



# The NAMS Global eNews

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## July, 2019

### The President's Corner

Howdy...

A headline recently caught my attention. "Superyacht falls off transport ship". There is little information available about the incident that occurred in the Mediterranean, but one report suggests that the cradle supporting the 40-meter carbon fiber sailing yacht collapsed allowing the boat to fall overboard. The cradle was reportedly supplied by the boat and erected by the boat's crew; not the carrier. The boat, valued at about 40 million US dollars, was salvaged and towed to a shipyard. The hull is reported to be a total loss. A surprising few images have made their way to the internet, but one image shows four men looking at (surveying?) what appears to be a vertical steel framework on the hatch cover of a general cargo carrier. I'm not going to second guess anyone here. But the incident highlights the roles that marine surveyors provide (or should provide) to the boating and shipping world.

NAMS-Global has set up an E&O insurance availability. It is available to CMS and Associate members who would like to cover themselves. It is not across the board and each member participating will have to pay their own premium. But to make the program work we need at least 25 members to participate. If we don't get the required 25 participants, we will not be able to offer the program and it will not be available in the future.

If you missed it, summer officially started on Friday, June 21, although I think Mother Nature rolled it in a bit earlier here in Texas. Long, hot days are the norm. Make sure you take care of yourself when working in the field. Proper hydration is a must. But don't forget to protect yourself from the sun. Large brim hats or hardhat visors and long sleeve shirts should be part of your PPE. I have an 'Insect Shield' brand visor and neck shade that fits neatly over my full brim hard hat. It keeps those pesky insects out of my face and ears as well as the sun off my neck and face.

We are still assessing locations for the 2020 National Meeting. Watch the new NAMS member forum for details.

NAMS-Global's continuing education requirement is for 24 CE Credits over a two-year period; 2019 and 2020. This includes 1 CE Credit of Ethics. The National Office recently sent members a statement of their hours to date. There were some mistakes. If you did not receive a statement or if you did and you believe it was incorrect, please let Jennifer know.

Remember, each time you sign a letter, report, or email and include the "NAMS-CMS" moniker, you are representing the professionalism that is NAMSGlobal.

Learn Something and Share Your Knowledge Everyday

# View From the Helm of The NAMSGlobal eNews

Things are continuing to evolve with communications at NAMSGlobal. This issue is going out in pdf format, and in the near future we will publish it on the new NAMSGlobal website that Matt Knoll has been working with an outside vendor.

Don't hesitate to use the new NAMSGlobal forum, both for asking questions, and responding to posts. Forums are a great tool, and it is an excellent way for members of NAMSGlobal to support younger members as they launch their marine surveying career. President Gant always encourages members to "Learn Something and Share Your Knowledge Everyday." The forum is a great way to do this.

Kindly send in articles for publication. MS Word format is preferred, but we can also work with Adobe Acrobat. And please send any feedback on the NAMSGlobal eNews letter. Drop me a line at [peteronmarinesurvey@gmail.com](mailto:peteronmarinesurvey@gmail.com)

Phil

Phil Peterson, NAMS-CMS  
Editor, NAMSGlobal eNews

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## Applicants/Members Change in Status

Name	Applying for and Discipline	Region	Sponsored By
Raymond Clifford	CMS/Y&S	New York	Dick Frenzel
Federico Ferrando	CMS/Y&S	S. Atlantic	Allister Dredge
Christopher Palo	CMS/H&M	New York	Leo Falgot
Andy Verma	CMS/Y&S	East Gulf	Rajesh Verma

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## Upcoming Educational Opportunities

**\* THE NATIONAL ASSOCIATION OF MARINE SURVEYORS \***

Sept. 12-13, 2019, Tacoma, WA, North Pacific Region Fall Conference  
12 CE Credits go to [www.namsglobal.org](http://www.namsglobal.org) for further details

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

Nov. 13-14, 2019, Henderson, NV, IAMI Regional Training Seminar-as Vegas  
<https://www.iamimarine.org/event-3426143>

Mar. 1-4, 2020, Charleston, SC, IAMI's 30<sup>th</sup> Annual Training Seminar  
<https://www.iamimarine.org/event-3330946>

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

A list of distance learning courses here:

<http://www.lloydsmaritimeacademy.com/filter?type=7&sector=&location=&phrase=>

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

AIMU has a number of distance learning programs, including webinars and e-learning. More information in the "Education" tab:

<https://www.aimu.org/>

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

August 6-8, 2019 Annapolis, MD  
ABYC Marine Electrical Certification  
<https://abycinc.org/events/EventDetails.aspx?id=1192302&group=>

August 20-23, 2019 Ft. Myers, FL  
ABYC Marine Corrosion Certification  
<https://abycinc.org/events/EventDetails.aspx?id=1194273&group=>

Sept. 10-12, 2019, Annapolis, MD  
ABYC Gasoline Engines Certification  
<https://abycinc.org/events/EventDetails.aspx?id=1192308&group=>

Sept. 10-12, Portland, OR  
ABYC Marine Electrical Certification  
<https://abycinc.org/events/EventDetails.aspx?id=1203054&group=>

Sept. 17-20, 2019, Portsmouth, VA  
ABYC/NMEA Combined Training  
<https://abycinc.org/events/EventDetails.aspx?id=1192332&group=>

Oct. 23 – 25, 2019, Anacortes, WA  
ABYC Marine Systems Certification  
<https://abycinc.org/events/EventDetails.aspx?id=1215070&group=>

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

September 17-20 Paducah, KY

Annual Survey of Towing Vessels Course

<http://www.thetvib.org/event/annual-survey-of-towing-vessels-course-3/>

Oct. 8 – 10, 2019, Houston, TX

Subchapter M Auditor Certification Course

<https://www.thetvib.org/event/subchapter-m-auditor-certification-course-3/>

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

July 24, 2019, Webinar

USPAP

<http://www.appraisers.org/Education/View-Course?CourseID=280>

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## **NAMSWorthy Articles of Interest**

### **USCG AUDIT OF THE NAMS-CMS FISHING VESSEL EXAMINER PROGRAM**

CAPT Joe Derie, NAMS-CMS; AMS, SAMS; CMI

Southwest Passage Marine Surveys

CO-Chair, NAMS FV Technical Committee

The USCG recently completed its biennial audit of NAMS FV program. The purpose of the audit was to verify NAMS compliance with USCG guidelines for the Third-Party Fishing Vessel Examiners program. NAMS has been designated an “Accepted Organization” by the USCG, allowing NAMS to designate Third Party Examiners, and the USCG was interested in how we administer the program and designate surveyors as Fishing Vessel Examiners. The examiner was very happy with the way NAMS is administering the program, with the way NAMS qualifies its FV surveyors and examiners, and with NAMS’ grievance policy, code of ethics and CEU requirements. The policy that NAMS FV examiners are surveyors first, then examiners, was well received by the USCG auditors.

The USCG FV auditors had two reminders for NAMS FV examiners.:

1. Prior to doing a FV Safety Decal examination all examiners should call the local USCG FV examiner to:
  - a. Invite them to the inspection
  - b. Discuss the FV they will be examining prior to visiting the vessel to find out the history of the vessel and any known deficiencies of the vessel or the crew.
  - c. At the completion of a successful examination, a copy of the completed Commercial Fishing Vessel Safety Examination (CG 5587) should be forwarded to the NAMS office, and the local USCG District FV Coordinator

within 15 days. Note this is a change from the previous requirement of 30 days.

Another good place to find out about the vessel is to go to the USCG PSIX page for the vessel and review its history with the USCG.

The office at USCG Headquarters responsible for Commercial Fishing Vessel Compliance is staffing a new directive for accepted organizations such as NAMS to meet their responsibilities to the USCG. When the final document is approved, any changes that affect NAMS FV surveyors will be promulgated immediately.

Surveyors with questions about the above or who are interested in learning more about the NAMS-CMS Fishing Vessel program should contact one of the Co-Chairs of the NAMS Fishing Vessel Technical Committee, either CAPT Joe Derie at 503-236-6818 or CAPT Tim Vincent at 425-418-8066.

*Thanks to Joe Derie, NAMS-CMS, for submitting this article*

## COAST GUARD ALARMED BY RISING CYBER INTRUSIONS ON SHIPS

A rash of incidents in which outsiders have tried to gain access to commercial vessel operations has prompted the Coast Guard to issue an alert to mariners and remind vessel owners, operators and masters of their regulatory obligation to report suspicious activity and security breaches to authorities.

The alert came in the form of a May 24 Marine Safety Bulletin informing the maritime community of “recent email phishing and malware intrusion attempts” that target commercial vessels.

The bulletin said that “cyber adversaries are attempting to gain sensitive information including the content of an official Notice of Arrival using email addresses that pose as an official Port State Control authority....” Foreign vessels are required to file these notices at least four days before arrival at a U.S. port to help the Coast Guard prioritize vessel inspections.

The Coast Guard said it has also received reports to its National Response Center (NRC) from vessel captains about malicious software designed to disrupt shipboard computer systems. The Coast Guard urges vessel operators and managers to verify the validity of the email sender prior to responding to unsolicited messages. If uncertain, they should directly contact the Port State Control authority using a verified contact number.

Vessel owners are also urged to review their cyber defense and response measures. Federal law requires the reporting of such suspicious activity, which enables the Coast Guard and other federal agencies to research and respond to cyber threats across the global maritime network. The reporting requirement applies to all vessels that must follow maritime security regulations, including U.S.-flag vessels subject to the Safety of Life at Sea Convention, and foreign commercial vessels in U.S. waters.

The Coast Guard bulletin was triggered by a series of targeted attempted cyber attacks against commercial vessels operating near New York, according to H. Allen Black, a partner in at Winston & Strawn, a Washington, D.C. law firm that specializes in maritime law. He wrote in the firm’s



The Coast Guard urges vessel operator and managers to verify the validity of the email sender prior to responding to unsolicited messages. Creative Commons photo by Glen

MaritimeFedWatch blog that the email phishing attempt occurred aboard a commercial vessel in the vicinity of New York in January and requested information about the vessel, its crew and cargo. "The master recognized that the email appeared false and managed the incident under the vessel's security plan for cyber incidents, including a report to the local Coast Guard sector," he said. Then in March, a different commercial vessel operating in the same area received an email on its satellite communication system also simulating a port state control communication and requested information on whether the vessel had explosive or radioactive cargo onboard, Black wrote. As part of its four-year strategic plan, the Coast Guard is actively working with the U.S. maritime industry to prevent cyber breaches. Last year in cooperation with the Coast Guard, the American Waterways Operators released "best practices" guidelines for tugboats, towboats and barges to help them manage cyber risks that they could face on the waterways. Meanwhile, the International Maritime Organization has set a January 2021 deadline for shipping companies to incorporate cyber risk management into their Safety Management Systems.

*From Workboat, June 18, 2019*

### 46 CFR SUB-CHAPTER M AND THE WORKBOAT EXCEPTION

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

46 CFR Subchapter M requires all towing vessels, with certain exceptions, to have a Certificate of Inspection. One of these exceptions, the workboat exception, is found in 46 CFR 136.105(a)(3) "A workboat operating exclusively within a worksite and performing intermittent towing within the worksite."

46 CFR 136.110 *Definitions* defines *workboat* as "a vessel that pushes, pulls, or hauls alongside within a worksite." *Worksite* is defined as "an area specified by the cognizant OCMI within which workboats are operated over short distances for moving equipment in support of dredging, construction, maintenance, or repair work. A worksite may include shipyards, owner's yards, or lay-down areas used by marine construction projects. This definition does not include the movement of barges carrying oil or hazardous material in bulk."

The Coast Guard has determined that, if operating as a workboat, as defined above, the vessel would not need to have a COI as required for towing vessels under 46 CFR Subchapter M. However, a workboat would still need to meet the requirements of 46 CFR Subchapter C for an uninspected commercial vessel.

Note that the definition of worksite states "an area specified by the cognizant OCMI." Conversations with local Coast Guard authorities indicate that the USCG will need to approve and define the limits of each jobsite for these vessels operating in their area. As the vessel moves from jobsite to jobsite the OCMI will need to be informed and approve and define the limits of each jobsite. This will probably need to be in writing. If the jobsite is within the area of another OCMI, that individual will need to be contacted, for their determination.

When moving between jobsites the workboat cannot engage in towing. Any barges or other vessels that require movement will need to be moved by a towing vessel with a COI.

Questions concerning the specifics for determining whether a vessel is a workboat and its worksite of potential worksite should obviously be directed toward the OCMI with jurisdiction over that vessel.

When surveying these vessels surveyors should note specifically the requirements of 46 CFR Subchapter C. These vessels are also required to meet OSHA standards per OSHA Instruction, Directive Number: CPL 02-01-04, effective date: 02/22/2010, Subject: *OSHA Authority Over Vessels*

*and Facilities on or Adjacent to U.S. Navigable Waters and the Outer Continental Shelf (OCS).* Experience has shown that cranes on these vessels are normally not properly inspected as required by OSHA 29 CFR 1919 *Gear Certification*. Experience has also shown that these vessels' electrical systems and shore power ties frequently do not meet the industry (ABYC or NFPA) standards and should be surveyed closely.

As always, I hope anyone who wants to discuss this article or has questions about FVs, 46 CFR Subchapter M or ethics will contact me at 503-236-6818.

*Thanks to Joe Derie, NAMS-CMS, for submitting this article*

## **2018 PERFORMANCE LISTS PARIS MOU**

At its 52nd meeting last month, the Paris MoU Committee approved the 2018 inspection results and adopted new performance lists for flags and Recognized Organizations (ROs). These lists will take effect from 1 July 2019.

The "White, Grey and Black (WGB) List" presents the full spectrum, from quality flags to flags with a poor performance that are considered high or very high risk. The list is based on the total number of inspections and detentions over a 3-year rolling period for flags with at least 30 inspections in that period.

Regarding the "White, Grey and Black list" for 2018, a total number of 73 flags are listed: 41 on the "White List", 18 on the "Grey List" and 14 on the "Black List". In 2017 the total number of flag States on the list was also 73 of which 40 on the White List, 20 on the Grey List and 13 on the Black List.

The White List represents quality flags with a consistently low detention record. Compared to 2017, the number of flags on the White List has increased with one. Lithuania and the Russian Federation have entered the White list while Saudi Arabia has dropped to the Grey List. Flags with an average performance are shown on the Grey List. Their appearance on this list may serve as an incentive to improve and move to the White List. At the same time flags at the lower end of the Grey List should be careful not to neglect control over their ships and risk ending up on the Black List next year.

On this year's Grey List a total number of 18 flags is recorded. Last year the Grey List recorded 20 flags. New on the Grey List is the already mentioned flag of Saudi Arabia. Vanuatu has entered the Grey List from the Black List. Bulgaria has become a non-listed flag. The flag of Albania has dropped to the Black List. New on the performance list and to the Black List is Mongolia.

For several years the Committee has closely monitored the performance of ROs acting on behalf of flags. To calculate the performance of the Recognized Organizations, the same formula to calculate the excess factor of the flags is used. A minimum number of 60 inspections per RO is needed before the performance is taken into account for the list. In 2018 32 ROs were recorded on the performance list.

Compared with last year's performance level, the level of RO performance is similar, with 4 ROs in the very low performing parts. Here is a link to the 2018 Performance List:

<https://www.parismou.org/sites/default/files/2018%20-%20Performance%20Lists%20Paris%20MoU%20on%20PSC.pdf>

*From Paris MoU Press Release, June 17, 2019*

## **SOUTH AMERICA TOPS GLOBAL CARGO THEFT**

Logistics insurer TT Club and risk management auditor BSI have published their first 12-month review of global cargo theft, noting South America has the highest median theft value of US\$77,000 per event followed by Europe with just under US\$60,000.

The report says theft from road vehicles accounted for the highest proportion at 84 percent globally last year, followed by 'Slash and Grab' as the largest type of theft at 26 percent. The combination of food, beverage, alcohol and tobacco was the most common commodity group stolen worldwide at 34 percent.

TT Club and BSI analyzed cargo theft by transport mode, the type of robbery, what was stolen last year and the loss value. Asia produced the lowest median at US\$19,000 per event, while in North and South America hijacking was the most common method at 37 percent and 52 percent respectively. In Asia theft from a building was the most common at 43 percent compared to 19 percent from hijacking.

According to TT Club's Claims executive Mike Yarwood, the object of the report is to educate supply chain professionals in the threat of cargo robbery across the globe. "We aim to engage in a proactive approach in preventing cargo crime and also minimizing the financial loss resulting from cargo crime."

Yarwood noted that as security measures become more sophisticated and widespread, criminals are recruiting employees of targeted companies to gain data, cargo information, delivery routes and destinations and access to IT systems. "Due diligence in recruiting and managing staff is paramount. In general, full or part-time salaried staff are less of a security risk than sub-contractors,"

*From Freight Week, June 17, 2019*

## **FAILURE OF TOWBOAT COMPANY TO FOLLOW SAFETY POLICIES LED TO FATAL CAPSIZING**

A towboat company's decision to place an inadequately vetted pilot on board a towing vessel on which he did not have previous experience, led to an accident that killed two mariners, according to a National Transportation Safety Board Marine Accident Brief issued Thursday.

Marine Accident Brief 19/13 details the NTSB's investigation of the March 12, 2018, capsizing and sinking of the towing vessel Natalie Jean at mile 90.5 of the Lower Mississippi River, near New Orleans.

In its report the NTSB says Creole Chief, Inc., of New Orleans, the owner/operator of the Natalie Jean, failed to comply with several of its own requirements including pre-employment hiring procedures that include verifying the captain's training and credentialing as well as ensuring the pilot was thoroughly familiarized with the vessel prior to operating it unsupervised. The owner placed the pilot on board the Natalie Jean even though he had no direct experience with the pilot's ability. While the pilot had years of towing vessel experience on the Mississippi River, he had not worked for eight months. Neither the owner nor the captain was able to assess the pilot's ability to judge specific operational situations given the limited underway time before the accident.

At the time of the accident the Lower Mississippi River gauge at mile 102 measure 16.5 feet and the current was estimated at 5 mph. Winds were from the North at 10-15 knots, with gusts of 20-26 knots. The Natalie Jean was pushing an empty fuel tank barge upriver when the towboat became caught on the port anchor chain of the anchored bulk carrier Atlantic Fairy. The towboat capsized and



quickly sank. The barge broke free and collided with the Atlantic Fairy. The Natalie Jean's captain and deckhand died in the accident.

The NTSB also says the pilot's decision to transit upriver in the general anchorage, given his unfamiliarity with the vessel and close proximity to anchored and underway vessels in high-water conditions and strong winds, increased the navigational challenges leading up to the accident. The report states the pilot's lack of vessel knowledge and experience, coupled with high water, strong beam winds and a vessel that was only making 1 to 2 mph in a strong 5 mph current, while pushing a barge upriver through a busy anchorage, placed him in a very challenging situation. (NTSB Press Release, 6/13/2019)

## **CLIMATE CHANGE AFFECTING SHIPPING RISKS: ALLIANZ**

Despite a record decline in shipping losses in 2018 to the lowest level this century, the industry faces increased risks from a changing climate and a range of environmental issues, according to a report by Allianz Global Corporate & Specialty SE released on Tuesday.

Current historic flooding in the Midwest following heavy rains and snow melt, record-high water levels along the Mississippi River, and aging infrastructure show the "complex, intertwined nature of these risks," said Andrew Kinsey, New York-based senior risk consultant, marine for Allianz in an interview with Business Insurance ahead of the report's release.

"We have never faced a situation where we had the Mississippi River at such a high level at the start of hurricane season. Instead of the level being at four feet, it is now over 16 feet. What happens if we get a hurricane with a storm surge on top of these record-high river levels?" he said. Shippers are also beginning to implement lower sulphur fuels to comply with new emissions regulations from 2020, which means that vessels are having problems maneuvering in these conditions because their engines don't perform as efficiently with lighter fuels, said Captain Kinsey. While these regulations are meant to help the environment, present conditions are such that it is "adversely impacting our risk profile on these operations," he said. Even without a hurricane, insurers "are looking at a lot of different loss scenarios that have impacts on both cargo and hull interests, agriculture and business interruption," Mr. Kinsey told Business Insurance.

In its Safety and Shipping Review 2019, Allianz said that changing weather patterns led to vessel groundings and collisions in the United States and supply chain disruptions in Europe, while the changing climate is opening up new shipping routes in hard-to-access areas like the Arctic, making rescue and salvage more difficult.

Insurers are also concerned about a potential increase in machinery breakdown claims after the introduction of low-sulphur fuels if the transition is not well-managed, Allianz said in the report. Heightened political risks to vessel security, ongoing issues with large container ships and fires and a lack of improvement in overall shipping incidents are among the other concerns faced by the shipping sector, according to the report.

The number of total shipping losses dropped by more than 50% to 46 in 2018, from 98 in 2017, due to lower hurricane and typhoon activity, and improved loss experience in hotspots around the world, the report said.

South China, Indochina, Indonesia and Philippines remains the top region for total losses, Allianz said.

Since 2009, shipping losses have declined by 65% driven by better ship design and technology, stepped-up regulation and advances in risk management and safety, the report said. However, there were 2,698 shipping casualties or incidents in 2018, a less than 1% decline that remains "challenging," the report said.

Machinery damage/failure is the top cause of shipping incidents globally, accounting for 40%, with such incidents increasing by one-third over the last decade and causing \$1 billion-plus in damage over five years, Allianz said in the report.

“A growing number of engine manufacturers are now installing “Internet of Things” devices to collect real-time data, which can be used to issue recommendations to vessels and carry out maintenance, potentially preventing breakdowns before they happen,” it said.

Fires and explosions on board continue to generate large losses with an incident occurring every 60 days on average, Allianz said. Fire activity increased in 2018 with 174 reported incidents, a trend that continued through early 2019, according to the report.

“Misdeclared cargo, including incorrect labeling and packaging of dangerous goods, is believed to be a root cause of a number of fires and is a problem exacerbated by larger vessels, which can make issues more difficult to detect, locate and combat,” the report said. While technological advances such as autonomous shipping are expected to improve shipping safety, by removing crew from hazard, innovation should not be driven primarily by efficiency and accounting, Allianz said.

“Innovation and technology is not a panacea if the root cause of incidents and losses is not addressed,” the report said.

Technological advances also means “cyber losses will be an increasing feature of marine claims going forward,” Allianz said.

*Business Insurance, June 4, 2019*

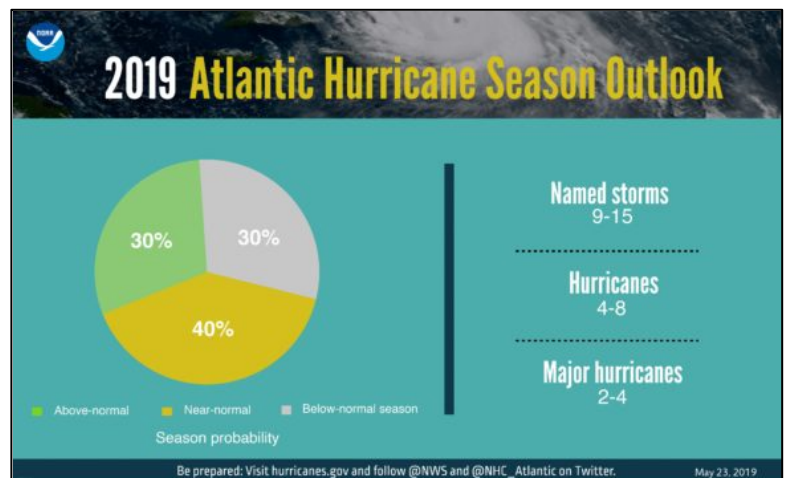
## AS MANY AS 8 HURRICANES FORECAST FOR ‘NEAR NORMAL’ 2019 HURRICANE SEASON

As many as 8 hurricanes may form in the Atlantic in 2019, a “near normal” season following two years of storms that have left a trail of death and destruction in the Caribbean and U.S. coast.

Nine to 15 named storms are forecast during the six-month season that starts June 1, according to the National Oceanic and Atmospheric Administration, which has been largely correct with its predictions in recent years. Of those, 4 to 8 will become hurricanes and 2 to 4 will be major systems with winds of 111 miles (179 kilometers) per hour or more.

“It only takes one landfalling hurricane to create great destruction to a community, we need to prepare now,” said Daniel Kaniewski, a deputy administrator of the Federal Emergency Management Agency.

The hurricane season will be closely watched because of its potential to take a heavy human toll as well as rattle oil and gas markets across the globe. Over the past two years, storms including Michael, Irma and Harvey led to scores of deaths and over \$250 billion in damages. They have also sent U.S. gasoline prices surging, shifted global crude and fuel flows, disrupted production in the energy-rich Gulf Coast and threatened crops.



This year is the fifth time in a row that a system has spun up in the Atlantic before the official June 1 start to the season, with Subtropical Storm Andrea forming earlier this week. A system gets a name when it reaches tropical storm strength with winds of 39 mph.



Still, a lingering El Nino weather phenomenon in the equatorial Pacific could help keep overall storm numbers lower by creating wind shear across the Atlantic that rips budding systems apart, said Neil Jacobs, acting NOAA administrator. In April, Colorado State University predicted 13 storms could be named in the Atlantic this year.

*From Insurance Journal, June 24, 2019*

## **MARINE ACCIDENT BRIEF: ANCHOR CONTACT OF ARTICULATED TUG AND BARGE CLYDE S VANENKEVORT / ERIE TRADER WITH UNDERWATER CABLES AND PIPELINES**

Executive Summary: At 1732 local time on April 1, 2018, the articulated tug and barge (ATB) Clyde S VanEnkevort/ Erie Trader was westbound with a crew of 14 in the Straits of Mackinac, Michigan, when the barge's starboard anchor, which had unknowingly released and was dragging on the bottom, struck and damaged three underwater electrical transmission cables and two oil pipelines. About 800 gallons of dielectric mineral oil leaked into the water from the cables; the oil pipelines sustained only superficial damage. Repair and replacement of the cables was estimated at more than \$100 million. No injuries were reported.

Probable Cause: The National Transportation Safety Board determines that the probable cause of the anchor contact of articulated tug and barge Clyde S VanEnkevort/Erie Trader with underwater electricity transmission cables and oil pipelines was the failure of the anchor detail to secure the barge's starboard anchor, and the improper adjustment of the anchor brake band after the engineering crew replaced the brake liner, the combination of which allowed the anchor and chain to pay out under way. (NTSB Wire, 6/4/2019)

## Legal Stuff

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### NAMS eNews July 2019

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