



The NAMS Global eNews

Greg Gant, President
David Pereira, Vice President
Richard Falcinelli, Secretary
Matt Knoll, Treasurer
Steven P. Weiss, Immediate Past President
Phil Peterson, eNews Editor
Jennifer Yovan, Office Manager

The President's Corner

Howdy Y'All,

The National Conference in New Orleans is rapidly approaching. I'm looking forward to a fantastic conference and I'm excited to say that the early response has been terrific. Early registration was stronger than in years past and the numbers continue to grow. We expect a strong attendance, but it won't be same without YOU! There is still time to register if you have not done so already. Give the office a call or go online and register.

This will be my last conference as your National President. It has been my sincere honor to serve you in this position over the past 4 years. I'll hand the gavel to your new National President, David Pereira, at the Member's Meeting on Tuesday morning of the conference. As David takes the helm, Matt Knoll will move out of the treasurer's position to that of National Vice President. I'm pleased to advise that two members have indicated a willingness to take on the treasurer's position. The Board of Directors are reviewing their credentials and will make a final decision at the BOD meeting to be held on Sunday afternoon in conjunction with the national conference. All current NAMS members are invited to attend.

We continue to see the inappropriate use of the "NAMS" or "NAMSGlobal" logo or other references to our Association by non-members on their web sites and correspondence. If you run across this, let the National Office know. We will take action to protect the integrity of your NAMS certification.



**Gregon Gant,
President**

See you in New Orleans... *Laissez les bons temps rouler*

Gregon Gant

View From the Helm of The NAMSGlobal eNews

The Coronavirus is something most of us had not heard of at the time of the last newsletter, and now it is leading many headlines. There are several reprinted articles in the current issue of our eNews for your information. The State Department has also issued an Emergency Alert, which can be found here, and is worth reading :

<https://travel.state.gov/content/travel/en/traveladvisories/ea/novel-coronavirus-hubei-province--china.html>

Be safe out there.

Phil Peterson, NAMS-CMS
Editor, NAMSGlobal eNews

Applicants/Members Change in Status

Name	Applying For	Region	Sponsored By
Emerson Callanta	CMS	West Gulf	Felix Holder
James Thomas	CMS	South Pacific State	Billy Fox
Brandon Parrish	CMS	North Pacific State	Darin Miller
David O'Dougherty	CMS	New York	Stephen Murphy
New Member List:			
Matthew Pawlishen	CMS	New England	Dennis Layfield
Kuhrt Wieneke	CMS	North Pacific State	Richard Blomquist
Byran Vitrano	CMS	East Gulf	Robert Keister
William Grady Garrison	CMS	West Gulf	Jeffrey Millard
Basil Karatzas	CMS	New York	Steven Hale
Jonathan Wanliss	Associate	North Pacific State	Richard Blomquist
Curtis Naki	Associate	Central Pacific State	Nita Prigian
Thomas Fuller Jr.	Associate	West Gulf	Robert Hanson
Nicholas Salazar	Associate	West Gulf	Felix Holder
Kevin Wakefield	Associate	East Gulf	Robert Keister
Jay Sousa	Associate	New England	Neil Rosen
Adam Barras	Associate	East Gulf	James Stansbury
Vern Henley	Apprentice	North Pacific State	John Baird
Members Retired			
Dennis Layfield			
Kord Spielman			
Kenneth Diers			

Upcoming Educational Opportunities

* NAMSGlobal *

March 29 – 31, 2020, NAMSGlobal 58TH Annual National Marine Conference
Higgins Hotel, New Orleans

1000 Magazine St. New Orleans, LA 70130

Member Fees: Before February 10, 2020 \$545.00. After February 10, 2020 \$595.00

Non-Member Fees: Before February 10, 2020 \$595.00. After February 10, 2020 \$645.00

Group Room Block Space is limited and only available until Friday, February 19, 2020. Ask for the NAMS Room rate \$189.00 plus taxes. Single/Double standard room. Additional charges for upgrades.

Reservation can be made by following this link below or calling 1-855-271-3617.

Booking Link: <http://group.curriocollection.com/NAMSAnnualConference2020>

Spouse/Ladies Day Out Program March 30, 2019, Cost: \$170.00

Click Link for Details: [Spouse/Ladies Day Out Program](#)

Direct conference questions to NAMSGlobal at 281-480-6267

NAMS Northeast Regional Spring Meeting

April 2-3, 2020 Arundel, ME

<https://static1.squarespace.com/static/5d016cc9a9f2e7000120c33e/t/5e4d83816f9c0d3da003cc79/1582138246035/NAMS+NE+2020+Spring+meeting.pdf>

Bob Paine at 781.405.4991 or yachtsurveyor@comcast.net

Dexter Holiday II at 401.474.3752 or dahmarine@gmail.com

* INTERNATIONAL ASSOCIATION OF MARINE INVESTIGATORS *

No classes at this time

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

* INTERNATIONAL ASSOCIATION OF MARINE SURVEYING *

Marine Events & Conferences

<https://www.iims.org.uk/events/categories/whats-on/marine-events-conferences/>

* LLOYDS'S MARITIME ACADEMY *

A list of courses here:

<http://www.lloydsmaritimeacademy.com/filter>

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

AIMU has a number of distance learning programs, including webinars and e-learning:
<https://aimu.org/edprograms.html>

*** AMERICAN BOAT AND YACHT COUNCIL ***

ABYC's course listing:
https://abycinc.org/events/event_list.asp?

*** NORTHWEST SCHOOL OF WOODEN BOAT BUILDING ***

Week long class Corrosion class at this time, March 23 – 27, 2020:
<https://www.nswb.edu/systemsintensives/>

*** TOWING VESSEL INSPECTION BUREAU ***

Subchapter M and Drydock Class May 4-6, Channelview, TX, plus other locations at later dates
Go to TheTVIB.org "News & Events" then scroll down to "training" for updates.
<https://www.thetvib.org/category/tvib-training/>

*** SOCIETY OF ACCREDITED MARINE SURVEYORS ***

Mar. 11 & 12, 2020 North East Regional Meeting & Educational Seminar
Atlantic City, NJ
<https://www.marinesurvey.org/wp-content/uploads/2019/12/NORTHEAST-REGIONAL-MEETING-2020.pdf>

*** INDEPENDENT MARINE CONSULTANTS AND SURVEYORS***

Courses listing here:
<https://imcs-training.eu/>

*** AMERICAN SOCIETY OF APPRAISERS ***

Course listing here:
<https://www.appraisers.org/Education/national-asa-courses/eLearning>

NAMSWorthy Articles of Interest

OSHA REQUIREMENTS FOR MARINE CONSTRUCTION (Part 1 – Deck Barges)

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

The US Coast Guard has regulatory responsibility regarding safety aboard uninspected commercial vessels at all times. The Occupational Safety and Health Administration (OSHA) also has regulatory responsibility regarding safety aboard these vessels while they are in US waters (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)*). Due to this memorandum, surveying uninspected commercial vessels should be done using the required standards of the USCG, general OSHA (29 CFR 1910), and if the vessel has a crane, OSHA (29 CFR 1919).

Another area of OSHA that is applicable to un-inspected commercial vessels are the requirements of OSHA 29 CFR 1926 *Safety and Health Regulations for Construction*. Two areas of this regulation are applicable and should be known to marine surveyors when surveying uninspected commercial vessels being used for marine construction.

The two areas are 29 CFR 1026.605 *Marine operations and equipment* and 29 CFR 1926.1437 *Floating cranes/derricks and land cranes/derricks on barges*. I will cover 29 CFR 1026.605 *Marine operations and equipment* in this article and 29 CFR 1926.1437 *Floating cranes/derricks and land cranes/derricks on barges* in my next article.

29 CFR 1026.605 *Marine operations and equipment* has the following requirements:

(a) *Material handling operations.*

(1) Operations fitting the definition of “material handling” shall be performed in conformance with applicable requirements of part 1918, “Safety and Health Regulations for Longshoring” of this chapter. The term “longshoring operations” means the loading, unloading, moving, or handling of construction materials, equipment and supplies, etc. into, in, on, or out of any vessel from a fixed structure or shore-to-vessel, vessel-to-shore or fixed structure or vessel-to-vessel.

(b) *Access to barges.*

(1) Ramps for access of vehicles to or between barges shall be of adequate strength, provided with side boards, well maintained, and properly secured.

(2) Unless employees can step safely to or from the wharf, float, barge, or river towboat, either a ramp, meeting the requirements of paragraph (b)(1) of this section, or a safe walkway, shall be provided.

(3) Jacob's ladders shall be of the double rung or flat tread type. They shall be well maintained and properly secured.

(4) A Jacob's ladder shall either hang without slack from its lashings or be pulled up entirely.

(5) When the upper end of the means of access rests on or is flush with the top of the bulwark, substantial steps properly secured and equipped with at least one substantial hand rail approximately 33 inches in height, shall be provided between the top of the bulwark and the deck.

(6) Obstructions shall not be laid on or across the gangway.

(7) The means of access shall be adequately illuminated for its full length.

(8) Unless the structure makes it impossible, the means of access shall be so located that the load will not pass over employees.

(c) *Working surfaces of barges.*

(1) Employees shall not be permitted to walk along the sides of covered lighters or barges with coamings more than 5 feet high, unless there is a 3-foot clear walkway, or a grab rail, or a taut handline is provided.

(2) Decks and other working surfaces shall be maintained in a safe condition.

(3) Employees shall not be permitted to pass fore and aft, over, or around deckloads, unless there is a safe passage.

(4) Employees shall not be permitted to walk over deckloads from rail to coaming unless there is a safe passage. If it is necessary to stand at the outboard or inboard edge of the deckload where less than 24 inches of bulwark, rail, coaming, or other protection exists, all employees shall be provided with a suitable means of protection against falling from the deckload.

(d) *First-aid and lifesaving equipment.*

(1) Provisions for rendering first aid and medical assistance shall be in accordance with subpart D of this part.

(2) The employer shall ensure that there is in the vicinity of each barge in use at least one U.S. Coast Guard-approved 30-inch life ring with not less than 90 feet of line attached, and at least one portable or permanent ladder which will reach the top of the apron to the surface of the water.

If the above equipment is not available at the pier, the employer shall furnish it during the time that he is working the barge.

(3) Employees walking or working on the unguarded decks of barges shall be protected with U.S. Coast Guard-approved work vests or buoyant vests.

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.

SHIPPING'S SMALLER OPERATORS ARE MOST SUSCEPTIBLE TO THE CORONAVIRUS FINANCIAL IMPACT

This was supposed to be a year of recovery for the world's oceangoing shipping companies, with trading peace in major markets providing a new period of stability for cargo carriers. Maritime operators instead are facing their biggest challenge since the 2009 financial crisis. Many companies are struggling to stay afloat as the impact of the coronavirus outbreak sweeps across supply chains, slashing production in China and dealing a blow to global trade and the movement of goods from iron ore to consumer electronics.



Container shipping lines are idling vessels at a record pace this quarter and have slashed dozens of sailings on major trade lanes connecting Europe and North America to China, the world's biggest exporter of manufactured products and largest importer of raw commodities. Demand in China has been throttled by quarantines that have kept workers from returning to factories following the Lunar New Year. Ports are open but are backed up because trucks can't get to the cargo terminals as a result of virus-related transport restrictions.

"It's a big, expensive mess," said George Lazaridis, head of research at Athens-based Allied Shipbroking. "Ships still can't call on ports, there are no trucks to move products and owners can't send people to China to check on ship orders or repairs."

Although big operators like Denmark's A.P. Moeller-Maersk A/S and China's Cosco Shipping Holdings might absorb the financial toll by parking their ships, smaller companies that depend more fully on business with China have little room to hide. Those companies may have only a handful of ships, but they make up a critical piece of global trade, shuttling containers and commodities on regional trade lanes in the shadows of the big routes. Based in countries including India, Singapore, China, Thailand, Vietnam and Malaysia and the Philippines, these carriers ferry goods from secondary ports to the main gateways, connecting small markets to global trade. They have little cushion for a long slowdown, and their failure would hit a range of businesses that provide ships, fuel and other services to the operators.

The effects are being felt across the supply chain from ports to shipyards and even conferences as

shipping companies and their customers follow other businesses in pulling back travel. Adding to the financial hit for carriers is that ship operators are absorbing large new fuel costs that have come with a mandate that began this year to comply with tougher air pollution rules. “With big parts of the industry at a standstill because of the virus and the overall trade slowdown, it’s becoming difficult to pass on the fuel cost to cargo owners,” said an Asian owner of more than 15 small container vessels. (The Wall Street Journal, 2/27/2020)

MARKET PANIC OVER CORONAVIRUS ISN’T WARRANTED, SAYS ALLIANZ CEO

Markets are overreacting to the threat of the rapidly spreading coronavirus and the global economy will only see a short-term impact, said the head of Allianz SE, Europe’s biggest insurer. Chief Executive Officer Oliver Baete said the firm was more concerned about the safety of its clients than any impact to its business, in an interview with Bloomberg Television’s Anna Edwards in London. He compared the virus with a “strong flu,” saying it hadn’t yet become a pandemic. “There’s a lot of panic at that moment that’s not warranted,” said Baete. “Short-term economic activity will contract and it will have an impact on global GDP, but it’s not like the world will end tomorrow.”

Heightened fears surrounding coronavirus have roiled financial markets, with Asian stocks falling Wednesday after a rout on Wall Street. The U.S. Centers for Disease Control and Prevention warned Americans to prepare for a potential outbreak at home, while mounting cases across the Middle East, Europe and Asia sparked concern the outbreak is widening into a pandemic.

Allianz’s biggest potential risk would be from any bankruptcies in Europe spurred by the virus’s spread, due to its credit insurance coverage in the region, said Baete. While that business isn’t large in Asia, the firm has been cutting such exposure in China for the past two months, he said. (Bloomberg, 2/26/2020)



Oliver Baete
Chief Executive Officer

CATASTROPHE BOND PRICES SIGNAL CORONAVIRUS NEARING PANDEMIC STATUS

The World Health Organization says the coronavirus isn’t yet a global pandemic. Bonds that insure against just such a catastrophe say that it probably is. The bonds, sold in 2017 by the World Bank to raise money for poor countries in a global pandemic, are quoted as much as 40% below their face value following coronavirus outbreaks in countries such as Iran and Italy, according to investors who own the securities. The riskier of two tranches of the securities, amounting to \$95 million, would change hands for between 60 cents and 70 cents on the dollar, the investors said, asking not to be named because the information isn’t public. The safer \$225-million portion is marked at just under face value.



That's not the furthest they have fallen. During an outbreak of the Ebola virus - identified in the bond's terms as a "covered peril" - in the Democratic Republic of Congo last year, they reached levels as low as 40 cents. "The market's probably going to overreact in one way or another and I don't think we can trust the authorities to get it right either," said Mark Spitznagel, founder and chief investment officer of Miami-based hedge fund Universa Investments told Bloomberg TV's Erik Schatzker in an interview on Tuesday.

There is no exchange-based market for the notes and investors have to rely on the quotes offered by a handful of dealers. These prices reflect the probability of bondholders taking losses if Boston-based private company AIR Worldwide Corporation determines a

trigger event has occurred. A spokeswoman for the firm declined to comment on whether the bond is closer to being triggered.

The bonds are structured so that their principal, or face value, is written down following outbreaks of certain diseases named as covered perils. They were issued to raise funds for the World Bank's Pandemic Emergency Financing Facility, which sends money to developing countries that need help tackling these diseases. To date, the pandemic securities have not been triggered.

However, these bonds have faced criticism for the long list of terms that need to be met before investors take losses, ranging from the geographical spread of the disease to a positive growth rate of the infection.

Nevertheless, the bonds pay fat coupons to compensate holders for these risks, even if they are unlikely to occur. The riskier notes pay more than 11% over 6-month Libor. (Insurance Journal, 2/28/2020)

NTSB MARINE ACCIDENT BRIEF: COLLISION BETWEEN MISS DIXIE TOW AND D.& R. BONEY TOW

Executive Summary: At 1917 local time on February 13, 2019, the towing vessel Miss Dixie was transiting downbound with a crew of four and pushing five barges on the Lower Mississippi River near New Orleans, Louisiana, when it collided with the upbound towing vessel D.& R. Boney, which was pushing nine barges. Several barges broke loose from their tows and were subsequently gathered up by the crews of the towing vessels. No injuries or pollution were reported. The cost of damages to four barges was \$294,530.

Probable Cause: The National Transportation Safety Board determines that the probable cause of the collision between the tows of the towing vessels Miss Dixie and D.& R. Boney was the lack of an effective maintenance program aboard the Miss Dixie, resulting in excessive and undetected wear of the port clutch, which compromised the vessel's maneuverability. (NTSB Wire, 2/25/2020)

Three Incidents, Then the Miss Dixie was Scrapped

The National Transportation Safety Board (NTSB) has released a Marine Accident Brief about the February 13, 2019 loss of steering response and subsequent collision involving the towing



vessel *Miss Dixie*. The vessel was transiting downbound with a crew of four and pushing five barges on the Lower Mississippi River near New Orleans, Louisiana, when she collided with the upbound towing vessel *D. & R. Boney*, which was pushing nine barges. Several barges broke loose from their tows and were subsequently gathered up by the crews of the towing vessels. No injuries or pollution were reported. The cost of damages to four barges was \$294,530.

The NTSB determined that the probable cause of the collision was the lack of an effective maintenance program aboard the *Miss Dixie*, resulting in excessive and undetected wear of the port clutch, which compromised the vessel's maneuverability.

The vessel was acquired about six months before the accident. Prior to acquiring the vessel, both main engines were overhauled, but the owner did not know if this overhaul included the clutches. After the overhaul and before the purchase, the engines had been operated for 40 hours.

The *Miss Dixie* was involved in two other casualties in the weeks after the collision with the *D. & R. Boney* tow. 10 days later, while pushing three barges, the tow of the *Miss Dixie* struck a stationary barge near New Orleans. Two weeks later, the *Miss Dixie* experienced a crankcase explosion in the starboard engine, causing a fire in the engine room. After the fire was extinguished, the *Miss Dixie* was towed to shore. On March 3, 2019 she was removed from active service and subsequently scrapped. (The Maritime Executive, 2/25/20)

DEEPWATER HORIZON OIL SPILL IN 2010 WAS BIGGER THAN SATELLITE IMAGES SHOWED

Toxic and invisible oil spread well beyond the known satellite footprint of the 2010 Deepwater Horizon oil spill, according to a new study. Scientists at the University of Miami (UM) Rosenstiel school of Marine and Atmospheric Science say their findings reveal that a fraction of the spill was invisible to satellites, and yet toxic to marine wildlife. These new findings have important implications for environmental health during future oil spills, according to the researchers.

The UM Rosenstiel School-led research team combined oil-transport modeling techniques with remote sensing data and in-water sampling to provide a comprehensive look at the oil spill. "We found that there was a substantial fraction of oil invisible to satellites and aerial imaging," said the study's lead author Igal Berenshtein, a postdoctoral researcher at the UM Rosenstiel School. "The

spill was only visible to satellites above a certain oil concentration at the surface leaving a portion unaccounted for.”

On April 20, 2010, the Deepwater Horizon oil rig exploded, releasing 210 million gallons of crude oil into the Gulf of Mexico for a total of 87 days, making it the largest oil spill in U.S. history. Oil slicks from the blowout covered an estimated area of 57,000 square miles (149,000 square kilometers). These new findings, published in *Science Advances*, showed a much wider extent of the spill beyond the satellite footprint, reaching the West Florida shelf, the Texas shores, the Florida Keys and along the Gulf Stream towards the East Florida shelf.

“Our results change established perceptions about the consequences of oil spills by showing that toxic and invisible oil can extend beyond the satellite footprint at potentially lethal and sub-lethal concentrations to a wide range of wildlife in the Gulf of Mexico,” said Claire Paris, senior author of the study and professor of ocean sciences the UM Rosenstiel School. She said their work added a third dimension to what was previously seen as just surface slicks. “This additional dimension has been visualized with more realistic and accurate oil spill models developed with a team of chemical engineers and more efficient computing resources,” she said.

The new framework developed by the researchers can assist emergency managers and decision makers in better managing the impacts of future potential oil spills, said the authors. (*Insurance Journal*, 2/14/2020)

Towboat Flooding Caused by Pre-Existing Hull Fractures

The U.S. National Transportation Safety Board has released a Marine Accident Brief about the January 7, 2019, accident involving the towing vessel *Tom Bussler* which was transiting upbound on the Tennessee River near Calvert City, Kentucky when she began flooding and quickly sank in the channel. The vessel was built in 1968, and the probable cause of the flooding was the company’s lack of an effective hull maintenance and repair program which resulted in flooding into the bow voids and engine room through fractures in the hull. No pollution or injuries were reported. Damage to the vessel was estimated at \$297,368, and the vessel was scrapped.



M/V Tom Bussler

Both the captain and deckhand stated that the bow centerline void had a pre-existing crack slightly above the waterline. The vessel was equipped with two portable sump pumps: one was placed at the bow to dewater the forward voids, and a second pump was placed on the stern to dewater the aft voids. Three voids (centerline forward, port stern and starboard stern) were pumped out daily.

Based on the numerous cracks in the *Tom Bussler’s* hull found during the post-accident survey, and the documented reports from the crew of water leaking into voids, investigators attempted to determine how long the watertight integrity issues had existed and what actions, if any, had been taken to mitigate them. The vessel had last been

drydocked in January 2018, about a year before the accident. No hull repairs related to watertight integrity were scheduled or completed. Throughout 2018, multiple issues with the hull were reported by crewmembers. However, attempts to find the leaks were unsuccessful, and the reported issues were not resolved.

When the vessel was pushing a barge ahead, her bow was protected from the bow wave by the barge ahead, and the pre-existing fractures in the hull therefore remained above the effective waterline. However, at the time of the accident, the vessel was under way in light boat condition, without a barge to deflect water, and the bow therefore was subject to the water build up as it moved through the river(The Maritime Executive, 2/22/20)

Legal Stuff

Disclaimer

1. The opinions, beliefs and viewpoints expressed by the various authors and / or other content providers published in the National Association of Marine Surveyors, Inc. (NAMS aka NAMSGlobal) eNews do not necessarily reflect the opinions, beliefs and viewpoints of this Association or its officers and directors, or the official policies of the Association.

Copyright Statement

1. The author of each and every article published in this eNews owns his or her own words.

NAMS eNews March 2020

2. The articles reprinted in this eNews may NOT be redistributed in any other media without the express consent of the original source.

Submissions Policy

An article may be submitted for possible publication in this eNews in the following manner.

1. Send an email message to office@namsglobal.org describing the submission you would like to publish
2. Each submission must be confined to one topic and must be less than 300 words in length.
3. If the editor responds by expressing interest in your submission, save your submission in Rich Text Format (.rtf) and send it as an email attachment to petersonmarinesurvey@gmail.com. Be sure to include your full name, contact information, (address, telephone number, and email address- to be used only by the editors) and a short bio in the body of the email.
4. Submissions are published in this eNews only on the condition that the author agrees to all terms of the Disclaimer, Copyright Statement, and Submissions Policy as outlined above.
5. Unsolicited submissions will not be considered for publishing and will not be returned.