



Summer 2010 Volume 20 Number 2

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From the Bridge: by Gregory T. Davis, Pres.



We have been experiencing a HOT summer. This is probably the case for you too, as the weather pattern has covered most of the country. Good boating weather!!

This photo was taken in June 2010 at Roscoe, NY, the fly fishing capital of the USA. Great adventure with a good friend, Robert Dunn, Admiralty Attorney.

In this issue of our newsletter I have selected, randomly, three survey file photos and loss synopsis. A micro-picture of the yacht losses handled this summer by some of our

surveyors for our insurance company clients.

I will be presenting the research completed on marina fire/S for the NFPA at the IMI Dry Stack Conference in Ft. Lauderdale in October. We will also be discussing the next stage of the research, staged burns, in order to develop an engineered dry stack fire prevention solution.

Take the time to read the entire newsletter content, we have tried to bring you topical information in the yacht, commercial hull and cargo survey/engineering disciplines.

[US Navy contractor- engineered load plan- DCG Project](#)

DCG was hired by a US Navy contractor to complete the engineering analysis and load design for the shipment the ship's gun magazine for the littoral class destroyer under construction in Bath, Maine. The magazine was loaded onboard an ocean barge from Alabama to Bath, ME. DCG completed the engineering calculations for the transit and designed the lashing/stow plan.



Davis & Company's marine surveyor, Joe Williamson completed the trip survey on the ocean tug and barge in the New Orleans area. Greg Davis of DCG with assistance from Joshua Sebastian, Marine Engineer of our DCG member Bristol Harbor Group completed the onload survey, barge ballasted draft survey, and vertical bridge clearance survey of a fixed bridge near the onload site in Alabama. The barge with cargo onboard departed and arrived roughly 18 days later in Bath, ME without incident.



This was the first of a planned 4 shipments (total). Underwriting of the risk was arranged by the client using ACE USA and in turn the London market.

DCG was accepted by underwriters on the risk. Tug and barge for the shipment were arranged by the client through McDonough Marine.

Navigational error

(Danish Siddiqui, Reuters / August 9, 2010)

Containers fall from the deck of damaged cargo ship MSC Chitra in the Arabian Sea off the Mumbai coast. Teams from the Navy and the Coast Guard were attempting to contain an oil



spill off the coast of Mumbai after the collision between the two Panamanian ships, the Chitra and the Khalijia. At least 33 sailors on board were safely evacuated following the accident, Indian Coast Guard officials said. The ships, at least 200 meters in length, hit each other some five nautical miles off the coast of Mumbai, the report said. The suspected cause of the collision was navigational error on the part of one or both the ship's captains.

DCG hired as Contractor for NFPA Marina's and Boatyards Sprinkler Research Project-A follow up

The Davis Consulting Group, a division of Davis & Company, Ltd partnered with Schirmer Engineering, Fire Protection Engineers, was awarded a contract from the National Fire Protection Association for research into sprinkler systems for Marina's and Boatyards, especially dry stack storage systems.

The project, in the 1st stage, involved research into fire experience in Marina's and Boatyards, boat storage methodology inside and outside and dry stack applications currently in use. The fire experience data in the Davis database was resourced, as well as industry information. Gregory T. Davis, a certified fire and explosion investigator, lead the Davis team in this project. Eric Greene, of DCG, a specialist in Marine Composites, reported on the heat release and fire spread data collection. Eric has completed studies for the US Navy in the foregoing areas.

This preliminary research (now complete) has led to a second stage of the project that will involve fire testing in an exemplar dry stack storage rack. The data from this research will be used to design sprinkler system/s for Marina's and Boatyards.

Greg Davis of DCG and Dan O'Connor of Schirmer Engineering are presenters on this topic at the IMI Dry Stack Conference, October 25-26, 2010 at the Ft. Lauderdale Embassy Suites on 17th Street Causeway. For more information on the IMI Dry Stack Conference contact Rachel Lamarre at Rlamarre@lighthousecg.com

The Fire Protection Research Foundation is sponsoring an informational meeting to discuss plans for a fire research program on marina boat storage. This research, which builds off the fire hazard assessment carried out by Schirmer Engineering and Davis Consulting Group (to be presented as part of the IMI Dry Stack conference on October 25th), is intended to lead to an automated fire suppression solution in the Dry Stack and general storage marina applications that will become a part of the NFPA 303 "Marinas and Boatyards" fire standard. This informational meeting will be held at the IMI conference hotel, Embassy Suites, 17th Street Causeway, Ft Lauderdale at 7:30 am, Tuesday, October 26th in conjunction with the Dry Stack Conference. A continental breakfast will be served. All conference attendees and interested parties are invited to attend. Please contact kalmand@nfpa.org for more information.

The referenced research report is available for download at: <http://www.nfpa.org/assets/files//BoatStorage.pdf>

Sailing race collision- Northern California

The damage to Mr. XXXXXXXX vessel, "XXXXXXX", was consistent with a collision with a sailboat at a moderate speed. The collision caused structural damage to the aft starboard cockpit coaming, bent the toe rail, pulpit, and lifelines.

The USCG Navigation Rules, Part B - Steering and Sailing Rules, Section/Subpart II - Conduct of Vessels in Sight of One Another, Rule 12, (a), states:

When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows:

1. when each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other

Mr. XXXXX stated he was on the port tack, and therefore his vessel was the giveaway vessel and should have changed course to avoid the collision.



Collision- Lake Mead, NV

Mr. XXXXXX on July 20, 2010, stated that while cruising on Lake Mead, there was a Personal Water Craft cruising close in front of his vessel. The PWC reportedly suddenly spun around, causing Mr. XXXX to take evasive maneuvers to avoid colliding with the PWC. Mr. XXXX stated that all persons in his vessel were thrown from the vessel. The vessel kept cruising and ended up running onto the rocky shore at high speed. The operator of the PWC reportedly did not stop to assist Mr. XXXX and his passengers. There were numerous injuries reported. Two persons were taken away in an ambulance, and two persons were flown to the hospital using the Flights of Life. There was a report made on the incident by Officer XXXXX, report# XXXXX.



Ethanol Fuel and the EPA- an Update

From: Soundings Trade Only, August 4, 2010

The Environmental Protection Agency's expected partial waiver to allow E15 for newer road vehicles will likely lead to boat owners mistakenly filling their tanks with a fuel that could damage their engines, according to the National Marine Manufacturers Association.

The waiver, which the EPA expects to grant in September, would create confusion among owners of boats and other non-road vehicles and lead to "misfueling," NMMA legislative director Mat Dunn said.

"This waiver will generate an enormous amount of consumer confusion," Dunn told Soundings Trade Only. "A partial waiver is a guarantee that misfueling of boat and other non-road engines will occur and it will push E15 into many markets, which means trouble."

The action will lead to the proliferation of E15 around the country - starting in states where ethanol is readily available, such as Minnesota and Iowa - and will make it difficult for boat owners to find E10, Dunn said.

Dunn said he is hopeful that a strong letter against the waiver sent to the EPA from the U.S. House Committee on Energy and Commerce "will lead to a turn in the opposite direction and slow down EPA's decision on the waiver."

The EPA must review all congressional inquiries, including this one, according to EPA senior press officer Catherine C. Milbourn. She declined to comment about whether the letter would be reviewed before a decision on the partial waiver is handed down.

The federal government set a 10 percent limit on ethanol about three decades ago. Growth Energy, a group representing the nation's ethanol producers, petitioned the EPA early last year for a waiver to allow ethanol blends of up to 15 percent.

The NMMA argues that the EPA should deny the E15 waiver request until independent and comprehensive scientific testing is completed on a full range of marine engines and other products. E10 has led to such problems as the disintegration of fiberglass fuel tanks, the gumming up of fuel lines, and piston and valve failure.

By the end of September, Department of Energy testing on newer vehicles (covering the 2007 and earlier motor vehicle fleet) will be completed, and EPA plans to take action on the waiver request regarding the use of E15 in those vehicles, according to the EPA's latest E15 update posted on its website. If those test results support E15, EPA also will propose a labeling rule on fuel-dispensing equipment at that time, according to the website.

While the marine industry and supporters fight the partial waiver, engine manufacturers Mercury Marine and Volvo Penta are weeks, maybe days, from beginning testing of marine engines with E15.

"They finally got the contract to us," said Mark Riechers, Mercury Marine director of regulatory development. "The government doesn't always move so fast. We only got the contract finalized a couple weeks ago. We've ordered the engines, and we've ordered the fuel. We're going to be testing for emissions and durability."

Mercury will test a 9.9-hp 4-stroke, a 300-hp 4-stroke Verado, and a 200- or 225-hp 2-stroke EFI. "There are thousands and thousands of them out there," Riechers said of the 200- and 225-hp EFI outboards. The engines will be tested for 300 hours at wide-open throttle.

Volvo Penta will test a 4.3 GL (190 hp) carbureted sterndrive engine, said Rich Kolb, Volvo Penta manager of emissions and regulations. "It's a pretty common engine in a lot of your entry-level boats," he said.

The two engine manufacturers will be reporting the results to the Department of Energy's National Renewable Energy Laboratory.

Sinking- Long Beach, NJ



We spoke with Mr. XXXXXXX on 7/19/10 via phone and he reported that his boat sank overnight while docked at a private residence on Long Beach Island, N.J. He went on to say that the boat was promptly recovered the next morning, and he returned to his home in Pennsylvania where the boat was cleaned, but nothing was done to preserve the engines.

The damage noted to Mr. XXXXXXX boat is consistent with and most likely the result of a partial submersion. Our inspection did not reveal a hull breach, the most likely cause of the sinking is due to a leak created at the livewell hose thru hull connection.



Marine and Cargo news in brief:

From AIMU

- **Exports Surge Through Oakland**– In a new sign of growing demand for U.S. goods overseas, containerized exports at the Port of Oakland soared 39.7 percent in November over the same month a year ago. ([The Journal of Commerce](#), 1/4/2009.)
- **Ocean Carrier Losses Reach \$11 Billion**– The world's top 22 ocean container carriers lost some \$11 billion in the first nine months of 2009 and face further losses this year as the industry digs out from the worst downturn in its 50-plus history. ([The Journal of Commerce](#), 1/4/2010.)
- **Long Beach and LA Eye Recovery**– The collapse in cargo volumes through Los Angeles and Long Beach is starting to slow, according to November traffic figures released by the two ports, which showed considerable year-on-year declines. ([Lloyd's List](#), 1/5/2010.)
- **Sovcomflot Plans for Fleet Expansion**– Russian shipping group Sovcomflot plans to invest \$5.5bn in the next five years to expand its fleet of tankers and gas carriers and build its position in new Russian markets in the Pacific and Arctic. ([Lloyd's List](#), 12/24/2009.)
- **Korean Yards Forecast Order Recovery in 2010**– Two of South Korea's largest shipbuilders have forecast brighter prospects this year in anticipation that the drought of newbuilding orders seen since September 2008 could ease. Hyundai Heavy Industries said it expected to win new orders worth \$17.7bn and generate revenue of Won21.6trn (\$18.6bn) in 2010. ([Lloyd's List](#), 1/4/2010.)
- **China Rises to Top of the Secondhand Sales League**– Chinese shipowners buying elderly handysize bulk carriers have pushed the country to the top of the secondhand sales league in 2009, eclipsing Greece. China spent \$2.9bn to buy 211 of the 1,093 vessels sold in 2009 at a combined price of \$15.7bn, according to Allied Shipbroking. The tally further underscores China's rising dominance of the global

merchant fleet. ([Lloyd's List](#), 1/4/2010.)

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