



The NAMS Global eNews

December, 2020

David Pereira, President
Matthew Knoll, Vice-President
Richard Falcinelli, Secretary
Ave Boudreaux, Treasurer
Gregon Gant, Immediate Past President
Jennifer Yovan, Office Manager
Phil Peterson, eNews Editor

The President's Corner

Members,

I hope this letter finds you, your families, friends, and colleagues in good health. We are rapidly drawing the curtain on the year 2020, one that has challenged all of us both personally and professionally. Along with COVID 19, we had a record number of hurricanes that went late into the year. I feel like we can rest easy on hurricanes until next spring but let's not let our guard down on the virus the rest of this year and into early 2021 as I am sure that we will see more of the same social challenges during this period. It is very encouraging to know that doses of the vaccine are now being administered on a limited basis in the U.S., with more coming available to people each week. It is my opinion that following CDC guidelines with regard to social distancing, hygiene, and facial coverings during the next few months is as important as getting the vaccine out to the public. My personal choice will be to get vaccinated as soon as it is available to me. Responsible behavior starts with each one of us. Let's not let our guard down now.



Jennifer Yovan continues to work efficiently from home to maintain the NAMS home office in Houston.

We had two productive meetings this fall, a Regional Vice Presidents Meeting and a Board of Directors Meeting. I thought both went well. There were some heated exchanges, but I am happy to say that all were very respectful, and some good things came out of it all to the betterment of the organization and our members. Some of the proposals and changes made dealt with best practices for report writing, mentoring, annual internal review of reports of Apprentices and Associates by their sponsor(s), and online testing, to name a few. You can discuss these further with your Regional Vice President or any member of The Board.

We are still optimistic that we will be able to meet in person for the National Conference in March 2021. I feel that it is very important for us to gather and get some face time if at all possible. We will follow all recommendations and guidelines to assure that we can meet safely. Stay tuned over the next 30 days for more information.

On behalf of The Board, I wish each of you a Joyous Holiday Season and a Prosperous New Year!

Best regards,

David Pereira
President

Crossed The Bar

Ted Crosby, AMIM, NAMS-CMS

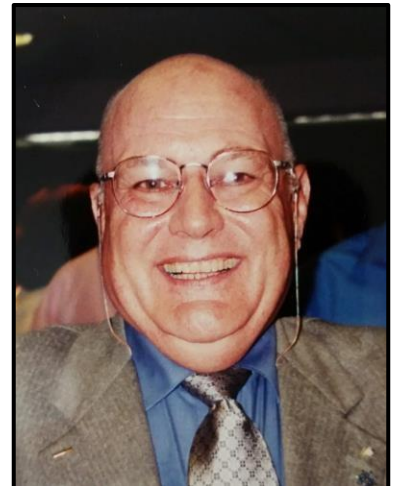
Crosby Marine Services

Plantation, Florida

February 18, 1943 to September 14, 2019

Ted's father [John Theodore Crosby] was a U.S. Navy pilot during WWII. He became an ACE while serving in the Pacific. Ted attended college on a U.S. Navy scholarship.

He was a staff surveyor for CIGNA and later ACE insurance before being an independent surveyor. He joined the Fort Lauderdale Mariners Club the year it was formed and was a member for thirty years. He served on the Marine Insurance Seminar Committee for over twenty-five years. He contributed to the success of the Marine Insurance Seminar as master of ceremonies, working with the speakers on their topics and CV, and was a speaker at the seminar. He also contributed by suggesting potential topics to be discussed as well as suggesting speakers for the topics. He also edited and proofed our seminar book of speaker's biographies and talks. As an experienced surveyor he assisted the company underwriters to understand the role of a surveyor. He also worked with the underwriters and marine adjusters on how to read surveying reports to assist them in reaching a decision as whether they should insure the vessel, boatyard or marina. Ted was very knowledgeable, and was often asked to be an expert witness, and litigation consultant for admiralty attorneys in south Florida.



Ted also contributed his time to cook at the club picnics over the years.

Ted always had a story to tell about his surveying experiences. A Lloyds underwriter may consider his personality a bit "prickly"! He was always direct and you knew where you stood with Ted. In today's business environment to many are prone to dance around difficult topics, this was never the case with Ted. He had a good sense of humor and a sharp wit.

Ted was honored as Mariner of the Year in 2015.

Byron Albert Polly, NAMS-AS

Campbell River, British Columbia

1957-2020

Bryon Albert Polly passed away peacefully at home on June 17, 2020 at the age of 63. He was recently diagnosed with cancer.

Survived by Nicky Luck, his loving wife of 29 years and a large, loving extended family of sister and brother in-laws and nieces and nephews. He is also survived by long-time friends Rob and Kelly, Red and Jo, Francis and Mona, Jan and Bill and many old marine business and school friends and long time neighbours.

Bryon was born in Esquimalt, Victoria in 1957. His father was in the navy and Bryon grew up crawling thru ships that his father had served on. His family had a cabin at Kemp Lake in Sooke and summers were spent there building the cabin and sailing on 8 ft Sabot that he built with his father.

Bryon also built and flew many radio controlled planes, and his love and collection of old antique engines extended to friends made across the border. He was actively involved in the marine industry for 45 years.

In 1971 he started as a shipyard shop-boy in Esquimalt and moved to Campbell River with his wife in 1992 and continued thru his life to work and own his own businesses as a marine mechanic and for the last 15 years as a marine surveyor. He also owned and operated an ex-military rescue boat as a Charter in his younger days. He loved to talk to his customers about boats and was proud to be accepted to the National Association Marine Surveyors as an associate member. In Bryon's words "I can honestly say I look forward to working everyday" were very true. Bryon loved his family and his life in Campbell River and he will be deeply missed.

His favourite saying, when asked how he was doing was a two thumbs up and "just jiggy".

Captain Joseph W. Rodgers, NAMS-CMS

Santa Cruz, California

1952 - 2020

Under a full moon on October 31st, Captain Joseph W. Rodgers left these shores. He was 68.

Born in Los Angeles, Joseph grew up sailing on his parent's John Hanna designed Tahiti Ketch which fostered his life-long love of gaff rigged wooden sail boats. He attended Dominican College. He moved to Santa Cruz in 1976 to convert a Norwegian double ended whale boat, but at the time came to understand that there are boat builders and there are sailors, and Joseph was a sailor.

He was Harbor Master at Moss Landing before taking a job in St. Thomas USVI as an apprentice marine surveyor for Geary International chartered surveyors



Admiralty and Maritime, appointed to the underwriters at Lloyds of London. Surveying boats from all over the world, Joseph learned his craft in the warm waters of the Caribbean Sea. He returned to California to start his own affiliated business Rodgers and Associates Marine Surveyors. Joseph was known for his steadfast integrity, and keenly detailed reports relied upon by major domestic and international banks and insurance companies. He represented the American and London Institute of Marine Underwriters, government agencies and brokers. Joseph's experience and knowledge as a marine surveyor was unequalled and his positive attitude and professionalism commanded the respect of his peers. His high standards of ethical and professional conduct and outstanding expertise in the maritime field will never be forgotten.

He was a prince of a man, who loved the sea. He studied California history and was knowledgeable about the ships and tragic wrecks along her coast. He collected some fifty ship models and a trove of nautical antiques. Since his childhood he was fascinated by Junks and Sampan. Joseph was a romantic with an appreciation for classics and sailed in many Master Mariner's regattas in San Francisco Bay. Later in his life, his broad and varied skills enabled him to salvage and restore dozens of boats including his beloved 30' Dutch built Trintella, "Tessa." He was a natural teacher, and as an ASA certified sailing and navigation instructor, shared his passion and respect for the sea to able and disabled sailors alike. He taught for many years through Pacific Yachting and Sailing in Santa Cruz. He also taught numerous courses through Cabrillo College on "how to buy and how to sell boats" and taught navigation as a way to illustrate how to set goals in life. Captain Rodgers was an associate member of the Society of Naval Architects and Marine Engineers, certified member of American Society of Appraisers, and a member and officer of the West Coast National Association of Marine Surveyors. He was certified in cargo inspection, was a maritime arbitrator and appeared as an expert witness in court.

Joseph held his 100-ton masters license and served as captain for numerous vessels including Oceanographic Research Vessels, Pt. Sur, and Inland Seas. He ran dive boat charters on the 50' Vision and Cypress Sea, and was a regular captain of forty-nine passenger Chardonnay II. He served as a private captain for several yachts including the Monk designed 98' Spear Sea. He was a skipper and crewmember for yacht deliveries to Alaska, Florida, Mexico, Hawaii, Tonga, Fiji, New Zealand and from Thailand to the Maldives across the Indian Ocean through the horn of Africa and up the Red Sea to the Mediterranean. He joined a tall ship on passage from Germany to St. Petersburg. He was renowned for the sailing stories he told of every adventure, even out to mile buoy.

Joseph made jewelry and was a life-long musician who played classical and jazz flute to the delight of all who listened. A fantastic chef on and off the water, he and his loving wife Hedi created a special magic in their home for the many gatherings and music nights attended by friends and family. They relished the simple pleasures of life and had many romantic adventures to France, Germany, Austria, Russia, Mexico and the Canary Islands. Joseph will be remembered for his engaging storytelling, his handsome good looks, charming ways, and disarming smile. He loved animals, with a special affinity for birds, but was adopted by a loyal feral cat he named Charlie Parker. Joseph could be a rascal, renowned for his quick wit and warm humor which brightened the spirits of all who knew him. He had a full and busy life but always made time to help others, to offer advice, and to listen. With courage, tenacity and resilience he held fast to life for five years after a stage four cancer diagnosis. He was cared for by dedicated health professionals at Central Coast Oncology, Stanford Hospital, Dignity Health, the Palliative Care Department of Hospice Santa Cruz, Bonita Springs Home Care, his wife Hedi, sister Sally-Christine, and lovingly supported by family, friends and neighbors. Captain Joseph reminded everyone he knew to keep smiling, and to sail on. His fortitude was inspiring, and his gentle spirit will be missed.

Joseph was predeceased by his father J.W. Rodgers Jr. mother Frances McCann. He is survived by his cherished wife Hedi, his adoring sisters Frances Rogers, Cynthia Rodgers, Sally-Christine Rodgers and brothers in law David Gardiner and Randy Repass, nieces Captain Lisa Cole and Alicia Warren, nephews Michael Nichols, D. Christopher Rogers, Bow Rogers and Kent-Harris Repass and grand-nieces and nephew Hazel, Helaina, Sasha, Ava and Elliot. Donations may be made to Native Animal Rescue of Santa Cruz where Joseph volunteered.

Applicants/Members Change in Status

No changes to report.

Upcoming Educational Opportunities

*** NATIONAL ASSOCIATION OF MARINE SURVEYORS**

"The NAMS National Conference is still scheduled for March 28-30, 2021 at the Higgins Hotel in New Orleans, LA. We look forward to seeing you there. Please be on the lookout for additional information and registration links very soon." - Matt Knoll, NAMS-CMS, Vice President,

NAMSGlobal 58th Annual National Conference

Mar. 28 – Mar. 30, 2021

Higgins Hotel and Conference Center

<https://www.namsglobal.org/calendar/2021/3-28-31-58th-annual-national-conference>

*** INTERNATIONAL ASSOCIATION OF MARINE INVESTIGATORS ***

IAMI's 31st Annual Training Seminar

Feb. 21 – 24. 2021, Orlando, FL

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

*** INTERNATIONAL INSTITUTE OF MARINE SURVEYING ***

Online Seminars

<https://www.iims.org.uk/education/online-seminars/>

The International Institute of Marine Surveying (IIMS) also publishes a series of self help handy guides, written by acknowledged experts in their field, under the series title 'What a marine surveyor needs to know about'.

The paperback guides are available in a compact and handy A5 size. The series continues to grow and further titles will be published at occasional intervals covering a variety of topics. Click the images below of your choice for a more detailed description of the content of each handy guide.

Typically the guides are published at various price points between £20 and £35. The publications are currently only available directly from IIMS in paperback or in the slightly cheaper, downloadable [eBook pdf format](#).

IIMS Handy Guides:

<https://www.iims.org.uk/education/buy-iims-handy-guides/>

*** LLOYDS'S MARITIME ACADEMY ***

A list of online Distance Learning courses here:

<https://www.lloydsmaritimeacademy.com/page/Distance-Learning>

*** 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 classes have tentatively been postponed due to Covid-19:

<https://www.nswb.edu/systemsintensives/>

*** TOWING VESSEL INSPECTION BUREAU ***

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 ***

Educational Courses, Seminars & Meetings for Marine Surveyors:

<https://www.marinesurvey.org/education/>

* INDEPENDENT MARINE CONSULTANTS AND SURVEYORS*

Courses listing here:

<https://imcs-training.eu/>

* AMERICAN SOCIETY OF APPRAISERS *

ASA is now offering eLearning classes, including the USPAP 7 hour refresher. The 15 hour introductory course was expected to be available by August, 2020:

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

ASA Course listing here:

<https://www.appraisers.org/Education/national-asa-courses/national-class-schedule>

NAMSWorthy Articles of Interest

NAMSGlobal EDUCATION COMMITTEE

John Baird, NAMS-CMS

Greeting fellow NAMS surveyors. I want to introduce myself as the new NAMS education committee chairman and bring you up to speed regarding your education committee. After being asked by NAMS president David Pereira to head up education committee, I reached out to Mr. Lloyd Griffin NAMS-CMS and Mr. Kuhrt Wieneke NAMS-CMS to join the committee.

We on the committee agree that it is in the best interest of NAMS to build up our technical and reference library by calling for technical papers, videos, and other documents to create a source of information for NAMS members second to none. Speaking of which, Kuhrt Wieneke has suggested, that in the new age of Zoom meetings, it would be beneficial to record video presentations and make them available for reference and potentially CE credits. Additionally, we need to reach out to senior NAMS surveyors for their wisdom that has made NAMS marine surveyors the best in the industry.

So, at the end of the day, the NAMS Education Committee calls on all NAMS members to take this cause seriously and forward papers, references, video/audio presentations, and bits of wisdom to our office for inclusion in our reference library.

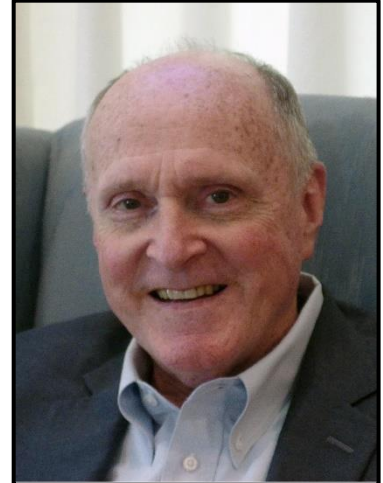
In the meantime, I always encourage apprentices and new marine surveyors build up a library of reference materials. Besides a good maritime dictionary next to your computer, one of my best sources of information is Francis LaQue's *MARINE CORROSION* (1975 Wiley-Interscience Publication)... it is hard to find, a perhaps a touch pricey, but it deals with the dark science of marine corrosion better than anyone else. For those interested in H&M surveying Kuhrt suggests *REPORT WRITING FOR MARINE SURVEYORS* by Mike Wall. For great information on thru-hulls and other sea-connections Lloyd recommends <https://marinehowto.com/seacock-thru-hull-primer/>

OSHA STANDARDS QUIZ #1: FIXED LADDERS

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 these vessels should be done using the required standards of the USCG, OSHA (29 CFR 1910), and if the vessel has a crane, OSHA (29 CFR 1919). To survey a vessel to OSHA Standards requires training in these standards.

Just how well do you know the OSHA standards you should be surveying uninspected commercial vessels to?



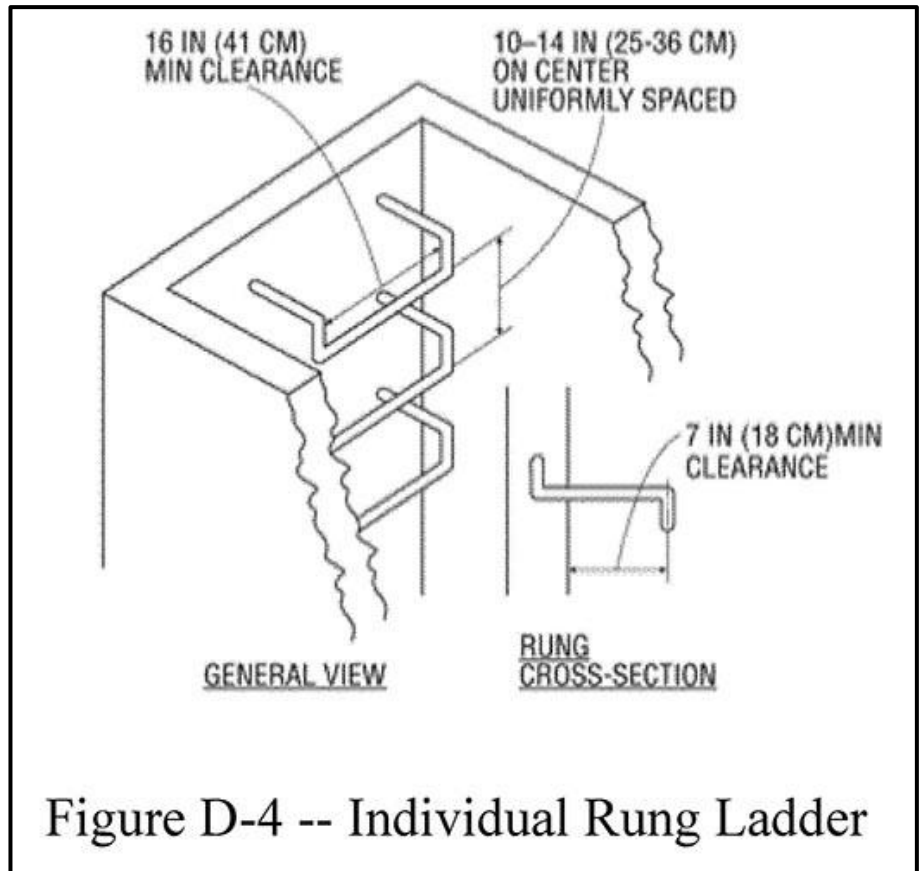
Capt. Joe Derie, NAMS-CMS



QUESTION: Does the ladder above which goes into a compartment on an uninspected deck barge meet OSHA standards? How would you cite this on your report?

ANSWER: The ladder does not meet OSHA standards and should be cited in your report as a deficiency that should be rectified immediately. The appropriate section to cite is OSHA 29 CFR 1910.23 (d)(10) *Fixed Ladders*, which states: "Individual-rung ladders are constructed to prevent the employee's feet from sliding off the ends of the rungs (see Figure D-4 of this section);".

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



Remembering the 20th Anniversary of the USS Cole Attack

BY [THE MARITIME EXECUTIVE](#) 10-11-2020 04:25:42

Monday, October 12 marks the 20th anniversary of the terrorist attack on the U.S. Navy guided-missile destroyer USS Cole (DDG 67) while she was refueling in Aden, Yemen.

At 1118 hours, October 12, 2000, a suicide attacker in a small boat carried an explosive charge up to Cole's port side. The blast claimed the lives of 17 sailors and injured another 37, and it tore a 40-by-60 foot hole in the ship's hull. Over the next 96 hours, the survivors fought flooding to prevent further loss of life and save their severely-damaged ship. They succeeded, and the vessel was shipped back to the United States aboard a heavy-lift ship for repairs. She remains in service today.



USS Cole departing Aden after the attack (USN)

"Twenty years later, it is important to recognize how these acts of bravery and heroism were nothing short of extraordinary. Immediately following the blast and uncertain of the possibility of

further explosions, Cole Sailors courageously ran to the scene and rescued severely injured and trapped shipmates, saving them from further injury and probable death," said Chief of Naval Operations Adm. Mike Gilday in an address to the fleet. "The example set by the Cole sailors is clear: a well-trained crew, even after a devastating blow, can rise to the occasion and save their ship."



USS Cole returns to the U.S. for repairs after the attack in Yemen (USN)

Gilday called on all Navy servicemembers to hold a moment of silence on Monday in remembrance of the 17 crewmembers who died aboard USS *Cole*.

After the attack, Yemeni investigators arrested and convicted five suspects, Fahd al-Quso, Jamal al-Badawi, Maamoun Msouh, Ali Mohamed Saleh and Murad al-Sirouri, describing them as members of terrorist group Al Qaeda. An additional suspect, Abd al Rahim al-Nashiri, was captured by U.S. forces and transferred to Guantanamo Bay, Cuba, where he remains today. Though al-Nashiri denied affiliation with Al Qaeda, the attack was hailed as a success by (then-living) Al Qaeda leader Osama bin Laden.

on charges that he had helped plan the USS *Cole* attack. Like al-Nashiri, bin Attash is still in confinement at Guantanamo Bay.

In 2003, Pakistani forces arrested Saudi national and Al Qaeda member Walid bin Attash

Heroic namesake

USS *Cole* is named after Marine Corps Sgt. Darrell Samuel Cole, who died in action during the assault on Iwo Jima. On Feb. 19, 1945, Sgt. Cole led his machine gun section ashore in the assault on Iwo Jima's beaches. One of his squads had hardly reached dry land before their advance was halted by fire from two enemy positions. Cole crawled forward and wiped out the two positions with hand grenades.

Cole's unit continued the advance until they were again halted by fire from three Japanese pillboxes. One of Cole's machine guns eliminated one position, then jammed. Armed only with a pistol and one hand grenade, Cole made a one-man attack against the two remaining positions. Twice he returned to his own lines for additional grenades, and he continued until he destroyed both Japanese strong points. While returning to his own squad, he was killed by an enemy grenade. Sgt. Cole was posthumously awarded the Medal of Honor. *(thanks to Childs Dunbar for forwarding this article)*

ONE APUS STACK COLLAPSE LOSSES EXPECTED TO TOP \$200 MILLION

Shippers and forwarders with shipments on board the ONE Apus have been warned to expect General Average to be declared on the casualty.

The 14,000 teu vessel suffered a massive container stack collapse en route to Long Beach after encountering heavy weather near Hawaii on 30 November. The carrier confirmed that 1,816 boxes in total had lost overboard, including 64 dangerous goods (DG) boxes, abandoned its original

route and returned to Japan, berthing at Kobe on Tuesday.

Marine claims consultancy WK Webster, which has a team of surveyors at Kobe and has undertaken an initial inspection using drones, said the early indications were that thousands of containers had been damaged, beyond the boxes lost overboard, with total losses expected to amount to millions of dollars.

“With 1,816 containers lost overboard and what looks to be thousands more collapsed throughout the deck, the total cargo/container losses arising out of this casualty will of course be very substantial. We anticipate that cargo losses, on the basis of average containerized cargo values, may reach \$200m or more,” it added.

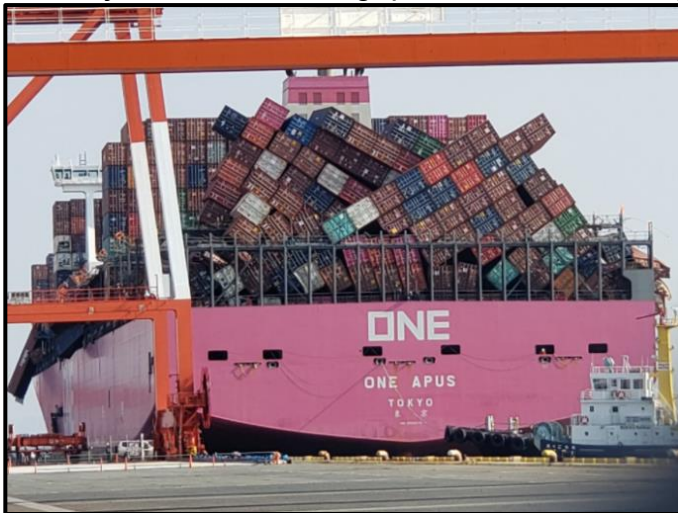


ONE Apus approaching Kobe

The firm said it was still waiting for the carrier to release the vessel’s container stow bay plans, “which will assist greatly in identifying the impact of this incident to individual cargo interests”. It added: “General Average has still not been declared, although we continue to believe that this is a likely eventuality. If General Average is declared, GA securities will be required from all surviving cargo interests on board.”

And it warned shippers and forwarders eager for the release of their cargo that they may be in for a long wait, as the location of the casualty as well as its deployment on a THE Alliance service meant it was subject to a variety of jurisdictions.

“In terms of liability, the issues involved in this casualty will be both complicated and span several jurisdictions – Singapore, the US and Japan being notable examples. “Cargo affected by this incident will be being carried by a range of different contractual ocean carriers and freight forwarders, and each will be subject to differing contractual terms, including, importantly, in relation to the law and jurisdiction applicable to claims.



ONE Apus after arrival in Kobe

“The extent to which the carriers’ liability is established will of course depend on a large number of factors, all of which will be closely investigated and evaluated,” it said.

The note further explained that total losses may well also exceed the applicable vessel limitation figure, which is usually “established by reference to the tonnage of the vessel pursuant to international conventions, but possibly also by reference to the vessel’s value”.

“While the ONE Apus is a very new vessel and with a very high value, we anticipate that vessel limitation will be a relevant factor and a key issue moving forward,” WK Webster said. (The Loadstar, 12/11/2020)

New drone footage shows ONE Apus loss could be worse than feared

New analysis of drone video footage of the *ONE Apus* container vessel, which suffered a dramatic stack collapse on 30 November in the Pacific, has revealed that as much as 4,500 teu could be lost or damaged.

The 14,000 teu vessel suffered a massive container stack collapse en route to Long Beach after encountering heavy weather near Hawaii. The carrier confirmed that 1,816 containers had been lost overboard, including 64 dangerous goods (DG) boxes. It abandoned its route and returned to Japan, berthing at Kobe last week.

Marine claims consultant WK Webster, which has a team of surveyors at Kobe and commissioned the drone operation, told *The Loadstar* the footage – which, courtesy of WK Webster *Loadstar* readers can access via this link: <https://www.wkwebster.com/>, shows well over 2,000 containers, the vast majority of which are 40fts, have either been lost or destroyed.

“It can be seen [from the drone footage] that there are 22 bays on deck, of which 16 have collapsed to both port and starboard, leaving only six fully or partially intact,” said Michael Hird, director of cargo casualty management at WK Webster.

“With 20 rows of containers per bay, and with stack heights of between six and eight containers, we anticipate that approximately 2,250 containers have been lost or damaged.

“It will also be noted that the vast majority appear to be 40ft units and, therefore, equivalent to approximately 4,500 teu,” he said, adding that that figure would include the 1,816 units already reported by ONE.

“That would leave just over 400 collapsed on deck – except that the photos look like there are more than that on deck. So I suspect the numbers may change a little as the vessel sorts through the debris during the discharge operations,” he said.

He added that around 18 containers were understood to have been unloaded so far, while WK Webster’s latest casualty update notes that the full discharge operation is likely to run well into January.

“The task of removing containers from the deck of the *ONE Apus* has begun, after permission was granted by the Japanese coastguard on Friday. ONE has reported that the removal operation is likely to take over a month, although our assessment is that this may be optimistic,” it says.

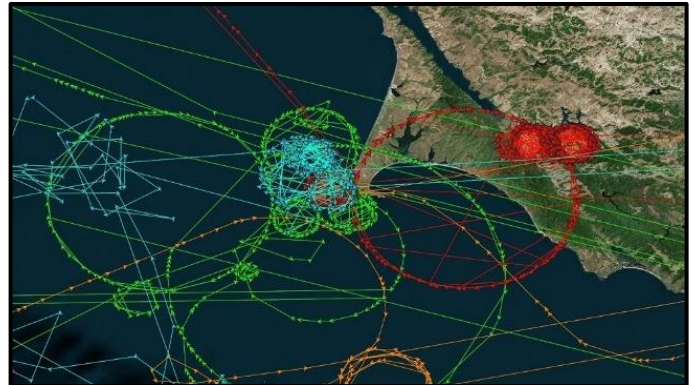
The vessel was one of 18 ships of 14,000 teu deployed on THE Alliance’s FP2 weekly North Europe-Asia-North America pendulum service. According to liner database [eeSea](#), while ONE and Yang Ming are the vessel providers, the largest slot capacity share is given over to Hapag-Lloyd, which controls 40% of the service’s slots. (W K Webster website homepage at: <https://www.wkwebster.com/>)

U.S. DOT, MARAD Convene Panel on GPS Jamming and Spoofing

“How to Steal a Ship” will be one of the presentations at a U.S. Department of Transportation [workshop](#) on the 3rd of December. The event will feature speakers from Maersk, the U.S. Coast Guard, MARAD, and the department’s Research and Technology arm, among others.

Jamming, blocking signals, and spoofing - sending false signals to make a receiver report it is in a false location - have been increasing concerns for maritime operators over the last five years. A study by the German research institute DLR found interference on GPS frequencies during every phase of a year-long voyage between Europe, the Far East and back. In 2019, the U.S. Coast Guard brought interference with GPS signals as an “urgent issue” to the International Maritime Organization.

While certainly a concern for ship operators, interference with GPS has also become a problem for every part of the maritime supply chain including rail, trucking, and port cargo handling. Criminals regularly use GPS jamming to disable tracking devices when hijacking trucks, stealing cargo, and shipping stolen vehicles in containers. Port operations around the nation are periodically interrupted when truckers, wanting to defeat fleet tracking systems, bring GPS jammers into a port area. Unfortunately, a lack of monitoring systems and commercial concerns mean that reports of these kinds of incidents are difficult to detect and usually not publicly available.



Spoofted AIS signal tracks off (and on) the coast of California (illustration courtesy Skytruth)

Much more obvious is interference with shipboard receivers. Shipboard Automatic Identification Systems (AIS) broadcast GPS-based location information nearly continuously. AIS signals are picked up by coastal and satellite-based sensors, and much of this information is publicly available or can be easily accessed.

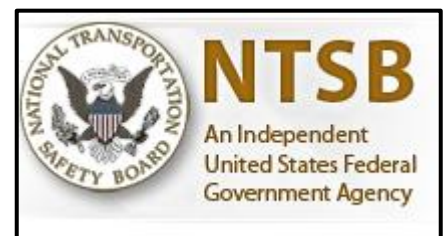
In 2017, The Maritime Executive reported on the Resilient Navigation and Timing Foundation’s discovery of a pattern of [GPS spoofing in the Black Sea](#). Hundreds of ships were reporting their locations as the middle of Russian airports. A subsequent study by the non-profit C4ADS found almost 3,000 ships impacted over a two-year period.

Ships at Chinese ports often find their GPS receivers [showing locations](#) hundreds of meters ashore and circling government buildings. This spoofing technique seems to have become available on the dark market and has been seen elsewhere. The non-profit Skytruth has documented ships in widely dispersed parts of the globe reporting they are off of northern California and [sailing in circles](#). (The Maritime Executive 11-23-2020)

NTSB Report Contains Maritime Lessons Learned in 2019

WASHINGTON (Dec. 10, 2020) – The [National Transportation Safety Board](#) Thursday released a [report](#) that gathers the most important lessons learned from marine accident investigations completed during calendar year 2019.

The [Safer Seas Digest 2019](#) details the lessons learned from 30 maritime tragedies such as the loss of 17 passengers and crew aboard the amphibious vessel Stretch Duck 7 and the 10 sailors serving aboard the USS John S McCain when it collided with the tanker Alnic MC.



“We investigate accidents not to document what happened, but to understand why and how, so that we might prevent similar accidents from happening,” said NTSB Chairman Robert L. Sumwalt. “The Safer Seas Digest distills the most important lessons from each tragedy so mariners can use the information to save lives.”

In his forward to the 2019 edition of Safer Seas Digest, Sumwalt said it is up to the marine industry and its regulators in the U.S. Coast Guard to act on NTSB recommendations to improve marine safety. The [Safer Seas Digest 2019](https://go.usa.gov/xA3py) is available at: <https://go.usa.gov/xA3py> (NTSB News Release 12-10-2020)

CARGO VESSELS AND CRUISE SHIPS LINE UP FOR SCRAPPING

Cargo ships and cruise liners are being scrapped in growing numbers as operators hit by the fallout from the coronavirus pandemic look to turn their unemployed vessels into cash in the recycling market.

Car-carrying vessels and iron-ore haulers lead the burgeoning fleet heading for demolition. Cruise ships, still idled by the restrictions imposed at the start of the pandemic, are joining the lineup at ship-breaking yards, where the vessels are pulled apart for their steel.

Vehicle sales crashed last spring along with the commodities market as China, the biggest raw-materials importer, closed down to fight the illness. Continuing bans on cruises has left dozens of luxury liners idle as storage costs have mounted.

Manufacturing activity around the world has recovered this fall and automotive sales have rebounded. But global vehicle sales are still expected to fall below last year's 75-million tally to around 62 million this year, according to data provider Statista. Shipowners say the damage to their finances from the earlier shutdowns remains.



Cruise ships being scrapped

Overall ship demolitions through October stood at 557, compared with 889 in all of 2019, according to U.K.-based maritime data provider VesselsValue. This year's figure is far below the 1,996 vessels recycled in 2012, when a huge overhang of shipping capacity was taken out following the 2008 financial crisis. Scrap sites were closed for three months this year, however, and ships began heading to the demolition process known as breaking as the yards reopened.

"In the second quarter, you had too many ships chasing too little cargo," said Anil Sharma, the chief executive of U.S and Dubai-based Global Marketing Systems, which buys more than half of all ships heading for recycling yards. "Although the new-ship order book is pretty balanced, demand for shipping services fell off a cliff during the period."

Rising prices for steel in scrap markets this fall have also shifted economic calculations for some ship operators. "India is offering around \$370 per ton of steel, up around 30% from the second quarter, but cruise shipowners are getting clobbered, with offers as low as \$100 per ton, because of high demand," Mr. Sharma said. "The ships are docked in Greece waiting for a slot [at a yard] in Turkey that can take months."

Vessel operators can typically get about 20% of the original purchase price for a 25-year old ship by selling it to recycling companies. With lending markets tight, owners see the scrap market as a potential source of cash for a shipping industry that will need to invest billions in coming years to develop a new generation of environmentally friendly ships.

Vessels Value says 22 ore carriers have been sold for scrapping this year compared with a dozen last year and two in 2018. Ten cruise ships were sent to recycling this year after nine were demolished over the previous two years combined. Car carrier demolitions stood at 28 this year, matching a 2016 high in records dating to 2012.

Shipping executives said those three ship types represented roughly half the overall recycled tonnage this year. Several container ships were also contracted to be scrapped but were pulled back as demand to move goods surged starting in late summer thanks to rebounding manufacturing and consumer economies. *(The Wall Street Journal, 11/10/2020)*

RECORD HURRICANE SEASON DEALS WORST BLOW TO GULF OIL PRODUCTION IN A DECADE

It's the year of the unprecedented and the hurricane season has been no exception. A record-breaking hurricane season shut in an OPEC-nation amount of oil during a global pandemic that decimated demand and sent crude stockpiles soaring. Between tropical storm Cristobal in early June and the latest Greek alphabet soup of tempests disrupting oil platforms in the Gulf, offshore drillers have had to shut about 41 million barrels of production, the most in government data going back to 2010.



The amount equates to about 270,000 barrels a day, or roughly the same rate of production as in OPEC member Republic of Congo. The productions shut-ins helped steer swollen U.S. crude inventories to a six-month low after the last hurricane, Zeta, swept through in the week of October 30. The record 12 storms to hit the U.S. so far this year, out of an all-time-high 29 systems formed in the Atlantic, would probably have made much more of a splash in oil prices had they not happened against the backdrop of an historic virus-driven market crash.

Now all eyes are on the prospects of a vaccine that may get life back to normal and restore global demand for gasoline, diesel and jet fuel. *(Bloomberg, 11/12/2020)*

CANADA ROLLS OUT NEW MARINE NAVIGATION SAFETY REGS

Canadian Minister of Transport Marc Garneau today announced that the Government of Canada has published its new Marine Navigation Safety Regulations, 2020.

They apply to commercial vessels of all sizes, including fishing vessels, workboats, water taxis and ferries and consolidate nine existing sets of marine safety regulations into one. According to Transport Canada, they:

- provide clearer and more up to date language on required navigational safety equipment;
- require vessel owners to have equipment to help reduce the risk of collisions that could cause pollution, such as oil spills, and threaten endangered marine life, such as whales;
- require lifesaving equipment that will send emergency signals and provide the Canadian vessel's location;



- apply to over 23,000 commercial vessels of all sizes; and
- better align with international marine safety standards such as the International Convention for the Safety of Life at Sea (SOLAS).

The Marine Navigation Safety Regulations, 2020, also include enhanced requirements to address important safety issues highlighted by serious marine occurrences, such as the fatal capsizing of the Leviathan II in 2017, after which the Chief Coroner, the Transportation Safety Board of Canada, and the Auditor General all made key safety recommendations. These include requirements for commercial vessels to have equipment on board to help improve search and rescue efforts as well as for collision avoidance.

While some of the requirements take effect immediately, others will take effect over the coming years: Automatic Identification Systems requirements will take effect in April 2021; Electronic Chart Display Information Systems in October 2021; and Bridge Navigational Watch Alarm Systems in January 2022.

Access the new Marine Navigation Safety Regulations, 2020 [HERE](#). (*Marine Log, 10/28/2020*)

NTSB CALLS FOR MAJOR SAFETY IMPROVEMENTS TO SMALL PASSENGER VESSELS

The National Transportation Safety Board Tuesday called for major safety improvements to small passenger vessels after the investigation of a 2019 California dive boat fire that killed 34.



The 75-foot recreational diving vessel, *Conception*, with 33 passengers and six crew aboard, was anchored in Platts Harbor, off Santa Cruz Island, when it caught fire in the early morning of Sept. 2, 2019. All 33 passengers and one crewmember died of smoke inhalation after they were trapped in the berthing area while a fire raged on the deck above. Both exits from the berthing area led to the fire- and smoke-filled enclosed area above.

The NTSB called for all vessels similar to the *Conception* with overnight accommodations to be required to have interconnected smoke detectors in all passenger areas. It also recommended that a secondary means of escape lead into a different space than the primary exit, in case a single fire blocks both escape paths. The NTSB also called on the U.S. Coast Guard to develop and implement an inspection program to verify that roving patrols are conducted – as required – for the safety of sleeping passengers and crew. NTSB investigators found the absence of a required roving patrol on the *Conception* likely delayed the initial detection of the fire, allowed for its growth, precluded firefighting and evacuation efforts and directly led to the high number of fatalities in the accident.

“The *Conception* may have passed all Coast Guard inspections, but that did not make it safe,” said NTSB Chairman Robert L. Sumwalt. “Our new recommendations will make these vessels safer, but there is no rule change that can replace human vigilance.”

The recommendations to the Coast Guard would apply to vessels, like the *Conception*, that are under 100 gross tons and have overnight accommodations for 49 or fewer passengers that fall under

Subchapter T of federal marine regulations. The NTSB's recommendation on interconnected smoke detectors, meaning when one smoke detector alarms the remaining detectors also alarm, also would apply to larger Subchapter K vessels.

The NTSB also reiterated its call for small passenger vessels to be required to implement a safety management system to improve the safety culture of vessel owners and operators.

While the Conception had smoke detectors in the below-deck berthing area, they were not connected to each other or the wheelhouse, and there were no smoke detectors in the salon, the common area above the sleeping quarters where investigators believe the fire started. Because of the fire damage to Conception, which burned to the water line and then sank, there was little physical evidence for investigators to establish exactly how, when and where the fire started.

During Tuesday's virtual board meeting, the NTSB determined the probable cause of the fire and subsequent sinking was the failure of Truth Aquatics, Inc., the owner and operator of Conception, to provide effective oversight of its vessel and crewmember operations, including requirements to ensure that a roving patrol was maintained, which allowed a fire of unknown cause to grow, undetected, in the vicinity of the aft salon on the main deck.

Contributing to the undetected growth of the fire was the lack of a Coast Guard regulatory requirement for smoke detection in all accommodation spaces. Contributing to the high loss of life were the inadequate emergency escape arrangements from the vessel's bunkroom, as both exited into a compartment that was engulfed in fire, thereby preventing escape.

A synopsis of the investigation's findings and recommendations is available online at <https://go.usa.gov/x7a7G>. (NTSB News Release, 10/20/2020)

ORCA ATTACKS ON SAILBOATS LEAVE SCIENTISTS BAFFLED



Orca by sailboat

Yachtsmen have a new and rare danger to confront off the coast of Spain: orca attacks. According to Spain's maritime search and rescue agency, Salvamento Marítimo, multiple sailing yachts have been damaged or disabled by aggressive orcas ramming their hulls.

One of the vessels, the Urki 1, captured video footage of an attack off A Coruña, Galicia in the early hours of September 14. The incident left the yacht

with a damaged rudder, and she was forced to request a tow from the rescue vessel LS Langostiera, which brought her into the port of Cedeira for repairs. A second sailboat, the French-crewed Amadeus, was attacked and disabled in the



Damaged sailboat rudder

same region on the same night. Once again, LS Langostiera deployed to tow her into Cedeira.

On September 11, the yacht Beautiful Dreamer was struck by orcas more than a dozen times just north of A Coruña. On August 30, the Spanish Navy's racing boat Mirfak was attacked off Vigo, about 90 miles to the southwest.

In total, more than a dozen similar attacks have been catalogued by Spanish authorities at locations between Gibraltar and Galicia. The orcas' motives are unclear, but the attacks could simply be play behavior - less playful for the yachts' crewmembers, perhaps, but possibly entertaining for killer whales.

The incidents are exceptionally rare, marine biologists say, and no fatal orca attack in the wild has ever been reported - a noteworthy statistic given killer whales' ability to catch prey far larger than people. (*Maritime Executive*, 9/20/2020)

FSO Safer: New deal to secure oil tanker abandoned off Yemen

Houthi rebels have agreed to allow a UN mission to inspect and secure an abandoned oil tanker off Yemen's Red Sea coast, the UN has announced. The FSO Safer is loaded with more than a million barrels of crude oil and experts have warned of an environmental catastrophe if the vessel breaks apart. The tanker has had virtually no maintenance since the start of Yemen's devastating civil war five years ago. UN spokesman Stephane Dujarric said the work could begin early next year.

The rebels reached a deal granting a UN team access to the tanker in July, but the decision was never implemented. Mr Dujarric said the new agreement, announced in an official letter from the Houthis on Saturday, would be more formal and "represents an important step forward in this critical work".



FSO Safer

The 45-year-old FSO Safer is anchored about 60km (37 miles) north of the rebel-held port of Hudaydah, which is a key lifeline for aid supplies to much of Yemen's population. The UN has repeatedly called for action to avert an oil spill from the rusting vessel, which would not only devastate marine life in the Red Sea, but could also destroy the livelihoods of locals and disrupt aid deliveries.

But securing a more long-term solution has been complicated by a dispute over the oil on board the vessel, which the Houthis have insisted they should be able to sell. The UN, however, is said to be discussing the division of the proceeds between the Houthis and the Yemeni government, which is backed by a Saudi-led coalition of Arab states.

Yemen's civil war has reportedly killed more than 100,000 people and triggered what the UN says is the world's worst humanitarian crisis. (*BBC* 11-25-2020)

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