

The NAMSGlobal eNews

The National Association of Marine Surveyors, Inc. (USA)

April, 2018

NAMSGlobal eNews

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The President's Corner

April, 2018

Howdy,

The NAMSGlobal 2018 National Conference in Mobile, Alabama was a huge success. Eighty-five members and non-members attended along with 26 spouses. Speakers cut across the marine industry, including highly technical training in electrical circuits and the causes of corrosion, advances in PFD technology, the status of Subchapter M implementation from both the surveyor and the US Coast Guard points of view, and a rousing presentation on the state of America's water highway, the Mississippi and adjoining river waterways. Regretfully, I had to return home due to illness, missing the second day, and spent the remainder of the week in hospital. I'm recovering from that and appreciate the well wishes received.

We are closing the books on the finances of the conference and will turn our attention to the 2019 conference in the next few weeks. Typically, the venue for 2019 will be on the West Coast; and, probably, the Pacific NW. If any of you have any suggestions as to a venue, or wish to volunteer to help, please let the National Office know. Venue access and cost for attendance, as well as the availability of speakers, are a driving factor in venue selection.

While I recuperate from surgery, I've taken the time to catch up on past episodes of 'This Old House'. In its 39th year, I still find it interesting; although a lot of the technical home construction details they employ don't do well at my home on the gulf coast; still I enjoy seeing how they do it. In last years' series - I'm currently watching (2017) - their topic (in addition to the renovation of the old house) is one that should interest all of us. It takes to task the fact that few young people are entering the building trades. The introduction for the season was by Mike Rowe of 'Dirty Jobs' fame, a man who earned his fame doing what many of us do every day.

In any case, the topic for this series is an issue that we face in our industry as well. How do we get interested young people to apprentice and become surveyors? Not just as a surveyor, but as a surveyor of the stature that we, as members of NAMSGlobal, are known, as a surveyor who is above reproach and capable of undertaking the assignment accepted.

A lot of us come to surveying from other nautical careers. But, due to changing industry structure, that line of succession is changing. There is no longer an unlimited line of seafarers coming ashore to become surveyors in their second career. To continue to be the best of the best, we must be able to accept and train young aspiring individuals who may wish to be surveyors. As the senior, and most accepted organization of Professional Marine Surveyors, we should be at the vanguard of this process. Over the coming months, I will be drafting an apprentice training program for NAMSGlobal. Any of you who wish to assist, please let me know. If I have learned one thing while being an officer of NAMSGlobal, is that there is a body of knowledge in our membership that is second to none. We need to capture that knowledge in order to be able to pass it along and build the profession which we enjoy.

The National Office reminds us that 24 CE Credits re-certification is due on 12/31/18. Please turn in any CE Credits that have not been submitted to the office to date for the 2017/2018 CE Period.

Learn Something and Share Your Knowledge Everyday

Gregon Gant, NAMS-CMS
President

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View from the Helm of the NAMSGlobal E-news

NAMSGlobal held its 56th Annual National Marine Conference in Mobile, Alabama in early March.

As always, the technical sessions were first rate. Raymond Toth, our Eastern Canada Regional Vice President presented "Corrosion Identification in the Marine Environment", explaining the science of corrosion down to the atomic level and demonstrating active stray current corrosion. Other speakers presented important details on topics such as the new SubChapter M regulations on towing vessels in the U. S., what to consider in autonomous vessels, what to expect from the perspective of the recreational craft claims adjuster and underwriter, and ethics for the marine surveyor, presented by an admiralty attorney. The USCG Captain of the Port of Sector Mobile gave a luncheon address about their mission, their area of operation, and SubChapter M. Greg Gant and Jim Ruth gave us an overview of the ocean transport of two damaged U. S. Navy destroyers.

John Venneman, outgoing National Vice President modeled several inflatable life jackets during the presentation by Ted Winston of Spinlock USA.



Chad Pegracke of Living Lands and Waters, told us how he envisioned clean rivers and bays in the U. S. beginning with his work as a shell diver on the Upper Mississippi River. He founded a non-profit environmental organization that removes debris and trash from rivers. L & W spends up to nine months a year living and traveling on their barges, hosting river cleanups, watershed conservation initiatives, workshops, tree plantings, and other key conservation efforts. Since 1998, LL & W has worked on 23 rivers, in 20 states and, with the help of more than 100,000 volunteers, removed 9.2 million pounds of debris from U.S. waterways. Several NAMSGlobal members and companies are involved as donors and/or consultants. Check out their website <http://livinglandsandwaters.org/>.

Attendees found the presentations valuable and that coming to the conference was worthwhile.

This issue of NAMSGlobal E-news will be my last one. After 13 years as editor I am going off watch, turning the editor's helm over to our new co-editors Phil Peterson and Larry Riley. It has been a great voyage for me, reading hundreds of maritime-oriented newsletters and magazines from around the world, gleaning countless articles, current events and notices of upcoming educational events for our readers. Our readers are

not only NAMSGlobal members, but also non-members who have signed up for a free subscription. The NAMSGlobal E-news serves to keep our members informed and to get our NAMSGlobal brand out to readers in the marine world, reinforcing the facts that NAMSGlobal surveyors are professional, experienced, well informed, and adhere to a high ethical standard. So, members, when you are out on a survey and you meet a “non-denominational” marine surveyor, talk up the benefits of NAMSGlobal membership. Ask them if they would like our free newsletter. If so, get their card and send their email address to our national office. Urge them to join.

See you on the waterfront,
Greg Weeter, NAMS-CMS

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Applicants/Members Change in Status

Applicant	Applying for	Region	Sponsored by
Vinay Talwar	CMS	Eastern Canada	Richard Frenzel
James P. Quackenbos, Jr.	CMS	East Gulf	Howard Held
Todd Perrine	CMS	Western Rivers	Don Blum
James Fergusson	CMS	South Atlantic	H. David Scott
Tony Fergusson	Associate	Central Atlantic	H. David Scott

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New MEMBERS Elected 04 March 2018

Applicant	Applying for	Region	Sponsored by
Scott Bourgeois	CMS	East Gulf	Gary Ranking
Michael Monahan	CMS	South Atlantic	Ed Hays
William Robinson	CMS	Central Atlantic	Richard Frenzel
Brian Barton	CMS	East Gulf	Childs Dunbar Jr.
Ryan Armida	CMS	East Gulf	Norman Dufour Jr.
Viorel Ceanga	CMS	South Atlantic	James McCrory
Russell Amacher	CMS	Central Atlantic	Kenneth Hendrix
David Ghidoni	CMS	West Gulf	Richard Frenzel
Uche Ubani	Associate	West Gulf	Richard Frenzel
Jacqueline Ellis	Associate	West Gulf	Ed Shearer
Cameron Smith	Apprentice	Western Rivers	Roy Smith
Marc Pearson	Apprentice	Central Pacific	Richard Frenzel

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Retired CMS

Sandra Pirtle
Supplah Sukumaran
Stephen Knox
John Wiggins
Clark Barthol
William Quick

Retired Life Member

Thomas Laing

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Crossed The Bar

Sunset and evening star, And one clear call for me!
And may there be no moaning of the bar, When I put out to sea,

But such a tide as moving seems asleep, Too full for sound and foam,
When that which drew from out the boundless deep Turns again home.

Twilight and evening bell, And after that the dark!
And may there be no sadness of farewell, When I embark;

For though from out our bourne of Time and Place The flood may bear me far,
I hope to see my Pilot face to face When I have crossed the bar.

Tennyson

Edwin Clayton Boice, Retired Surveyor

Born February 9, 1943, previously living in East Dennis, Massachusetts recently passed after a lengthy battle with cancer having his family by his side.

Ed began his life in Newark, New Jersey where he learned how to love life and find ways to always have a good time. He began his military career in 1961. During his time in the service, he received many honors including the distinguished Air Force Commendation Medal. While serving in the Florida Keys during the Cuban Missile Crisis, he met the love of his life, Marilyn (Miller) Boice on a blind date on Big Pine Key. They married soon after and have spent 50 years together. Their love of the Florida Keys continued forever as they regularly visited the Conch Republic. After Ed completed his military service, he began a new stage of his life by first running a Marine Dealership which led to his career calling of being a Marine Surveyor. His love of his profession led him to become a proud member of National Association of Marine Surveyors (NAMS), Society of Accredited Marine Surveyors (SAMS), Cape Cod Marine Trades Association (CCMT), and Massachusetts Marine Trade Association (MMTA).

All along his life path, Ed found ways to make people happy around him, always doing what he loved while spending time with his family and friends. He loved a party and getting a good laugh. He would especially enjoy his food at any party, to the point where people would plan for extra if he was attending. He can be remembered as a great man who loved his friends, enjoyed life, and could not do enough for his family. Even at the end, he would bring a smile and a presence that made everyone at ease.

One of the most cherished parts of his life was his family. He held enormous pride in the accomplishments of his sons and his grandchildren. Ed enjoyed listening to stories of his grandkids, playing games with them, and traveling with them. Many wonderful memories were made on family trips to Disney World, the Florida Keys, Italy and England.

Ed is survived by his wife Marilyn, sons Rob and Don, their spouses Anna Maria (Desantis) Boice, and Ruthanne (Crowley) Boice, 7 grandchildren, and many special friends. Services were held in Dennis, MA March 30, 2018 with interment at Massachusetts National Cemetery.

Kenneth D. Moore, Retired Surveyor

Date of death 23 March 2018. As of this writing we have been unable to obtain obituary information.

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Upcoming Educational Opportunities

April 16-19, 2018 Southfield, Michigan

Failure and Fracture Analysis for Structural Components.

4 - Day Failure Analysis Seminar

The purpose of this training is to build a foundation of mechanical and materials engineering concepts that allow the participant to be able to perform a basic visual inspection for failure analysis and specify appropriate tests for a given situation, and finally, evaluate failure analysis work performed by others.

This seminar is intended for Design Engineers, Failure Analysts of All Levels (technicians to PE's), QA (professionals and technicians), Mid-Level Technical Managers, Maintenance Engineers and Technicians, Products Liability Attorneys, Forensic Engineers, FEA Engineers, Fracture Mechanics Specialists, Field Technicians and Warranty personnel for Industrial Equipment, Etc. Not sure? Call Debbie Aliya at [616-475-0059](tel:616-475-0059).

The mixture of people in past seminars was one of the benefits. Bring your photos or parts for group discussion. If you participate and pay attention, there's a strong possibility that you might actually be able to

contribute in a new way to any failure analysis project you participate in, starting from proper preservation of evidence and going on to interpreting the report. We address the hard questions related to industrial FA work. Learnings benefit all levels of FA experience. Some industrial experience is highly beneficial as a pre-requisite, especially if you are very early in your career.

To register, please email Julie at asmdetroitchapter@gmail.com.

April 21 – 22 2018 San Francisco, California. The Palace Hotel

BOARD OF MARINE UNDERWRITERS OF SAN FRANCISCO

2016 BIENNIAL MARINE SEMINAR PRESENTATIONS

For details, contact Marie Meadows at mmeadows@imu.com

Links to presentations that are available for download”

<https://www.bmusf.org/presentations-from-2016-biennial-marine-seminar>

May 8, 2018 Seattle, Washington

Marine Insurance Association of Seattle Annual Day of Education at the Grand Hyatt Seattle.

For details, please contact Maggie Williams at maggie@kalmseas.com

May 21-24, 2018 St. Louis, Missouri

The Waterways Journal Inland Marine Expo (IMX)

IMX 2018 promises guests a full tradeshow floor with many great products and services, both new and well known. In addition to the tradeshow, guests will have full access to an extensive lineup of expert-led education sessions focused on commercial vessels, commercial facilities and business in general along our inland and intracoastal waterways. Exclusive networking opportunities will be provided, keeping attendees together longer.

New to IMX this year is FreightWeek STL, a four-day conference of freight industry leaders and influencers. During FreightWeekSTL, attendees will share ideas and collaboratively promote the forward movement of America's freight industry. IMX is proud to partner with St. Louis Regional Freightway and the Institute for Trade and Transportation on this effort. Please visit inlandmarineexpo.com for additional event information.

September 16-19 2018 CAPE TOWN, SOUTH AFRICA

IUMI CONFERENCE

IUMI is pleased to announce that registration for the 2018 IUMI Conference in Cape Town is now open. This year's conference, which is hosted by the South African Insurance Association (SAIA), will take place from. Registration is via the conference website: <http://iumi2018.com/registration/>

The IUMI Conference will take place in Africa for the first time in 144 years, making it a particularly special occasion under the theme "Emerging Risks and Exposures – Think the Unthinkable". The “early bird” registration rate is available until 31 May 2018.

IUMI and the SAIA look forward to seeing you in Cape Town this September! Courtesy AIMU Weekly Bulletin

September 2018, Seattle, Washington

Three day Marine Warranty Surveying class in Seattle

Mike Wall is interested in putting on a three day Marine Warranty Surveying class in Seattle in September. In order for this to happen, we need to gauge the amount of interest to help decide whether to put it on. The more interest we have, the lower the course fee would be.

This course aims to introduce marine surveyors to the types of marine warranty survey work for which they are likely to be appointed together with other work they may later be asked to do. It also gives some background into the insurance and legal aspects of the work so that the surveyor will fully understand their role.

Marine warranty surveying is rapidly becoming an additional source of work for independent marine survey companies. The 'big six' do not have sufficient surveyors around the world to carry out this work and consequently subcontract to other companies around the world. Trip and Tow, Cargo Lashing and Heavy Lifts are the entry level work. Once surveyors have proved themselves competent in these areas they may be asked to take on larger and more complicated contracts.

Course outline

Session 1: Warranties, Insurance Markets and Legal Frameworks

Session 2: Towage Approval and Voyage Approval, Stowage and Tie-Down

Session 3: Stowage and carriage of deck cargoes

Session 4: Heavy Lifts

Session 5: Offshore and Energy Related Surveys

Session 6: Port and terminal surveys

If you are interested, let the NAMS office know at NAMS Global Office office@namsglobal.org

For more info on the proposed class, contact Mike Wall at mikewallassociates@gmail.com

AIMU In-Class or E-learning

Deepen Your Knowledge, Expand Your Network, Focus Your Expertise, Increase Your Professional Options.

AIMU is committed to providing exceptional learning opportunities that enable individuals to prepare and develop as marine insurance professionals. Most education opportunities are offered with both onsite and remote attendance options. If you select the remote (distance learning) option, you will be provided a link to an (Adobe Connect) video conference. Explore the four categories of options including Education Calendar, AMIM Program; On-Demand, and E-Learning.

If there are questions, please contact AIMU Education/Training Specialist, Eileen Monreale, CPCU, AMIM at emonreale@aimu.org
<https://aimu.org/overview.html>

Our mailing address is:

AIMU

14 Wall Street, Suite 820

New York, NY 10005

Lloyds Maritime Academy

Certificate in Marine Consultancy, eight module distance learning courses offered by Lloyds Maritime Academy. Go to: <http://www.lloydsmaritimeacademy.com/event/marine-consultancy-distance-learning-training-course>

Certificate in Marine Warranty Surveying, six module distance learning courses offered by Lloyds Maritime Academy. Go to: <http://www.lloydsmaritimeacademy.com/event/marine-warranty-surveying-distance-learning-course>

For more information please contact Mrs. Camelia Talli

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Web: www.lloydmaritime.com

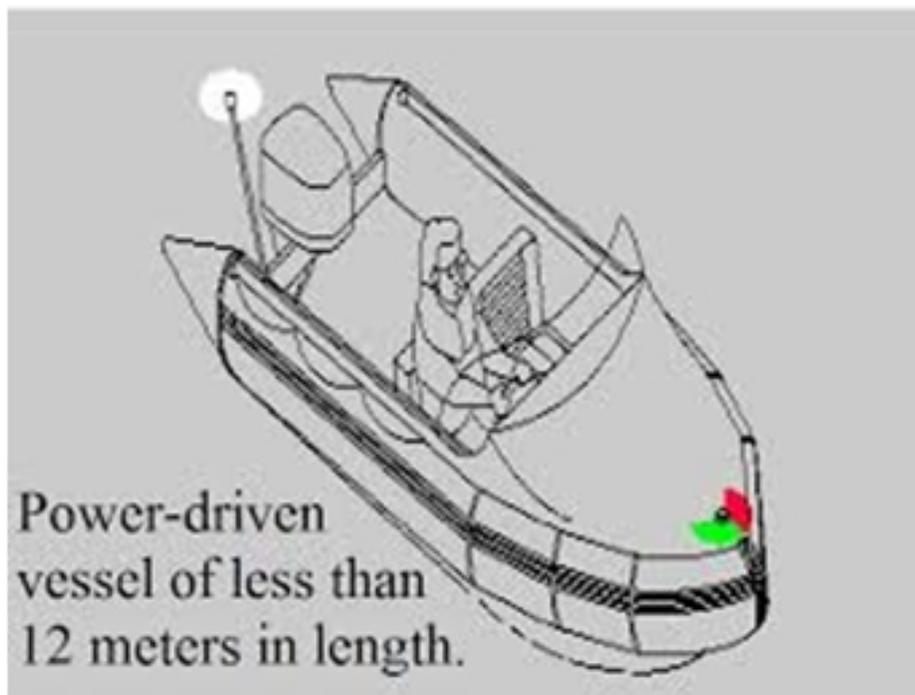
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NAMSWorthy Articles Of Interest

The All-round White Light – Can It Be Seen?

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

Rule 23 (d) (i) of the COLREGS and Rule 23 (d) of the NAVRULES both state that “A power-driven vessel of less than 12 meters in length may, in lieu of the lights prescribed in paragraph (a) of this Rule, exhibit an all-round white light and sidelights.” This is shown in the below diagram taken from the Rules of the Road:



Further information on the all-round white light can be found in the technical annexes to the COLREGS and NAVRULES. The Vertical Positioning and Spacing of Lights section of Annex 1, Positioning and Technical Details of Lights and Shapes (paragraph 2-d of the COLREGS; 33 CFR 84.03 (d) of the NAVRULES), states that the all-round white light “shall be carried at least one meter higher than the sidelights.”

Generally, when surveying a vessel with the all-round white light installation the surveyor will note it and move on. However, some vessels may require a second look because, although the light may be at least one meter above the sidelights, it doesn’t mean that it can be seen all-round. The Vertical Positioning and Spacing of Lights section of Annex 1, Positioning and Technical Details of Lights and Shapes (33 CFR 84.03 (f) (1) of the NAVRULES), also states that the all-round white light “shall be so placed as to be above and clear of all other lights and obstructions.

An installation should be looked at closer when it appears that the all-round white light may be blocked by:

- A radar arch or radar dome or another item on top of the cabin. Another rift on this theme is a vessel’s bimini top, to include its supports.
- The operator at the helm. The position of the operator may be important. The light may be visible all-round when they are seated but not when they are standing up.
- Passengers moving around the vessel.

In addition, there are other installations that one should be on the lookout for. I once saw a number of walk-around fishing boats at a dealer in Texas that had installed the all-round light on top of the outboard motor cowling. In the first place the all-round white light was not one meter above the sidelights. In the second it was blocked by the operator and any moving passenger. The dealer was highly surprised when I mentioned that problem and had to be shown the NAVRULES before he would believe me.

On one vessel, the all-round white light had been mounted on a screw-in detachable mast that was about 6’ long. This definitely placed the all-round white light at least one meter above the sidelights. The problem was that the mast was so flexible that it bent when the vessel was underway at speed, and the bending caused the light to not be visible all around.

On other vessels, I have seen have the all-round white light obstructing the vision of the operator when the light was displayed. This isn’t only an all-round white light problem. Vessels with upper helm’s, some houseboats particularly, and the traditional masthead light are also susceptible to this problem. Larger vessels with high bulwarks painted a light color can cause the masthead light to be reflected back towards the helm producing a glare effect, even if the light is properly positioned.

Another thing to look for is whether the lights been approved by the USCG as required by 33 CFR 183.810 (a) (3) Navigation light certification requirements, which requires navlights to:

- (3) Bear a permanent and indelible label that is visible without removing or disassembling the light and that states the following:
- (i) “USCG Approval 33 CFR 183.810.”
 - (ii) “MEETS___.” (Insert the identification name or number of the standard under paragraph (a)(2) of this section, to which the laboratory type-tested.)
 - (iii) “TESTED BY___.” (Insert the name or registered certification-mark of the laboratory listed by the

Coast Guard that tested the fixture to the standard under paragraph (a)(2) of this section.)

- (iv) Name of manufacturer.
- (v) Number of model.
- (vi) Visibility of the light in nautical miles.
- (vii) Date on which the light was type-tested.
- (viii) Identification and specifications of the bulb used in the compliance test.

I am currently working a case involving a collision at night where the after-market white all-round light on one vessel was not approved by the USCG.

Surveyors surveying a vessel with the above, or similar, defects and subsequently stating that a vessel is "suitable for use in its intended service" in their report, are doing a disservice to their clients and could be found liable for any damages resulting from an improper installation and a subsequent collision, in a court of law. One is reminded of the Pennsylvania Rule which states that if a vessel is in some violation of a navigation statute at the time of a collision, she is presumed to be at fault, and she must prove that that fault could not have been the cause of the collision. This "presumption of causation" has become a keystone of the US maritime law of collisions. The Pennsylvania Rule only applies to federal navigable waters. What a state court might rule on sole state waters is unknown, but going to any court after certifying an installation as proper, when it is not, cannot be good.

As always, I hope anyone who wants to discuss this column or has questions about Commercial Fishing Vessels will contact me at 503-236-6818.

Harmonization of Standards for Fire Protection, Detection, and Extinguishing Equipment

The U. S. Coast Guard announced in the [Federal Register](#) (83 FR 8175) that it is issuing an interim final rule to apply changes made by the 2016 final rule, Harmonization of Standards for Fire Protection, Detection, and Extinguishing Equipment, to towing vessels inspected under 46 CFR Subchapter M. This interim final rule is effective March 28, 2018.

USCG: D8 Sub M Towing Vessel Inspections Field Notice

January 25, 2018

Written by [Tava Foret](#)

The U. S. Coast Guard Eighth District published a policy letter related to Towing Vessel Inspections Field Notice that addresses a number of items that have been deemed to pose a minimal risk to the operational safety of the towing vessel fleet. The letter provides enforcement guidance to Operational Commanders when considering deficiencies or non-conformities during the implementation of Subchapter M throughout the Eighth Coast Guard District. [Click here to download D8-TVIFN 18-1.](#)
Courtesy The Towing Vessel Inspection Bureau <http://www.thetvib.org/>

USCG - marine casualty reporting property damage thresholds

The US Coast Guard promulgated a final rule amending the monetary threshold amounts for reporting a marine casualty and a serious marine incident. The amendments enter into effect on 18 April. [83 Fed. Reg. 11889](#) (3/19/18) [<https://www.gpo.gov/fdsys/pkg/FR-2018-03-19/pdf/2018-05467.pdf>].
Courtesy: Bryant's Maritime Blog. dennis.l.bryant@gmail.com <http://brymar-consulting.com>

Policy Letter Use of Existing Safety Management Systems

The Coast Guard Office of Commercial Vessel Compliance (CG-CVC-1) has issued [change 1](#) to CG-CVC Policy Letter 17-02, Use of Existing Safety Management Systems to Obtain an Initial Certificate of Inspection Under 46 CFR Subchapter M.

The TVNCOE website has added links under the "Policy, Guidance and Links" tab in the navigation pane to the [Application for Inspection of U.S. Vessel \(CG-3752\)](#), [Standardized Terminology for the Towing Industry \(Nomenclature\)](#), and the [Towing Safety Advisory Committee \(TSAC\) website](#).
Courtesy The Towing Vessel Inspection Bureau <http://www.thetvib.org/>

USCG: CG-CVC Policy 17-02 (CH-1) Use of Existing Safety Management Systems to Obtain an Initial Certificate of Inspection Under 46 CFR Subchapter M Change 1

March 7, 2018 Written by [Tava Foret](#)

The Coast Guard office of Commercial Vessel Compliance issued CG-CVC Policy Letter 17-02 (CH-1) Use of Existing Safety Management Systems to Obtain an Initial Certificate of Inspection Under 46 CFR Subchapter M

Refer to 6d on page 4: For the purposes of issuance of a vessel's initial COi, 46 CFR 138.115 states, "the owners or managing operators selecting the TSMS option must obtain a TSMS Certificate at least six months before obtaining a COi for any of their vessels covered by the TSMS certificate". In lieu of meeting 46 CFR 138.115, a company may submit objective evidence to the Coast Guard that it and its vessels have been

operating under an existing safety management system per 46 CFR 138.225, for a minimum of three years, as an equivalent level of safety, and will not be required to have a TSMS Certificate 6 months prior to the issuance of a vessel's initial COi. This objective evidence includes, but is not limited to, external management audit reports covering a minimum of three years prior to the date of the issuance of a vessel's initial COi. The company must possess a TSMS Certificate prior to the date of the issuance of a vessel's initial COi, if this "3-year objective evidence" equivalency is used by the company.

[Click here to download CG-CVC Policy Letter 17-02 \(CH-1\)](#)

Courtesy The Towing Vessel Inspection Bureau <http://www.thetvib.org/>

Data-driven initiative to prevent major maritime casualties

The UK Chamber of Shipping has announced a new data-driven initiative to prevent major maritime casualties. The "HiLo" (High Impact, Low Frequency) system aims to collect information of minor shipboard incidents and use it to estimate the likelihood of larger, more dangerous accidents such as groundings, collisions and explosions. The predictive model, three years in the making, will use vessel data to identify risk patterns which can, in turn, be addressed by management intervention.

The Chamber has assembled an impressive list of partners including Shell, Maersk and the Lloyd's Register and it intends to act as an independent secretariat from its offices in London. More details are available at: <https://www.ukchamberofshipping.com/latest/watch-chamber-president-launches-hilo-overhaul-safety-sea/>

Contributor's Comment: This approach albeit logical (small losses if unchecked can grow into large events) is far from revolutionary. The concept has been used in other transportation modes such as air and rail as well as the nuclear industry. Root Cause Analysis and the study of "near misses" come to mind. Courtesy Chubb NewsBlog, February 2018

NTSB ACTIVITIES AND PRODUCTS

Sign up to get breaking news, advocacy happenings, events, and updates about how the National Transportation Safety Board is working to improve transportation safety - delivered to your inbox. Visit www.nts.gov, and click on the Envelope icon next to the social media icons on the home page. When entering your email details, you can choose the "Marine Stakeholders" option to restrict emails to maritime only news and alerts. Courtesy AIMU Weekly Bulletin

Liquid Cargo in Container Innovation

The French liner operator, CMA CGM has partnered with Teconja, a juice specialist from Germany and the packaging company Liqua to develop "REEFLEX"; a system that will allow liquids to be loaded into a container using a specially designed single use recyclable bag. The bag has the capacity to handle between 12,000 and 24,000 liters.

The cargo can be carried at temperatures between -30° Celsius and +20° Celsius and due to the sterile environment with no loss of nutritional or chemical properties.

It is compatible with a 40-foot refrigerated container and can be installed in as little as 3 minutes and loaded/unloaded in about 35 minutes.



Contributor's Comment: This technology, an alternative to more conventional breakbulk transportation, which can accommodate juices, milks, syrup and oil products follows the carrier's launch in 2017 of "Aquavia" a temperature-controlled reefer focusing on the transport of live lobsters across the Atlantic.

The REEFLEX seems to be essentially the same as the Flexitank with the exception of the temperature-controlling element.

Here is a short video clip- <https://www.youtube.com/watch?v=BQSLTVzveVY>

Courtesy Chubb NewsBlog, February 2018

Joint Initiative to Tackle Cargo Theft

Businesses in Germany have started a joint initiative to tackle the growing number of cargo theft across the country. One of the most significant challenges the Theft prevention in Freight Transport and Logistics Working Group faces is the low level of reporting and recording of incidents exacerbated by the fact that many trucks involved are registered and insured in other EU countries.

The Group's aim is to increase the safety of goods in transit by, among other things:

- Higher standards and investment in tracking technology
- Anti-theft alarm systems
- Vehicle immobilizers
- Secure parking areas
- More law enforcement presence at known "hot spots"
- Specialist police units

TAPA (Transported Asset Protection Association) is the driving force behind the statistics. It and other entities have calculated that cargo is stolen from 26,000 trucks in Germany alone each year with an aggregated value of €1.3 billion.

Contributor's Comment: Cargo crime is rampant in Germany but like the level of goods stolen in the United States, the numbers appear greatly inflated. The data presented by the Group translate into an incident every 20 minutes which is hard to fathom. Also, there are at least as many trucks traversing the highway systems in America and many have, and rightfully so debunked the hyperbolic claims of billions in losses. We would also assert that most of the theft in Europe is pilferage (taking part of a load) through curtain slashing and not the outright theft of an entire truck.

Courtesy Chubb NewsBlog, February 2018

How it Went Down:

A first-hand account of what happened to the Oyster 825-02 sailing yacht Poliina Star III, by TeamOyster Story. <http://oysterstory.info/>

Courtesy Matthew Knoll, NAMS-CMS

USCG - safety alert re immersion suits

The US Coast Guard issued a safety alert strongly recommending that vessel operators inspect their immersion suits for a potential unsafe condition caused by failure of the glue used to attach the main zipper to the body of the suit. [Safety Alert 03-18 \(3/20/18\)](https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/INV/Alerts/0318.pdf). [<http://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/INV/Alerts/0318.pdf>].

Courtesy: Bryant's Maritime Blog. dennis.l.bryant@gmail.com <http://brymar-consulting.com>

GLOBAL FISHERIES' OUTPUT TO DROP BY 20% BY 2300 IF GLOBAL WARMING ISN'T SLOWED: STUDY

Global fisheries output will slump by 20 percent by 2300 and by 60 percent in the worst-hit North Atlantic region if governments fail to slow long-term global warming, a U.S. team of scientists said on Thursday. Most studies of climate risks extend to 2100 and overlook extra "catastrophic effects" such as the projected slump in ocean life that would only emerge in coming centuries, they said.

Unchecked long-term warming would thaw sea ice around Antarctica and disrupt ocean currents, winds and the growth of tiny plankton, the report found. Worldwide, ever more nutrients would sink to the ocean depths, away from fish near the surface.

"Marine ecosystems worldwide will be increasingly starved for nutrients," lead author J. Keith Moore of the University of California, Irvine, told Reuters of the findings published in the journal Science.

The shifts would cut the productivity of fisheries in 2300 by an average 20 percent and by 60 percent in the North Atlantic, where a normal upwelling of nutrients from deeper waters would be most reduced, according to computer simulations.

Exceptions would be the Southern Ocean near Antarctica and in the Arctic Ocean around the North Pole where higher temperatures and shrinking ice, allowing more sunlight to reach the water, would boost the growth of tiny plants.

Moore said such long-term projections involve many uncertainties but add to existing concerns about more heat waves, downpours and droughts that mainstream scientists link to a build-up of man-made greenhouse gases in the atmosphere.

"We need to be thinking 1,000 years into the future, not 100 years," he wrote in an email. "Global warming isn't a problem our children can solve – it will be too late."

The study assumed greenhouse gases will continue to build up in the atmosphere, boosting average surface temperatures by 9.6 degrees Celsius (17 Fahrenheit) by 2300. That would be far above goals set in 2015 by almost 200 nations under the Paris climate agreement to limit warming to "well below" 2C (3.6F) above pre-industrial times by phasing out fossil fuels this century.

The report did not factor in other risks, such as an acidification of the oceans caused by the build-up of carbon dioxide that could undermine the ability of creatures such as lobsters and oysters to build protective shells. (Journal of Commerce, 3/14/2018) Courtesy AIMU Weekly Bulletin.

Water damage to cargo cause breakdown

A major P & I Club reviewed data covering the period 2011-2015 for water damage to cargo resulting in claims ranging from \$5,000 to \$3 million and offered this cause breakdown.

Leaking hatch covers-	28.81%
Flooding of holds-	24.73%
Heavy weather-	17.58%
Leaking vents-	16.78%
Leaking pipes-	7.80%
Leaking container-	4.30%

Water damage represents almost 14 percent of all cargo losses with the average claim cost just north of \$100,000.

Contributor's Comment: A few immediate take-aways; heavy weather was not the number one reason for damage of this type although that seems to be the first one mentioned by the vessel owners and the others are preventable with inspection and maintenance. One can argue that effective forecasting and evasive routing can mitigate the effects of heavy weather.

Courtesy Chubb Marine Underwriters' Loss Control NewsBlog

Thank You Note from Exhibiter at the NAMSGlobal Mobile

Conference

Dear NAMS members, Recently, I attended your annual meeting in Mobile as one of the two exhibitors, Shippers Products Company. Between the sessions and hospitality events, I enjoyed conversations with the Cargo group members about the industry and opportunities.

With those I met I explained Shippers Products' place in the market is to provide experience and products to secure cargo in containers and break bulk shipments. Both types of shipments create challenges which Shippers has been successfully dealing with for years. We solve many of these challenges using our primary products - air bags, rubber mats and honeycomb panels. In particular, our Lightweight Level I airbags are used in Container applications, while Break Bulk utilizes Level 4 and Monster Bags.

As I told many of you we want to make accessing our information easy. Rather than distributing literature at the conference we have provided a link below for you to view interesting applications and products. Please take a look at some of our literature, sizing charts and informational videos.

<https://www.dropbox.com/sh/w8l2rq2o561wlza/AAADa4XpsS8Qi1pMVQb7JQPPa?dl=0>

If you have any questions regarding either products or applications, contact me.

At the end of the conference one of your members suggested Shippers make a presentation at your regional or annual meetings. If that is an idea which interests you please ask your regional or national organizers to make arrangements through me.

Thank you for your interest and your experiences shared at the meeting.
Sincerely,

Tom Keenan
Vice-President, Business Development
615.542-3569 Cell
800.468.1230 Customer Service
tom.keenan@shippersproducts.com

LIABILITY ISSUES ON THE INCREASE

Almost two-thirds (66%) of global marine industry executives believe there is uncertainty surrounding liability issues relating to unmanned ships should a vessel be involved in an incident as a result of a cyber-attack, according to a report from the Institute of Marine Engineering Science & Technology (IMarEST) and law firm Clyde & Co.

A survey of 220 marine industry executives from across the world also found that there is a lack of clarity around collisions involving unmanned ships, with 59% of survey respondents agreeing there is confusion surrounding the regulations in this area.

Clyde & Co explains that current international shipping law states that vessels must be properly crewed, which means unmanned ships are not presently permitted to enter international waters. However, the IMO announced in June 2017 that it would begin to consider updating the International Convention for the Safety of Life at Sea to allow cargo ships with no captain or crew to travel between countries. In addition, Comite Maritime International (CMI) has established a working group on "maritime law for unmanned craft" to consider how international conventions and regulations can be adapted to provide for the operation of unmanned vessels on the high seas.

The report finds another key issue is the availability of insurance cover for unmanned ships. In the survey, 80% of respondents think it is unclear how insurers will approach the new technology. Clyde & Co points out that the International Union of Marine Insurance (IUMI) has been discussing the implications of the new technology. While there are not yet any concrete answers, IUMI expects unmanned vessels to change the landscape of the traditional marine insurance industry. (The Intelligence, February/March 2018)
Courtesy AIMU Weekly Bulletin.

IUMI EYE QUARTERLY NEWSLETTER

The March edition of the IUMI Eye newsletter is now available. The latest edition contains 21 pages of topical news articles and interviews with key marine industry figures. Click on the following link to the IUMI website:

<https://iumi.com/mailshot/5aa793a57ae3d>

Please feel free to share the newsletter with interested colleagues.

National Quality Steering Committee Annual Safety Report

A report from the National Quality Steering Committee, a joint venture of the US Coast Guard and the American Waterways Operators indicates that while fatalities rose from 6 in 2015 to eight in 2016, the last full year of statistical data, due to the well-publicized sinking of a tugboat following it striking a construction barge on the Hudson River, the trend of safer operations has declined steadily from a high of 29 deaths during

1997.

The Committee did note that less serious incidents climbed to 1,231 from 1,098 with 84 percent classed “low intensity.”

Another measure of safety performance is oil spills and again there has been a trend of long-term improve with 32,000 gallons (0.42 per million gallons transported) lost, down considerably from 127,000 gallons or 1.9 per million in 2015.

Contributor’s Comment: Finally, crew injuries dipped slightly from 109 to 100 with the following common causes:

- Falls onto surfaces
- Strains and sprains
- Struck by moving objects
- Line handling accidents

The entire report can be read at: http://www.americanwaterways.com/sites/default/files/2017_USCG-AWO_AnnualSafetyReport.pdf

Courtesy Chubb Marine Underwriters’ Loss Control NewsBlog

Hull casualties

The past three years has seen the frequency of total losses within the global fleet stabilise at 0.13% by number (0.05% by tonnage). This is largely attributable to an improved safety climate, improvements in naval architecture and marine engineering; and more effective regulation. Total losses involving vessels younger than 15 years were significantly less during the 2013-17 period than the years 2008-2012. The frequency of serious casualties has increased since 2014 but appeared to be stable in 2016-17.

Courtesy FLASHLIGHT, e-newsletter circulated to more than 5,000 people involved in marine surveying around the world. It is a collation of articles relevant to our profession from various publications and contributions from readers. Letters, opinions and articles are welcomed. Contact mikewallassociates@gmail.com

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Poem of the month

Courtesy Ted Crosby, Retired Member

STARBOARD

In collisions at night it’s the ship on the right
 That is given the best of the deal,
 And the left-handed lad is always in bad
 With inspectors and courts of appeal.
 So listen to me you chauffeurs of the sea,
 If you want to get up and ahead,
 Keep a stiff upper lip when about to be hit,
 And always get smacked on the red.
 For the rules of the road place a top-heavy load
 On the sailor who sticks out his green,
 When it’s logically shown what he ought to have blown
 And the things that he ought to have seen.
 If your course isn’t right with the rule of the light,
 Just swing her, and swing her wide,

Then later you'll swear with your hand in the air,

You were struck on the south-paw side.

By James A. Quinby
The Street And The Sea

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Legal Stuff

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