



The NAMS Global eNews

May, 2022

Brian Barton, President
John R. Baird, Vice President
Richard Falcinelli, Secretary
Ave Boudreaux, Treasurer
David Pereira, Immediate Past President
Phil Peterson, eNews Editor
Jennifer Yovan, Association Director

The President's Corner

Fellow Surveyors,

As the incoming President of NamsGlobal, I wish to thank the membership for this great honor.

During the 59th April 2022 National Conference and Annual Meeting held in Norfolk, Virginia, we were fortunate to have 86 members from 9 regions participate in a large venue of discussions, presentations by industry professionals and most importantly to meet with our colleagues.

I wish to thank Reggie and Gregon Gant and Jennifer Yovan as well as the Central Atlantic Region and our members/colleagues who worked and presented topics to make this event possible. Growth of our association is not only about increasing membership, it's about our core values and providing the tools to maintain the highest quality standards of surveying to our membership.

At this time, I am pleased to appoint the following CMS Members to the following National Committees and am looking forward to working with them in the near future. I also wish to thank those who have served in the past. Please see the attachment for 2022 Committees listed below:

In closing, I look forward to working with each of you over the next 2 years.

Sincerely,

Brian Barton
NAMSGlobal – CMS
President



Brian Barton, NAMS-CMS
NAMS President

2022 Committees

Committees

By-Laws

Gregon Gant, Chair
William Hansen

James Neville

Qualifications & Certification

George Pereira, Chair
Jonathan Klopman (YS&C)
Stephen Delong (Cargo)
Dana Collyer (Fishing Vessels)

Daniel Cole (H&M)
George Beck (Subchapter M)

Education

Chis LaBure, Chair

Nick Paternostro

Insurance

Ward Graessle, Chair

James Neville

Ethics

Christopher Palo, Chair

Leo Falgout Jr.

National Conference

John Baird, Chair

Jennifer Yovan

Marketing Committee

Robert Paine, Chair
Raymond Toth

Website & Communications (WebCom)

Jennifer Yovan, Chair
Phil Peterson Editor NAMSGlobal eNews

Finance

Ave Boudreaux, Treasurer & Chair

Gregon Gant, George Beck

NAMSGlobal Exhibit

Childs Dunbar Jr., Chair

Technical

Cargo	Andrew Kinsey, Chair	Towing Vessel - Subchapter M	Edward Shearer, Chair George Beck
Hull & Machinery	John Webster, Chair David Wiggins		
Commercial Fishing Vessel	Joseph Derie, Chair	Yacht & Small Craft	Roy Smith, Co-Chair Raymond Toth, Co- Chair

Liaisons

ABYC	Derek Rhymes	NFPA	Joseph Derie
Boat U.S.	Michael McCook	ASA	Dana Collyer

Regional Membership Screening

New England	Neil Rosen Stephen Bunnell Jonathan Klopman	West Gulf	Jeffrey Millard, Chair George Pereira Lawrence Riley
New York	Stephen Maddock, Chair Andrew Kinsey	Great Lakes	Jason Brueck Ryan Coffee
Central Atlantic	Derek Rhymes	Western Rivers	Michael Hunter
South Atlantic	James McCrory William Potter	North Pacific States	David Jackson, Chair Kara Pinetti
East Gulf	Childs Dunbar, Jr., Chair Tim Anselmi Jay Webster Kyle Smith	Central Pacific States South Pacific States Eastern Canada Western Canada International	Vacant Lee Frain, Chair Raymond Toth Vacant Vacant

Crossed The Bar

Charles Stanley Johnson Jr, NAMS-CMS

Charles Stanley Johnson, Jr., 78, of midtown Memphis, passed away peacefully on Sunday, November 14th 2021. Stanley was born on August 14th, 1943 in Jacksonville, Florida to Stan and Marian Johnson. The family lived in Ormond Beach, Florida. Stanley would go onto meet his wife of 54 years, Billie Jeanne Baxter, of Memphis, on the beach where he was a lifeguard, while she was driving her red convertible. After a long-distance courtship of five years they married in 1966, settling in midtown Memphis and never left.

Stanley was a gifted pianist and storyteller. He never knew a stranger and was always the life of the party. He enjoyed boating, reading books on World War II, fixing anything mechanical and tinkering on a vast variety of things and passing on the knowledge to his children and grandchildren or anyone who would listen. He loved telling jokes and pulling pranks, airplanes, and cooking outdoors on his smoker. One could often find him at Bob's Barksdale having breakfast, P&H Café, watching a Nascar or Grand Prix Race, at Pickwick sailing on his boat the Unicorn or listening to live music at Huey's with a pitcher of beer, but most often, every evening in Williamson Park with his dogs and neighbors. He is memorialized as "Monk" in his niece, Marian Tomblin's, historical fiction book series about his misadventures with childhood buddies growing up in Ormond Beach.



C. Stanley Johnson, NAMS-CMS

Stanley was a pioneer in bringing sailing to the city of Memphis, where he owned WaterSports, Inc. He would later sell the business to focus on marine surveying and open Riverport Marine Surveying, Inc. He served as past president of The Propeller Club of the United States Port of Memphis, Memphis World Trade Club, and Memphis Claims Association. Other organizations that he was a part of and respected were Daytona Beach Lifeguard Association, Toast Masters, Society of Accredited Marine Surveyors, National Association of Marine Surveyors, and International Association of Marine Investigators.

He is survived by his wife, Billie Jeanne Johnson and their three children, Jeanne Johnson Helms (Greg) of Chattanooga, TN; Melissa Johnson Spann (Steve) of Marietta, GA and C. Stanley Johnson III (Amanda) of Memphis, TN; six grandchildren, and his beloved sister, "Snooks," Elizabeth Johnson Strong and his three nephews and niece and their children, all of Ormond Beach, Florida.

A celebration of life was held at Grace-St. Luke's Episcopal Church, Memphis, TN on Saturday, November 20, 2021 at 11am.

View from the Helm

NAMSGlobal held our 59th Annual National Conference in Norfolk, VA last month. There were many excellent speakers, and it was good to renew old acquaintances with fellow members.

We are also delighted to have more members contributing articles to our newsletter. We are always delighted to have news from our Regional Vice Presidents, and articles of interest from our members.

And save the dates in July for the NAMS Virtual Conference. More information in the “Upcoming Educational Opportunities,” section, below.

Phil Peterson, NAMS-CMS
NAMS eNews Editor



The changing of name tag tags! Ex-Past President Greg Gant, President Brian Barton, and now Past President David Pereria exchanged their name tag holders at the end of the Norfolk convention.

Applicants

Name	Region	Applying For		Sponsor
Thapar, Neeraj	South Atlantic	H&M	CMS	Satish Janardhanan
Fong, Duncan	South Atlantic	Y&SC	CMS	Simon Bridgwood
Pirritino, Lawrence	South Atlantic	H&M	CMS	Mathew Knoll
Piccolo, Marcos	International	H&M	CMS	George Pereira
Monahan, Kevin	South Atlantic	Y&SC	CMS	Michael Monahan
Hawkins, Tim	Central Pacific	Y&SC	Associate	Lloyd Griffin
Perfater, Jeff	South Atlantic	Y&SC	CMS	Robert Bartek
Bowman, Christopher	West Gulf	H&M/Cargo	CMS	Steve Weiss
Bullard, Randy	East Gulf	H&M	CMS	Seth Mosley
Pretorius, Marga	Central Pacific	Y&SC	Associate	Richard Martin
Johnson, Jack	South Pacific	Y&SC	CMS	Gary Rooney
Jones, Gregory	New England	Y&SC	Apprentice	Robert Paine
Guild, Anthony (Tony)	South Pacific	H&MY&SC	CMS	Jonathan Klopman
Fuller, Thomas	West Gulf	Cargo	CMS	Robert Hanson

Members Change in Status

Applicant	Discipline	Region	Sponsor
Jarek Klimczak	H&M	New York	Andrew Kindsey
James Ruth	H&M	South Atlantic	Greg Gant
Jason Brueck	Cargo	Great Lakes	William Duval
Christian Colletti	H&M	South Atlantic	Steve Colletti
Aaron Bandstra	Y&SC	North Pacific	Matthew Harris
David Wiggins	H&M	South Atlantic	Hipolito Almoite

NAMSWorthy Articles of Interest

North Pacific Region VP Notes - May 2022

CAPT Joseph A. Derie II, NAMS-CMS; SAMS/AMS; CMI
 Vice President, North Pacific Region, NAMS
 Contributing Editor, NAMSGlobal e-news
 Co-Chair, Fishing Vessel Technical Committee, NAMS
 Southwest Passage Marine Surveys, LLC

This is my first column in the NAMSGlobal e-news as the North Pacific Region VP. I intend to have a column in every newsletter to keep members informed about NAMS issues and goings on in our region.

I took over from John Baird (big shoes to fill) who fledged up to NAMS VP. John has many ideas about how NAMS can better assist members and attract new members, and I know we will want to assist him in every way possible.

I attended the 3-5 April NAMS annual seminar in Norfolk. I sat in on the VP meeting Sunday morning and the Board of Directors meeting Sunday afternoon. The NAMS Board of Directors works hard for the benefit of NAMS surveyors and is to be commended for their efforts. My tour of duty as North Pacific Region VP began Tuesday morning 5 April.

The annual seminar was, as usual, excellent. Members should try to attend one of these every few years. They provide great training and networking opportunities. North Pacific Region attendees this year included myself, Steve Bahnsen, John Baird and past Region VP Matt Harris.

Everyone should make plans to attend the 2023 NAMS Annual Seminar which will be held somewhere on the West Coast. Right now San Diego is a favorite. If anyone has a suggestion for another West Coast venue please let me know. Some thoughts on what makes a good venue are:

- Reasonable hotel rates.
- Hotel is easy to reach from the airport.
- Outside speakers are easy to find in the local area.

The annual regional meeting will be held at the end of October in Bremerton in the same hotel as last year. Please give me your thoughts on topics you'd like covered. Better yet, volunteer to speak about that or another topic. Right now the only subject that will definitely be on the agenda is 1 hour of Ethics Training, provided either by myself or an attorney. Another visit to the *Horse and Cow* is also being planned.

Anyone who has questions about or would like to discuss this column, NAMS issues, ethics or commercial fishing vessels should contact me at 503-236-6818.



CAPT Joe Derie,
NAMS-CMS

NAMS Apprenticeship Program

John Baird, NAMS-CMS
NAMS Vice President

Merriam-Webster defines apprenticeship as “an arrangement in which someone learns an art, trade, or job under another.” Early on in my career, before I even knew it was going to be a career, I had such an arrangement under another surveyor who let me stand on his shoulders to watch and learn. It wasn’t a formal program, but, nevertheless, it was a true mentor-apprentice relationship where he shared his experience, knowledge, and more importantly his wisdom on how to look at a boat and sort out what was faultless and faulted. My job was to work with him, pay attention, and try to understand what the heck he was telling me. Eventually, he kicked me out of the nest with a basic set of skills, ethics, and a deep-seated aspiration to best serve my clients. More importantly, he created the desire to have others stand on my shoulders as apprentices and give back for the betterment of the profession.

To be sure, the NAMS apprentice program is that very opportunity where we let others stand on our shoulders and give back for the betterment of our profession and organization. It is nothing less than a tremendous opportunity to provide educational opportunities and practical experience through a combination of work and study with a NAMS-CMS mentor where marine surveying skills, knowledge, and ethics are passed along to future NAMS certified marine surveyors. Even with the very best intentions by our mentors and apprentices, less than desirable consequences have popped-up from the lack of uniform training requirements and oversight.

In 2020, the board approved formalized apprenticeship programs for Yachts and Small Craft, Hull and Machinery, and Fishing Vessels to provide qualified marine surveyors using a professional career development program. The essence of what was developed is a uniform and standardized NAMS apprenticeship program. Some of the key elements of the new apprenticeship program are:

- Mentors will follow stated learning and training objectives for each discipline.
- Mentors will periodically review apprenticeship progress with apprentice. Any remediation or failure points shall be provided to the apprentice in written form. Apprentice shall be given a reasonable opportunity to improve or cure deficiencies.
- Apprentices will use his or her best effort to satisfactorily complete the program in a comprehensive and timely manner.
- Apprenticeships should last between 12 and 18 months, with a minimum 12 hours per month of training.
- Apprentices must attend regional and or national NAMS conferences. A minimum of 6-clock hours is required per year.
- At the end of the day, apprentices must demonstrate acceptable marine survey knowledge, skill sets, ethical standards, behavior, and professionalism.
- Regional membership screening committees will receive quarterly updates on apprentice progress and notify out national office of satisfactory program completion or discharge.
- Regional membership screening committees or the national office will conduct an apprentice exit interview to determine overall program effectiveness or deficiencies.

Over the next several newsletters I will highlight the program’s requirements and goals including learning and training objectives. If anyone has any questions or comments, please don’t hesitate to contact me. My email is john@jrbaird.com and telephone is 360.471.6148.



John Baird, NAMS-CMS
NAMS Vice President

Unsecured Openings Led to Flooding and Sinking of Towing Vessel, NTSB Determines

Unsecured openings in the deck of a towing vessel led to its flooding and sinking off the coast of Puerto Rico, the National Transportation Safety Board said Thursday.

The towing vessel, Proassist III, suffered flooding in its stern compartments and sank near Puerto Yabucoa, Puerto Rico, on December 24, 2020, while transiting northbound off the coast of Puerto Rico. The three crewmembers on board were unable to pump out the water and eventually abandoned the vessel. No injuries were reported. The vessel was declared a total loss at \$968,000.



Marine Investigation Report 22/12 details the NTSB's investigation into the accident.

Shortly after departing Laguna de las Mareas, Guayama, the Proassist III encountered

Proassist III

worsening weather conditions and seas began washing on deck. More than two hours after their departure, the crew noticed the vessel was down by the stern and found about 3 feet of water in the flanking rudder compartment. Roughly 40 minutes after the crew discovered the water and attempted to pump it off, the flanking rudder and steering rudder compartments were filled with water. A post loss examination of the vessel showed openings in the vessel's watertight bulkheads and a lack of gaskets and securing mechanisms for flush hatches and door openings on the deck.

NTSB investigators did not find any hull structural defects that could have allowed for the significant flooding and concluded a cover for an aft deck opening must not have been in place.

Recently implemented regulations for towing vessels required all openings to be secured when operating offshore. The regulations also require maintaining the watertight and structural integrity of the vessel. However, deficiencies found in the post loss examination of the Proassist III indicated that the vessel was not adequately maintained. The U.S. Coast Guard's Concentrated Inspection Campaign found three other vessels owned by the Proassist III owner had hull and deck integrity issues, signaling the company did not have an effective maintenance program.

"An effective maintenance and hull inspection program would have proactively sought to minimize the wastage of steel on the Proassist III (and other company vessels) and made any corrosion issues easier to identify and flag for repair," the report said.

The NTSB determined the probable cause of the sinking of Proassist III was unsecured or open aft deck hatches, which resulted in the flooding of the vessel's aft compartments from water on deck and progressive flooding to other compartments through openings in watertight bulkheads. Contributing to the flooding of the vessel was the owner's lack of an effective hull inspection and maintenance program.

“Over the past 5 years, the NTSB has investigated five casualties involving towing vessels whose weather decks and openings were in poor condition—leading to flooding and subsequent sinking,” the report said. “To protect vessels and the environment, it is good marine practice for owners to conduct regular oversight and maintenance of hulls, including between drydock periods, regardless of inspection requirements. An effective maintenance and hull inspection program should proactively address potential steel wastage, identify hull and watertight integrity deficiencies, and ensure corrosion issues are repaired in a timely manner by permanent means.”

Marine Investigation Report 22/12 is available on the NTSB [website](#).

GLOBAL CONTAINER SHIPPING THE WORST FOR 50 YEARS REPORTS DREWRY

A continuous deterioration in the accuracy of transit and arrival times in global container shipping means the sector is in the worst state it has been in for 50 years, according to Drewry Shipping Consultants.

The situation is not expected to start improving until the first half of 2023 and that is having an impact on the automotive industry at a time of wider supply chain uncertainty. However, speaking at this month's Automotive Logistics and Supply Chain Europe conference, Philip Damas, Drewry's managing director, said there were contingency measures the automotive industry could take. Those include medium-term diversification of parts and material sourcing, using alternative ports and providers of maritime transport services, different delivery routes, as well as a closer attention to spot freight rates and weekly congestion indicators.



Port congestion is up across all regions of the world, with high volumes reported in North America, Asia, Europe and the Middle East.

“There has been no improvement globally in the past year and looking forward our review is that you should [not] expect an unwinding and resolving of port congestion... until the first half of 2023,” said Damas.

That scenario depends on a slowdown in demand and a more disciplined deployment of additional ship capacity by the carriers. However, there still remain uncertainties relating to fuel prices, economic recession and the war in Ukraine, amongst others.

Focusing in on the current situation in container shipping between China and the US, Damas said the average transit times for loading and unloading between China and both coasts of the US was in a dismal and unpredictable state, with huge variability, something causing headaches for supply chain planners.

Damas said an ocean container coming from South China can take anywhere between 20 and 60 days to get to New York. While the average is around 40 days the variability makes planning uncertain and it is guess work at best. The same goes from China to the US west coast, which, even though it is a shorter distance, can be anywhere between 17 days to a maximum of between 50-60 days.

The situation has been exacerbated by the lockdown in Shanghai, which has hit both port and inland truck capacity badly. The shortage of truck drivers and the shortage of container stacking areas in the ports combined with lower productivity is having a very serious impact on the port of

Shanghai to function as a major export gateway.

In terms of full truckload (FTL) capacity for inland logistics, Drewry's data shows that volumes have dropped by 20% for China as a whole but by 80% in Shanghai, which by China's volume averages is a huge number. (Business Insurance, 5/17/2022)

SHIPPING BOTTLENECKS HIT PORT OF NEW YORK AND NEW JERSEY

The cargo surge swamping U.S. ports for almost two years is starting to overwhelm the Port of New York and New Jersey. A backup of container ships waiting outside the East Coast's busiest port last week reached an average of 14 vessels a day, the highest it has been since the Covid-19 pandemic began battering supply chains.

Port officials are talking to ocean carriers, truckers and warehouses to ease the logjams amid expectations of a stronger rush of shipments in summer as the peak shipping season begins, said Rick Cotton, executive director of the Port Authority of New York and New Jersey. "It's all hands on deck to try to pull every lever that's available," he said.

The backup is a concern for shippers seeking alternatives to the nation's busiest container port complex at Los Angeles and Long Beach, where congestion has severely delayed shipments and where looming labor contract negotiations with West Coast dockworkers could threaten further disruptions.

Lengthy backups have formed since last year at California's Port of Oakland, the Port of Savannah, Ga., and the Port of Charleston, S.C., as container ships sought to sail around the Southern California congestion. Container volumes have swamped port operations for weeks at a time, delaying deliveries of electronics, apparel and other goods.

New York and New Jersey weathered last year's roughly 20% nationwide increase in cargo imports better than other U.S. ports, but that started to change this year as import volumes slowed on the West Coast and continued to climb in the east.

The sustained rise in East Coast imports is being driven, in part, by retailers and manufacturers trying to spread supply chains and avoid having most of their inventories stuck at a single port. Double-digit import growth at the Los Angeles-Long Beach complex slowed to 2.7% in the first quarter from a year earlier. At New York and New Jersey, first-quarter imports rose almost 12% from the same period last year.

Bethann Rooney, who took over as director of the New York and New Jersey port operations on May 2, said the port's cargo-handling facilities began struggling early this year as shippers took longer to pick up imports from docks and as empty containers piled up waiting to be returned overseas.

She said the port's container yards are clogged with 120,000 empty boxes, more than double the usual number. The port plans to open 10 acres of land to store empty boxes and ease some of the congestion. The buildup of containers is slowing cargo-handling operations and frustrating truckers, who said privately-operated cargo-handling facilities are refusing to accept empty containers for days or weeks, which ties up their trucking equipment. (The Wall Street Journal, 5/18/2022)



New York harbor

TRIPLE-I ENCOURAGES PREPAREDNESS FOR 'ABOVE-NORMAL' 2022 HURRICANE SEASON

Another 'above normal' Atlantic hurricane season is upcoming, and the Triple-I is recommending homeowners, condo owners, renters and business owners prepare now. The 2022 Atlantic hurricane season begins on June 1 and ends on November 30.

"The U.S. has incurred a significant loss of life and property damage over the past two hurricane seasons," said Triple-I CEO Sean Kevelighan. "Everyone who lives in a hurricane-prone community should ensure adequate financial protection for property and possessions [and] make their home or business more resilient to impacts of wind and water," said Kevelighan. (Triple-I Daily, 4/29/2022)



Hurricane eye

TT CLUB HITS OUT AT 'CRIMINAL' SHIPPERS OF LITHIUM BATTERIES

A leading transport insurer has hit out at the "regulatory mismatch" in the shipping of lithium batteries, classing some manufacturers of the dangerous cargo as "criminal". UK-based TT Club has issued an update on the carriage of these batteries as the number of fires on boxships and roros linked to them grows.



MV Felicity Ace fire and sinking likely caused by lithium batteries in the auto cargo it was carrying

Lithium batteries are required to be certified to an international standard involving a rigorous series of tests performed by an approved independent testing laboratory to ensure they can both withstand everyday use through their expected lifetime and the rigours of transport. Responsibility for testing and achieving certification rests with the shipper and/or manufacturer.

The sharp rise in demand has been accompanied by supply of cheaper, poorer quality and untested batteries, including refurbished and even homemade power banks, according to the TT Club.

"E-commerce platforms have facilitated a global trade in potentially lethal products, often circumventing global standards and regulations," the insurer stated.

TT's risk management director, Peregrine Storrs-Fox, commented: "As with many successful technologies,

market demand has outpaced the development of safety regulations."

Since the mid-1980s lithium batteries have been classified under dangerous goods regulations for transport based on the weight of lithium contained in the cells or batteries and the potential hazard presented by a given battery is also related to the amount of lithium it contains. However, as technology has advanced, the amount of energy derived from the active material has increased by up to 50%, leading to what Storrs-Fox described as a "regulatory mismatch" where provisions are essentially framed around mass and energy output.

The consequences of lithium fueled fires can be more extensive than others. They are very difficult to extinguish, prone to thermal runaway and present an explosion risk. Due to the heat generated, re-

ignition once a fire has been extinguished is an additional risk.

“The majority of shippers will take all practicable steps to ensure that their lithium batteries achieve certification and are classified, packaged, packed, labelled and declared correctly. A small – frankly criminal – minority are motivated to avoid compliance, entering cargo into the supply chain that presents great risk to all,” Storrs-Fox observed. “Once lithium batteries are placed into the intermodal supply chain, there is little opportunity for the cargo to be checked, visually or otherwise to verify compliance. For all who are contracted to transport, handle or store lithium batteries therefore, developing a thorough understanding of this particular cargo is a prudent step. Moreover, due diligence into the origin of manufacture and integrity of the shipper instigating the move of these potentially lethal power sources is critical.” (Safety4Sea, 4/26/2022)

NTSB OPENS PUBLIC DOCKET FOR INVESTIGATION OF THE SEACOR POWER CAPSIZING



Seacor Power

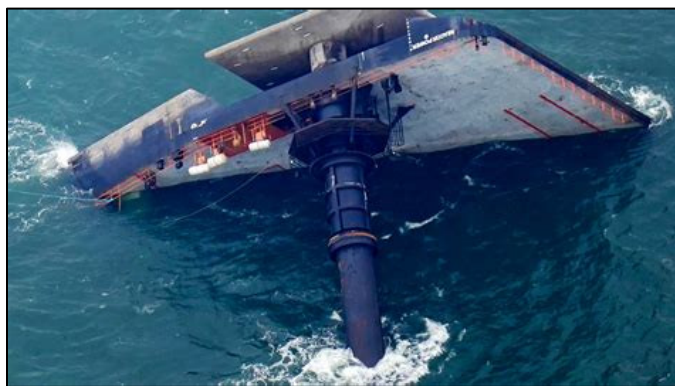
The National Transportation Safety Board opened the public docket Wednesday as part of its ongoing investigation of the April 13, 2021, fatal capsizing of the lift boat Seacor Power near Port Fourchon, Louisiana.

A rain squall passed over the vessel as it transited the open waters of the gulf. Visibility dropped and the winds increased significantly, so crew decided to lower the Seacor Power's legs to the seafloor to hold the vessel in position until the storm passed. When the legs began to descend, the crewmember at the helm attempted to turn the vessel into the winds. Before the turn was completed, the Seacor Power heeled to starboard

and capsized. Nineteen personnel were aboard the vessel, including nine crew, two galley staff, and eight offshore workers. Six people were rescued by the U.S. Coast Guard and good Samaritan vessels, six people died and seven people are missing and presumed dead.

The docket for the investigation includes more than 8,000 pages of factual information, including interview transcripts, a meteorology report and other investigative materials. As the investigation continues, additional material may be added to the docket as it becomes available.

The docket contains only factual information collected by NTSB investigators; no conclusions about how or why the Seacor Power capsized should be drawn from the information within the docket. Analysis, findings, recommendations and probable cause determinations related to the capsizing will be issued by the NTSB in a final report at a later date. (NTSB News Release, 4/27/2022)



Seacor Power capsized

IUMI EDUCATION – CPD APPROVAL FOR ONLINE CARGO AND HULL TUTORIALS

It is with great pleasure to announce that the IUMI online hull and cargo tutorials are now Continuing Professional Development (CPD) certified. CPD is the term used to describe the learning activities professionals engage in to develop and enhance their skills and abilities.

This is a significant achievement for IUMI, who endeavored to create two courses that offer professional development for marine underwriters across the world, not only to perform their job better but to also help expand their knowledge and expertise.

It is gratifying to see that after a thorough third-party review the IUMI courses have been certified as quality training and the way in which they are delivered meet industry standards.

Students can request a certificate upon completion of this online course to request accreditation from their national professional development schemes. We certify 30 hours for the Hull tutorial and 23 hours for the Cargo tutorial.

For more information on our online courses please [watch this short video](#) and [visit the IUMI website](#).

Also, the IUMI [online tutorials](#) are eligible for a bulk sales discount as follows:

- Buyers of 5-9 IUMI online tutorials = 10% discount
- Buyers of 10 or more IUMI online tutorials = 20% discount

The discount is applicable to buyers from one company as well as to five or more members of the same IUMI member association. (AIMU Weekly Bulletin 4/29/2022)

NTSB DETERMINES CAUSE OF ENGINE ROOM FIRE ABOARD FISHING VESSEL OFF THE COAST OF MASSACHUSETTS

A hydraulic hose failure led to an engine room fire aboard a fishing vessel off the coast of Massachusetts, the National Transportation Safety Board said Thursday.

Marine Investigation Report 22/13 details the NTSB's investigation into the April 30, 2021, fire aboard the fishing vessel Nobska. The five-member crew was ground fishing in Georges Banks, about 80 miles east of Cape Cod, Massachusetts, when a fire started in the engine room and quickly engulfed the vessel. After unsuccessful attempts to extinguish the fire, the crew prepared to abandon ship and activated the vessel's emergency position indicating radio beacon. A U.S. Coast Guard helicopter rescued the crew from the stern of the vessel. No pollution or injuries were reported. The vessel was declared a total loss at an estimated \$2.4 million.



Fishing vessel Nobska

On April 30, while fishing for haddock, the crew saw a fire in the engine room on the lagging of the main engine exhaust pipe. After extinguishing the fire, the crew discovered a ruptured hydraulic hose nearby in the pipe/hose tunnel connecting the engine room to the wheelhouse. Thinking the situation with the hydraulic system was resolved, the captain decided to continue fishing.

Four hours later, the captain noticed black smoke coming from under the deck winch-control console in the wheelhouse. The captain alerted the crew of the fire and within moments the wheelhouse area was engulfed in flames. The crew was unable to extinguish the fire and abandoned ship.

The second fire resulted in extensive damage throughout the vessel and was likely the result of another hydraulic hose leak, when atomized fluid contacted a hot surface, most likely the exposed main engine exhaust pipe, and flashed into a fire.

The NTSB determined the probable cause of the fire aboard the Nobska was a failure of a hydraulic hose within the engine room that allowed hydraulic fluid to spray onto a hot surface, likely the exposed main engine exhaust pipe. Contributing to the failure of the hydraulic hose was possible heat damage from a fire that occurred earlier in the day.



(Photo taken from the U.S. Coast Guard HC-144 aircraft showing the bow of the Nobska on fire before the rescue. Source: U.S. Coast Guard)

“The pipe/hose tunnel on board the Nobska, which extended from the engine room up two decks to the wheelhouse, did not have any insulation, pipe/cable fire stops, or other barriers to prevent the passage of smoke, heat, and fire - known as structural fire protection,” the report said. “This type of unprotected vertical tunnel has the potential to provide a pathway for fires to spread quickly outside of the space of origination. Vessel owners and operators should identify such openings between decks and ensure they are structurally fire protected to prevent

the spread of a fire.” (NTSB News Release, 4/28/2022)

Coffee Shipped by Sailboats In Efforts To Disrupt The Heavy Ships' Command Of The High Seas

There's never been a more dreamy way to have your coffee delivered than a sailboat across the Atlantic.

A small number of specialty roasters in Europe are now offering beans that have been sailed — rather than shipped via fossil-fuel burning vessels — from South America. While they're a rare luxury compared with standard bags of supermarket coffee, these wind-blown beans may inspire some imaginative ideas for finding and stamping out carbon emissions from your everyday life.

Here's a glimpse of the journey: Roasters buy the beans directly from growers in countries like Colombia before they're stored in a warehouse and loaded onto a sailboat — destined for ports like Le Havre, France or Penzance, England. The crossing typically takes six weeks. The beans are then couriered to specialty roasters before ending up in espressos served in coffee shops or at home.

“You're one step away from the coffee being grown, almost,” said Richard Blake, founder of Yallah Coffee, a Cornwall-based roaster who sells beans sailed from Colombia. A 1-kilogram bag of Yallah Coffee's Las Brisas beans costs £50 (\$62) but boasts “a carbon footprint close to zero.” As a price comparison, the most expensive coffee beans UK supermarket Tesco Plc sells online is a 1-kilogram bag for £13.75 (\$17).

Blake said people are happy to pay for a premium product “if they feel like there is value in all the steps.”



S/V Vega Gambly

“That can be lost with the homogenized mix of beans on a supermarket shelf,” he said, “whereas if it’s single origin, and if it’s on a ship, there’s less people in the chain, and that creates more value.” A few years ago, a small group of environmentally focused entrepreneurs, such as Shipped by Sail in the UK, started using pirate-like schooners to prove that goods like coffee could be transported with near-zero emissions — even if it took more money and all the risks linked with crossing the Atlantic on hundred-year-old wooden boats for a couple dozen bags of high-end beans.

What started as bravado is now making a bit more business sense. Consumers have become more willing to pay extra for the greener coffee and roasters are rising to the challenge to provide it to them.

Take Belco, a sustainable coffee importer based in France serving around 1,000 specialty roasters all over Europe. The company bought 22 tons of Colombian coffee delivered by a schooner earlier this year. It’s had such positive feedback from customers that they’re now planning to import at least half of their total coffee beans —about 4,000 tons — by sailboat by 2025. In order to do this, though, they’re going to need a bigger boat.

Belco is relying on shipments from France’s TransOceanic Wind Transport, a sailing freight transport company. To meet growing demands of customers like Belco, TOWT is building a sailing vessel capable of holding 1,100 tons of goods. The first ship is due in June next year and three more should follow by 2026.

On the other side of the Atlantic, Costa Rica’s SailCargo Inc. is preparing to sail South American beans north to customers like Serge Picard, the owner of Café William Spartivento, the biggest Canadian-owned roaster for Fair Trade Organic coffee. Café Williams said it has invested in a new SailCargo vessel that will carry 250 tons of goods when it’s expected to launch next year. Years of innovation have given the coffee industry plenty of ways to reduce its carbon footprint on the farm level, from replacing chemical fertilizers with organic waste to using renewable energy to power equipment. Shipping has remained a weak spot. It might be more efficient to transport coffee beans by sea than air, but today’s cargo ship engines are driven by bunker fuel —the dregs of the oil refining process. Large sailboats have motors for when they’re needed, but their main source of power is emissions-free wind, which gives them the added benefit of being mostly immune to volatile oil prices. To be sure, conventional freighters — which hold thousands of tons of goods — are much more economic than a ye olde pirate ship, or even a 1,000-ton sailing vessel, for transporting lots of different cargo like coffee. But that isn’t stopping some coffee importers and sailboat manufacturers from trying to overthrow the heavy ships’ command of the high seas.

Maxence Lacroix, co-founder of Belgian specialty roastery Javry, which acquired its first order of coffee beans via sailboat earlier this year, is keen to see disruption in the shipping industry. “We need to be lots of small actors to be able to change things, because the bigger actors are definitely not going to do it,” he said. “The change must come from the bottom.” (Bloomberg 5/21/2022)

Bahamas Sets Auction Date for Crystal Symphony and Crystal Serenity

The two ocean-going cruise ships of Crystal Cruises have officially gone up for a sale with an auction scheduled for next month. It is the latest in a series of steps as the liquidation of the former Genting Hong Kong brand continues.

The Supreme Court Commercial Division in the Commonwealth of the Bahamas published the official notice of sale for the *Crystal Symphony* and *Crystal Serenity*. Inspections of the cruise ships are ongoing with bids due to the court by June 7 accompanied by a 10 percent deposit. According to the notice, the winning bidder, if one is selected, will be notified by June 14. They would then have an additional seven days to complete the acquisition and take possession of the ships on an “as is, where is” basis.

The two cruise ships have remained at Freeport in the Bahamas since the cruise line ceased operations in January 2022 as part of the broader financial collapse of its parent company Genting Hong Kong. Management of the ships was handed over to



Crystal Cruise’s Symphony in Boston

V. Ships after the ships were arrested on behalf of the banks holding mortgages on the ships and the creditors.

Several potential bidders reportedly remain interested in the cruise company or possibly just the ships. The only one to publicly step forward to express interest is Manfredi Lefebvre D'Ovidio, the chairman of an investment company called Heritage Group. During the 1990s, he led the development of another luxury cruise line, Silversea Cruises, which emerged as a competitor to Crystal. Lefebvre more recently sold Silversea Cruises to the Royal Caribbean Group. He remains active in the travel industry having acquired luxury travel company Abercrombie & Kent.

While the two cruise ships maintained a reputation for luxury, analysts in the cruise industry point to their age as a possible limiting factor for potential buyers. The *Crystal Symphony* (51,000 gross tons), built by Kvaerner Masa in Finland, entered service in 1995, while the *Crystal Serenity* (68,870 gross tons) built by STX Europe (Chantiers de l'Atlantique) entered service in 2003. Crystal Cruises, however, had recently undertaken extensive renovations to the passenger areas of both ships. The banks that hold the mortgages will decide the outcome of the auctions as they could move to take over the ships through the auctions or petition the court to reject the bids if they are deemed too low. The administrators in Florida overseeing the liquidation of the company reported recently that over 30,000 creditors filed claims. In addition, the fuel supplier that set off the collapse when they moved to arrest the cruise ships for unpaid bills, other suppliers, former crewmembers, travelers with reservations, and travel agents due commissions are believed to be among the claims. The Federal Maritime Commission has also set up a mechanism for passengers covered by the cruise line's bond to be reimbursed.

Separately in Florida, the contents of Crystal's offices and warehouse are being sold off in an auction ending next week. It includes everything from surplus furniture to computer screens and even pallets of playing cards with the cruise line's logo.

Experts predicted that the most sought-after asset from Crystal, however, was likely to be the company's new luxury exploration cruise ship, which had only entered service in the summer of 2021. The *Crystal Endeavor* (20,400 gross tons) was originally arrested in South America, but this spring repositioned to Gibraltar where she remains in the anchorage. Crystal also had river cruise ships it was operating in Europe that are likely to draw strong interest from potential buyers. The Crystal brand name and assets such as its marketing database remain the property of Genting Hong Kong, which is also being liquidated.

The cruise ships from Genting's Star Cruises were recently sold with the indications being they will be scrapped while the fate of two other ocean-going cruise ships that operated for Dream Cruises and a smaller yacht cruise ship remains undetermined. The incomplete large cruise ship Global Dream is part of the liquidation of Genting Hong Kong's German shipbuilding company MV Werften. (Bloomberg 5/20/2022)

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Chris Palo	Ethics	NAMS-CMS
Lloyd Griffin	Reports	NAMS-CMS
Jonathan Klopman	Failure Analysis	NAMS-CMS
John Baird	Associate Member Annual Review	NAMS-CMS
Sean Koomen	Construction of the Dark Harbor Sailboat	Lead Instructor, Northwest School of Wooden Boat Building
Ed Shearer	Zero Emission Tug and Workboats	NAMS-CMS

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NAMS eNews May 2022

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