decades ahead,” said Malcolm Bowman, a professor of oceanography at the State University of New York, Stony Brook. He serves as chair of New York New Jersey Storm Surge Working Group, the organization that hosted the boat ride. The group includes engineers, architects, scientists, and city planners in the region.

Traveling around the bottom tip of Manhattan, past Battery Park City, one seafarer pointed out that a low tide mark he had seen when first moving to New York was now perpetually covered, even when the water was at its lowest ebb. As the wake of the boat crested three feet, others wondered what the



Statue of Liberty and Ellis Island, seen in the distance, would look like in 100 years if sea levels rose at the rate expected.

Can an enormous gate really fend off disaster? These kinds of storm surge barriers have proven successful elsewhere. In the Netherlands, the Maeslant Barrier is almost as long as the Eiffel Tower is tall. Comprised of two steel barriers that swing like arms, the barrier cost \$635 million euros to build in 1997 currency, the year it was completed. The Thames Barrier in the U.K. is as tall as a five-story building.



Sea gates in St. Petersburg, Russia. Photo courtesy NYT

There's also a hurricane barrier in the port of New Bedford, Massachusetts, which was built by the Army Corps of Engineers. "The barrier's 150-foot opening closes during hurricane conditions and coastal storms make the harbor one of the safest hubs on the eastern seaboard," boasts the Port of New Bedford website.

The sea wall enthusiasts on the Manhattan II are hoping for similar barriers to be built in four areas surrounding New York City. The working group has proposed three gates at the East River, Jones Inlet and East Rockway, plus an Outer New York Harbor gateway. A sea barrier's moving gates stay open most of the time. When forecasters warn of inclement weather that might cause a storm surge, the gates swing closed. The idea is that when the surge begins, it will only be severe on the far side of the gate, protecting what is within the walls.

A project of this magnitude - the working group estimates a cost between \$30 and \$40 billion - would require the blessing, planning, and funding of the Army Corps, an engineering branch of the military that oversees mega-projects on the nation's coastlines. Along with state and local partners, it published an interim report on coastal storm risk management in the New York-New Jersey area in February 2019, which considered the possibility of building surge barriers.

The Corps previously estimated the initial cost of construction for two barriers the Working Group is interested in building at around \$40 billion. The predicted duration of construction for one of them was 25 years. In the 2019 Corps report, opponents of the proposal pointed not only to cost and time but also to environmental risk, navigational concerns, and worries that the area inside the wall would flood if the water could not bypass the barrier.

There's also concern that by the time the project is completed, at least two decades from now, the walls won't be high enough to accommodate the rapidly rising seas. Even a costly solution may be far from permanent, if rising temperatures aren't brought under control. (Bloomberg, 11/4/2021)

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