



## SUMMER 2021

Volume  
31,  
Issue 2  
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Tropical Paradise



**EVERYONE  
BE  
SAFE!**



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**Stuart J. McLea, AMS®  
SAMS® Newsletter Editor**

Good day from Nova Scotia Canada

Well, Covid is still with us, but its numbers are dwindling, and we are off to New Orleans for an IMEC. Joe Lobley, AMS® has a great hotel and location booked and rooms are starting to go. Kenneth (Ken) Weinbrecht, AMS® has got an incredibly good educational program. New Orleans is one of the best cities to visit and there is never enough time to see it all. I Hope to see you there.

I want to take this time to acknowledge the passing of my friend and my wing man, Lloyd Kittredge, AMS®. Lloyd crossed the bar on July 4, 2021. He will be missed. Lloyd along with his son Buck Kittredge ran “Lake Effects Marine Surveys”.

I am still looking for unusual photos to be published in the newsletter, and if you have a photo that you would like to share with a short explanation we would like to see it. I am also on the hunt for a few good articles, technical ones please. It should be around 500 words and typed in Microsoft Word. Please do not send PDF files, it is difficult maneuver and fit into the document.

Things are busy in Nova Scotia, and like everywhere there are very few brokerage vessels which is driving the prices up.

By all reports New Orleans is going to be well attended, so book your room soon and I hope to see you all in the Big Easy.

**Need CE Credits ???**

**Newsletter Material Deadline:** Have an interesting topic? Send it in! If your article is published in SAMS® NEWS, you not only contribute news and information, you may be eligible to receive (3) CE Credits\* for your article. The cutoff date for material to be submitted for publication in the next SAMS® Newsletter is November 15, 2021. The editor must receive all articles by this deadline or they MAY NOT be published in the next issue.

**If you are planning to write an article you should know the following:**

1. Your article should be technical in content, and of interest to the profession of marine surveying.
2. The article should be in MS Word.
3. Please use **Times New Roman, font size 12**
4. Length of the article should be 500 to 1000 words.
5. Articles that have been published before, MUST have a letter of permission letting SAMS® re-publish this article.



**Bill Trenkle, AMS®  
SAMS® President**

As this will be my last newsletter article as President, I wanted to use this opportunity to thank all of those who made the 3.5 years a fulfilling experience. Normally, the term is only 2 years but in filling in for Bob Horvath as he became ill and passed away, as Executive VP I had to assume the big chair for the extra time.

I say it was a fulfilling experience rather than fun or enjoyable because it is hard work. Before I joined the board, I had no idea what goes on behind the scenes to make SAMS® the great organization it is. The Board of Directors, Regional Directors, Executive Director Rhea Shea, and the office staff all work extremely hard on the membership's behalf. I was fortunate to have experienced past presidents like Ken Weinbrecht, AMS®, Jim Sepel, AMS®, Joe Lobley, AMS®, Stu McLea, AMS®, and Lloyd Kittredge, AMS®, to help me navigate the role along with Downing Nightingale, AMS®, our board special advisor. These guys go back a long way, and many times I would suggest something only to be told that was tried in the past and failed. I really appreciated the support of the board, of Rhea, and the office, and of the members who reached out with input, critiques, or support. I certainly got to know a lot more members, which was great.

Your next president will be making the step from Executive VP and ethics chairman like all past presidents have. I think dealing with the ethics complaints prepares you well and gives you a greater understanding of the membership. Please support him as you have supported me. Serving SAMS® is a great way to give back to the organization and makes you appreciate it much more, so if you are inclined to get involved let your Regional Director or a board member know. When I was first approached by Jim Sepel, AMS® about it I was hesitant, but I am certainly glad I answered the call.

In closing, I just want to express my heartfelt condolences to the family and friends of Lloyd Kittredge who just crossed over the bar. He was a great Surveyor, SAMS® president and friend. I will really miss him. Sail on Kit!

**While we fondly remember the departed**



Lloyd (Kitt) E. Kittredge

2/3/1940 - 7/4/2021

R.I.P.





**John Lowe, AMS<sup>®</sup>**  
**SAMS<sup>®</sup> Executive Vice President**  
**Ethic Chair**

Hello Everyone,

The summer season is in full swing and as predicted we are having a banner year with boat sales thru the roof, keeping us all busy. This is good news, but the increased volume has resulted in a marked upswing in ethics complaints coming into the office. The majority of these are work product or late / no reports issues which is par for the course. At the risk of sounding like a broken record, we need to constantly look at our business practices and customer relations and decide if some changes need to be made.

First, we ALL should be using a work order / contract agreement which lays out what is to be done, when it is to be done and more important what is NOT being done, as part of the survey. This will avoid any confusion when it comes to client expectations, it will also protect the surveyor as it should lay out payment terms. It also should address when a report is to be delivered and how.

Second, we should be making follow up calls to the client a week or so after the survey, this takes only a few minutes but pays big dividends in that you can address any problems with the report (perceived or otherwise) and aid the client with any questions they may have. I usually do this while on the road between assignments. These calls are simply good business and leave the client with a good feeling about our services. If there is an issue, it can be addressed before it grows into a complaint.

Third, if there is an issue, make it a priority to address it. Those of you who may have had a complaint that came to my desk, our first conversation was focused on the communication with the client when the problem occurs. These can be uncomfortable conversations, but if we bury our head in the sand, the situation will fester on the clients end and they will likely file a complaint. Take responsibility for any mistakes you may have made which is never easy to do, but if done early in the process will likely be less painful than ignoring things while they continue to worsen in the eyes of the client. Also, the volume of work is great but, we should not be doing substandard work to allow more time to take additional assignments, charge accordingly, slow down, work smarter not harder and protect yourself by purchasing a E&O policy.

Finally, we are having the photo contest again this year, please limit your entry to ONE photo per member and remember the spirit of this contest is to highlight some of the craziest things we see in our work and have some fun. A committee will review all photos and a prize for the best entry will be awarded.

Be Well

I will look for you in the yards.



**Kenneth Weinbrecht, AMS<sup>®</sup>  
Education Vice President**

**EARLY BIRD SPECIAL**

For those members who register by August 15th, they will received a discounted member registration fee of \$775.00 as opposed the \$850.00 rate if registered by September 15th.

**Here's a sneak peek at the agenda for New Orleans.**

**Wednesday 9/29**

- 1300 - 1400 John Lowe, AMS<sup>®</sup> / Stu McLea, AMS<sup>®</sup> - Ethics And Work Product, Is There a Difference?
- 1400 - 1430 Break
- 1430 - 1600 Randell Sharpe, AMS<sup>®</sup> & RD round table, survey reports and Recommended Survey Content.
- 1600 - 1700 John Malool, AMS<sup>®</sup> OSHA confined space & ladder safety
- 1800 President's Reception

**Thursday 9/30**

- 0800 - 0815 Welcome, introduction of the board
- 0815 - 0930 Michael Delesdernier, General Counsel/Executive Director of River Port Pilot Commissioners - Challenges Piloting The Mississippi.
- 0930 - 1000 Break
- 1000 - 1130 Travelers Insurance - Underwriting & Claims Reporting, Do's & Dont's.
- 1130 - 1300 Lunch on your own
- 1300 - 1500 Jim Cote, Affiliate, Cote Marine, BS - EE - The Marine Surveyors Roll in Fire Investigation & Electrical Safety During Surveys.
- 1500 - 1530 Break
- 1530 - 1700 Debbie Aliya, Affiliate, FASM - Aliya Analytical, Inc. - Failure Analysis
- 1830 Dinner

**Friday 10/1**

- 0800 - 0815 Housekeeping
- 0815 - 0930 Silent Yachts - Fully Solar Powered, 55' - 60' & 80' Yachts
- 0930 - 1000 Break
- 1000 - 1130 John Malool, AMS<sup>®</sup> Understanding Fire Suppression Systems, Portable / Fixed
- 1130 - 1300 Lunch on your own
- 1300 - 1400 Dan May, Affiliate - Motor check, Understanding Oil Analysis

Cont.

1400 - 1430 Break

1430 - 1630 Reinier Van Der Herp, AMS<sup>®</sup> - Engine failure analysis, proper procedures for a sea trial.

1630 - 1730 TBD

New Orleans is a wonderful venue, Joe Loble, AMS<sup>®</sup> Meeting/Conventions V. P. has set up a wonderful hotel and they are excited about us being there. Make your plans now, air fares are still low and the rooms will go fast !!



**Gary Frankovich, AMS<sup>®</sup>  
Membership Vice President**

Summer is here again, and I hope everyone's schedule is as full as they would like it. Down here in Florida they are still buying boats like there's no tomorrow, and damaging them almost as fast which is great for us surveyors. I'm happy to report that applications to join SAMS<sup>®</sup> have taken a marked increase. In fact, we've had 14 new applications to join in June alone. As of July 1<sup>st</sup>, SAMS<sup>®</sup> has 796 active Surveyors which puts us only a few less than we had at this time last year. At the same time, attrition is taking a toll on our membership numbers, between retirements, Surveyor Associates who don't get approved for upgrade to AMS<sup>®</sup> Candidate status, and those who can't seem to pass the AMS<sup>®</sup> exam in 3 tries, the numbers are quite high.

One thing is for certain, active SAMS<sup>®</sup> members are without a doubt the finest, most knowledgeable, surveyors out there. The Regional Directors are hard at work vetting new applicants, and also being sure those Surveyor Associates applying for upgrade have met the CE requirements, and that their survey reports are up to snuff. I've had a few complaints from AMS<sup>®</sup>'s who are unhappy because someone they know is waiting longer than they think it should take get approved, but the same people who complain don't volunteer to help their Regional Directors review survey reports, or make calls to references, or anything else. They say they are too busy surveying and don't have the time. REMEMBER, the Regional Directors are at least as busy as you are, and still make the time. In the last newsletter I asked for volunteers to act as mentors, or to help review reports, there was only ONE (1) reply! Enough already, it looks like Covid is on the run, at least for the time being, so I hope to see you all in New Orleans.





**Kristoffer Diel, AMS<sup>®</sup>**  
**Secretary / Treasurer**

### **Ahoy, All SAMS<sup>®</sup> Surveyors**

First, I hope everyone is healthy and as busy as they want to be!

There are 8,760 hours in a year. Since SAMS<sup>®</sup> Accredited Marine Surveyor's only requires 12 CE's annually (60 CE's every 5-year cycle, when it is reset) it works out to one hour per month! You can do it!

Of course, the American Boat and Yacht Council has led the marine education pack, but there are numerous other avenues to gain updated knowledge. If you would like a suggestion, I highly recommend taking a course in Confined Space Safety procedures. Every vessel is a confined space, and usually there are various dangerous substances aboard, to be concerned about.

Looking forward, all anyone can do is to better prepare ourselves for whatever transpires. This means not just keeping up with changes to the various old maritime systems, but learning about the new ones.

In a similar vein, another idea is become First Aid certified. This can not only help you but perhaps someone else. Another extremely useful study area is AC & DC electrical. Do not forget the dangers of 110/220VAC in concert with the water (and especially when a vessel is on the hard). Furthering your marine electrical knowledge is a must in the modern age where even the toilets can be electric! Another emerging area of concern is the installation of new lithium batteries in old systems.

Taking a more futuristic view, I will suggest investigating the various components of the new wind farm expansion. There will be thousands of new supply / support vessels, as well as the marine surveying requirements of the generating stations themselves and the supporting harbors and maritime operations.

For those surveyors looking to increase their book of business, any of the above certifications will increase your appeal to the marine insurance industry. Look into doing some aspect of damage surveying. There is no end to boating accidents, and the current damage surveyors are not getting younger!

In closing, I will pass on a tenet I have followed for decades. When I choose a subject to learn, I demand that there are at least two separate positive reasons to do so. First, it is something I personally want to know more about so I can competently do a broader range of assignments. Secondly, it will help you with SAMS<sup>®</sup> continuing education requirements.

I also want to say, if you do not call me, I cannot offer you another point of view that may be of assistance to your current problem / endeavor. I may not have the answer but will likely know someone you can call who does.

Stay safe and I hope to see you at the New Orleans IMEC! (More CE's)

**SAFETY FIRST!**



**Joseph Lobley, AMS<sup>®</sup>  
Meeting / Conventions  
Vice President**



2021 New Orleans, LA

It looks like we are back in business! It's not very challenging to be the Meetings and Conventions VP without meetings and conventions, but now it's time to get to work. IMEC 2021 will be in New Orleans. We have a room rate of \$179.00 with the usual amenities. There is parking at the hotel and in lots nearby. The parking is managed by downloading an app that can be downloaded at [premiumparking.com](http://premiumparking.com). The hotel is well situated just outside the French Quarter with a short walk to Bourbon St., Harrah's Casino, and the Riverwalk. The Warehouse District is in the hotel's "back yard". This area is also known as the Art's District and is full of galleries, some of the best restaurants in the city, and of course, watering holes. Plan an extra day and tour the World War II Museum which is nearby as well. The French Quarter Festival starts on September 30<sup>th</sup> so there will be competition for rooms. We are increasing our room block in preparation for this. Currently the hotel is limited to 250 people for indoor events. We hope this may be increased by September but if not, we may have to limit the attendance on a first come first serve basis. If you really want to attend, please sign up and pay the registration fee early. If you don't make the cut, you will be refunded the registration fee. Non-vaccinated attendees will have to wear masks and remain socially distant.

IMEC 2022 will be in St. Louis, October 5<sup>th</sup> - 8<sup>th</sup> at the Hyatt Regency. The room rate is \$169.00 per night. It's a large hotel with three restaurants on site. The meeting spaces and guestrooms have just been renovated. Just out the front door are the Gateway Arch Park and the Mississippi to the left and the Old Courthouse to the right. Four blocks away is Busch Stadium and the newly built Ball Park Village with shops, sports bars, and restaurants. The hotel boasts 30

restaurants within a quarter of a mile. There is parking for \$10/day just a block away and onsite valet parking which is quite a bit higher, but I am trying to get that reduced. It is a great "small" city with a vibrant downtown. There is a huge influx of young professionals moving into the old brick manufacturing buildings that have been transformed into modern living spaces. I found the area around the hotel to be clean, very safe and friendly.

IMEC 2023 is in Montreal where last year's IMEC was originally scheduled. Our contract was renegotiated with the hotel without penalties. It will take place October 25<sup>th</sup> - 28<sup>th</sup>. The location is at the same hotel, with the same room block and food and beverage agreements. The only difference is a \$10 increase in the room rate. The new rate is \$239.00 Canadian. The exchange rate is creeping the wrong way for the US dollar, but it will likely level off and may recede a bit over the next two years. The hotel is on St. Catherine's Street and a short walk from the historic section of town. The first three floors of the hotel is a mall with everything available. You don't need to be concerned about weather since the hotel connects to the "Underground City" with pedestrian walkways to many shops and restaurants. I am sure our Canadian members will have a great turn out. Montreal is a day's drive for most of the North East and Great Lake members. We should have a great turn out.

See you in New Orleans!



St. Louis, MO



Montreal, QB, Canada





**Eddy J. Assaf, Jr., AMS®**  
**Public Relations**  
**Vice President**

Hello all, hope everyone is doing well. Now that we see an open window to the end of this pandemic, things are starting to be a little more comfortable doing our job (still wear a mask and gloves) but at least now that I am all vaccinated, we can at least have our clients around.

Been a crazy year up north, extremely busy as I am sure you all are. It seems right now, up here in my province, if it can float it can be put for sale, and with such a demand, keeping up has not been easy. Everything is selling, mainly older boats that are being sold with no survey, and then when the new owner is told by his insurance that he needs a survey, their bubble gets popped once they realize what they bought.

On the advertising side of things, we are using the same strategy as last year, but with a few more ads being placed to recruit new members. As of now we are advertising with 20 different advertising firms covering all the east coast, gulf area, west coast, and Great Lake areas, with a total of 162 ads running this year, and probably more to come. (Thank you to those who gave me some information on advertisers in their areas, helps me cover the ground a little better when I get some feedback from the members on their areas). By the way, any suggestions from members are always appreciated.

The google ad words campaign is still strong, always maxing our fixed budget amount and as of late “marine survey” “yacht surveying” and “maritime surveying” occupying 80% of the key word search used to access the web site, I found that interesting.

New Orleans is around the corner and looking forward to having a live meeting this year. Hope to see you all there in high numbers. (I know we have a limit in hotel rooms so you should reserve early, there is a good chance it will be sold out early). Like usual Ken Weinbrecht, AMS® has a great venue set up, and the hotel’s location is ideal.

There is probably a greater chance this year of non-virtual trade shows going on. As always, if you are interested in the SAMS® booth contents for an exhibition or business show, please contact SAMS® International Office and they could set you up with what you need, and inform you of the costs involved.

Well, that’s pretty much all I have for now, I will keep on going the way it is and of course if you have any suggestions, please reach out to me, I’d love to hear them.

See you in New Orleans.

Cheers!!



**Randell Sharpe, AMS®  
Testing Vice President**

As the COVID restrictions ease don't slack off on safety practices you developed during the pandemic. Remember be safe in the boat yards. I don't want to hear about folks falling off ladders or getting hurt stepping through an open hatch they did not observe. I look forward to our upcoming IMEC in New Orleans as we break out of our isolation from the past year. Register as soon as you get the flyer as there may be a limit on attendance.

Testing continues to produce a passing grade for the Y&SC AMS® test on the first attempt of about 50%. The test is not a gimmie. Study for the test. You need a good working knowledge of the ABYC and NFPA standards, the Coast Guard regulations, and general good marine practice knowledge to conduct your surveys in a professional manner and write clear professional reports. The test is a demonstration that shows you have this knowledge. I receive questions about which book can be used for the open book section. The book is "*USCG Regulations for Recreational Boats*" produced by ABYC. The three most recent versions from 2015, 2018 and 2020 can all be used. The answers to the test questions are all found in all three versions. The page numbers may have changed but the regulatory cites have not. We don't ask for page numbers. I have checked all three books and the answers are there in black and white in all three. Take your time on this section and don't give away any of the 25 open book points. **Read the questions.** PFDs and MSDs are NOT the same. Tables are tables. Don't give me an entire subpart for an answer that wants a specific citation. Quoting something in 46 CFR for a question that asks for something from 33 CFR will not be correct. If you plan on taking the AMS® test at the upcoming IMEC meeting get your application in to test now. It takes time to review the requests to upgrade to AMS® candidate, and you need to give your Regional Director and Board time to review the application and then put together the test. Don't procrastinate, do it now.

I am happy to discuss test results with any member that has questions. I can't give you specific question answers but can discuss areas that need improvement when a member fails to pass an AMS® test. Please let me know if you have any questions or concerns that you want to bring to the board's attention.



City View of New Orleans



**Reinier Van Der Herp, AMS®  
Northeast Regional Director**

### **Ahh! Summertime is finally here!**

Phone still has been ringing off the hook, and despite low inventory we have been busy. I didn't get any feedback on doing a zoom Regional Meeting, and it looks like we'll be finally able to do in person meetings again. I'm not sure exactly when at this point but once I nail something down, I'll send out some flyers.

Some of the reports I'm getting on Surveyor Associate reviews are lacking information, and those surveyors will need to strive to make them better, and acceptable prior to their up & out date. Some of the weak points are vague, or bad descriptions of systems with no condition statements, or functionality statements. Also, locations of equipment aren't being stated, when your client looks at your report, he should be able to find any equipment, hardware, etc. just by reading his, or her report. The valuations have a lot left to be desired as well, not listing comps, not stating the method you used to arrive at the value, and not using soldboats.com as one of your sources. Yes, I know it's expensive but it's the cost of doing business! Without it your valuation doesn't hold very much creditability.

Looks like the IMEC this year in New Orleans is going to be a good one, I encourage all the Northeast members to attend. Watch out for the invite which is coming soon. Those of you that must attend, make plans early to make sure you get in.

Looks like we're through most of the COVID crap, and the mask mandate has been dropped in most places. We can finally get back to some kind of normal! I just hope it stays this way, and the disease goes away! No matter what, stay safe!

There also have been a lot of CE credits available through online classes put on by various groups. If you have any questions or comments on CE credits you can contact me or International Office for info on how to get, and turn them in for credit.

Last but not least, have a great summer, enjoy the weather and keep busy!



**Angel Zeno, AMS®  
Great Lakes  
Regional Director**

It would be an understatement to say that the 2021 boating season in the Great Lakes started up at a feverish pace. Many of us experienced one of the busiest off seasons that just seemed to keep steam rolling past Spring and hopefully you have been able to stay as busy as you wanted to be. I could tell from all the frantic calls from boat buyers scrambling to find a surveyor with a little free time to schedule a pre-purchase survey that most of us were very busy. I did want to mention that I was a little alarmed from some of the comments that I received from boat buyers about unreturned phone calls, or even in one case, a phone call returned with just a short text message stating next available date. As small business owners we are cultivating our future customer base with each and every contact, so it's in our best interest as business owners to respond to every survey request in a prompt, courteous and thorough manner. More importantly, it's in the SAMS® membership policies that as members we are required to strive to enhance the profession of Marine Surveying. So, I can understand any frustration from a phone that doesn't seem to stop ringing, but always try to remember, we are business owners, professionals, and more importantly members of the premier Marine Surveying organization and we need to conduct ourselves accordingly.

Speaking of all those boat buyer calls, how many of you have experienced an increase in new or first-time boat buyers. It may take a little more time and hand holding dealing with a newbie, but remember, you may be forging a long-term business relationship, so a little more patience and more detailed explanations may be in order.

Many of you may already know that my surveying practice focuses on Insurance Damage Claims, so imagine my surprise when I received a damage claim assignment from an insurance company and after discussing the assignment the adjuster asked that I complete and return the work order that accompanied the assignment sheet. Yes, you read that right, a work order. I feel slightly vindicated in that all these years I've been on a soapbox preaching about always having a signed work order before tackling an assignment and apparently at least one insurance carrier feels the same way, too. As would be expected, the work order covered those areas that are most critical to the insurance carrier like, timing, anticipated assignment costs and confidentiality. In speaking with the adjuster, he explained that this is now the corporate standard for all their damage claim assignments and that he felt that more insurance carriers would be adopting a similar policy. So, if you are contacted by an insurance carrier, and they want a completed work order to accept a damage claim assignment, after reviewing it, you can say, of course, as a marine surveyor I always incorporate a work order into my assignments.

John Watson, AMS® (MI) gave me a heads up about a recent change in recreational USCG regulations for engine kill switches that has already gone into effect. Effective April 1, 2021, if a recreational vessel is equipped with an engine cut-off switch (ECOS) the vessel operator must have the safety lanyard attached to his person. This is only for recreational vessels that are already equipped with an ECOS and I'm not sure how the USCG intends to enforce, but as Marine Surveyors we are required to be aware of the law and remind our clients of this requirement. In addition, if an ECOS is related to a damage claim the new law may impact the policy provisions. I wanted to be sure to remind all the Surveyor Associates that if your up-or-out date is a year or so away you should reach out to your Regional Director to discuss how to begin preparing for AMS® candidacy. Most recently, SAMS® has put together a process flow sheet that outlines the steps required for AMS® candidacy status along with a sheet of helpful tips on how to prepare for the AMS® upgrade exam. Feel free to reach out to your Regional Director or the SAMS® International office for a copy of either of these documents.

A huge congratulations to Christian Syoen, AMS® (MI), David Leonetti, AMS® (OH) and Byran Shrock, AMS® (OH) for successfully passing the AMS® upgrade exam, doesn't that AMS® look nice following your name, great job guys. And a Super Huge THANK-YOU to Kevin Bache, AMS® (OH) for graciously giving up his time to proctor the exams in Ohio.

At this time, I do not have any firm plans for a Great Lakes Regional Meeting, but would like to think that we could have either an online or in person regional meeting before the end of the year.

Remember, think safety first, be sure to let someone know where you are going and when you should be returning, and always tie up your ladder.

Wishing you all the best for the remainder of 2021.



**Dennis D. Eddinger, AMS®  
Mid - Atlantic Regional Director**

Well, my fellow surveyors, here we are starting into another “The Long Hot Summer”. But our version doesn't Star Paul Newman, Joanne Woodward, and Anthony Franciosa. Our version stars a great bunch of guys and gals, the Society of Accredited Marine Surveyors®.

Hey folks as we start into the long hot summer, we have several things we should keep in mind. The main thing to remember is “Stay Hydrated”. I carry a six pack of water plus I have a 12-volt six pack cooler in the truck on the seat beside. Take a break once in a while and set down in the shade of a tree or even jump in the truck or car if you have air conditioning. Or even your swimsuit if you have one with you.

Another item, even though it seems to be fading away, you still should keep the COVID-19 pandemic issues in mind; especially when you're with your clients. I always let them know that I've had my vaccinations and if they're okay with not wearing a mask. Although I've noticed that more and more people are not wearing a mask and feeling more comfortable with it.

What I find amazing going into the season is the number of dealers and brokers that don't have a lot of stock and are selling out of their used stock. But there still seems to be no let up in the need for surveyors.

I hope everybody is thinking New Orleans. It looks like it's going to be a good time. Lots of great seminars, camaraderie, food, and New Orleans.

Meanwhile, See ya' on the water and be safe out there.





**Charles W. Solarek, AMS®  
Pacific Regional Director**

Greetings fellow surveyors from the great Pacific Northwest where summer does not arrive until...

I trust all of you are busy and staying safe and sane out there. It looks like it is going to be another remarkably busy year for all of us. The threat of a dwindling inventory remains on the horizon but does not seem to be getting closer as the days go by.

Let us talk about IMEC. When I first joined the society, I was a bit skeptical about attending. Why should I go? To what benefit? Is it REALLY that big of a deal? ABSOLUTELY in every aspect. I attended my first IMEC because I "had to". Needed to attend to fulfill my Continuing Education (CE) credits. But I kept an open mind. It was just, well, awesome! Each night a group of us sat around the hotel bar sharing methods, tool inventory, mistakes, good boats and bad. I left with the attitude that I need to attend each year, if possible, regardless of my workload. The value to new Surveyor Associates (SA) cannot be overstated, as well. In our profession it is an asset for us to be able to share ideas and methodologies openly. We take from each other all the time, in an exceptionally good way. But this can only happen with that personal interaction. We are all busy. We lose jobs during that time frame, of course. But the tradeoff is worth it. Networking is another reason. You get to meet your fellow surveyors in person, not thru a keyboard, and have meaningful discussions. You hear those impossible stories about the evilest boat, or client, or broker. And we learn from all this, hopefully, on how to be a better surveyor. Maybe even get a better appreciation for what you do. Your Board of Directors works all year to create an agenda with meaningful subjects that would benefit the society. Social events for spouses/significant others included as well. And in today's environment there are even more challenges. Yet, it all usually happens with only a few minor glitches. I highly urge everyone to make a concerted effort to attend this year's IMEC in New Orleans. Have a conversation with another surveyor instead of sounding like a broken record to yourself pre-briefing a client. Take some time away from crawling around inside that Bayliner. Enjoy some down time from sitting in your office until... writing the report. You will get back to home base refreshed and rejuvenated for the next assignment. And almost always the wiser. Sincerely hope to see as many of you there as possible!

Stay safe! Stay sane!

P.S. BRING PLENTY OF BUSINESS CARDS!



**Seth Mosley, AMS®  
Gulf Regional Director**

I hope everyone is still staying busy going into the summer. Hopefully, we will have a quiet hurricane season after last year.

With IMEC in New Orleans this year, I will likely have our regional meeting in conjunction with the annual Work Boat Show in New Orleans on December 1-3, 2021. We will likely do a one-day meeting either on Wednesday or Thursday unless I can arrange for enough speakers for two days. SAMS® will have a booth at the show this year and we've got a really good location at the show which should put us in front of a lot of people so hopefully there will be a large turnout. With that being said, I will be putting together a list of volunteers to man the booth at the show. I will get a spreadsheet together and to start, will be looking for volunteers for 2-hour slots. If you would like to stay longer, it would be greatly appreciated. Once it gets closer, I will request that HQ send out an email as a reminder. Since IMEC will come before our regional meeting, the flyer invite will likely go out once IMEC has wrapped up and again, we will put a reminder for the booth volunteers in with that.

Again, I hope everyone is staying busy and remember to stay hydrated in this summer heat.





**C. David Sandford, AMS<sup>®</sup>  
Canadian Regional Director**

OK its July 2021 and although hard to believe we are entering into our second boating season, dealing again with Covid 19 issues. Throughout the spring here in Ontario we had to endure another round of severe restrictions and although it made for a somewhat slow start to the season I have to admit that once things did open up it has led to one of my busiest spring seasons ever. Boats are selling like crazy, used boat prices are through the roof and inventory is starting to wain, at least with the good stuff. And you know what that means, the junk will begin to emerge at a higher level than usual. As surveyors we need to be ever more vigilant in our inspections and recommendations. Remember, structure / systems / safety / value.

Speaking of value, the insane increase in used vessel prices these past few months here in Ontario has made for some interesting challenges in trying to provide accurate valuations on survey reports. I have seen vessels sell for 20-30% higher than market comparable.

Received another interesting situation that I'm encountering this year is the number of requests for surveys on small boats (under 20'), runabouts, pontoon boats, small fishing boats, etc. Most are outboard motor powered and yes, I even get requests to do personal watercraft and the odd inflatable tender. Each year I get requests for a few but this year I have been literally bombarded with them. They're not difficult to do and usually don't take long but if you have to drive any distance it can make it a challenge from a time spent standpoint. Since most are on trailers, I usually insist that they are brought to me. I live in a subdivision and so far haven't had any complaints from the neighbors.

The boating season itself is slowly returning to normal. Slips are full, and each day you can see boats on the water on Lake Ontario.

Sailboat racing is beginning to resume at most clubs, and our big Lake Ontario 300 sailboat race gets underway this weekend. For anyone that's interested it's the largest freshwater sailboat race in the world. It can attract up to two hundred competitors from both Canada and the US. I have participated myself on a number of occasions but this year due to recent knee surgery I will be on the sidelines, watching online and cheering for my buds.

That's it for now. Everybody stay safe, get vaccinated and let's kick this Covid deal right in the butt. We've got it on the run so now is not the time to let up and hopefully things will return to normal real soon.

Cheers

Greetings from Sebastian Florida !!! The surf is up, the fishing is plentiful, and the recreational boating market is out of control. As with the rest of us out there, surveying our hearts out, it has been a very long and lucrative survey season since the 2020 announcement of the Covid pandemic. Seeing that the maritime industry is still considered an essential industry, I hope that everyone has been able to modify your practices to continue surveying safely.



**Christopher Day, AMS®  
Florida Regional Director**

This last year has brought out many new boaters to the industry. This has made our jobs more difficult as we may have had to modify our typical practices to better explain things within our reports so that these clients can understand where the bow of the boat is located (AKA "The Pointy End Of The Boat"). We have seen some pristine boats and we have seen boats that make you shudder from a distance as you walk down the dock. We have seen deals go bad due to a few rusty stains on gel coat or faded teak decking and we have seen unkempt vessels sell sight unseen and the buyers just need a survey to continue through the formalities.

No matter what the situation, we still need to remember that we are Surveyors FIRST. We should not sacrifice quantity (AKA Money) for the quality of service and report writing we should all strive to attain. Our biggest calling card is the report we provide our clients. We are a unique breed of people who only have the opportunity to make an impactful impression on our clients a minimum of three times: 1. During the initial phone call. 2. During the survey. 3. Delivery of the report. We are not Walmart, Target, nor Publix. It is very rare that people continually frequent our services like a retail store. There are many things that help play into this and this is what I like to call "Surveyor's Conduct", a future topic for a Zoom/Live meeting.

A bit about me . . . I am a North East Boy: Born in NJ, lived a portion of my childhood SE of Boston and went back to NJ to graduate High School. My summers were spent on the East end of Long Island, NY (Shelter Island). This is where I found my passion for boating, fishing, and water sports. Graduated from WVU in 1996 with 2 degrees (Business/Marketing and Spanish) and moved to S Florida where I worked as a field rep for ADP. (Yes, a normal/real job) Seventeen years later, I got laid off and fell back on my captain's license, but it kept me away from home a bit too much and my social life was little to non-existent. I worked for a mobile marine mechanic as an office manager and the next thing I knew I was wrenching on vessel's systems. Yep, that broke the camel's back, and I decided to attend Chapman's Damage class. Passed with flying colors and then attended Chapman's survey class. Once I got my feet below me, I was asked to teach 4 days of classes: Systems, Intro to Survey, Propulsion, and Sea Trial. As I got busier with surveying, I moved away from Chapman's to focus on my survey business, and passed my AMS® exam.

As everyone received the announcement about me attaining the position, I was in the middle of a ski vacation in Colorado with little to no internet/phone access. So, to say that I was a bit behind the eight-ball when I got back was an understatement. This was not a surprise by any means, but just overwhelmed with everything that came with the title. I don't back down from a challenge and I believe I am finding my groove and support network to help out with reviews, applications, and upgrades. I know that we have missed our regional meeting typically scheduled in March, but with the departure of Cliff Schmitt, AMS® and the Covid pandemic rules still fuzzy for group gatherings, it was not scheduled. I have thought about holding sequential, but relatively short Zoom/Live Meetings on Saturday mornings to help meet our requirements. As for upgrade testing, I would like to hold quarterly sessions to make sure that everyone waiting for testing can be accommodated. I need to evaluate my calendar and see if I can squeeze the first one in prior to the SAMS® IMEC Meeting in New Orleans. If I cannot, I will begin the quarterly schedule after the New Orleans meeting. Also, I would like to attend some of the regional boat shows as time and money permit and would like the local SAMS® members to help out with these events.

For now, it is back to burying myself in the bilge by day and burning the computer monitor light by night to keep my clients happy . . . Enjoy and happy surveying.



**Joseph A. Derie, AMS<sup>®</sup>**  
**SAMS<sup>®</sup> Commercial Workboat Chair**  
**SAMS<sup>®</sup> Tug & Barge Chair**



OSHA STANDARDS QUIZ #2: LADDER OR STAIRS?

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? This is second in a series of articles identifying common OSHA deficiencies on uninspected vessels and quizzing your knowledge of the OSHA standard you should be referring to in your report.

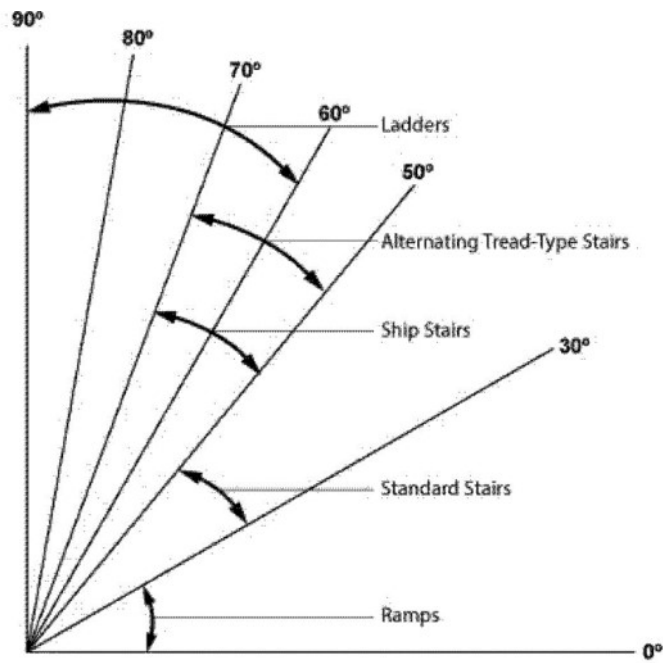
QUESTION: Below is a picture of a type of passageway connecting two decks sometimes found on larger uninspected commercial vessels. You measure its inclination at 55°. How would you describe it in your report?

- a. Standard stairs.
- b. Ship stairs.
- c. Ladder
- d. Ramp



ANSWER: At 55° of inclination you are looking at what OSHA describes as “ship stairs ” as seen in Figure D-10 below, taken from OSHA 29 CFR 1910 Subpart D *Walking Working Surfaces*.





Angle	Type
≤ 30°	Ramps
30° – 50°	Standard Stairs
50° – 70°	Ship Stairs
50° – 70°	Alternating Tread-Type Stairs
60° – 90°	Ladders

Figure D-10 – Angles for Stairs, Ramps, and Ladders

The next question is whether the ship stairs is safe. Whether it is safe or not depends on whether it is in good repair and meets the following guidelines:

29 CFR 1910.25(e) *Ship Stairs*

29 CFR 1910.25(e)(1)

Are installed at a slope of 50 to 70 degrees from the horizontal;

29 CFR 1910.25(e)(2)

Have open risers with a vertical rise between tread surfaces of 6.5 to 12 inches (17 to 30 cm);

29 CFR 1910.25(e)(3)

Have minimum tread depth of 4 inches (10 cm); and

29 CFR 1910.25(e)(4)

Have a minimum tread width of 18 inches (46 cm).

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

# The 'Ever Given' Will Ruin More Than Just a Muddy Canal

by James E. Mercante, Esq.

Partner at [Rubin, Fiorella, Friedman & Mercante LLP](#), and  
President of the Board of Commissioners of Pilots of the State of New York.

*No one sets sail expecting to be involved in a marine accident, but even the most experienced mariners will find themselves in need of a lifeline if a casualty occurs.*

Within days of the March 23, 2021 grounding of the M/V Ever Given, which halted traffic in the Suez Canal for a week, headlines were already focusing on the ship's officers and pilots.

The negative press started with a *Washington Post* story, "Suez Canal Pilots Come Under Scrutiny After Grounding of Ship." The *Wall Street Journal* followed with aim at the vessel's skipper in an article titled "Egyptian Officials Accuse Ever Given's Captain of Losing Control of Ship in Suez Canal." This finger pointing occurred despite reports of powerful sandstorms and high winds at the time of the accident, which affected not only visibility on the bridge, but also steerage of the ship as the thousands of containers stacked high above deck presented a huge sail area for the gusting winds. But, no official agency, cargo interest, or Canal authority was going to simply blame Mother Nature as she is not equipped with insurance or the wherewithal to pay claims.

Shortly after the giant ship was refloated to cheers of celebration, it hit another major roadblock. The Ever Given did not even make it to the end of the Suez Canal before it was arrested under maritime law by Egyptian authorities, who demanded more than \$900 million in security to let the vessel sail on. In maritime law, a ship can be arrested to obtain security for future claims, but there can also be an agreement that the shipowner will come back to a specified jurisdiction to defend against all claims. It is like bail money guaranteeing the owner will not flee the jurisdiction (never to be found again), but also that the owner has the funds in place to pay proven claims.

Needless to say, the six days aground will not soon, if ever, be forgotten by Ever Given's captain, mates, or pilots as the investigations, claims, inquiries, depositions, and litigation ensues and ensnarls them. The casualty investigation will examine the acts or omissions of the two Egyptian canal pilots, their interaction with the ship's captain prior to getting underway, and then every step of the way during the voyage. Issues to be explored will include:

- The master-pilot exchange;
- The conditions at the time of the grounding, and who made the decision to get underway despite the prevailing winds and weather;
- The pilots' experience;
- The captain's experience, not only on the Ever Given, but also in the Suez Canal, along with his experience in tight quarters of a ship of that length, beam and draft with a ridiculous number of containers (18,300) on board and stacked tremendously high.

The investigation will also scrutinize what transpired when the vessel became in extremis. Were the pilots relieved by the captain at any time? Who was giving the commands in the fateful last turns? Where were the tugboats? Who was steering the ship, and how did that helmsman perform? What engine and helm orders were given throughout the maneuvering? Was there too much speed in close quarters? What was the effect of bank cushion? Was a voyage data recorder (black box) activated and capturing all communications? And, this is just the tip of the iceberg.

Unfortunately, the two pilots, captain and mate will be pawns not only in the major marine casualty investigations, but in the admiralty litigations to follow. In the United States, typically it is the U.S. Coast Guard and/or National Transportation Safety Board that investigates marine casualties. Quite often, the Coast Guard will initiate a license suspension or revocation proceeding against the licensed officer. These proceedings may not necessarily be covered by the vessel owner's insurance policy, as it is personal to the licensed officer and not an action against the shipowner.

The Ever Given case will be talked about and reviewed for many years to come. (A superb “Minute-by-Minute Breakdown of the Ever Given’s Crash” appeared in *Popular Mechanics*, and includes commentary by United New York/New Jersey Sandy Hook Pilot Association President Captain John DeCruz and Metropolitan Pilot Association President Captain Robert Flannery.)

And, undoubtedly, the colossal container ship that captured the world’s attention for six days will be “ever giving” to the maritime lawyers and marine experts who will handle this mega casualty far into the future, perhaps a decade or more.

## **Sinking Feeling – Actions Against Captains and Pilots**

Of course, one might think that “a decade or more” is a bit far-fetched, but don’t tell that to the Exxon Valdez interests or the captain of that oil tanker. The Exxon Valdez hit Bligh Reef in 1989 spilling millions of gallons of oil, and the matter was litigated right up until 2018, nearly 30 years after the incident. The captain was charged by the U.S. Coast Guard in a license suspension & revocation (S&R) proceeding, named in the civil lawsuits, and was charged criminally. Sadly, he had no insurance to cover any of this. It took years, but the captain—one of Exxon’s finest—was acquitted at all stages of the criminal trial and in the S&R proceedings, and did not lose his Coast Guard license. A maritime classmate of the captain and admiralty lawyer took the conn to defend the skipper and his reputation.

Then there’s the case of the Staten Island Ferry, which crashed into a concrete pier in New York Harbor in 2003. The captain and pilot were pursued not only by the U.S. Coast Guard, but were obvious witnesses in civil litigation, and faced potential criminal charges as 11 passengers were killed and more than 70 were injured. The litigations continued for nearly a decade. The ferry captain had no insurance, and would be bankrupt if not for a maritime lawyer stepping up and defending the captain pro bono.

The pilot of the containership Cosco Busan pleaded guilty to federal water pollution charges in an agreement that called for him to serve two to ten months in prison, pay a fine and surrender his license. In 2007, the ship struck the Bay Bridge in San Francisco spilling 53,000 gallons of fuel. Both the U.S. Coast Guard and the NTSB conducted investigations. The ship’s captain was also faulted for failing to plot a navigation plan or communicate effectively with the pilot.

In another harrowing incident, a pilot was sued personally for \$4.6 million by the tug company he was affiliated with as a result of the grounding of a sludge barge outside New York Harbor enroute to sea. I represented that federal pilot, and while litigation lasted over two years, the case was ultimately dismissed. The pilot was fortunate to have had [marine license insurance](#) that provided civil legal defense coverage which eased his emotional (and financial) pain tremendously. Some vessel owners provide this coverage as an additional benefit to their licensed mariners.

Unfortunately, even with a “pilotage clause” in a pilot ticket, pilots get sued. The pilotage clause in New York Harbor, for example, states that the federal pilot becomes the “borrowed servant” of the vessel, and that no personal liability will be asserted against the pilot except for his/her willful misconduct or gross negligence. One shipowner tried to sidestep the terms of the pilot ticket by alleging the pilot was guilty of gross negligence in a simple grounding at the stern during a routine docking maneuver. That argument did not work and, ultimately, the claim was dismissed, and the shipowner was required to pay the pilot’s attorney fees (my firm) in defending against the bogus claims. This pilot had [license insurance](#) that provided him a defense, and the license insurer was made whole by the recovery of its attorneys’ fees. *Stevens Technical Services, Inc v. MORMAC Marine Enterprises, Inc, 2004 WL 3152788 (EDNY 2004)*.

One may also recall the docking pilot of the motor tanker BT Nautilus who was sued personally for a grounding in 1990 that resulted in an oil spill. The very reputable and respected federal pilot became embroiled in the case primarily because the shipowner had a statutory limitation of liability defense and other defenses that the pilot did not have. Lawyers figured suing the pilot was a way to do an end around the ship owner.

Con’t

Pursuant to the pilotage ticket, the vessel owner could be called upon to indemnify the pilot against any liability to the plaintiffs. The trial took 19 days, 27 witnesses, and 247 exhibits, and was decided more than four years after the incident.

### **What's the Lesson?**

It is said that a collision at sea will ruin your whole day. Yet, that saying must have been coined in the days of wooden sailing ships when litigation perhaps was the exception not the rule. Today, any type of major marine casualty will not only ruin a captain or pilot's entire day, but can be agonizing and costly for years as evidenced by the examples above, and as is already obvious in the Ever Given casualty. Cases such as these demonstrate not only how hazardous—and delicate—a job maritime officers have, but how life can change for these hard-working individuals in an instant. There are not many jobs like that out there.

Ever Given casualty will cost billions of dollars and will be a windfall for some and unfortunately a fall from grace for others.

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## **THREE FACTORS OF DAMAGE SURVEYS**

By

**Dick Frenzel**, Charter Member, AMS®

Many of our more senior members have developed a reputation as a successful damage surveyor. They spend the majority of their time preparing reports for various underwriters and claim adjusters who appreciate their knowledge of, not only how vessels are built, but also how the vessels should be repaired to safely resume their previous service, whether pleasure or business, and how much the repairs should cost.

Other successful C&V surveyors develop an especially good market in areas such as, racing sailboats. They are always called upon to be the owners' surveyor, who presents the damage to the underwriter surveyor. Both of these types of surveyors need to be thoroughly familiar with all three factors of Damage Surveys, in order to understand, and to provide their clients with the best, and most accurate, report as possible.

### **WHAT ARE THE THREE FACTORS?**

**NATURE, EXTENT, CAUSE**

#### **NATURE**

What is the nature of the damage? Is it a damaged prop, a bent shaft, a fractured weld on an aluminum hull, FRP peeled off the bottom of a hull, rot in the transom, unknown location of leak in the hull, noisy gear box, discolored gelcoat, VHF static, automatic fire extinguisher failure, failed hull/deck connection, sank at dock, collision or allision? This needs to be verified to determine the

#### **EXTENT**

What was damaged by the nature of the reported damage? Did the damaged prop cause the prop shaft to be damaged? How about the forward and reverse gears, did the pinion gear fail? How much damage was done to the interior equipment when the aluminum seam failed? How much interior damage was done with the hull was punctured by the sharp bow of an out of control sailboat? Can the stained gel coat be coated over, or does it have to be removed and replaced? Did the bent shaft affect the cutless bearing or the strut? How about the packing gland (stuffing box)? Should the failed fire extinguisher be refilled or replaced? How about the personal gear and equipment when the hull was partially submerged? All part of the damage report, less possible wear and tear caused by age. All of these things must be noted in the report, however the most important question to be answered is

Cont.

## CAUSE

**The cause of the incident is of primary concern to Underwriters and Adjusters, in order for them to determine if the alleged damage is a covered loss according to the insureds' policy. This is the main reason you are hired!**

It is always best, whether you are representing the owner, or the underwriter, to recommend the vessel owner have the inspection done at a repair facility of the owner's choice, or if the vessel is too large to trailer, provide safe access to the vessel.

### **Now, let's look at a not uncommon incident:**

A family is just returning to their marina after a pleasant day out on the water in their twin engine sport fishing boat. They are still at cruising speed, when a "go-fast" boat crosses their bow, causing them to, immediately, put both engines in full astern. The family hears a loud "thump" sound under their boat, as if they had struck a submerged object. They slow down, and their boat backs to the right. There is no response from the starboard drive, as if they lost the starboard prop, or broke some the blades on the prop. They slowly manage to arrive at their slip, and secure their vessel to the dock. The owner goes into the water, dives under the boat, and discovers the prop is gone! (Must have been knocked off by the object they struck.) There is a small gash in the hull bottom, directly above where the prop probably hit the bottom when it broke off. The insurance company is notified, and a date is set for their marine surveyor to inspect the boat after it is hauled and blocked.

The marine surveyor arrives, identifies the vessel, listens to the owner's version on the incident, takes the necessary photographs to identify the nature and extent of the damage. (1) Side view photograph of the hull, showing the area of both shafts, rudders, struts and prop. (2) Photograph showing side view of broken shaft, and distance remaining aft of strut. Then, (3) Photograph showing a close up of the end of the shaft with obvious "beach marks" emanating from the forward outside corner of the keyway slot across the surface of the shaft, approximately 50% of the shaft diameter. This is obvious metal fatigue which has weakened the shaft over a period of time, that caused the sudden high-speed change of direction to overpower the remaining amount of shaft steel to fail.

Therefore, the **Cause of Loss** is long term wear and tear of the propellor shaft, and probably is not a valid insurance claim. However, that is not the concern of the marine surveyor. The insurance adjuster makes the final decision. However, you have provided him with all the facts and photographs, along with your experience. The adjustor may ask for the cost of repairs, if he is inclined, or coaxed, into considering payment of the claim. You may also be requested to provide a fair cost of repairs based upon the estimate the owner's preferred shop has prepared. However, that portion of the Damage Report is not covered in this lesson. The **Extent** can be covered in another session. If you are interested in pursuing more information in Damage Claims, you may call me at any time. You should also check with Reinier Van Der Herp, to find out if the one, and two weeks Damage Report Writing classes will be offered next February at the Chapman's location. These courses have been offered since 2005, when I conducted the first class.





# UNITED STATES COAST GUARD

U.S. Department of Homeland Security

## MARINE SAFETY ALERT

### Inspections and Compliance Directorate

July 8, 2021  
Washington, DC

Safety Alert 04 -21

### VERIFY YOUR WIRE ROPE TERMINATIONS: INCORRECT TERMINATIONS CAN LEAD TO CATASTROPHIC FAILURE

This Safety Alert addresses the importance of verifying the condition and manufacturing of wire rope terminations used in various systems that utilize wire rope in a load-handling capacity (e.g., lifesaving appliances, cranes, lifting slings). The Coast Guard is currently investigating a casualty involving a failed wire rope termination that resulted in extensive damage to equipment.



Figure 1: Fitting has a uniform appearance.

The Coast Guard observed that improperly applied swaged fittings could result in unintentional damage to the wire rope, resulting in failure of the termination. Improper swaging procedure includes failures within a quality management system in which materials are improperly selected and do not match the specifications of the original equipment manufacturer.

A separate observation was that different types of fittings/end terminations might decrease the safe working load (SWL) of the wire rope. With this in mind, the type of fitting could affect the safety factor that is required by regulation or recommended by industry standard/practice for the application (e.g., 6:1 for lifesaving appliances launched with wire rope falls). As an example, a swaged sleeve in a common turnback eye results in a 90% or better efficiency of the termination (i.e., 10% or less reduction in the SWL

of the wire rope) when properly installed in accordance with manufacturer's recommendations.

The Coast Guard strongly recommends that owners, manufacturers, operators and service providers utilizing wire rope in systems on any vessel or OCS facility:

- Visually examine wire rope terminations for abnormalities that may indicate improper installation (Figure 1 shows a crimp with a uniform appearance, Figure 2 shows out-of-roundness, and Figure 3 shows ridges created by over-crimping);
- Compare fitting dimensions against the manufacturer's specifications/tolerances for the completed fitting (i.e., does the length and diameter fall within fitting manufacturer specifications); and



Figure 2: Completed fitting is not "round" nor within manufacturer specifications.

- Verify through documentation related to the manufacturing of the assembly that the materials were properly selected and that the termination type does not reduce the SWL of the wire rope below the minimum safety factor for the type of service.



*Figure 3: Fitting is deformed with "ridges" of extra material present from over-crimping.*

**Marine inspectors, investigators, surveyors and servicing technicians** are encouraged to maintain an acute awareness to these issues and initiate corrective actions as needed.

This Safety Alert is provided for information purposes only and does not relieve any domestic or international safety, operational, or material requirement. Developed by the Investigators at Marine Safety Unit Houma and the Outer Continental Shelf National Center of Expertise, and distributed by the Office of Investigations and Analysis. Questions may be sent to [HQS-SMB-CG-INV@uscg.mil](mailto:HQS-SMB-CG-INV@uscg.mil).

# Attention IMEC Attendees

## How about Business Casual – What to Wear or Not Wear

Wasn't the Hotel DeSoto in Savannah great, perhaps the AC was set quite low, but really classy, great decoration, and wonderful food (except for breakfast?). When an IMEC is held at a 4 or 5 star hotels as is the norm, I would expect our members to realize that they are not in a boatyard or in Billy-Bob's brew shack. Stretched out faded T-shirts paired with ragged jeans might be acceptable at Billy-Bobs, but unfortunately, some of our members don't seem to know how to dress for different environments. Frank Zappa once commented that he had all the costumes necessary to deal in society, from what I saw in Savannah, some of our members surely don't. When you attend an IMEC, you are not only representing yourself, but the SAMS® organization as a whole. SAMS® has never asked you to wear a suit and tie, and probably never will, but it seems to me that a little more thought when packing for the IMEC might get us a lot more respect at the venue. I've taken the time to look up "Business Casual" and this is what it says along with examples of what IS and what is NOT Business Casual!

Below was copied from "The Street".

"Appropriate **business casual dress** typically includes slacks or khakis, **dress** shirt or blouse, open-collar or polo shirt, optional tie or seasonal sport coat, a **dress** or skirt at knee-length or below, a tailored blazer, knit shirt or sweater, and loafers or **dress shoes** that cover all or most of the foot."

*Please study the cartoons carefully and honestly decide which one best represented you in Savannah.*





## GUEST ACTIVITIES

### **Meet & Greet - Wednesday - (no cost for registered guests)**

(Time and Location will be listed in Registration Packet to be mailed shortly)

This is a great way for your guest to meet with other guests and talk about what to do and see while in New Orleans. It will be hosted by Penny Lowe, the wife of John Lowe, SAMS® current Executive Vice President. Refreshments will be served

### **Guest Tour - Friday - \$85.00**

(Meet in Lobby by 9:30 AM. Bus will leave directly at 10:00 AM and return at 3:00 PM)

**New Orleans City Tour -2 ½ hrs.** - On our tour, our tour guide will point out the landmarks and architecture that made New Orleans famous. We will stop and walk-through St. Louis Cemetery, one of the unusual "Cities of the Dead" (cemeteries). We will learn about unique above-ground burial system and listen to the stories of Voodoo piracy on Bayou St. John and then make our way to the shores of Lake Pontchartrain. We will follow the path of the St. Charles Avenue streetcar and past the homes of former Kings and Queens of Mardi Gras, stately mansions, and the world-famous exclusive Garden District. The stops will include: City Park/Café du Monde, Lake Pontchartrain, New Orleans cemetery.



**Lunch at Landry Seafood House on Lake Pontchartrain. (picture below)**

#### **Entrées - Choice of:**

Burger with cheddar and traditionally garnished

Grilled Shrimp with fries and vegetables

Grilled Chicken BLT with mozzarella & bacon

Crawfish Étouffé

Comes with Garden Salad and choice of soft drink, ice tea or coffee (Cocktails on your own)





## MEMBER'S CORNER

APRIL 2021 -

JUNE 2021

The following members are now Accredited Marine Surveyors with the earned designator:

**“YACHTS & SMALL CRAFT”**

The following members are now Accredited Marine Surveyors, with the earned designator:

*Chad Thomas Kalkowski, Pittsburgh, PA*  
*Marc Redshaw, Seminole, FL*  
*Bryan Shrock, Marblehead, OH*  
*Heath Yeomans, Pass Christian, MS*

The following people have been accepted into SAMS® as:

**“ SURVEYOR ASSOCIATES”**

*Ayazli, Ali Berke, Saddle Brook, NJ*  
*Christopher Michael Bonham, Gross Ile Township, MI*  
*Robert Clauhs, Charleton, SC*  
*Isaac James Haertel, Annapolis, MD*  
*David Glen Hardy, Jr., Charleston, SC*  
*Mark William Hughes, Alpharetta, GA*  
*Darin David Kennedy, Penetanguishene, ON Canada*  
*Daniel Bruce MacNaughton, Searsmont, ME*  
*Jason R. Maitland, Ontario, NY*  
*Spencer Mathews, Cordona, MD*  
*Ralph Miller, Fleming Island, FL*

**Applicants Seeking SAMS® Membership:**

*Brady Charles Anderson, Lake Ann, MI*  
*Ron Atkinson, Riverhead, NY*  
*Tom Averna, Friday Harbor, WA*  
*James Charles Bowman, Gallatin, TN*  
*Simon Peter Bridgwood, Fort Lauderdale, FL*  
*Philip Joel Carmichael, Saint Augustine, FL*  
*Antonio Ciccone, Aventura, FL*  
*James P. DiSomma, Fort Monroe, VA*  
*Arran Geoffery Flanagan, Alpine, CA*  
*Courtney Renee Graham, Fife, WA*  
*Robert D. Gullede, Jacksonville, FL*  
*Timothy Haines, Saint Cloud, FL*  
*Scott Heitman, Port Angeles, WA*  
*Kenneth Hodgins, Saint Thomas, VI*  
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