

# SAMS® NEWS

Society of Accredited Marine Surveyors®, Inc.



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Editor: George Gallup, AMS®

Summer 2012



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In case you missed it in our previous newsletter, this is the last papered SAMS® issue. From now on, only requested hard copies of the newsletter will be sent by mail. By having a digital newsletter, we will be able to add more member articles and images than what were previously limited to the black-and-white sixteen page spread of old. You know what this means now, right? This means that as your Editor, I encourage you to send in your stories, pictures, and ideas.

We are presenting to you - the Society - a platform where you can share your experiences, observations, and knowledge with other members. The more you send in, the better the newsletter becomes. You have heard our stories, now it is time for the Board and other members to hear yours.



**George Gallup, AMS®**  
Editor / Immediate  
Past President

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President	Joseph B. Lobley, AMS® (jblmarine@roadrunner.com)	207-832-5300
Executive Vice President	Stuart J. McLea, AMS® (stuart@marinesurveys.ca)	877-576-3304
Secretary / Treasurer	Lloyd E. Kittredge, AMS® (kittsurvey@frontier.com)	219-926-5186
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Testing VP	Alison Mazon, AMS® (amazon43@speakeasy.net)	503-286-4252
Education VP	Kenneth Weinbrecht, AMS® (oceanbaymarine@yahoo.com)	631-924-4362
Meetings / Conventions VP	Paul Logue, AMS® (marinesurvey@comcast.net)	781-544-1344
Immediate Past President	George Gallup, AMS® (GallupYachtSurveying@gmail.com)	781-598-5465
Advisor	Downing Nightingale, Jr, AMS®	904-384-5577

### Regional Directors

North East Region	John N. Lowe, AMS® (captursa@aol.com)	631-462-2624
Mid - Atlantic Region	Theodore Fred Wright, AMS® (Tfredwright@aol.com)	704-708-5709
Florida Region	Robert Heekin, AMS® (encoreltdinc@bellsouth.net)	954-781-2532
Gulf Region	Kristoffer A. Diel, AMS® (yachtsurveys@msn.com)	504-236-8151
Great Lakes Region	Robert V. Horvath, AMS® (nstarmarinesurveyor@roadrunner.com)	440-336-2295
Pacific Region	Darrell R. Boyes, AMS® (dboyes@cnw.com)	360-299-0509
Canadian Region	Peter H. McGuire, AMS® (mcguirepeter@rogers.com)	416-239-5782
Asia Pacific Region	Joseph (Paul) Slivka, AMS®-Retired (mpslivka@bigpond.net.au)	617-33488918
European Region	John M. Martin, AMS® (jmartin@marinesurveyor.com)	34-649-437352

### Standing Committees

Cargo Chair	Dan McDonald, AMS® (mcdonaldsurveys@sympatico.ca)	416-670-1160
Engine Chair	Robert Gallagher, AMS® (captbgallagher@comcast.net)	978-807-2163
Ethics Chair	Stuart J. McLea, AMS® (stuart@marinesurveys.ca)	877-576-3304
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Tug & Barge Chair	C. Stanley Johnson, AMS® (Riverportms@aol.com)	901-278-2161

### Liaison

American Boat & Yacht Council	George Gallup, AMS® (GallupYachtSurveying@gmail.com)	781-598-5465
Boat Owner's Association of the United States	George Gallup, AMS® (GallupYachtSurveying@gmail.com)	781-598-5465
National Fire Protection Association	Kenneth Weinbrecht, AMS® (oceanbaymarine@yahoo.com)	631-924-4362
International Standards Organization	James R. Renn, AMS® (randyrenn@aol.com)	410-604-2327

### International Office

Office Manager	Rhea P. Shea (SAMSHQ@marinesurvey.org)	800-344-9077
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## SAMS® NEWS

SOCIETY OF ACCREDITED MARINE SURVEYORS®, INC.

### SAMS® INTERNATIONAL OFFICE

7855 Argyle Forest Blvd., Suite 203  
Jacksonville, Florida 32244-5730  
904-384-1494  
Fax: 904-388-3958  
800-344-9077  
e-mail: samshq@marinesurvey.org  
www.marinesurvey.org

### EDITOR

George Gallup, AMS®

### LAYOUT / DESIGN

VMBagtas

### PRINTER

Design, Printing & Imaging (DPI)  
Jacksonville, FL

### OFFICE MANAGER

Rhea P. Shea

### STAFF

Irene Carey  
Rosemary Patterson  
VMBagtas

**NEWSLETTER MATERIAL:** Do you have an interesting topic that you would like to appear in your newsletter? Send it in! If your article is published in SAMS® NEWS, you not only contribute news and information to your peers, you may be eligible to receive one (1) CE Credit for your article. (Refer to the SAMS® Continuing Education Requirements Policy for more information.) Please send original written articles, photos, etc. to George Gallup, Editor (GallupYachtSurveying@gmail.com). Kindly send a copy of the original content - high resolution images and scans. The articles / pictures will now be due on March 1st, July 1st, and November 1st.

**COVER PHOTO:** Stuart McCLea, AMS® Executive Vice - President / Ethics Chair

The SAMS® INTERNATIONAL NEWSLETTER is a publication of the Society of Accredited Marine Surveyors®, Inc. (SAMS®). Views and opinions expressed in the articles and editorials are those of the writer and do not necessarily reflect the official views and policies of SAMS®. Articles are edited only for grammar, punctuation, spelling and language so they fit in the allocated space.



Joseph Lobley, AMS®  
President

Marketing is defined as, “the process by which an individual or organization creates value for their customers.” A very important part of successful marketing is branding. A brand, by definition, is considered a name, term, sign, symbol or design that differentiates one person or organization from another. SAMS® has invested both time and money over the years to promote “our” brand and legally trademark ‘The Society of Accredited Marine Surveyors®,’ ‘SAMS®’ and ‘AMS®.’ I can assure you any violations of our trademark are vigorously addressed. We attempted to trademark the term “Accredited Marine Surveyor.” Unfortunately, we were not awarded this trademark because the word ‘Accredited’ is widely used. Thus, there is the proverbial ‘loop-hole’ that some non-members have discovered.

I see misleading advertising from these individuals at an ever increasing rate. On one occasion, I was given a business card from a surveyor that stated he was “Accredited” and “Certified” while not being a member of SAMS® or NAMS. This individual did not use any of the SAMS® trademarked names or terms and cannot be legally challenged by us. He did make the mistake of claiming he was ABYC certified - which was a lie - and was dealt with by ABYC. So, the question I put to all of you is, “How do we continue to improve and promote our brand when there is a loop-hole that is blatantly exploited?” My suggestion is that we all begin to advertise ourselves as being SAMS® Accredited or SAMS® Accredited Marine Surveyor, and SAMS® SA or SAMS® Surveyor Associate. Please do not forget the registered trademark symbol where appropriate. This will take time to take effect but it will ultimately differentiate us from those that choose to mislead the public at our expense.

The second part of ensuring that the public understands the difference between SAMS® surveyors and “other” individuals is to embrace continuing education, be aware of new technology, and closely follow the SAMS® Code of Ethics and Rules of Practice. I do not mean that you should simply meet the minimum requirement for continuing education credits, but truly take in as much information as you can. Our industry is changing continuously and all of us need to adapt quickly or take the back seat. All the branding and advertising can get you a phone call or e-mail, but it is your level of expertise and professionalism that lands you the job and more importantly, could get you a “word of mouth” referral for the next assignment.

I welcome your comments and hope to see you in Baltimore at the Annual Meeting this October. If you haven’t met me or any of the Board Members, please seek us out and introduce yourself. I joined SAMS® in 1996 and quickly became friends with several Charter Members and Board Members which compelled me to become involved in this wonderful organization. Have a great summer!





**Stuart J. McLea AMS®**  
Executive  
Vice-President /  
Ethics Chair

### Good Day, to you all! I hope that everyone is poking boats.

Your Board has just returned from Baltimore and our Summer Board Meeting. It was a very busy meeting, which included a hotel tour. The hotel, Hyatt Regency Baltimore - Inner Harbor, is a fantastic location with lots to see and do, all in close proximity of the property. I was very impressed with the security force in place for our arrival at the hotel. We later found it was not because of the SAMS® Board, but because of President Obama - who also visited the hotel with us.

I took part in a SAMS® official visit of the HMCS Sackville (more information on page 13). I attended a luncheon and presented the vessel trustees with a check in the amount of \$500.00. This was the amount collected at the last International meeting -held in Halifax- for cellular phone activity during the conference. For those who attended Halifax, the HMCS Sackville National Historical Site, is a floating display at the Maritime Museum of the Atlantic. The money was very well received, as they are planning a further refit of the only remaining Canadian Navy "Corvette" convoy escort vessel from WWII.

There has been a number of Ethics complaints filed since January. Again, most are due to "Work Product". If

you are hired by a client to do a survey, be sure that it is done in a timely fashion and follows the SAMS® Recommended Reporting Practices. Make sure the client receives his / her report in short order because this is what they have paid for. You would be surprised how many of our members do the survey, take the money; then the report is not completed to SAMS® standards and is also full of spelling mistakes. **PROOFREAD BEFORE YOU PRESS SEND...** If the client has questions, take the time to answer them.

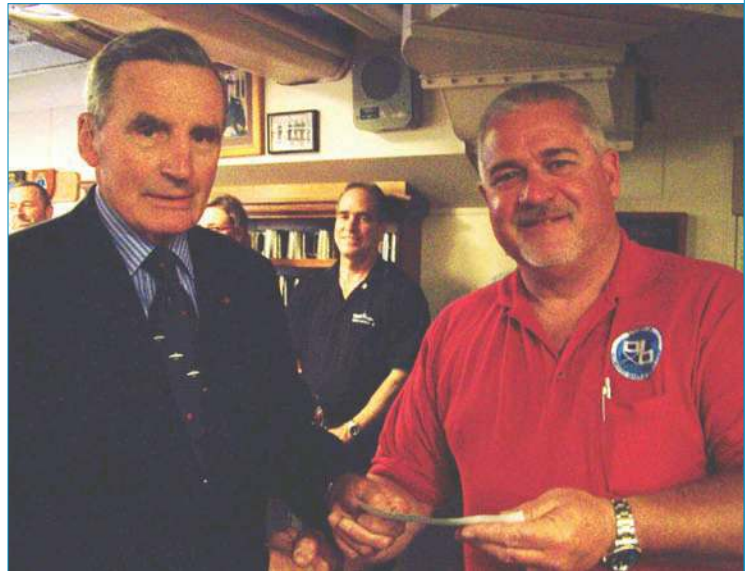
For those members whom have forgotten, a survey report will stay with the vessel as part of the vessel's history. That survey will also include your name as a professional surveyor on that report.

I have reviewed a number of survey reports when I was with Transport Canada, and also for some of my insurance clients. It is important to provide a professionally finished product to our clients (and yes, it should be timely).

Another point is that it is just as important to say in your report what you did inspect, as it is to say what you did not inspect. Cover all the angles and state in your report your recommendations, quoting the relevant CFR, ABYC, NFPA or Maritime Authority.

The educational content for this year's conference is looking very interesting. Our Education Vice-President, Ken Weinbrecht, AMS® has got the makings of a very good line-up of excellent speakers. Remember to book your rooms and support your professional organization, bring business cards and get to know your fellow members.

See you all in Baltimore...



**Lloyd Kittredge AMS®**  
Secretary /  
Treasurer

**W**ell, summer is here in "Yankee Land" and most of the surveyors are covered up in business. Again, I stress if you are not busy, try-try-try to diversify your bank of business. Go to your clients, visit marinas, make up a flyer and get it out, visit clubs, etc., tell everyone you belong to SAMS® and that your reports will be accepted. SAMS® carries a very good name in the industry, so "shout it out".

Our new office is working out extremely well and gives us very good exposure, not only in Jacksonville, but in the marine industry. Rhea and our staff are really trying to streamline all the different tasks that have to be done to give us the support that we need in the field. The new web site has started to give us all kinds of possibilities to get more information to our members and trying, all the time to lower cost as we go. It takes time but, it's working.

Speaking of 'cost,' please remember that each time we

have to request for a marina to be an additional certificate holder from our legal liability carrier, there is an added fee. However, I am glad to report that next year's cost will remain firm and we will not have an increase.

Another thing we are doing is to have Paul Logue AMS®, Meetings VP, gather all the costs related to the Annual Meeting, arrive at a total, try to estimate the number of members attendees, and then establish what it will cost each of us to attend. All costs related to meetings have gone up and we have to adjust to the current trends.

We are trying to take a strong business approach to making good business decisions on spending our dollars and running the affairs of SAMS® properly.

Changes are coming. We want to stay with current business trends and keep SAMS® a very strong Society. We are always open to new ideas, but remember that the SAMS® Board Members and Regional Directors are volunteers. We only meet a few time a year; therefore, changes take time.

I hope business is good for all of you and I am looking forward to seeing you in Baltimore. I think you will like the agenda Ken Weinbrecht AMS®, VP Education has planned.



**Paul Logue, AMS®**  
Meetings / Conventions  
Vice President

## News - Meeting and Conventions

I hope everyone is enjoying a good business season so far.

Not much news on the Meetings and Conventions end, just busy working on the Baltimore Food and Beverage selections. Ken, our Education VP has an excellent program lined up. It will be both fun and educational.

I just got back from the Hyatt Baltimore BOD meeting where we will be in October for our Annual Meeting. It is a beautiful water-front city. Everything is easy to get to via walking or water taxi. It is also the perfect time of the year for weather in the Mid-Atlantic.

Here are a couple of points and bits of information:

1. I have negotiated the parking down to \$19.95 per day (for those members driving in). Yes, you heard me correctly; it used to be \$30.00 per day. Parking is not owned by the Hyatt so they cannot control the cost



**Jim Sepel, AMS®**  
Membership  
Vice President

**G**reetings from the “rain forest” of Southeast Alaska! Actually, we still have lots of snow on the ground and folks are calling for marine surveys. Everyone has “boat fever.” Well, my associate, Todd Sharp (SA) and I hope you are having an interesting and rewarding year!

When I discuss some of my grounding damage cases, I often use the phrase, “The Rock Always Wins.” We now have a new phrase, “The Rotten Dock Pilings Always Win.”

Recently, a 43 Sunnfjord F/V was moored at a City Dock in Southeast Alaska. The new owner was having his aft deck rebuilt. So, he disconnected the Hynautic pilot station, aft. After three weeks, he had to move the vessel. Unfortunately, he didn’t know about having to bleed the air out of that control system.

He started up his big Luggier diesel, then much to his shock, the engine shifted into forward.

It increased RPM, broke its mooring lines, and plowed into the elevated portion of the dock, shearing off the rotten pilings. Then the elevated portion came crashing down on his boat. Of course, he tried to shut down the engine (the shut off was “frozen”). He literally dove into the dark engine room and fumbled around before finding the fuel solenoid and shutting down the engine. By then, it was too late.

Here are the results and just when you think you’ve seen it all!



**VS**



as easily. It is also right on the water front so it is at a premium location.

2. Transportation to and from the airport via shuttle bus is \$16.00. Taxi cabs are \$30.00. These two costs are very reasonable.

3. There will be complimentary WI-FI.

4. Getting around the Inner Harbor is easy, via water taxi. Camden Yards and Ravens Stadium are 2 blocks away.

5. There is one retail restaurant on property, along with a coffee express. However, across the street from the hotel, are numerous restaurants on the water.

6. We are planning for 300 people to attend our dinner, so getting a dinner cruise that could accommodate us is not feasible.

7. Please make your reservations early. It is October 10th to 13th.

8. Another Golf Tournament is being lined up for Tuesday by Bob Ptak and Jim “Tiger” Sepel.

Upcoming meeting sites:

2013 - Bahia in Mission Bay San Diego

2014 - New Orleans, LA. Facility to be determined



# INTERNATIONAL EDUCATIONAL SYMPOSIUM BALTIMORE INNER HARBOR

OCTOBER 10 – 13, 2012



Kenneth Weinbrecht, AMS®  
Education  
Vice President

The Board of Directors and Regional Directors had a wonderful meeting in Baltimore, a few weeks ago. The hotel where we are having our meeting is beautiful, easy to get to, and right on the waterfront. There are a few ships nearby, a museum, and plenty of great places to eat.

As I mentioned before, the program is going to be a little different this year.

Here are some highlights:

### Wednesday will be a “STANDARDS” day

The day will be a discussion about all of the standards that we should be aware of in our everyday use, as Marine Surveyors.

#### •ABYC, NFPA, UL and CFR’s

Representatives will be presenting from all those listed.

### Thursday will be “Marine Survey” day

Speakers:

#### •Interstate Battery

#### •Peter Squicciarini

#### •New Towing Regulations (sounds like a new opportunity to branch out to another venue).

#### •Sea Fire

Fire extinguishing systems (they will have a booth as well).

#### •Elco Marine Electric Motors

GoingGreen- Their engines are now an option in several sailboat manufacturers.

### Friday will be “INSURANCE & LEGAL” day

#### •Photography for the Surveyor

#### •James Mercante – Noted Maritime Attorney

#### •Jim Jones – Markel Insurance – (Not just the basics of your marine insurance policy).

#### •Darlene Kittredge, CPA - Are you making the most of your tax deductions for business?

#### •Mike McCook, NAMS-CMS (Salvage operations) Mike has a real talent for salvaging vessels.

We haven’t forgotten the Ethics part of the program either. If you would like an additional 5 CE credits, an ethics test will be administered to all attendees (open book, don’t worry). The questions will come from the Bylaws as well as Policy Manual for SAMS®. The test will be a part of your registration package on the flash drive. Just open the test, take it, and email your results to the International Office.

We would also like to start a different procedure about asking questions during a presentation. All attendees will have the opportunity to write down their questions on a note pad. At the end of the presenter’s seminar, forward the questions to moderators, whom will answer as many questions that he/she can, in their allotted time. We think this will help the presenter stay on track in their presentation. At the end, all questions will be read aloud so everyone can hear them, as well as hear the answer.

Start planning now for the meeting!

## Things to Do:

Travel Arrangements

Register for Symposium

Learn

Hotel Reservations

Have a great time!



www.baltimore.to



www.baltimoreeats.com/guide.php



www.historicships.org/constellation.html



www.aqua.org/visit/baltimore

### USEFUL CONTINUING EDUCATION LINKS:

- Go to the SAMS® website ([www.marinesurvey.org](http://www.marinesurvey.org)) and click on “Useful Links” from the navigation frame.
- Don’t forget to send in your education credits (Continuing Education Reporting Form and verification for Attendance and Completion), which we are happy to process at any time throughout the year.



Alison Mazon AMS®  
Testing  
Vice President

I have great respect for the pre-internet surveyors - especially those who came up the hard way, without a mentor. By comparison, we have it pretty easy. I am re-reading a Professional Boat Builder article on weld and construction defects in aluminum structures. I have researched several topics the article brought up to gain more insight. This morning I listened to a discussion on scantlings on ProBoat Radio. And, the guest offered to e-mail a summary paper on scantlings he presented at IBEX (3 years ago) that he felt would be useful to surveyors. I immediately e-mailed my request.

The educational opportunities available are countless, to the point of being a little overwhelming. You have to be selective and concentrate on those that can deliver the biggest bang for you, in your area. I am investing considerable energy in the welding article due to the high concentration of aluminum boats in the northwest. But, the issue of scantlings and the surveyor's ability to judge the construction of a particular vessel has nearly universal application. Pay attention to those opportunities and you will benefit greatly.

I recently saw a post from a surveyor who offered to carry another surveyor's tool bag. He was grateful for the opportunity and remarked about how much he learned. A seasoned surveyor can teach a great deal, even without actual instruction. Observing how that person interacts with a client, broker, yard personnel, etc. can be very informative. Casual discussions after a survey can be a surprise source of information. Seeing how another surveyor evaluates a deficiency or how he/she writes it up can be just as enlightening. The key is to invest in the educational opportunities that will have the most direct impact on your career path.

Since this is the Testing VP's column, most of my comments are directed to Surveyor Associates who will be sitting for the AMS® exam within the next 5 years. The successful AMS® candidates will most likely be those who mirror the qualities Steve D'Antonio described in his recent "Parting Shot" article in Professional Boat Builder Magazine. He said that,

*"... true or aspiring professionals in the marine trade take their work seriously, follow instructions to the letter, take responsibility for their actions, know their limitations, pay excellent attention to detail, and are thorough and tidy in their work -- but above all else, they possess a 'curious mind.'"*

While Steve's article was directed at marine technicians, a curious mind should also describe the successful marine surveyor.



One machine can do the work of fifty ordinary men.  
No machine can do the work of one extraordinary man.  
-Elbert Hubbard

### From the Ethics Corner

**Remember, when working on an insurance damage claims, DO NOT accept any gifts, lunch, dinner, or favors from any "insured" boat owner.** Have a great summer, and let's have a big turn-out in Baltimore, including signing up for our Tuesday golf outing (more info in the conference flyer).



Randy Renn AMS®  
ISO Liaison

## News from Standards Liaison

### Hello and Good Day, Surveyors, Inspectors, and Rusty Player Types in the Game

Here we go, with another letter from the Standards Liaison Department. Things in the world of Standards harmonization are heating up a bit, with window strengths and finish standards - here and about. There is really something old and new about to happen-actually, it has happened. It is just unlikely you have heard yet so much of it; more on that later. Technology often leads to a vanishing point due to the inevitable result of some form of the loss of past practices. Read as follows:

At this moment, I believe ISO 11347-2012 will have been accepted as a DIS (Draft International Standard.) You have heard of this in the past as having been under advisement and study. This Standard speaks to Yacht Finishes in very much the same way as your automobile paint coating met a standard before it left the factory. Well now, there is a 'Standard of Finish' for vessels over 24M. The vessel length is established by the methodology, as specified by ISO 8666-2002. The 11347 standard defines such matters as: Shade, Gloss, Film Thickness, Dust and Fairing Straightness - which boils down to "Distinction of Image."

How do we measure this, you ask? It cannot be done without the aid of a 'Wave Form' instrument and some training. The machine (from what I understand) does most of the work. The Standard allows for differences of high and low visibility areas, such as Topsides and Bilges. A full blown 'Wave Form' Instrument will cost somewhere in the \$30K range, but it is my understanding that the instruments will be available for rent or lease, as are Ultrasound Testers and Thermal Units. Barcol Meters will also be required for some applications (another profit potential or Ship's Magnetic Mine, depending on your take).

No matter, the standard is here for New Crafts, as in a PDA (Pre-Delivery Assessment.) I believe the effective start date is 6/15/2013 and I will confirm this information in the next article. I will now be certain to clearly mention in the survey body that I have or have not inspected to the Standard. I'm having a mental picture of a faded blue Belch Fire 96 coming back in three years with a \$42,000 repainting bill.

Let's start this section with a question: Do you remember where you were when you first met Fiberglass? Were you old enough to say, "This will never work"? If not, you surely met someone who would be old enough to say that. Fiberglass took time, from roughly 1932 until 1942, to come into use from a concept to a product; and then, in 1952, to get into cars. You might say it was not accepted as a universal boat material until the late 1960's.

Now we have another "old" material that we hope will be around long enough to inspect. The materials are Aluminum Foam Sandwich (AFS) and its really big brother, Steel Aluminum Foam Sandwich (SAS). Developed in 1961, in Chemnitz, Germany by the Fruanhofer Institute, it has been described as the 'Holy Grail' of Shipbuilding. Basically, the material is a cake batter of metals. The foam 'batter' can be made up of many types of metals from Aluminum to Zirconium; for this explanation we will stay with aluminum.

Lets' take a Hopper Barge that is to be loaded with winter wheat, a Shallow Draft Lake Touring Ship, and a Davit on the aft overhead, for your Belch Fire 96. You could build or have built the barge in steel or dimensional aluminum. What if you could save 30% of the weight by building in AFS or SAS and not lose Ice Status? Would the barge benefit from less weight in the hull, as well as with equal or greater strength, by allowing for larger bulk capacity? The Tour ship could be larger at the same draft and the righting arm of the pleasure vessel would not be as affected by the weight of the Davit.

This material is produced by taking steel of some dimension shape - such as a plate, conduit, or pipe - and perhaps being thicker on the exterior and much thinner on the interior. The air space is filled to a specific level with Aluminum rods and Titanium Hydride as a blowing agent. The steel is heated to 600° C. The aluminum melts and the Titanium Hydride forms hydrogen "pores" to make a 'cake' like substance that adheres firmly to the steel, as a permanent bond. The pores can be of different sizes and densities. The material appears almost as expanded bone and is quite remarkable in lightness and strength. It is incredible and we will be seeing it in new builds, hardware, and retrofits very shortly. Think about the number of barges that will shortly be out of use. You probably have some metal foam in your car door crash safety bar due to its "Kinetic Energy Dissipation"

So, how does this affect the surveyor? First, we need to be aware of what the material is and know what standards may apply. The injection standards should not affect us. However, some standards are in place that will affect our understanding and activities.

ISO 2738 specifies metal foams and is quite a read. ASTM C271 speaks about densities. ISO/DIS 13314(E) are Test Methods for Porous Metals. ISO 3738 Rockwell Hardness-Surface and ISO 3878 Vickers Hardness are both about denting resistance. ISO 28079 is a Material Specification Publication. All are about - ready for this - "Closed Cell Morphologies."

The foam material can be formed in rods and sheets and has been married to aluminum, fiberglass and copper. It has



been expanded into winches and rigging, coated with Titanium and buffed into very light weight, high strength deck gear. Expect to see it in hulls-commercial and recreational- race boat components, windlasses, outriggers, cranes and hatches. Expanded metal foam has been around in industry in the form of Electromagnetic Shielding, Blast Protection and Bridge construction and it is still with us now. Something new on the wharf, to learn about.

There are a reported 190 odd countries playing some part of the "Harmonization Process" so it is here to stay in the form of the IMO and ILO and it is getting larger. SAMS® is staying involved with the process as much as is possible. If you have questions or would like access to ISO Standards, please call.

We are all part of the party until the last gun so let's keep playing nicely.



**Peter McGuire, AMS®**  
Canadian  
Regional Director

The first reports under the new SA review program have been received and processed. I am expecting a steady stream over the next while (my thanks to Mike Savage AMS®, Quebec Sub - Regional Director, for his assistance in reviewing reports from our Francophone colleagues).

When you receive notification from SAMS® HQ to submit a report for review, please do not just fire off your latest survey and leave it at that. Be pro-active and submit your best work product. This request is a timely opportunity to pause, sit back and critique your own work before submitting. It needs to be done in close conjunction with the latest edition of the SAMS® Recommended Survey Report Content document (RSRC).

It is the time to fill in any gaps that may be lurking in your survey reports - in terms of content, technical detail and accuracy. Also, do not forget: the digital photo requirements, page numbering, valuation justification, signing the report, and other RSRC requirements. Once

submitted, the report is reviewed using a comprehensive check list that is cross-referenced to the RSRC and graded accordingly.

Aside from content, technical detail, and accuracy, the report writing itself is very important. Sloppiness here suggests a general degree of unprofessionalism. So, hone up on your grammar and syntax - as necessary - and get those spelling mistakes and typos banished. It is important to remember that to be upgraded to an AMS® Candidate, reports must be professional and RSRC compliant. I had the unpleasant task of recommending the denial of an upgrade in the past and do not relish the thought of doing so again.



**Robert V. Horvath, AMS®**  
Great Lakes  
Regional Director

### Greetings from the very warm Great Lakes Region

(It is the warmest summer I can remember, since 1988). I do not know whether it is the heat or the buyers' pent up emotions, but there are a lot of happy brokers here in the Great Lakes Region. Their only complaint is finding clean boats to sell.

Business is brisk. Every surveyor in our area I have spoken with is very busy, a nice change up over the last couple of years. Maybe business will return to old levels for a few years.

I attended the June Board of Directors Meeting. The program for the Annual meeting in Baltimore is in place. As usual, our VP of Education, Ken Weinbrecht AMS®, has put together a great program with subjects that will interest all.

I am working on plans for our Regional Meeting, but presently do not have anything in place. We have been offered the use of the Columbia Yacht Club in Chicago that resides on the ship Abegweit, a 372Ft. 7000 ton converted icebreaking, railway, vehicle and passenger ferry that was launched in 1946. Everyone I have spoken with that has been aboard has raved about the meeting facilities and restaurant. We are looking for a reasonable hotel that would not be too far from the club. If we are successful, I will put together a program for our meeting.

After reviewing the 2012 Annual Meeting requirement list for our AMS® members, I found there are several Great Lakes Regional members that will need to attend an Annual Meeting very soon, in order to meet their five year requirement. I suggest that Baltimore be your destination in the fall.

See you in Baltimore.



**Robert Heekin, AMS®**  
Florida Regional  
Director

### Jim Wood Memorial Library

During the last board meeting in Baltimore, Maryland, it was resolved that SAMS® would establish the Jim Wood Memorial Library at the SAMS® International Office. I am a little short on details at this moment. However, this deserving gesture started during Jim's memorial service. It was discovered that Jim possessed a vast amount of resources in his home that might otherwise go to waste had it not been for Alison Mazon. She agreed to accept this cache of literature on behalf of SAMS® membership. The plans are to eventually purge any items not found universally useful and then ship the rest of Jim's collection to SAMS® headquarters.

This is a new venture so the particulars have not been disseminated. The initial intent of the library is to be a living memorial in Jim's name so that members can borrow books of interest for the purposes of research and self-education. It is conceivable that this library will be expanded into an institution that accepts other gems of marine interest from other donors. Of course, we have to thank Jim's wife Sandi for making this possible and Alison for her diligence in making this program come to light. Once again, Jim is unwittingly helping SAMS® in ways even he would not have dreamed.

### Regional Director News

Also during the board meeting in Baltimore, Kris Diel presented his preliminary draft of the RD handbook. This is a "how to" road map for new Regional Directors to refer to when the need arises. The document that Kris put his hard work into is intended to be a living document. In other words, it is incumbent on all the current RD position holders to take credible pot shots at this document. Kris said that he welcomes changes to his handiwork. Once some fine tuning can be done, the Board of Directors can review the document in hopes that it will be adopted for future reference. The role of Regional Director, in my opinion, is basically still evolving and the duties seem to keep coming. I am one of the newer RD's and I can tell you that when one is thrust into this esteemed position, there is a lot to learn and digest. One of the primary roles of a Regional Director is to interact with the Surveyor Associates. Although I receive an abundance of help, I still have trouble delineating the fine points of our involvement with the SA members. Surveyor Associates are the heartbeat and future of the SAMS® organization. Let's face it, once you become an AMS®, you are inherently headed toward retirement (or worse).

For part of my role as the Florida Regional Director, I have learned to reach out for help in many ways. During my last Regional meeting in Ft. Pierce, Florida, the meeting would not have been a success without the speakers and comrades such as Bill Casey, AMS®, who agreed to MC the event. After all, I had to count the money.

Another person that should get recognition from the standpoint of Florida RD assistance is Tom Nolan, AMS®. Tom gratuitously offered to help me grade the SA Annual Survey Report submissions. These submissions again are the backbone of getting the SA members up and running to a superior level.

Without this program, the Survey Associates will more than likely continue to make the same mistakes and omissions on their surveys. Tom also created a checklist format that we are trying to augment throughout the RD network. It will make for better controls on ensuring that the survey reports meet the recommended SAMS® Report Guidelines criteria. The check list is currently under review by the board. In the event someone does not have a copy of the guidelines, it can be easily obtained by E-mail from the Jacksonville headquarters.



**John N. Lowe, AMS®**  
North East  
Regional Director

**W**ith the extreme heat of summer here, I thought I would send out a few tips to avoid problems with heat exhaustion. If left unchecked, it can lead to heat stroke and can cause permanent damage. We, here in the Northeast, are not built for the extreme heat and need to get used to it over time. We need to be careful working out in the sun or in engine spaces during this weather.

Heat exhaustion starts when the body cannot cool itself adequately. It will manifest itself with profuse sweating, weakness, headache and nausea. As the situation progresses, muscle cramps, and prickly heat can occur. At this point, you are on the verge of heat stroke; which can cause a low fever, sweating stops, vomiting, confusion, and finally, seizures.

Treatment is simple, stay cool, work in short periods particularly in engine compartments. Try to schedule work early and/or late in the day. I carry a small cooler in my truck, which includes several bottles of water. Some are frozen and are consumed as they thaw. Oranges, and a few

bottles of sports drink, are as important to maintain salt and electrolyte levels. Dress in lightweight, loose (watch out for that machinery), and light colored clothes. Keep an eye on those around you. Hope you all have a great productive summer and I look forward to seeing everyone in Baltimore!

**REMINDER:** Survey reports should include photos of the vessel, which show deviations from the standards or norm, damage to the vessel and / or unique or expensive equipment incongruent to the vessel.



**Kristoffer Diel, AMS®  
Gulf Regional  
Director**

**I**want to focus on the 60 CE credits required every five years to maintain SAMS® membership. It goes without saying that it is not the best idea to wait until the end of the 5th year to try and make up the necessary hours so the member will not be disenrolled. In my experience, unfortunately, it does happen.

I would like everyone to look over their records now and determine what they need to do, in order to meet the required CE credits. And remember, there are a wide variety of experiences and educational opportunities that can qualify as CE credits. There are several correspondence courses available from the International Office. More and more online educational opportunities appear every day. In some cases, if you find yourself lecturing or teaching, this may count towards the required total. And of course, the hardest part of all...recording these particulars and getting the information into the Office!

With the above in mind, remember that one of the best venues for obtaining CE credits is attending one of the Regional Meetings and the Annual Meeting and Education Symposium. This year's meeting in Baltimore is rich in content and easily accessible to a majority of members. The added benefit of attending these meetings will be the other surveyors you meet and network with. It is a great feeling to be able to call someone you had dinner or a beer with at a meeting, and refer them to your client that is looking at a vessel in his area of the country. Who knows? The reverse may also happen to you!

So please, check your CE list. If you have any questions, contact your Regional Director or the Main Office. But, do it now. See you in Baltimore



**T. Fred Wright AMS®  
Mid-Atlantic  
Regional Director**

### **I'm Fred Wright, your new Mid Atlantic Regional Director.**

First, I'd like to thank Randy Renn for his many years of service as the Mid-Atlantic RD. I met with Randy at the Baltimore Board Meeting, back in June. We exchanged the ceremonial projector, as well as a discussion of RD responsibilities and requirements in the Mid-Atlantic Region. Randy has a large pair of shoes to fill. I'll try (but it will be difficult) to maintain the high quality standards he has brought forth to this position; especially the regional meetings/seminars and symposium. This also includes the most recent one featuring the USPAP class.

Randy has responsibilities with the European surveyor's group, IIMS. I would encourage anyone with an interest in that organization to contact Randy. I'm sure he'll be just as vigorous in his representation of that organization, too. I wish him well.

For those whom I don't know; I've been a surveyor for almost 30 years (a member of SAMS® since 1999). Fifteen of those years were spent in a quaint southern coastal town before moving inland to the big city to work in marine claims for a major (now deceased) marine insurance underwriter. That experience has provided a somewhat unique perspective on a marine insurance underwriter's requirements from those whom are in our profession, from both underwriting and claims. For the past several years, I've operated Carolina/Atlantic Marine Services full-time from an inland location; conducting marine insurance claims investigations and performing condition and valuation surveys (with a little cargo and commercial stuff thrown in to keep it interesting) throughout the Mid-Atlantic region.

I'm inspired by friends who have assumed high positions in the various marine surveying organizations, and appreciative of those who so freely share their knowledge and wisdom developed through experience and longevity in this, our honorable chosen profession. I've attended the latest board meeting and am truly impressed by the high standards with which the board operates and maintains this fine organization. I'll look forward to your comments and concerns, including ideas for the next Mid-Atlantic Regional Meeting/Symposium, yet to be scheduled.

I'll be looking for assistance from those who can "Man the Booth" (really, not a sexist comment!) at IBEX (The International Boatbuilders Exhibition and Conference), which takes place October 2-4 2012 in Louisville, KY. For those who have not attended, it is a treasure trove of technical information. Register at <http://www.ibexshow.com>.

Finally, I would encourage everyone to attend the Annual Conference in Baltimore in October. Make your reservations NOW! Yes, I know it may be a financial hardship and sacrifice. Yes, I know it comes at the wrong time of the year (but then again there are 52 bad weeks of the year for someone. Just sign up and GO, already!). The lectures will prove interesting. The camaraderie and contacts are invaluable; an opportunity to also make introductions, swap sea stories, and perhaps learn a little something.





Darrell Boyes, AMS®  
Pacific  
Regional Director

**B**elieve it or not, one of the hardest things for me to do is to talk about myself. In this article, I am forced to do just that. I must admit to you, I speak with great humility. I got the call to handle a recent insurance claim. This involved a marina fire that claimed 12 boats and two lives. Since there was a loss of life, the incident was treated as a crime scene. All of the evidence retrieval was a collective effort of the roles of fire fighters, forensic investigators, fire investigators, and surveyors.

What came home to me, as a surveyor, was the loss of life. As the preliminary investigation unfolded, a finding was made that gave the indication a kayak was stored on top of the escape hatch in the aft stateroom. This was where the victims were reportedly residing. The kayak's presence prevented escape from the burning vessel. These grim findings that were revealed brought sadness to everyone involved with the investigation.

As I began to process through the available information and write my reports for the two vessels I had been assigned, I kept going back to the blockage of the escape hatch. What came over me, in an even stronger sense, was that we surveyors need to keep a sharp sense of all that we see. This work cannot just be about CFR's, ABYC requirements, NFPA and so on. We need to provide instruction at times to ill-advised owners who may feel that the way they do things is alright.

For me, these safety issues are now etched in stone. When something like this is encountered, this story will be retold. In the remarks section of my reports, it will be highlighted. I do hope that this may be a useful lesson as we board these vessels.

I am crazy busy, as I hope all of you are. I hope to see you all in Baltimore in October.



C. Stan Johnson, AMS®  
Tug & Barge Chair

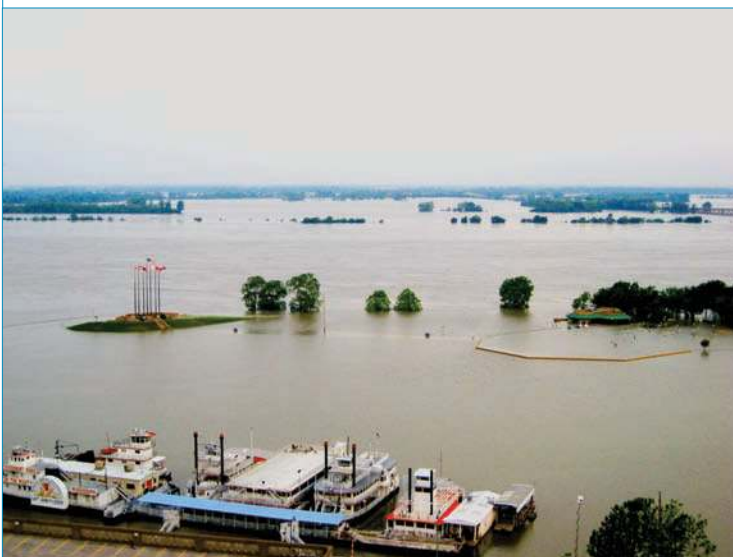
**S**ummer is upon us and it is dry and HOT (104 degrees F), down south. A year ago, we were having record floods. Now, we are having droughts. The Mississippi River is down 54 feet from last June!

Barge traffic remains steady, but many companies are limiting their drafts to less than the normal 9 feet; due to shallow water conditions. The docks are having problems getting fully loaded barges under their cranes.

At SAMS®, we have several new Tug & Barge applicants under review. If you are interested in getting your T&B designation, get it submitted for review.

CAUTION: Be careful in this summer heat. Work early. Know your limitations and the signs of Heat Stroke. Keep yourself well hydrated and buttered up with sun screen. Bring fans with you and check closed compartments for Oxygen and chemicals before entering. Always tell someone where you will be working and take your cell phone with you.

Looking forward to seeing you in Baltimore.



June 2011



June 2012

# HMCS SACKVILLE (K181)

Stuart McLea, AMS®, Executive

Vice-President, recently took part in a SAMS® official visit of the HMCS Sackville. He attended a luncheon and presented the vessel trustees with a donation to help with restoration plans for the HMCS Sackville National Historical Site. It is a floating display at the Maritime Museum of the Atlantic.



HMCS Sackville in October 2006, moored alongside the Maritime Museum of the Atlantic in Halifax, Nova Scotia and restored to her 1944 condition.

**Career:**(Canada)

Naval Ensign of the United Kingdom

**Namesake:** Sackville, New Brunswick

**Builder:**

Saint John Dry Dock and Shipbuilding Company Ltd.

**Laid down:** 28 May 1940

**Launched:** 15 May 1941

**Commissioned:** 30 December 1941

**Decommissioned:** 8 April 1946

**Refit:**

Liverpool, Nova Scotia, commenced 14 January 1943, machinery replacement, minesweeping gear removed, bridge wings extended to fit Oerlikon 20 mm AA

Galveston, Texas, 28 February 1944-7 May 1944, Forecastle extended, new

bridge, hedgehog fitted, mast moved abaft of bridge, new boats, new electronics

**Identification:** Pennant number:

K181

**Honors and awards:** Atlantic 1942-44

**Fate:** Museum ship, Halifax, Nova Scotia

**GENERAL CHARACTERISTICS**

**Class and type:** Flower-class corvette

**Displacement:** 950 tons

**Length:** 62.5m (205ft)

**Beam:** 10m (33ft)

**Draft:** 3.5m (11.5ft)

**Propulsion:**

Single shaft, 2 fire tube Scotch boilers, 1 4-cyl. triple expansion steam engine, 2750 hp.

**Speed:** 16 knots

**Complement:** 85

**Armament:**

1 BL 4-inch (101.6 mm) Mk.IX single

1 QF Mk.VIII 2-pounder on

antiaircraft mount

2 20 mm Oerlikon

2 Lewis .303 cal mg twin

4 Mk.II depth charge throwers

2 depth charge rails with 40 depth charges

1 Mk 3 hedgehog.

**Notes:**

Now a museum ship owned by the Canadian Naval Memorial Trust, moored in season at the Maritime Museum of the Atlantic National Historic Site of Canada

HMCS Sackville was a Flower-class corvette that served in the Royal Canadian Navy and later served as a civilian research vessel. She is now a museum ship located in Halifax, Nova Scotia and the last surviving Flower-class corvette. More information on the HMCS Sackville

<http://canadasnavalmemorial.ca>

## WANT FREE REGISTRATION TO THE BALTIMORE 2012 ANNUAL MEETING?

If your original photo is selected as one of the cover photos for the new SAMS® brochures, your registration fee (\$625.00) to the 2012 Baltimore Annual Meeting & Symposium will be on us.

We would like to create brochures for the yacht, commercial, and claims categories. Please submit your high resolution, ORIGINAL PHOTOS (not pirated or 'liberated' from the web) from these categories. (You will need to certify that the photo is yours.) Winners will be selected by the brochure committee. Photos must be submitted by the first week of September.





## ARE YOU READY FOR GOLF?

Come join your fellow surveyors and several board members for a great afternoon of fun, playing golf and enjoying the day before the conference begins.

**DATE:** Tuesday, OCT 9, 2012

**TIME:** Tee off at 12:00 Noon – 18 holes

**GOLF COURSE:** Rocky Point Golf Course, Essex MD—Par 72, 6312 Yds, Slope/Rating-70.4/123

**Course Address:** 1935 Back River Neck Road  
(15 miles from the Hyatt. Transportation to course is pending)

**COST:** \$50.00 per player includes golf, cart and some prize money (Pay at course)

**CLUB RENTAL:** \$40 additional---Call course to RSVP golf clubs

**EVENTS/PRIZES:** \* Closest to Pin on all Par 3 drives

\* Longest Putt made on # 18 Green

**FOURSOMES:** Form your own foursome or we'll make up prior to Tee Time.

**SOCIAL HOUR:** After golf, meet in the snack bar area for social time and the presentation of awards to event winners.

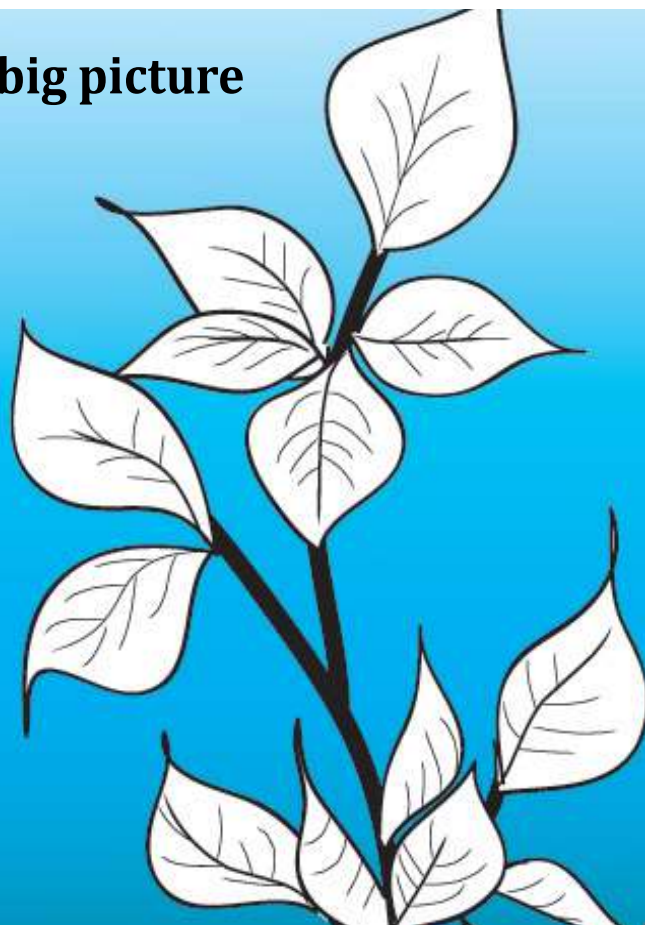
**PLEASE RSVP:** Please contact Bob Ptak, AMS® no later than **September 24th** to register. The more the merrier and it's a great get-away before the work begins. Please call Bob at **(616) 340-1931** or email [bobptak@promarinesurveys.com](mailto:bobptak@promarinesurveys.com) to get your name on the golfer list for team preferences or with whom you would like to play. Hope to see many of you there!

\*\*\*Since this is not a SAMS® sponsored event, we will not be issuing CE Credits or Certificates of Attendance, only the acknowledgement that you will have a great time.



## Help us to add more green to the big picture

The **Summer 2012** will be the last paper issued newsletter that is mailed out to our members. The newsletter will be e-mailed, unless a hardcopy is requested. An electronic version will also be available on our website at [www.marinesurvey.org](http://www.marinesurvey.org)





## News from the International Office



Rhea Shea  
Office Manager  
SAMS® International Office

I hope by now you have all seen our new website. We are still in the process of many improvements - such as the Google Maps. Some of you might not know, but all updates to your personal listings, Events, Newsletters and Meetings are now handled by the International Office. Please be sure to check your listing to verify that we have your correct contact information. Let us know in writing, via e-mail or fax, if there are any changes that need to be made. Keep us informed throughout the year with your updates.



The new Sams® International Office

## Members Corner

### Summer 2012 - April through June

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

#### “Yacht & Small Craft”

**Byron Capo**, St. Augustine, FL; **John E. Day**, Morehead City, NC; **Jim Ledenbach**, Ashland, WI; **Carl M. McCann**, Naples, FL; **Michael R. Tock**, Sheboygan, WI

The following people have been accepted into SAMS® as:

#### “Surveyor Associates”

**Michael H. Evenhouse**, Grand Rapids, MI; **Michael T. Gorgas**, Ottawa, IL; **Steve Heiger**, Perry Hall, MD; **John M. Hines**, Head Chezzetcook, NS, Canada; **Heather Marie Hyde**, Santa Rosa, CA; **Eric L. Kuykendall**, Denison, TX; **Anker Martin Rasmussen**, Hope, ID; **Patrick J. Rogers**, Hamilton, MT; **Liz Smith**, Chestertown, MD; **Marcus E. Witkowski**, Tinton Falls, NJ; **Alex Felix Zeno**, Ada, MI

The following member is now an Accredited Marine Surveyor with the earned designator;

#### “Fishing Vessel”

**Paul C. Fleenor**, Homer, AK

Applicants seeking Membership with SAMS®

**Thomas Kirsch** – Oakland, California  
**Hiram Turner, Jr.** – Freeport, Grand Bahama  
**Terry Wright** – Green Cove Springs, Florida



# WINNERS

## SAMS® NEWS

Society of Accredited Marine Surveyors, Inc.  
7855 Argyle Forest Blvd  
#203  
Jacksonville, Florida 32244-5730



*Honey, Don't Forget:*

*2012 Annual Meeting and Educational Symposium*

*October 10 - 13, 2012 - Hyatt Regency Baltimore on the Inner Harbor*

*Call them at 1-888-421-1442 for reservations!!!*

*xoxo SAMS® xoxo*