



The NAMSGlobal eNews

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

February, 2018

NAMSGlobal eNews

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The President's Corner

February, 2018

Howdy,

The Holidays are over, and we are now well into the new year and there is much to do. The NAMSGlobal 2018 National Marine Conference in Mobile is upon us... March 4-6. We are looking forward to a great conference and hope to see you there! Our luncheon speaker

Captain Rob McLellan is the United States Coast Guard, Sector Mobile, Commander. Captain McLellan will bring us up to date on the activities of the USCG in Sector Mobile, the interface between USCG and marine surveyors following marine incidents, and issues encountered in the implementation of Chapter M. The simultaneous operations to return damaged navy destroyers for repair will be addressed by Mr. James Ruth of the Naval Sea Systems command and myself. Jim will also be available to discuss upcoming changes to the US Navy Tow Manual. We will also have focused discussions on "How to accurately apply CFR and ABYC Compliance Guidelines and making it crystal clear in your report, which standards apply WHEN!" The conference is an excellent opportunity to discuss issues, business trends and techniques with your fellow surveyors and it will fulfill your annual requirement for recertification. A conference registration form is attached to the newsletter.

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

Gregon Gant, NAMS-CMS
President

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Applicants/Members Change in Status

Applicant	Applying for	Region	Sponsored by
Uche Ubani	Associate	West Gulf	Richard Frenzel
David Ghidoni	CMS	West Gulf	Richard Frenzel
Brian Barton	CMS	East Gulf	Childs Dunbar, Jr.
Jackie Ellis	Upgrade to Associate	West Gulf	Ron Sikora
Trevor Salmon	CMS	Western Canada	Chris Small

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Upcoming Educational Opportunities

February 13 and 14, 2018, Ft. Lauderdale, Florida.

The 25th Annual Knox Marine Yacht Claims Conference.

This annual conference has become the premier event for professionals in the yacht insurance industry, including surveyors, adjustors, claims handlers, repair yard staff and attorneys. Join us to meet, learn, and network with the best! NAMS and SAMS have traditionally approved 12 CE credits for the event. For more conference information, including group rates, contact Doug Alling at DAlling@KnoxMarine.com or call Doug at 843.737.1479.

Feb. 26 to Mar. 2, 2018, Stuart, Florida

Chapman School of Seamanship

Advanced / Skills Building Damage & Claims Survey Program

Total: 33 Hours / 5 Days

Course Description: This course is designed for the marine surveyor seeking to work in the damage and claims segment of the profession. It supplements and advances Chapman's Fundamentals of the Damage & Claims Survey which is a pre-requisite for the course. The course goal is to provide the surveyor with an in-depth in particular areas of concern that are critical to overall professional success in this specialty area.

E-mail: info@chapman.org Website: www.chapman.org

March 4-6, 2018 Mobile, Alabama

NAMSGlobal 56th Annual National Marine Conference

Renaissance Mobile Riverview Plaza Hotel

If registered by February 1: Members: \$ 494.00 / Non-Members \$ 545.00. Conference registration form will be posted soon. Conference schedule and Lady's Day outing will be updated as available.

Hotel Reservation can be made by calling 800-922-3298. Book your group rate for National Assn of Marine Surveyors- NAMS Global Conference. Group Room Block Space is Limited and was only available until February 2, 2018. Additional charges for upgrades.

March 6 – 8, 2018, Morehead City, North Carolina

DRAFT SURVEY SCHOOL OF INSTRUCTION

The three-day school of instruction will take the mystery out of the science of accurately determining a vessel's weight by water displacement. Designed for the student having little or no previous experience performing surveys of this type, the program will be presented by an instructor who is an extremely experienced and practicing draft surveyor in a fun, relaxed and easy to understand format. Adhering to standards established by the United Nations and the Economic Commission for Europe (ECE) and using surveys and publications collected from actual vessels attended by the instructor, attention will be directed toward practical application rather than textbook theory.

Although the course of instruction will focus on ships (both metric and imperial system of measurement), inland and ocean barge surveys will also be addressed. Members of the National Association of Marine Surveyors (NAMS) and Society of Accredited Marine Surveyors (SAMS) will be granted 18 CE credits for course Completion.

Additional questions regarding course content and target learning objectives may be directed to info@marcarcon.com or call 1-800-567-6294 or + 1 (202) 239-2729 (Outside USA).

April 10, 2018, in Charleston, South Carolina

ABYC Marine Law Symposium Rescheduled

The American Boat & Yacht Council (ABYC) has rescheduled the Marine Law Symposium "Anatomy of an Accident" for April 10, 2018, in Charleston, South Carolina.

ABYC was forced to postpone the event from the original date, Jan. 9, due to the "bomb cyclone" winter storm, which shut down the Charleston airport for days.

Registration is now open to the public at www.abycinc.org/marinelaw. Fees are automatically transferred for those who previously registered; refunds will be given to those who cannot attend April 10.

The full day agenda includes a review of 5 accidents and lawsuits that have implications for dealers, manufacturers, surveyors, accident investigators, expert witnesses and attorneys. Additionally, marine law enforcement will examine types of accidents, reporting, what they provide if called into court, and what information attorneys have access to.

"Last year's Marine Law Symposium was an excellent opportunity for marine manufacturers to be introduced to a plethora of legal liability concerns with respect to our products," said Jeff Wasil, BRP-Evinrude engineering manager. "In fact, after attending the symposium last year, I was able to bring back some concerns which made an immediate impact on our products. I'm very much looking forward to the event this year and will for sure bring some of our legal folks along."

The registration fee is \$399 until March 20. 8 Continuing Education Credits (CEUs) are available.

Visit www.abycinc.org/marinlaw to learn more and register.

April 24 and 25, 2018 New Orleans (Kenner) Louisiana American Society of Appraisers 15 HOUR USPAP COURSE

HILTON NEW ORLEANS AIRPORT

The 15-hour course is for those who have not taken the USPAP course at any previous time or within the last 5 years. This is a National USPAP course developed specifically for users of Standards 7 and 8. This course will familiarize students with the recognized standards governing professional appraisals. The 2-day course has an exam at the end of the 2nd day. If you fail the test you are allowed 2 retakes. Once you take this course and pass it, the only future requirement will be the 7 hour refresher course.

For additional information and registration, contact Norm Antrainer, NAMS-CMS [<mailto:Norm.Antrainer@flmarine.com>]

April 26, 2018 New Orleans (Kenner) Louisiana 7-HOUR REFRESHER USPAP COURSE

The 7-hour USPAP update course is designed for designated appraisers and marine appraisers who have completed the full 15-hour USPAP course in the last 5 years. This is a 1-day review and no test.

This refresher course is offered every 2 years to keep appraisers current and in compliance with USPAP. The 7-hour course allows the appraiser to fulfill their USPAP requirement for 2 years.

The 7-hour USPAP update class covers revisions that impact every practicing appraiser. In addition, the course confronts some of the regularly misunderstood concepts and reviews their application through the use of other communications published by the Appraisal Standards Board.

It is always best to take the 7 hour refresher course when it first comes out every 2 years to keep you in the cycle.

Marine Surveyors: If you perform Marine Appraisals on any type of vessel or barge you should take these courses. It will teach you what should be in your report; such as definitions, sources, types of value, descriptions, hypothetical appraisals, approaches to value, standards required, record keeping, ethics, regulations, etc. that are required by the IRS and financial lending institutions. Be a Marine Appraiser not just a Marine Surveyor.

For additional information and registration, contact Norm Antrainer, NAMS-CMS [<mailto:Norm.Antrainer@flmarine.com>]

April 21 – 22 2018 San Francisco, California BOARD OF MARINE UNDERWRITERS OF SAN FRANCISCO 2016 BIENNIAL MARINE SEMINAR PRESENTATIONS The Palace Hotel

Links to presentations that are available for download"

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

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 us on:

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NAMSWorthy Articles Of Interest

When Should a Surveyor Begin Surveying Towing Vessels to the Standards of 46 CFR Subchapter M?

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

At this time surveyors performing pre-purchase and condition and valuation surveys on towing vessels should be surveying to current the standards including the mandatory requirements of:

- 46 CFR Subchapters 24 and 25
- 46 CFR 27
- various parts of 33 CFR, and
- OSHA.

As well as any industry standard that might apply:

- ABYC
- NFPA 302
- ASTM, etc.

This is because the beginning of 46 CFR Subchapter M, 46 CFR 136.172 Temporary compliance for existing towing vessel states “An existing towing vessel subject to this subchapter will remain subject to Coast Guard regulations applicable to the vessel on July 19, 2016 until either July 20, 2018 or the date the vessel obtains a COI, whichever date is earlier.”

However, with the advent of 46 CFR Subchapter M less than a year from now, a surveyor must begin preparing to survey to those standards. The question is when, and under what circumstances, should a surveyor make that transition.

46 CFR Subchapter M requires that:

- 1) After July 20, 2017, towing vessels whose keels are laid down or who have undergone major conversions (as defined in 46 CFR 136.110) must meet the requirements of 46 CFR Subchapter M and obtain a Certificate of Inspection (COI) from the USCG.
- 2) Beginning July 20, 2018, owners or managing operators of more than one existing towing vessel required to have a COI must ensure that their vessels are issued valid COIs in accordance with the following schedule:
 - a. By July 22, 2019, at least 25 percent of the towing vessels must have valid COIs on board;
 - b. By July 20, 2020, at least 50 percent of the towing vessels must have valid COIs on board;
 - c. By July 19, 2021, at least 75 percent of the towing vessels must have valid COIs on board; and
 - d. By July 19, 2022, 100 percent of the towing vessels must have valid COIs on board.

Owners or managing operators of only one existing towing vessel required to have a COI must ensure the vessel has a valid COI by July 20, 2020.

From the above phase-in schedule, a surveyor could survey some vessels to the current standards until 19 July 2018. However, at some point prior to that surveyors will need to decide to survey vessels to the standards of Subchapter M. That decision should be driven by:

- 1) The owner's or the buyer's requirements; the owner or buyer may want to know how much work needs to be done to the vessel to enable it to meet the requirements of 46 CFR Subchapter M in order to obtain a COI; and/or
- 2) The proximity of 19 July 2018; or
- 3) Other considerations peculiar to the vessel and/or its operations or route known to the surveyor.

The surveyor must discuss what standards to use with their client and receive their approval. Furthermore, as 20 July 2018 gets closer it is highly recommended that, if the vessel is not surveyed to the standards of 46 CFR Subchapter M, the survey report should include a disclaimer to that effect and, if appropriate, the reason.

It should be noted that one part of 46 CFR Subchapter M is already in effect and that should be a part of every survey. As of July 20, 2016, an existing towing vessel must comply with the watertight or weathertight requirements found in 46 CFR 144.105 Applicability and delayed implementation which states:

(a) An existing towing vessel must comply with § 144.320 starting July 20, 2016 and it must comply with the other applicable requirements in this part no later than either July 20, 2018 or the date the vessel obtains a Certificate of Inspection (COI), whichever date is earlier.

The reference 46 CFR 144.320 Watertight or weathertight integrity in the above states:

- (a) Each vessel fitted with installed bulwarks around the exterior of the main deck must have sufficient freeing ports or scuppers or a combination of freeing ports and scuppers to allow water to run off the deck quickly without adversely affecting the stability of the vessel.
- (b) Closure devices must be provided for deckhouse or hull penetrations, which open to the exterior of the vessel and which may allow water to enter the vessel. These devices must be suitable for the expected route.

With regards to OSHA, OSHA's requirements for uninspected towing vessels will remain in effect until July 20, 2018, or when the vessel obtains its COI, whichever date is earlier. Beginning July 20, 2018 or the date of the issuance of a COI for a towing vessel, whichever comes earlier, existing towing vessels covered by Subchapter M will be "inspected vessels" within the meaning of the memorandum of understanding between the Coast Guard and OSHA, and thus the working conditions of seamen on those vessels will not be covered by OSHA. Therefore, beginning on July 20, 2018, OSHA will remain in effect only on those towing vessels that remain uninspected vessels. It would appear then that even if the vessel is being surveyed to 46 CFR Sub M standards prior to 20 July 2018, OSHA standards should also be used and noted in the report.

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

Coast Guard to Start Issuing COIs Under Subchapter M TSMS Option

Posted by LT Amy Midgett, Tuesday, January 16, 2018

Submitted by the [Office of Commercial Vessel Compliance](#) (CG-CVC)

The Coast Guard will begin issuing Certificates of Inspection (COIs) to vessels using the Towing Safety Management System (TSMS) option to comply with 46 CFR Subchapter M.

To obtain a COI, the owner or managing operator of the towing vessel should follow the steps outlined in 46 CFR 136.210. The local Officer in Charge, Marine Inspection (OCMI) may, as resources permit, issue a COI based upon an onboard inspection or a valid Uninspected Towing Vessel (UTV) decal as provided in CG-CVC Policy Letter 17-01.

The Coast Guard is not yet issuing COIs to vessels choosing the Coast Guard inspection option in Subchapter M. An announcement will be made on Maritime Commons if the Coast Guard is ready to issue COIs before July 20, 2018. In the meantime, vessel owners and managing operators intending to utilize the Coast Guard inspection option may submit Form CG-3752, "Application for Inspection of U.S. Vessel," to the cognizant OCMI and begin to schedule inspections between July 20, 2018 and July 22, 2019. These inspections are for vessels required to receive a COI during year one of the phase-in period as outlined in 46 CFR 136.202. When scheduling an inspection under the Coast Guard option, please be prepared to offer a variety of dates and times the vessel may be available. An OCMI may have greater flexibility to accommodate a desired date if multiple vessels are scheduled for inspection in the same geographic region on the same day.

Owners and managing operators should be aware that it is their responsibility to ensure their towing

vessels comply with the provisions in 46 CFR Subchapter M as of July 20, 2018. Towing vessels may continue to operate without a COI after July 20, 2018 until the vessel's phase-in period has passed.

USCG - activating a vessel response plan

The US Coast Guard issued [guidance](#) regarding activating a vessel response plan (VRP) by a vessel master, actions expected of the Qualified Individual (QI), and how to obtain deviations for use of resources not identified in an approved VRP.

(1/23/18) [http://www.brymar-consulting.com/wp-content/uploads/Misc/Activating_a_VRP_180123.pdf].

Courtesy Bryant's Maritime Consulting

USCG - VRPs and Subchapter M

The US Coast Guard issued [guidance](#) regarding the impact of the new Subchapter M towing vessel regulations on vessel response plans (VRPs).

(1/23/18)

[http://www.brymar-consulting.com/wp-content/uploads/Misc/VRPs_%26_Subchapter_M_180123.pdf]. Courtesy Bryant's Maritime Consulting

HURRICANES FUEL INSURERS' COSTLIEST YEAR FOR WEATHER DISASTERS

Insurers experienced their costliest year for weather disasters in 2017, driven primarily by the losses caused by the hurricanes that devastated the United States and the Caribbean, according to a report published Wednesday by Impact Forecasting, Aon Benfield's catastrophe model development team.

Insured losses from natural disasters in 2017 were among the costliest ever incurred by the insurance industry, including payouts by private insurers and public entities such as the National Flood Insurance Program and the Risk Management Agency's Crop Insurance Program in the United States, according to the report. The \$134 billion in payouts was the second highest on the inflation-adjusted record, just behind the \$137 billion in insured losses in 2011.

In terms of insured losses resulting solely from weather disasters, 2017 slightly surpassed 2005 as the most expensive year ever recorded at \$132 billion for the industry, according to the report.

"It is worth noting that the insurance industry was well positioned to handle the cost of the 2017 disasters," the report said. "Global reinsurer capital was a record \$600 billion at the end of third quarter 2017."

About \$80 billion, or 60%, of global insurance payouts related to hurricanes Harvey, Maria and Irma, according to the report. Harvey caused the most insured losses of any event in 2017 at \$30 billion, followed by Maria at \$27 billion and Irma at \$23 billion. But the economic losses were far greater: about \$100 billion for Harvey, about \$65 billion for Maria and about \$55 billion for Irma.

"Given these tropical cyclone events, the severe weather (convective storm) peril was not the costliest peril for insurers for the first time since 2012," the report said. Severe weather, which references convective storms, has been the costliest peril for insurers for 13 of the prior 18 years.

Outside of the three hurricanes, the most significant insurance event was the outbreak of wildfires in northern California, which has cost insurers at least \$11 billion, according to the report. The economic cost of the wildfires, which destroyed more than 10,000 structures and killed at least 44 people, was pegged at \$13 billion.

"This was by far the costliest wildfire outbreak ever recorded for the industry," the report said. Overall, 2017 was the costliest year for insurers for wildfire perils, with \$14 billion in insured losses, according to the report.

The fifth costliest catastrophe event in 2017 was flooding in China in summer 2017, which caused only about \$300 million in insured losses, but \$7.5 billion in economic losses, according to the report. Sixty-three percent of insured catastrophe losses occurred in the continental United States, according to the report.

An event must meet at least one of the following criteria to be classified a natural disaster: economic loss of \$50 million, insured loss of \$25 million, 10 fatalities, 50 injuries or 2,000 homes or structures damaged or filed claims, according to the report. Based on these criteria, there were at least 330 individual natural disaster events in 2017, which was 20% greater than the 2000-2016 average of 275.

(Business Insurance, 1/23/2018) Courtesy AIMU Weekly Bulletin.

Autonomous vessels

More than 80% of seafarers see automation as a threat to jobs and almost 86% regard it as a threat to safety, a survey of almost 900 maritime professionals has revealed.

The preliminary findings of Nautilus Federation research into seafarers' views on "smart" shipping were

presented to the UK branch seminar by Nautilus director of communications Andrew Linington. He said the study had been carried out in an effort to ensure that the voice of maritime professionals is not overlooked as manufacturers push for the introduction of autonomous vessels.

The survey attracted more than 890 responses from a wide cross-section of maritime professionals in countries including the UK, the Netherlands, the United States, Denmark, Norway, Sweden, Australia and New Zealand. Around half the participants were masters and chief engineers, but there were also responses from all ranks of officers, superintendents, marine pilots, cadets, cooks, ABs and bosuns.

A large proportion of the respondents were serving in the off shore, cruise, ferry and containership sectors, but feedback also came from members in such diverse areas as windfarm support, superyachts, tugs, tankers and heavy lift ships. The survey showed that almost 83% of seafarers believe that commercially viable autonomous or remotely-controlled ships are not likely to be in service by 2020. If, or when, they do come in, members think that such vessels are most likely to be introduced on deep sea services.

While an overwhelming majority see automation as a threat to jobs, Mr Linington said the survey showed that there is no kneejerk opposition to the concept, and almost one-third believe that new technologies replacing seafarers could be beneficial for shipping and almost 20% consider it does offer the potential to improve safety.

More than 82% of respondents said they believed that technology, properly used, could improve the quality of work at sea. Positives could include a reduction in paperwork and administration, the alleviation of fatigue, enhanced watch keeping support and the elimination of dangerous and dirty jobs, for instance, by using drones to carry out tank surveys.

However, almost 80% said radical changes in seafarer training and certification are required to cope with the changing systems.

The skills seen as most essential for the new generation of seafarers are engineering, electro-technical, navigation and management. Many members said traditional expertise will continue to be required to deal with issues such as breakdowns, software problems, emergency response, and preventive and corrective maintenance.

There was almost a 50-50 split on whether the development of shore-based fleet operations centres is a good thing.

Almost 90% of respondents reckoned that owners will only introduce autonomous ships if they are cheaper than using seafarers.

But the drive to cut costs was seen as the most dominant factor behind the development of smart ships, followed by improved operational efficiency, improved safety and a shortage of competent crew.

One member described the industry's push for autonomous shipping as 'a case of the tail wagging the dog'. Members said they considered the five biggest obstacles to the introduction of crewless remotely-controlled ships to be cybersecurity, reliability of communications, legal and liability issues, software quality, and risk assessment and public acceptance.

Many members highlighted the challenges presented by unpredictable sea conditions and the need for on-the-spot decision-making in a dynamic environment. "One of the biggest recurring themes raised by respondents was the risk of equipment failure," Mr Linington told the meeting.

"Members said they were deeply concerned over the way in which unpredictable and complex chains of failure can occur on board and how simple problems like pump and pipe failures or fuel supply problems can quickly escalate into major emergencies without human intervention."

These issues were summed up by one member who stated: "Engineers work full days just doing routine and corrective maintenance."

The survey also showed that many seafarers are concerned about the reliability of the systems and equipment used for smart ships, as well as the vulnerability of GPS and satellite communications.

Almost two-thirds of respondents said maritime unions should resist automation. Just over 30% said this resistance should extend to all types of autonomous shipping, 72% said it should focus on unmanned remotely-controlled shipping and just 11% said it should target autonomous shipboard systems. One member commented: "We aren't Luddites. Technology to aid ship operation is fine; it's taking operational control out of human hands that poses the danger."

And another said unions need to embrace technology and get ahead of the curve. "Accept automation as a fact and get in front of the trend. Make the union the centrepiece of retraining members to operate these

modern fleets and become indispensable to the industry.” Courtesy Flashlight Mike Wall

European Maritime Safety Agency releases its 2016 report

The European Maritime Safety Agency (EMSA) has released its 2016 report based on the 3,145 casualties that occurred in that year. While the review concentrated on accidents in European waters especially the busy English Channel and the North Sea, it also includes events from EU-flagged ships anywhere in the world. Most accidents involved cargo ships (40%) followed by passenger vessels (20%). The most common type was loss of control followed by contact and collision. Where they were able to discern a root cause about 60 percent were due to human error. The report also looked at occupational incidents with slips, falls responsible for 40 percent of personal injuries.

Contributor’s Note: EMSA also reviewed the most recent 5 years of statistics and uncovered at least one interesting finding, namely that about one quarter of the involved 11,700 ships were in more than one casualty and about 10 percent were part of three or more.

The 139 page “Annual Overview of Marine Casualties and Incidents” dated November 13, 2017 can be downloaded at: <http://emsa.europa.eu/emsa-documents/latest/item/3156-annual-overview-of-marine-casualties-and-incident-2017.html>

Courtesy Barry Tarnef, NAMS-CMS, CHUBB NewsBlog

Books for Surveyors:

Marine Surveying and Consultancy An Introduction by Mike Wall, published Jan 2017 by the author. Cost US\$99 + P&P. ISBN: 978-616-429-228-4.

Marine Warranty Surveying An Introduction by Mike Wall, published Jan 2017 by the author. Cost US\$99 + P&P. ISBN: 978-616-429-215-4

'Running a Marine Survey Company' by Mike Wall, published by Petrosport.

Cost £75 plus p&p. Contact: www.petrosport.com or telephone +44 1295 814455.

Available from the author in Asia to reduce P&P costs.

'Report Writing for Marine Surveyors' by Mike Wall. Published by Petrosport Ltd. ISBN 978-0-9548097-7-5. Cost £75 plus p&p.

Contact: www.petrosport.com or telephone +44 1295 814455.

The role of the marine engineering superintendent' by Mike Wall, published by IMarEST.

Further info from: publications@imarest.org

U S Coast Guard Marine Safety Alerts

Numerous safety alerts are available on-line at <http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/Office-of-Investigations-Casualty-Analysis/Safety-Alerts/>

The most recent alert addresses fixed CO2 systems

The US Coast Guard issued a Safety Alert advising that the large CO2 cylinders in fixed fire extinguishing systems should be checked periodically to ensure that the cylinders have not rotated excessively so as to put strain on the hoses connecting the cylinders to the manifold. Such strain may prevent the system from operating properly. [Alert 13-17](#) (12/19/17)

Other recent alerts address such topics as Fixed CO2 fire extinguishing systems, Understanding Vessel Stability, Leaky Life Jackets, Confined Space Entry, etc.

USCG - Ship Structure Committee

The US Coast Guard issued a [bulletin](#) announcing that the Ship Structure Committee is soliciting research ideas for the 2018 project year. The four focus areas are: (1) structural lifetime extension; (2) Arctic construction, operations, technologies, and effects; (3) composite materials; and (4) SSC Follow-up Report. (1/9/18) [<http://mariners.coastguard.dodlive.mil/2018/01/09/1-9-2018-ship-structure-committee-soliciting-research-ideas-for-2018-project-year/>]. Courtesy Bryant’s Maritime Consulting

SWEDISH CLUB: HUMAN ERROR BIGGEST CAUSE OF AUXILIARY ENGINE DAMAGE

The majority of all damage to marine auxiliary engines takes place immediately after maintenance work with incorrect maintenance and wrongful repair the most common causes of damage. Poor lubrication oil management is also a major contributing factor to auxiliary engine break downs.

A key finding of an investigation by mutual insurer the Swedish Club is that 55% of auxiliary engines casualties occur within only 10% of the time between overhaul (TBO), corresponding to the first 1,000 hours

or so of operation after overhaul. In most cases, the damage occurs only a few hours after start up.

The report, Auxiliary Engine Damage, also finds that container vessels have a significantly higher claims frequency due to the larger number of auxiliary engines installed on these vessels. In addition, these engines have considerable output, leading to higher repair costs compared to other vessels.

The report has been created in response to Swedish Club members' concerns over damage to auxiliary engines – a significant segment of machinery claims, both in number and in cost. (Marine Log, 1/8/2018) Courtesy AIMU Weekly Bulletin

USCG - Foreign Passenger Vessel Examiner Course

The US Coast Guard posted a [bulletin](#) stating that the Cruise Ship National Center of Expertise (CSNCOE) Foreign Passenger Vessel Examiner Course will be offered three times during 2018, with the first course scheduled on 3-10 February. In addition to USCG personnel, stakeholders from the following industry segments are invited: cruise line representatives; ship officers; class society surveyors and managers; foreign flag administration representatives; other government agencies; and manufacturers. (1/17/18) [<http://mariners.coastguard.dodlive.mil/2018/01/17/1-17-2018-cruise-ship-national-center-of-expertise-foreign-passenger-vessel-examiner-course/>]. Courtesy Bryant's Maritime Consulting

UK - safety harness tethers on sailing yachts

The UK Marine Accident Investigation Branch (MAIB) issued a safety bulletin regarding use of safety harness tethers on sailing yachts. [Safety Bulletin 1/2018](#) (1/9/18) [https://assets.publishing.service.gov.uk/media/5a535cfe40f0b648c72358ff/SB1_2018.pdf]. Courtesy Bryant's Maritime Consulting

U.S. Coast Guard Safety Alert 10-17 regarding Carbon Monoxide Poisoning on an Uninspected Passenger Vessel by Tava Foret, Towing Vessel Inspection Bureau, 09/25/2017

Excerpt from U.S. Coast Guard Safety Alert 10-17

Recently along the Gulf Coast multiple passengers on board an uninspected passenger vessel (UPV) were hospitalized due to carbon monoxide (CO) poisoning. One of the persons had a 26% CO level (amount of CO bound to hemoglobin or red blood cells) in their blood stream. Additionally, it was discovered that one of the passengers became unconscious and the other four passengers experienced heavy fatigue and vomiting as a result of the CO exposure.

Coast Guard Marine Inspectors conducted an exam of the vessel and found it to be in compliance with the ventilation requirements set forth in 46 CFR Subchapter C as they pertain to UPVs. The Coast Guard team then requested that the master get underway in order to take readings with a personal four gas meter. While underway the meter indicated significantly high parts per million CO in the vessel's fishing area, the flying bridge, and interior cabin spaces. The team directed the master to cease all operations until the causal factors behind the hazardous condition could be addressed and corrected.

[Click here to download Safety Alert 10-17](#)

Marine Surveyors – Professional Liability Insurance

You have a right to expect that your insurance agent will be reliable and that your insurance policies will cover you sufficiently. If you are engaging your agent after an accident, to help justify a claim or prove the seaworthiness or otherwise of a vessel, you are depending on your agent to help you resolve a difficult situation and to help you recoup your losses and minimize financial damage.

Every survey, inspection or examination you undertake brings risks to your professional standing. Examples of the areas in which risk could result in problems include:

- Inaccurate description
- Wrongly described vessel, or the condition, specification or quantity of cargo
- Misdirected reporting
- Sending a report/advice to the wrong email address
- Expert witness issues
- Incorrect or incomplete advice leading to loss of a claim
- Inadequate advice
- Failure to provide the correct advice

Gallagher has teamed with ITIC to provide Professional indemnity insurance that addresses the specific

problems of the marine surveying profession and enables you to counter the potential impacts of the risks you face every time you provide your service.

Visit the link below to download the ITIC proposal form. To receive a quick quote, complete and return the proposal form to Kyle Wild, Area Senior Vice President - Arthur J. Gallagher & Co., at Kyle_Wild@ajg.com. For questions regarding the program you may call Kyle at 504 378-4614.

https://www.itic-insure.com/fileadmin/uploads/itic/Documents/marine%20surveyors%20proposal%20form_01.doc

A BRIEF HISTORY OF SHIPPING

Container shipping underpins the global economy, moving \$4 trillion of goods every year, from clothes and electronics to food and heavy machinery.

But how did we get here? It took one idea in the mid 20th-century to revolutionize the industry and ignite a spark in globalization that changed the world.

At times, it's been a rough sailing. The industry has faced criticism for too many ships in the water and from those who say it's responsible for around a quarter off the world's nitrogen oxide pollution.

This video details the history of container shipping through the centuries, how it revolutionized global trade, and where it's headed next.

<https://www.wsj.com/articles/a-brief-history-of-shipping-1516789500>

(The Wall Street Journal, 1/24/2018) Courtesy AIMU Weekly Bulletin.

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Poem of the month

courtesy Ted Crosby, Retired Member

THE RIVER PILOT SPEAKS

Oh, I'm tired of hearin' praises for these deep-sea-sailor men

With tugs to nurse'em into port and pull'em out again,

And all the wide blue ocean for to mis-maneuver in.

I'd like to see some salty off-shore hero of renown

A' navigatin' tule fog to Sacramento town

With unseen land ten feet away, starboard, port, and down.

When you're passin' out your tributes and encomiums galore

Don't overlook the river man whose oft-repeated chore

Consists of layin' courses by the echoes from the shore.

By James A. Quinby
The Street And The Sea

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Legal Stuff

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