



The NAMS Global eNews

September, 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 always, we are continually looking to improve our efforts to support our international organization and this month was with no exception. This quarter, our committees are working on the following:

- The Education Committee – Our Education Committee has provided a proposal to introduce a streamline and proactive system to obtain and upload your CEU credits and will finalize during our next Board of Directors Meeting. I wanted to give a special thanks to Mr. Chris LeBure who headed that team and spent hours to develop a well thought out plan.
- Technical Committees – Committee Chairs are in the process of reviewing the current test for CMS exams. The initial goal is to phase out erroneous questions. The Hull and Machinery Committee has completed this task and wanted to thank Mr. Jay Webster and Mr. David Wiggins for their efforts.
- Marketing – Rushton Gregory, Inc. by direction of NamsGlobal, has requested several maritime reporting agencies to obtain sample basic questions from some of our members who represent our specific disciplines, i.e. yachts and small crafts, fishing vessels, etc. The reporters may have or will be contacting you soon.
- Qualification and Certification Committee – As reported, we continue to have significant interest in membership.
- Ethics Committee – Was impressed by Mr. Chris Palo's presentation that was held online in July. Thank you, Chris.



Brian Barton, NAMS-CMS
NAMS President

- Apprenticeship, Sponsor Reviews, and Mentor Recruitment – In the roll out phase will continue to monitor this phase.
- RVP - CMS Positions Vacant: Central Pacific, Eastern Canada, Western Canada, International. Please contact me if you are interested.

Many thanks and appreciation to each of our committee members for your time and efforts to make these most important contributions to our organization. Members and Colleagues, please get involved in our committees. It doesn't take as much time as you think.

Please join us for the next NAMS Conferences 28, 29 October 2022 in Bremerton, Wa.

“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.”

Sincerely,



Brian Barton
NAMSGlobal – CMS
President

View from the Helm

Both the New England and the North Pacific Regions will be having well planned regional meetings this fall. And we continue to have more and more NAMS members contributing articles to the newsletter. That is wonderful! In addition, members have suggested several of the articles. We are working towards a NAMS newsletter written by NAMS surveyors. Thank you!

NAMS is seeking a new editor for our newsletter. Your current editor will be retiring at the end of the year, and will be editing one additional newsletter before departing. It is an excellent opportunity to serve our organization, and if you don't have time for committee work, or live in a remote area, it is a great way to contribute. It has been a pleasure to work with, and get to know, fellow NAMS members. I am continually impressed with the quality of everyone as we put these newsletters together. You are welcome to contact Jennifer at the NAMS office, or myself, if you have any questions.

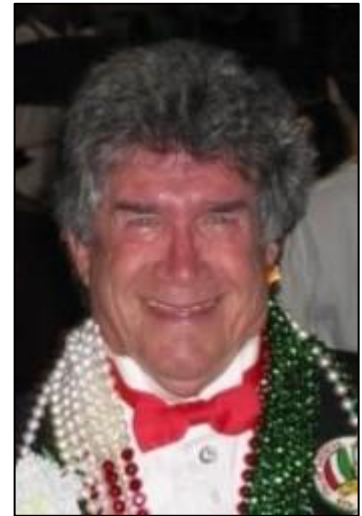
Phil

Phil Peterson, NAMS-CMS
NAMSGlobal eNews Editor
petermarinesurvey@gmail.com

Crossed The Bar

David J. Knowles, NAMS-CMS

In Loving Memory of David J. Knowles. David Joseph Knowles passed away peacefully at home on Tuesday, June 14, 2022 at the age of 94. He is survived by the love of his life and wife of 34 years, Carol Marie, daughters, Summer Woodburn (Billy) and Cassandra Woodburn, grandson, Billy "Richie" Woodburn, Jr., (Norma) granddaughters, Candice Woodburn and Chloe Woodburn, and great grandson, Brandon Woodburn in addition to extended family members and friends. He was preceded in death by his mother, Anita Pansano. He was born and raised in New Orleans and was a longtime resident of River Ridge, LA. He served in the US Navy Seabee Battalion C.B.M.U. and the 96th Battalion during World War II on Okinawa and Tsingtao China receiving an honorable discharge in 1946. During his lifetime, David J. worked in many fields the most prominent being marine surveying. He started his marine surveying career in 1986 working with Thomas L. Stanley. In 1979 he established David J. Knowles & Associates, a Marine Surveying & Consulting Firm that provided services to the marine, financial, underwriting and legal community for forty-six (46) years. He was also a member of the National Association of Marine Surveyors. He also enjoyed marching with Pete Fountain's Half-Fast Walking Club for many years as well as the Italian American Marching Club. David J. was an aspiring writer and penned a novel that will hopefully be hitting the presses in the near future. His charming smile and flamboyant stories will be missed by all who had the honor of knowing him.



David J. Knowles

Applicants

Name	Region	Applying For		Sponsor
Thanh, Tra Phan	East Gulf	Cargo	Apprentice	Eldie Almoite
Maloney, Mark	East Gulf	Fishing Vessel	Apprentice	Dean Hostetler
Panza, Joseph	East Gulf	Cargo & H&M	Associate	Eldie Almoite
Scruggs, Cory	East Gulf	Y&SC	Associate	Richard Schiehl
Maxwell, Tyler	East Gulf	Cargo	CMS	Eldie Almoite
Carmichael, Philip	South Atlantic	H&M	CMS	George Beck
Kumar, Vinod	South Atlantic	Cargo	CMS	H. David Scott

NAMSWorthy Articles of Interest

North Pacific Region VP Notes - Sept 2022

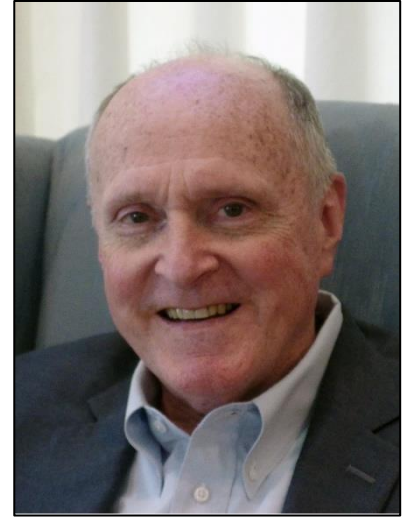
CAPT Joseph A. Derie II, NAMS-CMS; SAMS/AMS; CMI
Vice President, North Pacific Region, NAMS
Contributing Editor, NAMSGlobal e-news
Chair, Fishing Vessel Technical Committee, NAMS
Southwest Passage Marine Surveys, LLC

I hope everyone enjoyed our warm summer in the Pacific Northwest. Despite that, everyone I've spoken with have told me that they are staying busy and that's always a good sign.

The annual regional seminar will be held on Friday and Saturday, 28-29 October, in Bremerton in the Fairfield Inn, the same hotel as last year. Rooms have been set aside and there at a special \$119/night rate. Make your reservations early as there is only a small block or rooms set aside.

12 CEUs, including one Ethics CEU, will be awarded to attendees for both days. The Saturday session will end in the morning to be followed by the fall NAMS BOD meeting at 1300. Everyone is encouraged to stay for the BOD.

Distinguished guests for the regional seminar will include Brian Barton, NAMS President who will Chair the BOD meeting, and our own John Baird, NAMS VP. Brian is looking forward to meeting everyone and hearing what they have to say about NAMS and any concerns.



Capt. Joe Derie,
NAMS-CMS

The preliminary agenda for the regional seminar is:

Friday:

<u>Topic</u>	<u>Speaker</u>
Keynote Address	TBD
46 CFR Sub M	Brian Barton
Ethics	Joe Derie
Loadlines	Joe Derie
AC fault Current Testing and NFPA 303	John Baird
Wood Boats	Zachary Simonson Bond
Member Screening	David Jackson
Committee Process/Issues	
Regional Yacht Market	Kurt Kingman

Saturday morning:

Corrosion	Kevin Ritz
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Our annual visit to the Horse and Cow Pub & Grill is also on the schedule.

Plan to attend the 2023 60 th Annual NAMS National Conference which will be held in San Diego 26-28 February at the Embassy Suites Hotel San Diego Bay - Downtown. We are still looking for speakers and are welcoming suggestions for speakers from the local area and of course, from NAMS surveyors.

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

News from the New England Region

Robert Paine, NAMS-CMS, New England Regional Vice President

Dana Collyer, NAMS-CMS, New England Regional Representative

Hello to all; With the help of Dana Collyer, our New England Region representative, Fishing Vessel qualification chair and ASA Liaison we wanted to provide updates from the New England region. We would like to thank all of our members for participating in keeping our house in order. Special thanks to our screening committee; Stephen Bunnell, Jonathan Klopman and Neil Rosen. Member participation in day to day business of NAMS is critical. In a past century, everyone worked 40 hours and had time to volunteer at their church or favorite charity, coach sports (and even socialize.)

Today's average member workload makes it even more challenging to find time to help out with our organization. In order to maintain our membership ranks at a sustaining level it is critical to recruit new member candidates in a strategic and smart way that allows NAMS to carry the reputation that our members have earned. We encourage all members to plant the seed with any potential candidates they may come across, a younger boatyard worker or offshore engineer, master or mate that is tiring of extended periods away from home are all potential candidates.

We have recently engaged with a marketing agency; RushtonGregory to increase awareness of our organization and help attract interest. The initial plan is close to ready, and updates will be provided on the initial marketing strategy.

We will be holding our fall regional meeting in Newport, Rhode Island, at the IRYS Yacht building school. The meeting is scheduled for Thursday evening and all-day Friday October 27,28. Details to follow.

Work opportunities for our members abound in New England. According to published statistics there are 138,000 registered pleasure boats in Massachusetts alone. In 2018 there were over 66,000 jobs that were in some way related to cargo, cruise, seafood processing and harbor tours/marina activity in the port of Boston alone. The port of New Bedford boasts a fishing fleet over 500 strong with an economic impact of 11.1 billion dollars and the port handles more than \$230 million in shipping of bulk commodities and break-bulk cargo.

These are only a few of many examples of the sources of business for our surveyors throughout New England. We strongly encourage our members to spread the word and attend our fall meeting. Membership attendance is one of the many ways you can support OUR organization.



Robert Paine, NAMS-CMS
New England Regional Vice
President

AC fault Current Testing and NFPA 303

John Baird, NAMS-CMS
NAMSGlobal Vice President

Ok... picture this for a moment. You just surveyed a 35-year-old yacht for Bob, no major issues but the electrical system had to be tuned up per your recommendations with a new AC shore power reversed polarity indicator and boat inlet. Now Bob and his clan hops into his fine diesel motor yacht and drives it up to the perfect vacation destination marina to find out that he can't plug into the marina's shore power system since his boat failed the marina's required AC fault current test.

What?

Things get worse.

Now, during happy hour you get this phone call...hey Mr. Surveyor (now the ringmaster in a crap show) in your survey report you said that my boat's AC electrical system was to be in good condition after complying with your recommendations, but now ... I can't plug into the marina's shore power system, and my wife and daughter can't use their fancy Italian espresso machine due to some dang fault current thing. They are not happy. I'm not happy. What did you miss during your survey?

Not a good day for anybody... but something we need to address as marine surveyors.



John Baird, NAMS-CMS
NAMS Vice President



According to a recent study, 13% of boats are leaking lethal levels of AC current into the water

and there's no reason not to do AC ground fault and neutral/ground continuity testing when doing any condition related survey. You'll be surprised by what you see and have been missing for some time.

The 2021 edition of NFPA 303 requires that marinas, not constructed in accordance with AC shore power ground fault requirements as specified by National Electric Code Article 555, shall not permit vessels to connect to the marina electrical system if they display more than 30-milliamp (mA) fault current leakage (it's important to note that NFPA 303 makes no distinction between freshwater and saltwater marinas). Why is that? According to Mr. Kevin Ritz (Northwest School of Wooden Boat Building), in a random sample of US freshwater marinas, approximately 13% of the boats tested were found to be leaking lethal amounts of electrical current into the water. It's a real and serious marine safety issue just as important as fire extinguishers and life jackets.

Like it or not, marine surveyors are in bed with NFPA 303



Why spread misery around? Fault current and bonding systems in wooden boats.

For those of us who have been doing testing for a number of years, AC fault current is a fairly common finding. In the past 90-days I have found nearly 40VAC at the stern gear and hull shell of an old wooden trawler (improper shore power isolation transformer installation) and more than

30 mA of fault current at several shore power cords (variety of issues including cheap AC power strips and custom marine electrical wiring by owner). It's not the best of news but must be clearly and effectively dealt with in your survey report just as you would do with



NFPA 303 requires a fault current test prior to plugging into a non-ELCI protected marina

anything concerning marine safety.

All electrical equipment and wiring leak electrical current. There's no way to around it. IEC Standard 950 sets the maximum allowable current leakage for movable and stationary electrical appliances at 3.5 mA. Furthermore, an errant AC neutral/ground connection puts the icing on the fault current cake.

Another real issue in all of this is the aging of the fleet itself. Electrical insulation doesn't last forever, it wears and wastes like everything else in a boat. The failure of electrical insulation is a slow death. Heat, vibration, abrasion, moisture, electrical stresses, mechanical damage, and non-marine grade electrical conductors are certain pathways to insulation failure. Eventually electrons will start to leak from the pipeline and find another way home.

With more and more electrical equipment in today's boats (especially older boats which were not built to current ABYC standards), there's no good reason for not having AC shore power main disconnect circuit breakers with ELCI which would have indicated a serious fault current issue long before Mrs. Bob and her daughter couldn't use their espresso machine.

Mr. Surveyor didn't do fault current testing and didn't know what was going on. The good news, the marina did the right thing as required by NFPA 303 and checked for excessive AC fault current. At the end of the day Bob wasn't allowed to plug in his boat to the marina's shore power system in the name of marine safety. The real problem is Mr. Surveyor is supposed to be a professional marine surveyor and has no excuse.

Marine surveyors have all sorts of fancy test equipment such as 2 or 3 different brands of moisture meters, high amperage AC/DC clamp meters, a dozen different hammers, UTM/DFT meters, thermal imaging cameras, and corrosion meters. How many surveyors have and routinely use an AC leakage clamp meter and make a statement of finding(s) and or recommendation(s) in their survey reports regarding this important marine safety issue? Safe boating is no accident.

TOWING VESSEL INFORMATION BUREAU (TVIB)

TOP 10 SUB M VESSEL AUDIT FINDINGS

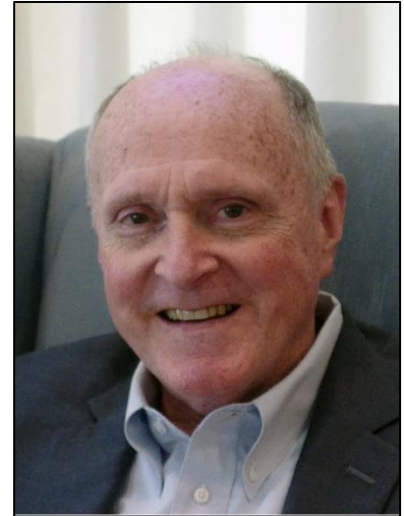
CAPT Joe Derie, NAMS-CMS; AMS, SAMS; CMI
Vice President, North Pacific Region, NAMS
Contributing Editor, NAMSGlobal e-news
Chair, Fishing Vessel Technical Committee, NAMS
Southwest Passage Marine Surveys, LLC

Editor's Note: Joe's article for this month lists the Top 10 deficiencies from Sub M vessel audits. Last month his article was the Top 10 deficiencies listed from Sub M vessel surveys. An interesting comparison!

The below are TVIB's Top 10 Sub M vessel *audit* findings for the period 22 Nov 2021 – 17 May 2022:

1. Permit to carry excursion party or temp. extension or alteration of route (46 CFR 136.245(b). Captain unaware of or did not display knowledge of related TSMS policy/procedure.
2. Shipboard lighting (46 CFR 143.410). Sufficient shipboard lighting not provided within crew living and working areas (lighting inoperable, missing globes, portable battery lights missing, phosphorescent strips worn, etc.).
3. Items to be recorded (46 CFR 140.915(b)). At the time of the audit there was no way to make corrections to erroneous entries to the TVR.
4. Personnel records (46 CFR 140.400(c)). TSMS doesn't specify and/or Captain not maintaining the date and time of watch change for the lookout.
5. Navigation assessment (46 CFR 140.635(b)). No documentation of navigational assessments being reviewed by oncoming Master/Mate.
6. Internal audits for a TSMS Certificate (46 CFR 138.310(b)). Internal audits not completed at the time of audit.
7. Notification prior to audit (46 CFR 138.500(a)). Company failed to notify local OCMI at least 72 hours prior to external audit being conducted.
8. Shipboard lighting (46 CFR 140.410(b)). Emergency lighting missing, inoperable, no evidence of 2-hour duration or lack of non- electric phosphorescent adhesive lighting strips along escape route.
9. Inspection, testing, maintenance, and records (46 CFR 142.240). Portable fire extinguishers, semiportable extinguishers, fixed fire-extinguishing systems, and fire detection systems (monthly, annual, or hydrostatic testing/inspection)
10. Permit to proceed (46 CFR 136.240) . No procedure for or Captain did not have a clear understanding of permit to proceed policy.

As always, I hope anyone who wants to discuss this column or has questions about commercial fishing and/or towing vessels will contact me at 503-236-6818.



CAPT Joe Derie,
NAMS-CMS

Cathodic Wood Burn

By John Baird, NAMS-CMS
NAMSGlobal Vice President



Just look at these pictures from recent wood trawler surveys (Puget Sound, Washington State), so what's going on here?



This mess is what I refer to as cathodic wood burn.

At the end of the day, it's structurally soft and deteriorated or delignified wood (usually) found under a pile of sodium hydroxide (a very strong base) surrounding a metallic fastening or fitting. The problem is that the lignins (or polymers) holding the wood fibers together have been destroyed by alkaline produced at the (exposed) cathode end of a metal fastener embedded in wet wood

(more likely than not, saltwater). If a fastener is not embedded, no caustic soda deposits, no wood deterioration.



In my experience, I expect to find cathodic wood burn in saltwater boats with excessive cathodic protection and or bonding systems.

Recommendations all depend on the situation and degree of damage. But controlling cathodic protection becomes the first action item.

As we all know, ABYC E-2 recommends cathodic protection of stern gear and other immersed marine metals in wooden hulled vessels at a range between -550 and -600mv DC which is just barely above the free eroding value of immersed metals. Informing your wood boat client to maintain this level of protection is a good thing including installing AC shore power galvanic isolators or shielding transformers so you can get to this level of protection.

Cathodic bonding systems in wood boats is problematic at best for a variety of reasons. Personally, I'm not a big fan of this practice in wooden boats (why encourage more misery). For others, it's a way of life. It isn't a perfect world but maybe it's better thing to replace the odd corrosion-wasted bronze sea-connection or fastener than a bunch of alkaline damaged hull strakes or structural timbers.



Understanding Container Weight Misdeclaration

Recently, ONE (Ocean Network Express), the 7th largest container shipping line in the world by capacity, implemented a penalty fee in the form of a Weight Discrepancy Charge (WDS) of USD 2,000/- per container from the 1st of July, 2022.

The penalty fee is applicable if there is a misdeclaration of cargo weight details at the time of submission of booking and if the weight deviates +/- 3 tons/TEU from the weight on the final Bill of Lading Instruction details and Verified Gross Mass (VGM) documentation.



M/V Deneb capsized due to mislabeling container weight

In the supply chain disruption medley caused by COVID-19, many may have forgotten the issues faced by the industry (and the environment) due to overweight containers and various weight misdeclarations..

Let me refresh you on **“When is a container considered as Overweight..??”** and about container weight misdeclarations..

Overweight containers

Every shipping container has and should have, a valid safety approval plate called **CSC** (Container Safety Convention) plate in order for it to be used in international trade in accordance with the provisions of the International Convention on Safe Containers of 1972..

As per BIC, In-service CSC safety examinations of containers must be done at intervals appropriate to operating conditions following one of two approved schemes – PES and ACEP..

The role of this CSC plate is to confirm that the container has been inspected and found to be in a condition suitable for transportation on board a ship.. This plate has several key details including allowed maximum gross weight as per below example..



Using the above plate as an example, a container that has been loaded more than the allowed weight – in this case, 32,500 kgs including the tare weight of the container, will be considered as **OVERWEIGHT**.. Shipping and Freight Resource, by Hariesh Mandaadiar June 29, 2022

Click [here](#) to read the entire article. *Thanks to Bob Barteck, NAMS-CMS, for suggesting this article.. It is fairly long, and you can follow the link to the full article online.*

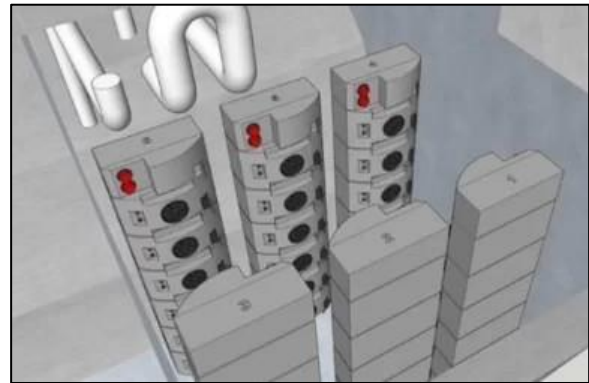
Lithium-ion batteries – should we be concerned?

An opinion article by Mike Schwarz, IIMS Chief Executive Officer.

I have written this short article following the publication of a report into a lithium-ion battery-related fire onboard the 'MS Brim' which generated the investigation by the Norwegian Safety Investigation Authority. The vessel in question is the 'MS Brim', a 2019-built all-electric excursion catamaran offering excursion tours in the Norwegian fjords. Although not a technical man, I am troubled by some of the report findings, and forgive me as I have cherry-picked the bits that concern me most from a lengthy report.

So, I pen this article in my simplistic way as a) just a concerned and interested member of the general public and b) in my role as Chief Executive Officer of the International Institute of Marine Surveying on behalf of the surveying community.

Lithium-ion batteries are not brand new, but the technology is becoming far more widely used in vessels as the world looks to decarbonize and cut emissions. The purpose of this article is not to be negative and closed to new technology, but rather to express my concerns based on what I have read with regards to this incident in particular and the safety culture around this means of propulsion. At 81 pages, the report is detailed, but I would encourage you to download it at <https://bit.ly/3bdy5vi>. Let me take some words directly from the report itself:



Battery modules

'Immediately before the fire broke out, the battery system was disconnected as a result of a ground fault, which was indicated on the panel on the bridge. Ground faults had been a recurring problem since the vessel was new. The crew, therefore, perceived the alarm as 'one of many'.

In the interests of public and crew safety, I ask why this was thought to be acceptable and why no-one reported or do anything about a recurring problem?

Back to the report:

'There was no camera surveillance of the battery room. The presence of a camera might have helped the crew to dispel the incorrect perception that it was the engine room that was on fire. The DNV's updated classification rules from 2021 recommend camera surveillance of battery rooms to improve the crew's situational awareness, in addition to gas monitoring for early detection of gases before they develop into smoke'.

I leave you to draw your own conclusions on this paragraph.

And here is another statement from the report that caused me to raise my eyebrows:

'The investigation has also identified several areas where the risks associated with the use of lithium-ion batteries were not sufficiently identified or addressed in the design. At present,

DNV's classification rules for battery safety do not sufficiently address the risks associated with the use of lithium-ion batteries on board vessels.

Clearly there is the suggestion that the vessel design is at fault. Will appropriate modifications be made to ensure this issue is addressed? As a potential traveller to the Norwegian fjords sometime soon, I do hope so! Mention in the report that a classification society's rules have yet to catch up with the technology does nothing to boost my waning confidence either. As so often seems to be the case in the marine world, it appears that technology is running faster than the rule makers or maritime regulators can keep up with. I wonder how differently things might work in the aircraft business. It seems incongruous that it would be acceptable for a few of the new breed of lithium-ion powered aircraft that will surely be in the skies soon should catch fire and crash. So, what is the aircraft industry doing differently and what could the maritime sector learn?

And now, to conclude, here are the safety recommendations extracted from the report:

The Norwegian Safety Investigation Authority recommends ...

- that the Norwegian Maritime Authority issues requirements for appropriate test methods that reflect the risks associated with the design of different battery types to be chosen for conducting propagation tests.
- that the Norwegian Maritime Authority ensures that battery safety regulations be developed so that ventilation arrangements do not contribute to batteries and high-voltage components being exposed to humid sea air or seawater.
- that the Norwegian Maritime Authority introduces additional measures to verify that installations are smokeproof and ensure fire integrity.
- that the Norwegian Maritime Authority issues requirements for risk assessments relating to the use of lithium-ion batteries, and that they should contain all relevant risks identified by different disciplines, the sum of which represents the vessel's fire risk.
- that the Norwegian Maritime Authority, as the administrative authority, cooperates with the Directorate for Civil Protection on stipulating a requirement that all Norwegian vessels, regardless of classification, must be built to a defined standard that ensures battery safety.
- that the Norwegian Maritime Authority introduces compensatory measures to address the safety of passengers and crew in the event of a lithium-ion battery fire.
- that the Directorate for Civil Protection strengthens the knowledge and expertise of the parties involved in the first-line response to accidents involving a fire on board a vessel carrying lithium-ion batteries.

Gosh, that's a lot of safety recommendations, but read them carefully and re-read them to understand exactly what is being recommended. There is a huge onus being placed on the Norwegian Maritime Authority to react and presumably, this same pressure applies to other maritime regulators around the world.

So, there you have it. All I want to know is that when I get onboard such a vessel as a paying passenger, I am reasonably safe! And in my professional role, I want marine surveyors to be aware of some of the new challenges that await them today and in the near future surrounding lithium-ion battery technology and vessel design. I would like to encourage a debate around this topic, but if nothing else, I wanted to alert people to the situation. Posted in [CEO blog](#), [IIMS News](#) July 27, 2022
Thanks to Greg Weeter, NAMS-CMS, for suggesting the article

And another article regarding lithium-ion batteries:

Preventing Risk of Battery Fires in Shipping

As more and more electric vehicles (EVs) and battery-powered electronic devices are being transported by ships, highly inflammable lithium-ion batteries are increasingly impacting shipping safety.

This has been demonstrated by a number of fires on vessels, especially on roll-on roll-off (ro-ro) car carriers and containerships.

Recent incidents in which a battery fire was cited as a possible cause or contributing factor include the March 2022 fire and subsequent sinking of ro-ro carrier *Felicity Ace*. In the same month, the U.S. Coast Guard issued a safety alert about the risk posed by Li-ion batteries following two separate container fires. Earlier, in June 2020, a fire on the car carrier *Höegh Xiamen* in Jacksonville, Florida was attributed to a failure to properly disconnect and secure vehicle batteries. In January 2020, a fire on the container ship *Cosco Pacific* was attributed to the combustion of a Li-ion battery cargo which was not properly declared. Difficulties involved with suppressing battery fires, particularly



Given the many at sea, focusing on loss prevention measures is crucial, whether batteries are transported within EVs or as standalone cargo, according to a new report from marine insurer Allianz Global Corporate & Specialty (AGCS) .

“Shipping losses may have more than halved over the past decade, but fires on board vessels remain among the biggest safety issues for the industry. The potential dangers that the transportation of lithium-ion batteries pose if they are not stored or handled correctly only add to these concerns, and we have already seen a number of incidents,” said Captain Rahul Khanna, Global Head of Marine Risk Consulting at AGCS. “Companies should do all that they possibly can to implement, develop and follow robust loss prevention measures, given the growing popularity of electric vehicles means many more vehicles with lithium-ion batteries will be transported by sea in future.”

Felicity Ace fire caused by batteries

Hazards and Causes

AGCS’ report, *Lithium-ion batteries: Fire risks and loss prevention measures*, in shipping highlights four main hazards: fire (Li-ion batteries contain electrolyte, an ignitable liquid); explosion (resulting from the release of ignitable vapor/gases in a confined space); thermal runaway (a rapid self-heating fire that can cause an explosion); and the toxic gases that these hazards can produce. The most common causes of these hazards are substandard manufacturing of battery cells/devices; over-charging of the battery cells; over-temperature by short circuiting, and damaged battery cells or devices, which, among other causes, can result from poor packing and handling or cargo shift in rough seas if not adequately secured.

“Batteries are not only a potential cause of fire if damaged, overcharged or subjected to high temperatures, they can also aggravate other causes of fire at sea and are difficult to extinguish as they have the potential to reignite days or even weeks later,” says Khanna. “In most shipboard incidents a thermal runaway event can be a significant possibility unless immediate action is taken by the crew, such as suppressing a fire with copious amounts of water over a long period of time. However, this can be extremely challenging due to factors such as early detection being difficult, a shortage of crew members on board, and if the vessel’s firefighting capabilities are inadequate.”

Loss Prevention Measures

The primary focus must be on loss prevention, according to AGCS. In its report, experts highlight a number of recommendations for companies to consider, focusing on two areas in particular: storage and in transit.

Among others, recommendations to mitigate the fire risk that can potentially result from Li-ion batteries during the transportation of EVs on car carriers and within freight containers include ensuring staff are trained to follow correct packing and handling procedures and that seafarers have had Li-ion battery firefighting training; checking the battery’s state of charge (SOC) is at the optimal level for transportation where possible; ensuring that EVs with low ground clearance are labelled as this can present loading/discharging challenges; and checking all EVs are properly secured to prevent any shifting during transportation. In transit, anything that can aid early detection is critical, including watchkeeping/fire rounds and utilizing thermal scanners, gas detectors, heat/smoke detectors, and CCTV cameras.

The report also highlights a number of measures that can help ensure safe storage of Li-ion batteries in warehouses, noting that large-format batteries, such as those used in EVs, ignite more quickly in a warehouse fire than smaller batteries used in smartphones and laptops. Among others, recommendations include training staff in appropriate packing and handling procedures; establishing an emergency response plan to tackle damaged/overheating batteries and a hazard control plan to manage receiving, storage, dispatch and supervision of packaged Li-ion batteries; preventing the exposure of batteries to high temperatures and ensuring separation from other combustible materials; as well as prompt removal of damaged or defective Li-ion batteries.

“If the maritime industry is to improve its incident record related to the transportation of lithium-ion batteries all parties involved in the supply chain must understand the hazards involved, the most common causes and the problems associated with transporting in commerce,” says Captain Randall Lund, Senior Marine Risk Consultant at AGCS. Captain Lund authored the report with fellow AGCS marine risk consultants Miguel Herrera and Justin Kersey.

“Regulations and guidance are specific in addressing these batteries to help prevent most incidents, but these can only be effective if they are communicated and enforced. Only through a concerted effort by stakeholders in the supply chain can we hope to reduce the rate of incidents,” Captain Lund said.

GCaptain, September 1, 2022

Judge Throws Out Indictment Of Captain In 2019 California Boat Fire That Killed 34

LOS ANGELES, Sept 2 (Reuters) – A federal judge in Los Angeles on Friday dismissed the criminal indictment against a dive boat captain charged with manslaughter in the deaths of 34 people when the vessel caught fire and sank off the California coast three years ago.

The 75-foot (23-meter) Conception caught fire while most of those onboard were sleeping, killing 33 passengers and a crew member. It is considered one of California's worst maritime disasters.

U.S. District Judge George Wu said in a ruling that the indictment, handed down on December 2020 against captain Jerry Nehl Boylan by a federal grand jury, must be thrown out because prosecutors had failed to accuse him of gross negligence.



Conception dive boat after 2019 fire

A spokesperson for the U.S. Attorney's Office in Los Angeles, said prosecutors would seek authorization from the Department of Justice to appeal Wu's ruling. An attorney for Boylan, 68, could not immediately be reached for comment on Friday.

The indictment accused Boylan of causing the deaths through "misconduct, negligence, and inattention to his duties."

The U.S. District Court grand jury cited three federal safety violations – failure to assign a night watch or roving patrol aboard the boat, to conduct sufficient crew training or to conduct adequate fire drills. The victims had been sleeping below deck when the boat went up in flames while anchored near Santa Cruz Island, off the Santa Barbara coast, during a sport diving expedition. They included a family of five, a teacher and his daughter, a diving instructor and marine biologist.

The five surviving crew members, including Boylan, had been above deck in berths behind the wheelhouse and escaped by leaping overboard as the burning boat sank into the Pacific. They told investigators that flames coming from the passenger quarters were too intense to save anyone trapped below. Coroner's investigators determined the victims died of smoke inhalation. (Reporting by Dan Whitcomb; Editing by Lisa Shumaker) (c) Copyright Thomson Reuters 2022.

Attending conferences

Each year there are many conference advertised in various publications relating to our industry and some to our profession. So why are there so many conferences/exhibitions every year and why attend them? Some in our profession say that they don't want to listen to know-alls blowing their own trumpet, that they are a waste of time and won't learn anything new. If this is the case, how come there are so many, often organised by our professional organisations, and so many in other professions? Those who make such statements tend to be the 'workers' who depend on maximising their fee earning hours. The irony is that the boss tends to be a regular conference delegate often giving some form of presentation at a conference to maximise the worker's earnings.

Those of us who run companies understand that there are many things which go towards running a successful marine surveying operation. These include technical expertise, report writing skills, adaptability, perseverance, initiative, etc. However, administrative skills are also required, eg, personnel management, book-keeping, recruitment, training and marketing. The last is one of the more important of the skills required as it is this which very often brings in the work. There is a

misconception that marketing is mostly about advertising and promotion. True they form part of the marketing mix, but they are only a part. Marketing may be described as 'Finding out what your customers want and then supplying it at a profit'. Advertising tells your customers about what you have to offer but it is only useful in so far as the product or service matches their requirements. Marketing also involves finding out about industry trends and conferences are another way of finding out about them, feedback questionnaires being another.

There are many different ways of advertising our services. There is cold call advertising, ie, knocking on doors and selling our services. This often needs some form of referral or prior contact to have some success. Circulating company profiles by mail, email or on a web page are other ways. Many events also provide the opportunity, eg, Client cocktail parties, entertaining the client to lunch/dinner and technical meetings, but these tend to be more localised forms of advertising.

Conferences place you firmly on the international map, being international forums for our services to both Clients and Peers. They are attended by interested parties from all over the world. The presenting surveyors come to expose their ideas and research findings to their peers. The delegate surveyors come to learn more about our profession whilst the Client delegates come to find out who in our profession is interested in promoting quality of service. The professional institutes organise and/or attend in order to promote our profession and to market their services. All come to network with people in their profession. Whilst there may be the occasional 'bullshit merchant' most can see through the facade and differentiate between those who are genuine in their intentions and knowledgeable in their presentation.

Ours is a practical, applied profession which often cannot be reported in words alone. Conferences are an ideal opportunity to illustrate our work in pictorial form. Some would suggest that by giving a paper at an international conference you are 'selling your seed corn', ie, showing others how to do it. To protect your interests, the paper should show what you can do and its applications, not how you do it! By presenting a paper at a conference you are showing that you are an expert in a particular field and sufficiently confident of this to be able to share the information with others. If others decide to follow in the presenter's footsteps they will be some years behind and will never actually catch up with the expert who, if innovative and continues his research and development, will always be that little bit ahead.

Conferences also provide an excellent opportunity for networking. The coffee breaks and lunches are designed to allow the delegates and speakers to mix and exchange scuttlebutt. The highlight of any conference is usually the open forum at which all involved openly discuss and exchange ideas/views on important issues affecting our profession. These can be lively debates which often have to be stopped due to lack of time.

That the delegates will learn something new is certain. The undersigned attended the NAMS conference in Fort Lauderdale in some years ago. All papers were well presented and relevant to our profession, but some were outstanding in their highlighting risks. I never knew anything about fork lifts until then. Now I treat them with a different respect. A paper on risk assessment, in the office not on board ships, also highlighted business risks. Hearing about others' expertise and experiences can often bring new ideas for entrepreneurs. The key fact here is that people are prepared to share information with others which can only improve skills and expertise, thereby improving and strengthening our profession. Most of us in this profession tend to be entrepreneurs but need to stimulate our ideas from time to time. A relevant conference or training course can be invaluable in this respect.

Those who sit in offices and keep the information to themselves are not doing anybody any favours, particularly themselves!

Mike Wall Flashlight Newsletter 237, Aug. 2022

Thanks to Greg Weeter, NAMS-CMS, for suggesting the above article

Marine Surveyor Sentenced to Jail for Bunker Theft Scheme

Editor's Note: None of the surveyors mentioned below were affiliated with NAMS

A marine surveyor has been sentenced to more than three months in jail for his role in a long-running bunker theft ring in Singapore, the world's largest bunkering hub.

Kumunan Rethana Kumaran, 40, was one of 12 surveyors charged with taking bribes from former Shell Bukom employees who ran an illegal scheme to siphon off fuel oil from Shell's physical bunker operations at Singapore.



The surveyors were third-party contractors, hired by Shell to inspect vessels during legitimate bunker deliveries. They allegedly took bribes to look the other way and falsify the amount of the delivery as the conspirators loaded more than the contracted amount aboard the receiving vessel. The Shell employees would sell the ship the extra fuel at below-market prices, then keep the money.

The former Shell employees allegedly at the heart of the scheme have been identified as Juandi Pungot, Muzaffar Ali Khan Muhamad Akram and Richard Goh Chee Keong. All have been charged, and alleged ringleader Pungot has already been sentenced to a record-setting jail term of 29 years.

Surveyor Kumunan Rethana Kumaran was accused of playing a relatively minor role in the overarching scheme. Another surveyor charged in the conspiracy, Noruliman Bakti, allegedly recruited Kumaran for the operation. Kumaran allegedly abetted two instances of fuel oil misappropriation in 2016 in exchange for bribes totaling \$12,000, arranged and received through Bakti.

The total value of the stolen product in the two cases was estimated at about \$630,000. Kumaran was sentenced to 15 weeks in jail and restitution equal to the amount of the bribes he received. Alternately, he could spend another four weeks behind bars in lieu of repayment.

Over the full 10-year span of the scheme, the conspirators allegedly stole about \$130 million worth of fuel. Collectively, the 12 surveyors received only a small fraction of the amount of the theft in bribes, less than one percent of the take in total. The Marine Executive Aug. 22, 2022

Thanks to Chris LaBure, NAMS-CMS, for suggesting the above article

Upcoming Educational Opportunities

* NATIONAL ASSOCIATION OF MARINE SURVEYORS

North East Regional Training, October 27 - 28 2022

Meeting Fee is \$150, CE Credits 8 and 1 Ethics

Wyndham Newport Hotel, 240 Aquidneck Ave, Middletown, Rhode Island 02842

Special Room Rate code: NAMS Room Rate \$139.00

Friday Meeting held at IYRS School of Technology and Trades
449 Thames St, Newport, RI 02840

Additional Information TBA

Contact Information:

Bob Paine at **781-405-4991** or yachtsurveyor@comcast.net

Dana Collyer at **774-451-2037** or dana@marinesafetyconsultants.com

North Pacific Regional Conference, Oct. 27 - 29, 2022

Meeting Fee is \$145, CE Credits 12 and 1 Ethics

Fairfield Inn & Suites by Marriott 239 4th Street, Bremerton, WA, 98337
Book your room [here](#). Rooms have been set aside and there at a special \$119/night rate.

Contact Information:

Joe Derie at 503-236-6818 or joederie@comcast.net

John Baird at 360-471-6148 or john@jrbaird.com

NAMS 60th Annual National Marine Conference San Diego, CA – February 26-28, 2023

REGISTRATION

Conference registration and fees should be received by **February 17, 2023**. You can register online by following this link: [CLICK HERE](#):

Member Fees:

Before: January 7, 2023, \$495.00

After: January 7, 2023, \$545.00

Non-Member Fees:

Before: January 7, 2023, \$545.00

After: January 7, 2023, \$595.00

Conference Refunds will not be issued for cancellation received after **February 15, 2023**.

The Registration Form for this National Conference can be found by going to the link provided above. Conference registration fees includes:

- A Welcome Reception on Sunday, February 26, 2023
- Registration, Breakfast and Lunch on Monday

- President's Reception on Monday evening
- Breakfast and Lunch on Tuesday
- Also, on Tuesday, there will be a “Members Only” Annual Business Meeting, at which time the President and other National Officers will report on issues important to the members.
- As you will see from the conference schedule to be completed soon; this is two full days with 12 hours CE credit.

Registration must be received by noon **Friday, February 17, 2023**. Anyone who finds at the last moment that they can attend is welcome to register at the door. Again, refunds will not be issued for cancellation received after February 15, 2023.

HOTEL RESERVATIONS

Embassy Suites Hotel San Diego Bay - Downtown
601 Pacific Highway
San Diego, California 92101

Reservation can be made by calling (800)-362-2779 (800-EMBASSY). Be sure to specify that you are attending the National Association of Marine Surveyors Conference. Or visit our NAMS Embassy website and Click on “visit the booking page” You may [click here](#).

Follow the detailed instructions for your room request. LIMITED Space available only until **Friday, January 20, 2023**. The NAMS Room rate is **\$195.00 plus tax**. Your room rate AND a **\$25.00** per night Destination fee includes:

- Daily complimentary full breakfast/cook to order
- Happy Hour Receptions
- WIFI.
- **You will receive a \$25.00 food/beverage daily credit to use in the restaurant or gift shop.**
- Rate is Single or Double standard Embassy Suite rooms. Additional charges for upgrades.

* 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.](#)

*** LLOYD'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 are once again now available:

[NW School of Wooden Boat Building classes click here](#)

*** TOWING VESSEL INSPECTION BUREAU ***

The TVIB is currently offering in person and virtual classes. To view courses, click [here](#)

*** SOCIETY OF ACCREDITED MARINE SURVEYORS ***

For upcoming events, 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.](#)

Legal Stuff

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NAMS eNews September 2022

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3. If the editor responds by expressing interest in your submission, save your submission in Rich Text Format (.rtf) and send it as an email attachment to petermarinesurvey@gmail.com. Be sure to include your full name, contact information, (address, telephone number, and email address- to be used only by the editors) and a short bio in the body of the email.
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