The NAMS Global eNews

March, 2022

The President's Corner

Members,

David Pereira, President

The NAMS 59th National Conference and Annual Members' Meeting in Norfolk is less than a month away. We have prepared an interesting conference agenda which will be both educational and entertaining. This is a great way to get your CE credits and I encourage everyone to attend if possible. A special thanks to Matt Knoll, Jennifer Yovan, Reggie Gant, Lloyd Griffin, and others for all the hard work to make the conference possible. For those that may not be able to attend, we are planning to host another virtual conference as we did last June sometime this summer.

I will be passing the reigns over to Brian Barton at the conclusion of the conference. It has been my honor to serve our organization as President and I am looking forward to working with Brian Barton and John Baird to help them achieve ongoing and future objectives. I am very excited about the direction our organization is headed. Thanks to all who have stood up and volunteered for elected positions, committee positions, and mentorships. We continue to have quality applicants seeking membership at a steady pace. All these things point to a healthy organization with a bright future.

I hope to see you in Norfolk.

All the best !

David M. Pereira, NAMSGlobal - CMS
President

View from the Helm

It is a pleasure to be sending out a NAMS eNews with articles from three members. Thanks to Joe Derie, Dick Frenzel and Matt Knoll for their contributions.

And thanks to Greg Weeter and Jennifer for helping with the proof reading.

Looking forward to seeing everyone in Norfolk!

Be safe out there!

Phil Peterson, NAMS-CMS
NAMS eNews Editor

Applicants/Members Change in Status

Name	Applying For	Region	Sponsor
Colletti, Christian	H&M	South Atlantic	Steve Colletti
Fong, Duncan	Y&SC	South Atlantic	Simon Bridgwood
Klimczak, Jarek	H&M	New York	Andrew Kinsey
Monahan, Kevin	Y&SC	South Atlantic	Michael Monahan
Picolo, Marcos	Picolo, Marcos	International	International
Pirritino, Lawrence	H&M	South Atlantic	Mathew Knoll
Thapar, Neeraj	H&M	South Atlantic	Satish Janardhaiyan
Wiggins, David	Cargo	East Gulf	Eldie Almoite
Wray, Shane	H&M	South Atlantic	South Atlantic
Yandt, Andrew	Y&SC	Y&SC	William Robinson

Upcoming Educational Opportunities

* NATIONAL ASSOCIATION OF MARINE SURVEYORS

NAMS 59th 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 *

IAMI has posted for their 33rd Annual Training Seminar in 2023. Information here.

* INTERNATIONAL INSTITUTE OF MARINE SURVEYING *

Online Seminars

IIMS has a number of learning platforms, including online learning modules, pay-per-view videos and books IMMS click here.

* LLOYDS'S MARITIME ACADEMY *

Lloyds offers online class models with forums for student discussion.
Lloyd's Maritime Academy click here

* AMERICAN INSTITUTE OF MARINE UNDERWRITERS INTRO CLASSES *

AIMU has a number of distance learning programs, including webinars and e-learning.
AIMU information click here

* AMERICAN BOAT AND YACHT COUNCIL *

ABYC's course listing:
ABYC courses click here

* NORTHWEST SCHOOL OF WOODEN BOAT BUILDING *

Week long classes continue to be postponed due to Covid-19:
NW School of Wooden Boat Building classes click here

* TOWING VESSEL INSPECTION BUREAU *

The TVIB is currently offering virtual classes. To view courses, click here

* SOCIETY OF ACCREDITED MARINE SURVEYORS *

For upcoming events, click here

* INDEPENDENT MARINE CONSULTANTS AND SURVEYORS*

Course listing click here:

* AMERICAN SOCIETY OF APPRAISERS *

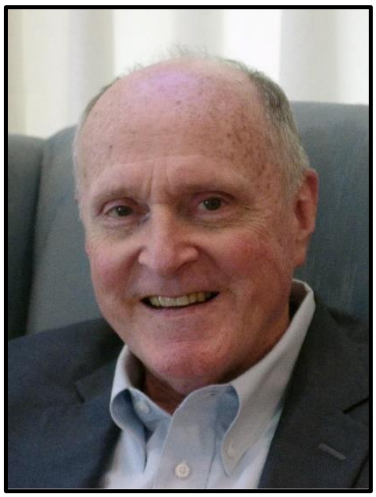
ASA is now offering eLearning classes, including the USPAP 7 hour refresher. For the 7 hour refresher, click Here. For the 15 hour introductory course click here.

ASA Course listing here.

Some Thoughts on Marine Surveying and Marine Accident Investigation

CAPT Joseph A. Derie II, NAMS-CMS; SAMS/AMS; CMI
Co-Chair, Fishing Vessel Technical Committee, NAMS
Chair, Ethics Committee, NAMS
Southwest Passage Marine Surveys, LLC

Below, in no particular order (with the exception of the first couple of comments), are some thoughts, comments and truths I've learned and developed over my years as a marine surveyor, from reviewing samples of applicant's work product and survey reports, and in support of litigation.



CAPT Joe Derie, NAMS-CMS

A profession is defined as "An occupation, trade, craft, or activity in which one has a professed expertise in a particular area; a job, especially one requiring a high level of skill or training." Marine surveying is unquestionably a profession. A professional marine surveyor's work product should reflect such expertise.

Marine surveying is about the safety of a vessel and its occupants on the water, and a survey report must reflect that. If you surveyed a vessel and didn't find anything wrong with it, you need to go back and start over.

A proper marine survey report is more than an inventory of the vessel. A marine survey must be performed to standards, USCG, ABYC, NFPA, ASTM, etc., and the report must reflect whether the vessel and its systems meet USCG, ABYC, NFPA, ASTM, etc. Merely stating in the boiler plate of the report that the vessel was surveyed to those standards and not listing and discussing them in the report is not surveying to standards. If an installation or component does not comply with a standard there must be a clearly stated finding accompanied by a recommendation referring to the relevant standard.

I am continually appalled by the lack of qualifications of most persons who do expert witness work on marine accidents. Most have never taken a marine accident investigation course. The courts appear to accept that if someone can put Captain in front of their name they are qualified to investigate a marine accident. Correspondingly, expert witnesses opining on traffic accidents are required to have extensive training in traffic accident investigation.

I'll never forget the:

- "Expert" on the USCG Rules of the Road, whose copy of the USCG Rules of the Road he brought to a deposition, was two editions out of date
- "Expert" on the USCG Rules of the Road whose report showed that they didn't know the difference between the COLREGS and the Navrules and where they applied.
- Surveyor whose survey report didn't reflect all the problems with the vessel because "I knew the owner couldn't afford to fix them."

Surveyors who survey vessel's they are not qualified to survey will frequently use the excuse that they "just wanted to assist a client." In most cases the only thing they are assisting is their bank

account. Their questionable business practice violates the NAMS Code of Ethics and does a disservice to NAMS' reputation.

It bothers me considerably when marine surveying companies advertise they have "CAPT Someone" on the staff who can drive an 800' container ship and who is available to assist with all your surveying needs, while listing no marine surveyor qualifications. Having a USCG master's or engineer's license is an excellent place to start if you want to be a surveyor. Those licenses, however, do not automatically make you a marine surveyor. Surveying requires specialized training, many different skills, and a different mindset, from driving a ship or operating in a machinery space.

While reviewing surveys for applicants to NAMS, or doing an annual survey review for apprentice's, I am dismayed at surveys that are below NAMS standards being accepted by owners, buyers, banks and insurance companies. Most entities don't know what a good marine survey report should contain and how the value of the vessel should be determined. We all need to work with those entities to ensure they recognize a professional marine survey report.

Many older marine surveyors are not keeping up with the profession and are still writing reports the way they did when they started many years ago. This is seen when reviewing reports submitted by apprentices or associates, whose reports, copied from their employer, are below today's standards. Our profession has progressed and surveyors must keep up with today's standards and expectations.

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

As always, anyone who would like a to discuss this article or has questions about commercial fishing vessels or ethics should contact me at 503-236-6818.

MENTORING

Dick Frenzel, NAMS Retired Life Member

Most of our NAMS surveyors have been in the business for more than 10 years, and are highly competent in all areas of their chosen specialties. However, some may be considering retirement sometime in the future, and wonder who will take their place when they pull up anchor and leave the world of marine surveying behind them.

Dick Frenzel
NAMS – Retired Life Member

Their replacement will most likely be an applicant who has a background in some part of the marine/boating profession. He/she will naturally need some tutoring in the surveying business. They won't be successful by just buying some huckster's, ready-made, computerized format! To be successful, they will need a successful NAMS surveyor to educate them in the basics, and how to write a report which covers all the important information needed, whether Y&SC, towboats and barges, ships, or cargo.

Therefore, all new members will need a mentor to help them master their preferred type of surveys for success. That mentor could be YOU, the experienced professional! Each type of survey is different, but you can make the difference whether a new member succeeds or fails. If your specialty is Y&SC, and a that is the interest of a new member, then go for

it! If they have some knowledge of CARGO, you might need to introduce them to a willing Cargo Surveyor.

When it is determined they are interested in your type of survey, then ask for a copy of a recent survey they have performed. READ IT, and if it is lacking items you know are important, show them some survey reports you have done. Stress the importance of including the items they omitted on their reports, and how to report these items in a good format.

Invite them to accompany you when you perform a survey, and demonstrate to them how to inspect items they missed in their surveys. You might also want to advise them to be aware of other items to include in their reports which might be important to buyers, claims managers, insurance underwriters and lenders. Also instruct them on the importance of submitting a report in a format which will be easy for their client to read, and does not contain useless information.

Teach them the important sources of current sales, which is different from a broker's wishes. Also teach them to learn the repair costs from reputable repair yards. When it becomes apparent they are ready to take the CMS exam, help them review what they have learned about NAMS Policies and Procedures in order to pass the test.

THEN, you will have someone to assist you, or call on you, when you are available or on a long-delayed vacation.

Over the past 10-15 years, only two applicants I mentored fail to become a NAMS-CMS. Presently, I am mentoring two applicants who are preparing to go independent, after passing the test. I CALL THAT SUCCESS!

Dick Frenzel
NAMS – Retired Life Member

Trip in Tow – What's The Point

As I type this, I am sitting in the airport returning from another trip in tow survey. While each trip in tow assignment is unique, I find that for me they usually have a few common denominators:

- Either the barge or cargo, sometimes both, is less than 1st class. Sometimes it's literally scrap, and sometimes it should be scrap.
- The assignment is budget constrained, and usually does not lend towards engineered plans.

This means that these assignments involve making surveyor decisions on the deck plates, without the ability to consult naval architects, or other smart folks.

Matt Knoll, NAMS
Vice President

Consistently I find myself being questioned, challenged, and having arguments about tow hardware sizing. Usually because the tower does not want, or will not furnish or otherwise handle the tow hardware I have recommended.

In one recent case, tandem tow of Two (2) laden 180' deck barges, I had specified 45 Ton shackles to be used at all connections. The tower's port captain contacted me to inform me that they would use 25 Ton shackles, and not 45 Ton. He went on to explain that they have used their 100', 3,000 HP tug to tow barges all around the world, and never have ever used any shackle larger than 25 Ton, and that the shackle would be the last piece of hardware to fail.

Trying to justify my reasoning for specifying larger hardware is a bit like having bar room political discussions with folks like this.

But who is right, and what is the right way?

I've found myself using a variety of reference material, including publications put out by class societies, P&I clubs, and the US Navy Tow Manual. Each reference document varies in complexity of how to determine tow hardware sizing, but when followed all result in hardware specified which is larger than typically used or carried by coastal tramp tugs.

The other day I was paging through the Winter 2018 edition of the USCG Proceedings Magazine. It had a great article about the failed tow of the rig Kulluk, which grounded in Alaska a few years ago. The article has a nice side bar with bullet points for shackle recommendations, apparently developed from the US Navy Tow Manual. The following bullet points are specifically interesting:

- Multiply extreme towline tension by 1 to obtain the safe working load (SWL) of the main shackle (tow bridle & wire).
- Multiple SWL by 3 to obtain the proof load of the main shackle.

Determining the extreme towline tension may involve more math than one is prepared to do while standing on the rusty deck plates. But a good starting point is the tug's bollard pull. So, you're working with a tug that doesn't have a bollard pull certificate? Various rules of thumb give an approximation of 70-100 HP per Ton of Bollard Pull.

Back to my previous example of the 3,000 HP tug. Using the less conservative approximation I will assume this tug's bollard pull is 30 Tons (3,000/100). So, based on the recommendations in the articles side bar, the main shackle should have a SWL of 30 Tons, and a proof load of 90 Tons.

Crosby, Van Beest, and other quality shackle manufacturers don't seem to sell a 30 Ton shackle. A standard Crosby 2" bow shackle has a SWL of 35 Ton. The Crosby catalog fine print states that the maximum proof load is 2x SWL. Which would be 70 Ton, or less than the USCG recommended 3x or 90 Ton.

The 25 Ton shackle that the tug's port captain insisted on using was certainly undersized based on the tug's HP. That tug was fitted with 1-3/4" tow wire, which would have a breaking strength of 110 Tons or greater depending on the specific wire type. Compared to the tow wire, that 25 Ton shackle is even more grossly undersized.

It is likely that the tug is capable of making more, possibly significantly more bollard pull than 100 Ton per HP, so that estimate is probably on the low end. Furthermore, this towline tension example is for a static condition, and does not consider dynamic loads which will probably be higher.

This example is not a rare finding, but rather the norm. Every single trip in tow I do, involving Gulf of Mexico tugs, usually working outside of the Gulf, involves some amount of push back on towing hardware.

When dealing with smaller tows, tow bridle hardware is relatively cheap, can be manhandled, and there is no good excuse to compromise in this area.

Final Rule: Fire protection for recreational vessels

As a courtesy to our audience, Maritime Commons will provide a daily compilation of nationally-relevant Federal Register Notices, or those notices that may impact a large segment of our readers. To provide comments for the public record, follow the Federal Register link for each individual notice. Please note, the Coast Guard cannot respond to comments on these notices outside of the Federal Register.

Fire extinguisher date stamp

The Coast Guard announced in the Federal Register that is has amended fire extinguishing equipment regulations for recreational vessels that are propelled or controlled by propulsion machinery.

This rule relieves owners of these recreational vessels from certain inspection, maintenance, and recordkeeping requirements of National Fire Protection Association (NFPA) 10 (2010 edition). These requirements are more suited for commercial vessels. This rule does not alter standards for commercial vessels including vessels carrying passengers for hire, or have any effect on recreational vessels that do not use propulsion machinery.

This rule also moves fire extinguishing equipment rules for recreational vessels from subpart 25.30 (Fire Extinguishing Equipment) of subchapter C (Uninspected Vessels) of title 46 of the Code of Federal Regulations (CFR) to part 175 of subchapter S (Boating Safety) of title 33, where other recreational vessel rules already exist.

This final rule is effective April 20, 2022.

For more information about the final rule, view the Federal Register or search docket number USCG-2018-0099 on https://www.regulations.gov. (Coast Guard Maritime Commons, Oct. 22, 20210)

Felicity Ace Sinks in Atlantic Ocean

The ship's manager, MOL Ship Management (Singapore), confirmed that the vessel sank around 9 a.m. local time on Tuesday approximately 220 nautical miles off the Azores Islands, citing initial reports from the on-site salvage team.

Salvage vessels will remain in the area to monitor the situation.

The sinking of the Felicity Ace comes nearly two weeks after a fire broke out in the ship's cargo area.
Reporting has indicated Felicity Ace was carrying around 4,000 vehicles, including some luxury brands like Porsches, Bentleys, and Lamborghinis, along with VW and Audis. The value of the cargo has been estimated to be over $400 million.

Photo released by the Portuguese Navy on March 1 showing the Felicity Ace badly burned and listing to starboard. Photo: Marinha PT

The fire on the Panama-flagged ship started Wednesday, February 16, approximately 90 nautical miles southwest of the Azores as the ship was underway from Embden, Germany, where Volkswagen AG has a manufacturing plant, to the U.S. East Coast.

All 22 crew members abandoned ship and brought to safety.

A salvage team was reported to have boarded the drifting ship by helicopter last week. A tow line was connected and the salvage tug 'Bear' began towing it to the Azores under escort by two additional tugs, ALP Guard and Dian Kingdom, together with a large anchor handling tug with additional firefighting capability, named V.B. Hispanic.

A February 25th update said the stability of Felicity Ace remained stable and smoke was no longer visible. But today's update said the ship had developed starboard list.

Before today, the last photos released of the vessel, published way back on February 18th, showed burn scars from bow to stern, indicating the fire had likely engulfed the entire garage area. The lead photo up top, released today, confirms that the fire did even more damage.

Some of the cars on board were reportedly electric vehicles with lithium-ion batteries that complicated firefighting efforts. Unfortunately with the ship now at the bottom of the ocean, we may never know what caused the initial fire or contributed to its spread.

"Further information will be provided as it becomes available," MOL said in its update.

Built in 2005, the Felicity Ace is operated by Japanese shipping company MOL and owned by one of its subsidiaries, Snowscape Car Carriers S.A.

SMIT Salvage, part of Dutch marine company Boskalis, was the appointed salvor. gCaptain Mar. 1, 2022

MARAD Announces $25 Million for Marine Highways

The U.S. Department of Transportation's Maritime Administration (MARAD) has announced the availability of $25 million in funding for the America's Marine Highway Program (AMHP), the highest single appropriation ever provided to the program.

The AMHP supports the development and expanded use of the nation's domestic navigable waterways, helping to improve supply chains and the movement of goods throughout the country. "This historic funding for the Marine Highways program will expand waterborne transportation options while helping project sponsors increase energy conservation, improve safety, reduce landside infrastructure costs, and reduce travel delays caused by congestion. This investment will also create well-paying maritime jobs," said Acting Maritime Administrator Lucinda Lessley.

The funding is made possible by President Biden's Bipartisan Infrastructure Law, also known as the Investment in Infrastructure and Jobs Act, which provides a record $1.2 trillion investment in the nation's infrastructure. $17 billion is expected to go to domestic ports and waterways, including inland ports of entry.

The availability of the marine highways grants follows $12.6 million in grants awarded through the AMHP in December to nine marine highway projects and marks the latest commitment from the Biden-Harris Administration's Port Action Plan.

Just last week, MARAD announced the availability of $450 million in new grant funding for port-related projects through the Port Infrastructure Development Program. This is on top of the more than $241 million in discretionary grant funding awarded through the program in December to 25 projects across the country.

Also in December, the Port of Long Beach was awarded a $52.3 million grant from MARAD to help fund development of the port's "Pier B On-Dock Rail Support Facility," helping to boost on-dock rail capacity at shipping terminals.

Through the Bipartisan Infrastructure Law and other appropriations, the administration is also allocating $14 billion in fiscal year 2022 funds ports and waterways projects, with awards to 500 projects across 52 states and territories.

"America's waterways are a vital means for getting goods onto our shelves and into our homes," said Transportation Secretary Pete Buttigieg. "Thanks to these investments, and others like them in the President's Bipartisan Infrastructure Law, we can help create jobs, reduce delays, and strengthen our critical supply chains for decades to come."

Amid record congestion at Southern California ports, last fall the Department of Transportation and the State of California announced an emergency $5 billion loan to help modernize California's ports, although the current status of the loan and what exactly the money will be spent on remains unclear.

To be eligible for a America's Marine Highway Project grant award, a project must have previously been designated as a Marine Highway Project designated by the Secretary of Transportation. (gCaptain Mar 2022)

Unseaworthiness

If you ask the average person on the street what a "seaworthy" vessel is, the person will probably say that a boat is seaworthy if it doesn't leak, doesn't have holes in the hull, or is capable of sailing without sinking.

A common perception of an unseaworthy vessel is the *S.S. Minnow,* a fictional charter boat from the hit 1960s TV show *Gilligan's Island*, that washed up on a tropical island beach. But on the water and in the law, the meaning of unseaworthiness is far broader.

In general, a vessel is seaworthy if it and its appurtenances are "reasonably fit for their intended purposes." This very subjective standard is open to interpretation and has been at the heart of maritime litigation for well over a century. The concept of seaworthiness as a cause of action in personal injury suits dates back to *The Osceola,* a 1903 Supreme Court case that first recognized that a shipowner has a legal duty to provide a seaworthy vessel for the benefit and safety of its crew. Since then, shipowners, crewmembers, lawyers, and judges have clashed over what is and isn't considered unseaworthiness.

Bob Denver and Dawn Wells of Gilligan's I (1964), with the S.S. Minnow in the background. Image courtesy of mptvimages.com

Classic examples of conditions that can render a vessel unseaworthy as a matter of law are missing rungs or handrails on a ladder or stairway, slippery decks caused by ignored maintenance, and hatches that are not watertight. Less obvious factors include an incompetent master whose lack of navigational skills caused injury or damage to another, or an uncharacteristically violent crewmember who assaults another and whose unstable "propensities" were or should have been known to the shipowner. Some claims of unseaworthiness border on the absurd. For example, the claim of a galley hand on a cruise ship who suffered a hand injury from the sawtooth blade of the aluminum foil dispenser. The sharpness of the blade was claimed to be unreasonably dangerous, thereby constituting an "unseaworthy" appurtenance of the vessel.

Temporary conditions are typically not unseaworthy conditions. But in another famous Supreme Court case*, Mitchell v Trawler Racer Inc.*, the Court ruled that "fish gurry" that had accumulated on the deck railing of a commercial fishing vessel rendered the boat unseaworthy in a suit by a crewmember who slipped on the slippery substance.

It is also important to note that seaworthiness does not equate to perfection. Minor flaws and slight imperfections will not give rise to an unseaworthiness claim. But again, there is no clear definition of the term unseaworthiness within the admiralty law. Therefore, the prudent vessel owner and diligent crewmember must always take care to attend to the ever-changing ship-side conditions that can impact the safety, and ultimately the seaworthiness, of their vessel. Daniel J. Hoerner is a maritime attorney with Mouledoux, Bland, Legrand & Brackett LLC. Contact him at 504-595-3000 or dhoerner@mblb.com.

Edison Chouest Floats Viking's New Mississippi River Cruise Ship

Viking's new Mississippi River cruise ship was floated out of its construction dry dock at Edison Chouest Offshore's LaShip shipyard in Houma, Louisiana.

The float out is a major milestone in the construction of the Viking Mississippi, which will operate on the Lower and Upper Mississippi River between New Orleans and St. Paul, denoting the beginning of the final stage of construction.

Viking Mississippi floating out of Edison Chouest drydock in Houma, LA (Image Credit Viking)

At 450 feet in length and a beam of 75 feet, the vessel will have capacity for 386 guests in 193 all outside staterooms. With its Scandinavian design, the purpose-built ship will be the first truly modern river cruise ship operating in the region. Delivery is planned for later this year

"It is a proud moment that this new ship has met an American waterway for the first time," said Torstein Hagen, Chairman of Viking. "Our guests have long wanted to sail the Mississippi River with Viking, and we very much look forward to welcoming them on board this summer. We are grateful to our American partner, Edison Chouest Offshore, who has helped bring to life our vision of exploring the Mississippi in the 'Viking way.'"

In keeping with maritime tradition, the ship's ceremonial godmother, Dionne Chouest, General Counsel of Edison Chouest Offshore, assisted with the float out.

The ship is expected to bring more than 7,500 guests to the region in 2022 and 17,600+ during the first full sailing season in 2023. Currently scheduled ports of call on Viking's new Mississippi River itineraries comprise seven U.S. states: Louisiana (Baton Rouge, Darrow, New Orleans and St. Francisville); Mississippi (Natchez and Vicksburg); Tennessee (Memphis); Missouri (Hannibal, St. Louis); Iowa (Burlington, Dubuque and Davenport); Wisconsin (La Crosse); and Minnesota (Red Wing, St. Paul). (gCaptain, Mar. 9, 2022)

Shackleton's ship "Endurance" found beneath Antarctic ice, 100 years on

LONDON - The wreckage of polar explorer Ernest Shackleton's ship "Endurance", which was crushed by Antarctic ice and sank some 10,000 feet (3,000 m) to the ocean floor more than a century ago, has been found, a team searching for it said on Wednesday.

Previous attempts to locate the 144-foot-long wooden wreck, whose location was logged by its captain Frank Worsley, had failed due to the hostile conditions of the ice-covered Weddell Sea under which it lies.

However, the Endurance22 mission, organized by the Falklands Maritime Heritage Trust and using advanced underwater vehicles called Sabertooths fitted with high-definition cameras and scanners, tracked the vessel's remains down.

Footage showed the ship in a remarkably good condition, with its name clearly visible on the stern.

Falkland Maritime Heritage Trust/Handout via REUTERS

"We are overwhelmed by our good fortune...," said Mensun Bound, the expedition's Director of Exploration.

The three-masted sailing ship was lost in November 1915 during Shackleton's failed attempt to make the first land crossing of Antarctica.

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Falkland Maritime Heritage Trust/Handout via REUTERS

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"We are overwhelmed by our good fortune...," said Mensun Bound, the expedition's Director of Exploration.

"This is by far the finest wooden shipwreck I have ever seen. It is upright, well proud of the seabed, intact, and in a brilliant state of preservation."

The expedition - led by British polar explorer John Shears, operated from the South African ice-breaking ship Agulhas II and also researching the impact of climate change - found the "Endurance" four miles (six km) from the position recorded by Worsley.

Despite being stranded on the ice, the 28-man crew of the "Endurance" made it back home alive and theirs is considered one of the great survival stories of human history.

They trekked across the sea ice, living off seals and penguins, before setting sail in three lifeboats and reaching the uninhabited Elephant Island.

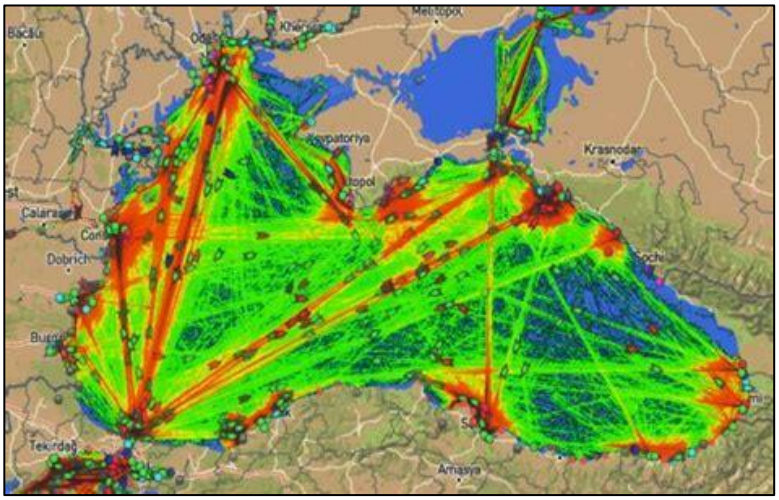
From there, Shackleton and handful of the crew rowed some 800 miles (1,300 km) on the lifeboat James Caird to South Georgia, where they sought help from a whaling station.

On his fourth rescue attempt, Shackleton managed to return to pick up the rest of the crew from Elephant Island in August 1916, two years after his Imperial Trans-Antarctic Expedition left London.
(Reuters – March 9, 2022)

INSURANCE COSTS OF SHIPPING THROUGH BLACK SEA SOAR

Insurers have raised the cost of providing cover for merchant ships through the Black Sea, adding to soaring rates to transport goods through the region for vessels still willing to sail after Russia's invasion of Ukraine.

Ship owners pay annual war risk insurance cover as well as an additional "breach" premium when entering high-risk areas. These separate premiums are calculated according to the value of the ship, or hull, for a seven-day period.



https://www.researchgate.net/figure/Shipping-routes-in-Black-Sea-2016

Ship insurers have quoted the additional premium rate for seven days at anywhere between 1% to 2% and up to 5% of insurance costs, from an estimated 0.025% on Monday before Russia's invasion began, according to indicative rates from marine insurance sources.

This would mean additional costs of hundreds of thousands of dollars for a ship voyage depending on the destination.

"Given the Russian offensive from land, sea and air, it would not be surprising if some insurers will be reluctant (to provide cover)," one insurance source said.

A Moldovan-flagged chemical tanker was hit by a missile on Friday near Ukraine's port of Odessa, seriously wounding two crew.

On Thursday, a Turkish-owned ship was hit by a bomb off Odessa with no casualties and the ship sailed safely into Romanian waters.

Ukraine has appealed to Turkey to block Russian warships from passing through the Dardanelles and Bosphorus straits which lead to the Black Sea, after Moscow on Thursday launched a full-blown assault on Ukraine.

Russian forces landed at Ukraine's Black and Azov Sea ports as part of the invasion.
Ukraine's military has suspended commercial shipping at its ports although some Russian Black Sea ports remain open, including Novorossiisk, traders said on Friday.

Average earnings for smaller aframax tankers trading in the Black Sea jumped to over $100,000 a day on Thursday from $8,000 a day on Monday, shipping sources said.

Earlier this month, London's marine insurance market added the Ukrainian and Russian waters around the Black Sea and Sea of Azov to its list of areas deemed high risk, which prompted some shipping companies to hold back on sending vessels into the area. (Reuters, 2/25/2022)

WHAT REMAINS ONE OF MARITIME INDUSTRY'S LARGEST SAFETY ISSUES?

While shipping losses have halved over the past 10 years, fire on vessels remains among the maritime industry's largest safety issues, according to a new report from Allianz Global Corporate & Specialty (AGCS). The danger was hammered home last week by incidents involving the Felicity Ace cargo/RoRo ship, which caught fire in the Atlantic while carrying thousands of cars, and the Euroferry Olympia passenger ferry fire off the coast of Greece.

AGCS's annual Safety & Shipping Review report found that the number of fires onboard large vessels has spiked in recent years. There were a record 40 cargo-related fire incidents in 2019 alone – or one every 10 days. Across all vessel types, the number of fires or explosions resulting in total losses hit a four-year high of 10 in 2020, accounting for about one in five total losses globally.

Photo courtesy Marine Safety Awareness Bulletin

"The shipping industry has seen its safety record improve significantly over the past decade, with the number of total losses now at record lows," said Capt. Rahul Khanna, global head of marine risk consulting at AGCS. "However, fires on carriers, roll-on-roll-off ferries (RoRos), container ships and other vessels remain among the biggest worries for the sector, as demonstrated by the recent rise in incidents."

RoRo and car-carrier vessels, in particular, can be especially exposed to fire and stability issues, Khanna said.

"To facilitate carriage of automobiles, the internal spaces are not divided into separate sections like other cargo ships," Khanna said. "The lack of internal bulkheads can have an adverse impact on fire safety, and a small fire on one vehicle or battery can grow out of control very quickly. Vehicles are not easily accessible once loading has been completed.

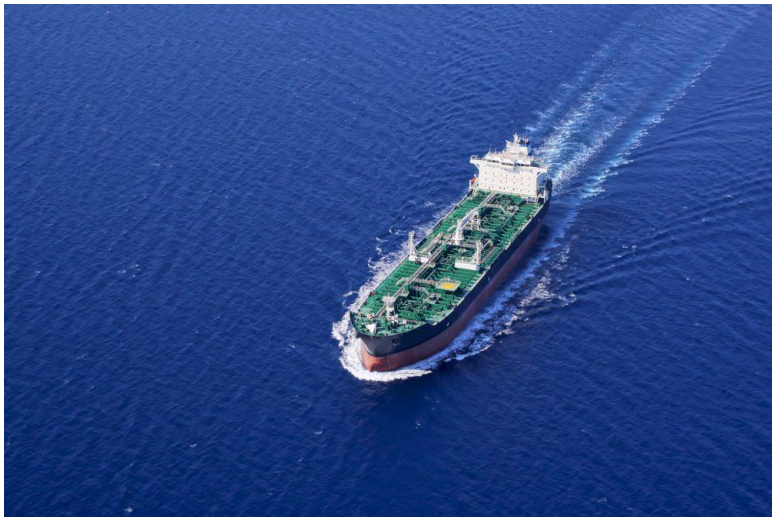
"The large volume of air inside the open cargo decks provides a ready supply of oxygen in case of fire. At AGCS, we look deeply into the risk management of operators and have worked with a number of companies operating RoRo vessels to agree [on] a robust risk management program."
Other findings from the report include:

- Notable recent incidents include the sinking of the *Grande America,* a RoRo cargo ship, after its cargo of vehicles and containers caught fire in 2019. In 2020, a fire on the car carrier *Höegh Xiamen* lasted for eight days before it was extinguished.
- fire/explosion is the third-top cause in total losses of shipping vessels over the last decade (2011 to 2020), with 99 reported total losses accounting for about 11% of total losses overall. The top two causes of total losses are foundering (54%) and wrecked/stranded (20%).
- Cargo vessels account for 40% of total losses over the past decade (348 out of 876). passenger/cruise ships account for less than 10% (69 out of 876).

- Fires on board vessels were the fifth-top cause of shipping incidents overall around the world. There have been 1,700 reported incidents over the past decade across all vessel types, accounting for about 7% of all reported incidents.
- Container ship fires often start in containers, which can be the result of non-declaration or mis-declaration of hazardous cargo like chemicals and batteries. When mis-declared, these might be improperly packed and stowed, which can result in ignition and/or complicate detection and firefighting. The larger the number of containers on board, the higher the probability that at least one could ignite and cause a fire, and the harder it is to contain and extinguish the fire.
- Another contributing factor is a vessel's firefighting and fire-detection capabilities relative to its size. Vessels become larger every year, and major incidents have demonstrated that fires can easily rage out of control, resulting in the crew abandoning ship on safety grounds, thus increasing the size of the eventual loss. (Insurance Business America, 2/22/2022)

American Maritime Industry Fights Back Against Jones Act 'Misconceptions'

The American maritime industry is fighting back against some lawmakers' calls for a repeal or waiver of the Jones Act after President Joe Biden announced a ban on Russian oil and energy imports. Since the ban was announced earlier this week, at least two members of Congress have called for the 100-year-old law to be repealed, including Rep. Scott Perry (R-PA) who says any Russian energy ban needs to include an amendment to create exemptions for ships carrying LNG. Perry said he would introduce the amendment as a stand-alone bill.



By Igor Karasi / Shutterstock

Rep. Ed Case of Hawaii, a Democrat, has also called for a Jones Act waiver, arguing that the shipping law should be waived to allow foreign ships to transport oil and other petroleum products from mainland U.S. ports to Hawaii in order to help the state replace Russian barrels. Hawaii gets about a third of its crude oil from Russia.

The Jones Act requires that merchandise transported by water between two points in the United States is carried on ships that are U.S.-built, -crewed, owned, and -registered.

The American Maritime Partnership (AMP), representing the domestic maritime industry, contends that there is more than adequate domestic ship capacity to address any requirements to transport oil within the United States, and that a waiver of the Jones Act for gasoline would only benefit oil traders, not American consumers.

In a letter sent to President Joe Biden, the AMP sought to address misconceptions related to the Jones Act and energy prices, as well as the transportation of crude oil and other energy cargoes in the U.S. in light of the energy embargo.

"We appreciate your support and the overwhelming, bipartisan support in Congress for the Jones Act. Ukraine is a lesson that America must provide for its self-defense and economy, and that the 650,000 U.S. men and women of American Maritime will continue to move what our nation needs, including energy," the AMP said in its letter.

The letter also stressed support in Congress for making sure American ships are used for transporting oil from any drawdowns of the strategic petroleum reserve (SPR).

“In addition to the specific requirements of Section 501, the omnibus appropriations bill for FY ’22 passed by the House last night requires federal agencies to take steps to ensure the use of American vessels before considering Jones Act waivers related to the transport of oil from the SPR. This is a strong contemporary signal from Congress that Jones Act waivers for SPR drawdowns should be considered only when American vessels are not available.” Mike Schuler, gCaptain Mar. 10, 2022

Edison Chouest Begins Construction on First Jones Act Wind Farm Service Vessel

Edison Chouest Offshore (ECO) has started building the first Jones Act-compliant wind farm service operations vessel (SOV) in the United States.

The vessel, Eco Edison, is being built for Ørsted and Eversource for offshore wind projects along the East Coast. The vessel will be constructed at ECO in-house shipyards located in Louisiana, Mississippi and Florida, “creating well over 300 new jobs,” according to an ECO press release. Components for the vessel being manufactured across 12 states including Alabama, Florida, Illinois, Indiana, Louisiana, Michigan, North Carolina, Ohio, Texas, Washington, West Virginia and Wisconsin. Upon delivery in 2024, Eco Edison will provide operational support out of Port Jefferson, New York, for Ørsted and Eversource’s joint venture offshore wind projects, which includes South Fork Wind, Revolution Wind and Sunrise Wind.

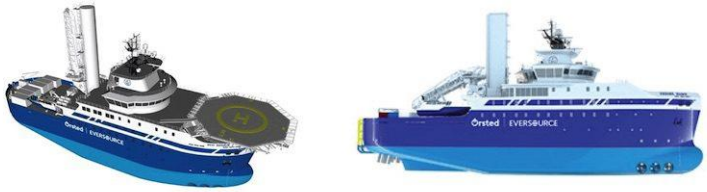


Photo: Ørsted/Eversource/Edison Chouest Offshore

The vessel, which will be over 260 feet long and capable of housing 60 crew members, will be used during the operation and maintenance (O&M) phases of project development, serving as an at-sea base of operations to accommodate and transfer technicians, tools and parts safely to and from the individual wind turbines.

“This new vessel will be the first of its kind in the United States and play a crucial role in the growth of America’s offshore wind industry,” said David Hardy, Chief Executive Officer of Ørsted Offshore North America. “We’re proud to work with companies like Edison Chouest Offshore to support good-paying jobs in states across the country as we build a new energy future.”

“Today, the development of a new, clean energy future for the United States takes another important step forward as construction begins on the nation’s first Jones Act-qualified service and operations vessel,” said Joe Nolan, Chief Executive Officer and President of Eversource Energy. “Construction of this vessel will mean hundreds of new jobs for American workers as we continue to bring the benefits of offshore wind to communities around the country.”

With work beginning on the vessel, ECO has also announced the selection of Caterpillar Marine, GE Power Conversion and Voith Schneider as power and propulsion system providers. The vessel will be powered by four Caterpillar 3512E EPA Tier 4 generator sets (gensets), each rated for 1700 ekW. The gensets are configured for variable speed operation, allowing for the highest levels of efficiency and minimized exhaust emissions. The GE Power Conversion electrical system can operate with gensets or stored energy.

The latest generation of Voith Schneider Propellers (VSPs) feature integrated permanent magnet motors. These propellers have a rapid thrust and steering response, with minimal noise and vibration. The thrusters also feature roll reduction and sleep mode, maximizing station keeping, active motion compensated gangway workability and comfort, according to ECO. The vessel will also be equipped with extensive remote monitoring and support capability provided by Marine Technologies, another Louisiana-based company.

This full configuration results in a vessel that delivers high efficiency, low power consumption, minimum GHG emissions, maximum workability and the highest levels of comfort, ECO said in its press release. The vessel is also being constructed to incorporate future zero-carbon emission technology.

“Through their joint venture projects, Ørsted and Eversource are supporting the development of a domestic offshore wind supply chain that will create jobs and economic development across dozens of states. By working with companies like Edison Chouest Offshore, which has deep expertise in offshore energy, Ørsted and Eversource are creating opportunities for American companies to help build the future of the US energy industry,” ECO said.

Yemen’s Houthis Agree To Offload Decaying FSO Safer

By Mohammed Ghobari (Reuters) Yemen’s Houthi movement has signed an agreement with the United Nations to deal with a decaying oil tanker threatening to spill 1.1 million barrels of crude oil off the war-torn country’s coast, a Houthi official said.

U.N. aid chief Martin Griffiths said last month that there an agreement in principle to shift the oil from the FSO Safer to another ship. He gave no timeline.

The Safer has been stranded off Yemen’s Red Sea oil terminal of Ras Issa for more than six years, and U.N. officials have warned it could spill four times as much oil as the 1989 Exxon Valdez disaster off Alaska.

“A memorandum of understanding has been signed with the United Nations for the Safer tanker,” Mohammed Ali al-Houthi, head of the Houthi supreme revolutionary committee, said in a Twitter post late on Saturday.

The Houthis, who are battling Yemen’s internationally recognized government, control the area where the tanker is moored and the national oil firm that owns it.

July 15, 2020 shows a close up view of FSO Safer oil tanker anchored off the marine terminal of Ras Isa, Yemen June 17, 2020. Picture taken June 17, 2020. Satellite image ©2020 Maxar Technologies via REUTERS

A deal had previously been reached for a technical U.N. team to inspect the deteriorating vessel, built-in 1976, and conduct whatever repairs may be feasible, but final agreement on logistical arrangements did not materialize.

No maintenance operations have been carried out on the Safer since 2015, when a Saudi-led coalition intervened in Yemen against the Iran-aligned Houthis after they ousted the internationally recognized government from the capital, Sanaa.

The coalition controls the high seas off Yemen. *Via GCaptain (Reporting by Mohammed Ghobari; Writing by Ghaida Ghantous; Editing by William Mallard)*

US Navy Salvages Sunk Stealth Fighter Jet From South China Sea

The United States Navy has recovered a state-of-the-art F-35C Lightning that fell into the South China Sea after a landing mishap in January. The aircraft was pulled from a water depth of 12,400-feet by the commercial salvage vessel *DSCV Picasso*.

US Navy pulls sunken F-35 up from 12,400 feet Dailycroc.com

The F-35C Lightning II, which Lockheed "the most lethal, survivable and connected fighter jet in the world" crashed while conducting routine flight operations from the carrier USS *Carl Vinson* in January.
The recovery of the F-35C follows a similar operation in which the United Kingdom, Italy, and the United States mounted a salvage operation last year for a U.K. F-35B that crashed into the Mediterranean following take-off from the Royal Navy carrier HMS *Queen Elizabeth*.

The wreckage was recovered from a depth of approximately 12,400-feet by a team civilian contractors and the US Navy's Supervisor of Salvage and Diving aboard Ultra Deep Diving Solution's diving support construction vessel (DSCV) Picasso. (gCaptain Mar. 5, 2022)

Product Tanker Sinks in the Bahamas After Being Hit by Luxury Yacht

Utopia IV underway

A Belize-registered product tanker operating in the Bahamas sunk after it was "rear-ended by a 207-foot super yacht," according to its operators Maritime Management of Miami. Details on the incident and the operation of the two vessels are scarce, but the tanker company is reporting that all seven members of the crew were rescued without injury.

The 32-year-old product tanker M/T *Tropic Breeze* departed New Providence Island in the Bahamas on December 24 and was bound for Great Stirrup Cay in the Bahamas. Great Stirrup Cay is a 268-acre island in the Berry Islands chain. It is owned by Norwegian Cruise Line, which operates it as a private port for beach parties for its cruise ships. The product tanker was carrying a cargo of "non-persistent materials, LPG, Marine Gas, and automotive gas," according to Maritime Management. The vessel was approximately 15 miles northwest of New Providence when the

collision occurred with the super yacht *Utopia IV*, an aluminum hull charter yacht operating out of the Bahamas and Florida. The yacht accommodates 12 passengers and normally has a crew of 13.

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Tropic Breeze after collision

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Utopia IV bow damage

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Maritime Management thanked the Bahamian authorities for their support as well as another motor yacht, the M/Y *Maya*, which responded to the distress call of the tanker and rescued the crew members.

The tanker settled to the bottom at a depth that the operators are reporting means that the vessel can not be safely salvaged. They, however, said the fuel cargo is all “lighter than water and will evaporate if exposed to surface air.”

The Bahamian authorities are investigating the circumstances of the collision. (Marine Executive, Dec. 2021)

Legal Stuff

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