



## Fall/Winter 2022

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Trenkle,  
AMS<sup>®</sup>**

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Merry Christmas and Happy New Years from the International Office



**EVERYONE  
BE  
SAFE!**



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**Bill Trenkle, AMS<sup>®</sup>  
SAMS<sup>®</sup> Newsletter Editor**

Congratulations, you win a round of applause and our sincere appreciation for opening this SAMS<sup>®</sup> Newsletter. We think you will enjoy the updates and articles. A lot of effort goes into producing this, so it is very much appreciated when it gets read and especially when we get feedback, good and bad.

We just had our 2022 International Meeting and Educational Conference (IMEC) in St. Louis. This was the first in person meeting since 2019, in Savannah. I think Ken Weinbrecht, AMS<sup>®</sup> and Joe Loblely, AMS<sup>®</sup> deserve high praise for a great conference. The venue and food were great, and Kenny's speakers were all fantastic. I heard so much great feedback from the members who attended, I have to say if you did not attend, you missed out. Make sure you come to Montreal next year.

As I have mentioned before, please provide us with material for the Newsletter. There are CE credits available for writing articles, and we need to spread the wealth of knowledge this organization has out to all the members, so please write an article!!!

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### Need CE Credits ???

**Newsletter Material Deadline:** Have an interesting topic? Send it in! If your article is published in SAMS<sup>®</sup> 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<sup>®</sup> Newsletter is November 15, 2022. The editor must receive all articles by this deadline or they MAY NOT be published in the next issue.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<sup>®</sup> re-publish this article.



**John Lowe, AMS®  
SAMS® President**

Hope everyone is doing well and staying busy. The IMEC meeting in St. Louis went well with excellent speakers, and a nice venue. All comments were positive, which is nice to hear. It looks like we are on our way back to normal operations after several years of COVID interference.

We recently sent out an E-mail to the members titled SAMS® Questionnaire. The intention was to ascertain areas where we can do a better job serving our members. The response was good overall however, there were several complaints which we will try to address:

First, there were several comments about Regional Director's not returning phone calls/e-mails.

Second, was the amount of time it takes for Surveyor Associate upgrades and survey reviews, to be returned.

Third, was the lack of Regional Meetings and availability to gain CE Credits.

Fourth, was the costs of meetings.

We have reviewed all of these and are working on a communications protocol, which will alert the office and Regional Director, after a certain amount of time since original contact was made and initiate communication with the member. You should know your Regional Directors and their contact numbers, plus Chairmen, and Board of Directors' name's and contact info can be found on [Page 34](#) of this Newsletter or on SAMS® Website. If you do not get return communications from a Regional Director or Board Member, do not hesitate to call the next person up the ladder.

Due to COVID restrictions we are just starting to plan in-person Regional Meetings, several regions will be announcing these soon. Also, if you visit the website you will find an EDUCATION link under the Members Corner tab where a variety of education / CE opportunities can be found.

As far as the cost of meetings / membership, I must say that every member I speak with seems to be very busy, which should translate into a solid income. SAMS® surveyors have not had a dues increase since 2010. I cannot think of ANY business cost that has remained stable for that long. Also, the investment in some of our working capitol in T-bills should help keep an increase at bay for some time to come. Speak to other professionals and ask them what they pay in terms of dues / meetings not to mention liability insurance and E&O coverage (available) and you will discover we have an excellent program.

Finally, please remember that the Board of Directors, and Regional Directors are all volunteers who have their own businesses and personal lives, in addition to duties to SAMS® which can consume a considerable amount of time with no return. If you have some time to help out with planning meetings or helping your Regional Director, feel free to call and offer assistance.

Hope everyone has a safe productive fall season.

Be Well

I will look for you in the yards.



**Kristoffer Diel, AMS<sup>®</sup> SAMS<sup>®</sup>  
Executive Vice President  
Ethic Chair**

Ahoy, All SAMS<sup>®</sup> Surveyors!

Another year is getting ready to be in the past. And, I am very pleased to report that the SAMS<sup>®</sup> organization is motoring/sailing along in a strong breeze and calm seas. THANK YOU!!! Rhea, Mark, Susan & Cheryl for another successful year. And, do not forget the Regional Directors and their Assistants!! All work and no pay. Thank you, All!

Thanks also, to everyone who took the time off to attend the St. Louis IMEC, and help make it a roaring success. Zoom is cool but, in person is better.

A special thank you to Angel Zeno, AMS<sup>®</sup> and Committee members, for helping the new Health & Safety Committee make its debut with an information table and a couple of seminars on relevant issues. I will suggest to the Regional Directors to include a safety concept seminar in all the Regional Meetings!

This year the Ethic problems that have arisen have shown that many surveyors need to understand that when you have been paid, and the survey is out of the door; **YOU ARE NOT DONE!** A day or two later, you should check with your client to ensure that the survey was received! Neither the postal mail nor the electronic mail is faultless. And it is not unheard of to send it to the wrong person, or the email address was not correct! Check & double-check. An added benefit is the client **WILL** take note of your post survey concern and may become a long-time customer. The other concept that needs to be remembered is if your schedule / reality changes; immediately contact your client(s) and let them know about the delay. They may not be happy, but they have been kept informed!

Check your CE Credits and remember to take an education course before the end of your member year! While we still learn something new every day, we are getting old enough to be forgetting two (or three) things every day.

Wishing everyone and their families a safe, warm and wonderful Christmas season and I am looking forward to seeing everyone at the 2023 Montreal IMEC!





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

The feedback from our St. Louis IMEC was overwhelmingly positive about the venue, and especially the educational program. I would personally like to thank all of those that attended, it's your attendance and comments that make the year of planning all worthwhile. Yes.....it actually takes a full year to arrange all of the speakers.

As most of you probably know by now our next IMEC is in Montreal. Joe Loble, AMS<sup>®</sup> has picked a great venue and I am currently working on the educational program. Here are some highlights:

ABYC - Transport Canada

National Fire Protection Association (NFPA) Standards

Keel manufacturer and repairer

Maritime attorney - how to protect your work product

National Marine Lenders Association - Jim Coburn

Eddy Assaf, AMS<sup>®</sup> our VP of Advertising has some great local speakers lined up.

Social Media, how to use it to promote your business.

Ethics session on Wednesday, "Oh boy, I made a mistake, what do I do now?"

Cargo / container inspections

Major engine manufacture.

If you have a suggestion please email it to me.

**CE CREDITS UPDATE:**

I am in the process of revamping the CE requirements for Surveyor Associates and AMS<sup>®</sup>, especially online CE's. It's the wave of the future and we have to consider that in our educational requirements. Our current CE requirement has never been updated only added to, and it has become a little overwhelmed with additions over the years. A draft of the updates will be presented at the next board meeting during the winter.

As ever, if any of you have any questions, please feel free to send me an email.

James Joyce reminds us:

"The actions of men are the best interpreters of their thoughts."



**Gary Frankovich, AMS<sup>®</sup>**  
**Secretary / Treasurer**

WOW! I don't believe anyone who attended the IMEC in St. Louis, would disagree with me when I say it was a tremendous success. I want to say a special thanks to Joe Loble, AMS<sup>®</sup> and Ken Weinbrecht, AMS<sup>®</sup> for their hard work in putting it together, to our fantastic office staff for the long hours, and to all of you who attended. Wasn't the food at the President's Reception unbelievable? I always hear grumbling about how much the IMEC fee is, just an FYI, more than 50% of the fee you pay goes for food.

Now to business. I'm happy to report that SAMS<sup>®</sup> is probably in better shape financially than it has been in more than a decade. In the last couple of newsletters I've mentioned the possibility of a dues increase, well, I certainly can't see a need for that in the near future. I'm also happy to report that the BOD has made plans to invest some of our funds in US Government T-Bills in 30 day rollovers, which of course means we will have access to our money at the end of every month, if necessary. We won't make a fortune, but it will certainly do better than keeping it in the bank, and it will help to postpone any necessary dues increases even longer.

I'm not sure how many of you know that I lived in Europe for well over a decade, in the Caribbean for about 5 years, and have travelled fairly extensively. One thing I learned very early on, is what went on in a foreign country, learning a few words, and phrases in the local language goes a LONG WAY. I bring this up, because the 2023 IMEC is in Montreal, which I'm sure you are aware is a French speaking Province, of Canada. Now, I'll bet virtually everyone working in the hotel will speak at least some English, and most of the people we will be dealing with will speak it fluently. But, I want to challenge everyone who is going to attend to learn a few words and phrases in French to show them that we respect their language and culture. I'm not talking about taking a language course, just a few very important words and phrases; probably the most important ones like: Si Vous Plait - PLEASE, Merci - THANK YOU, Tres bien - Very Good, Bonjour - Good Morning or Hello, Bon apre - midi - Good Afternoon, Bon soir - Good Evening, Bon Nuit - Good Night. More to come in the winter newsletter. You should also install google translate on your phone.

Hope you all have a Great Holiday Season.





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

The IMEC in St. Louis was a success. I was a little rusty getting back into the swing of things with the hotel but thankfully the entire hotel staff was on the ball. We had close to 250 members and guests!

IMEC 2023 is in Montreal, Oct 25-28 at the Double Tree by Hilton. The room rate is \$239.00 Canadian. If the exchange rate stays favorable, this should be at or about \$175.00 US, per night. We have a contract with tourism Montreal to kick back a \$10 per room night, in thanks for choosing their city as a destination. They are also working with the Canadian Government to petition for a refund of provincial taxes since the conference is for education. To receive this, the conference has to have 75% attendance for non-Canadian residence. What does this mean for you? It means that we will be able to reduce the conference fee to reflect the incentives. I have a lot of paperwork to get that done.

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. Please bring your Passport.

IMEC 2024 is scheduled to be in New Orleans at The Sheraton on Canal Street. The dates are September 11<sup>th</sup> thru the 14<sup>th</sup>. We have a room rate of \$179.00 with the usual amenities. Parking deals with hotels in the city are non-existent but there are parking garages and lots nearby. 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, many watering holes.

Rendez-vous a Montreal!





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

Hi all! Well, the third newsletter of the year which means, at least for the northerners, we are starting to wind down our season. I must admit, I like that the slower 3-4 months over the winter, gives me a nice break.

It was great to see everyone in person in St. Louis after so many years of doing virtual meetings, they have their use, but can't replace the experience when we are all together. The St. Louis IMEC was a complete success, great speakers, venue, food and the weekend with all the baseball games and hockey game made the area hopping.

On our advertising side, I have been maintaining pretty much the same as last year seeing as we had very good results. Of course, we now have our Facebook and Twitter sites, which I hope you are all using at least once a day to share with someone. The more we share and spread it around the better the site will work for us, it's all about getting our name out there. Just in the last few months we are getting 32% raise in traffic on both sites, 90% of the advertising is for surveying Yacht and Small Craft, Cargo, Tug and Barge, and 10% on recruiting, but will probably go a little higher on recruiting in the upcoming season. Still looking for a good advertiser for Fishing Vessels, and Commercial Workboats, so if any of you know of some magazines or advertisers in your field, please let me know. The same goes for everyone, I try to cover as much area as I can, but your feedback for ads in your area would be appreciated.

That's pretty much it for me, but just want to mention that the best advertising we individually do, is in the quality of our work and our professionalism.

Be safe out there, and have a great holiday season.

Cheers



Joyeux Noel et Bonne Année



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

We recently completed the annual IMEC meeting. For those of you that were there, you know it was an excellent meeting with informative presentations, and opportunities to network with fellow SAMS® members. Those that missed the meeting should consider making it to the next meeting, as you are missing out on both the educational presentations and excellent opportunities to network.

4 exams were taken at IMEC and we have 3 new AMS® members. So far in 2022, 29 tests were graded; 1 hull and machinery, 1 cargo, 1 fishing vessel, 2 diesel engine exams, and 24 Y&SC. 10 Y&SC passed on first attempt of the 15 tests taken the first time. 5 Y&SC passed on the second attempt of the 8 tests taken the second time. 1 member tested the third time and passed. 67% passed on the first attempt and 67% passed on the second attempt. The test grades ranged from 60% to 91%. The H&M failed, the Cargo passed, the FV passed, and the same person failed the diesel exam on two attempts. Some of the people that failed the exam did not allow sufficient time to take the exam the third time. Test early, as soon as you are approved for upgrade to make sure you have sufficient time to retake the exam, if you don't pass on the first attempt. Our policy requires 90 days between exams. I have continued to update the exams. There is now a list of all of the Y&SC exam questions given on all of the Y&SC exams over the years, that I am adding questions to update the list, and add new questions too, from the standards.

You should be studying while you are a Surveyor Associate, and not waiting until you are approved to take the AMS® exam. I highly recommend taking the ABYC standards class and the ABYC electrical class as a good way to study for the exam. Much of the general knowledge portion of the exam is standards based. Electrical and corrosion questions remain the biggest area where questions are missed. Other standards related questions are for safety systems and equipment that we should be looking at closely during every survey. The first open book section of 25 questions should be good for 25 points for everyone. Become familiar with the *USCG Regulations for Recreational Boats* publication so you can look up the answers to these questions. The answers are right in the book word for word. Once approved for upgrade to AMS® you have a year to sit for and pass the exam. **Don't wait until the last month to take the exam.**

As always practice good testing habits: Cross out answers that you know are wrong. Don't leave any questions blank. Underline the word NOT in the question, which is also highlighted in the question on the test. Underline the points asked in the essay questions, to make sure you address each point. Answer the essays with bullets that answer the question, not a dissertation on how you feel that day about the standards and why they are important. If a question does not make sense to you, write me a note on what you think the answer is and why. Don't change one of the answers from wrong to right, and then pick the changed answer. Please let me know if you have any questions or concerns that you want to bring to the boards' attention.



**Angel Zeno, AMS®**  
**Membership Vice President**

Wow and Wow! For those of you that were able to attend IMEC 2022 in St. Louis, I'm sure you'll agree that it was a huge success. Year, after year, of having to cancel IMEC, it was great to see that we got right back into the stride and I feel that this year's IMEC was one of the most fun and educational. They never seem to get enough credit, but our team of Joe Loble, AMS® and Ken Weinbrecht, AMS® deserve a standing ovation. Joe Loble's coordination of the venue, including the event room, snacks, and meals were phenomenal. And of course, the educational content that Kenneth Weinbrecht brought to our members was stellar.

Also, if you were in attendance you got to experience me running (or shuffling) across the event room to deliver the microphone for member questions during the Business Boot Camp. And what about that shirt that I was gifted by the Chiltons'? In case I was moving too fast and you couldn't read the shirt, it said "Half Marine Surveyor, Half Rock Star," what a fun time.

To those of you that completed and submitted the survey sheet for the SAMS® Safety Committee, a huge thanks. The Safety Committee will be compiling the submitted sheets and will be using that as a guide in putting together a program that helps all our members work more safely.

I would also like to recognize our members that were not able to attend due to Hurricane Ian, which left so many folks in Florida scrambling, know that our thoughts were with you.

Now switching gears to a more serious topic. Now that we are able to go back to having in person educational opportunities, please keep a close eye on your Continuing Education (CE) credits. There is a section of the Membership Policy Manual that addresses CE credits earned through online and distance learning, if you're not sure how this policy applies to your CE credits please contact the International Office for additional information.

I would like to address those of our members that use one of the software packages to write their survey reports. First, let me emphasize that there are many surveyors that can write a great survey report without the use of any of the software packages. But if you do decide to use one of the software packages, make sure you go through the software and make the software your own. The software packages typically come pre-populated with things that you may or may not want in your reports. Things like paragraph after paragraph of disclaimers in the survey scope, some of the disclaimers really belong in your survey agreement and not in the survey scope. Another area to note is the conduct of survey section, if you have a statement that declares that you are using NFPA as a guideline, then you should be referencing NFPA in your findings and recommendations. Remember, the words we use in our survey reports matter.

Sadly, the recreational boating season in the Great Lakes and many other seasonal locations is winding down for the year, and most likely as you read this the boats will all be stored or shrink-wrapped for the winter months. That doesn't mean our phones will not be ringing, and if you do head out on an assignment, be sure to let someone know where you are heading and when you expect to be completed. The level of activity at boat yards is minimal during the winter months and you'll want to be sure that someone is aware of your assignment.

If you find yourself with a little spare time during the winter off season how about taking a look at one of your recent survey reports and compare it against the SAMS® Recommended Survey Report Content (RSRC). Reach out to the SAMS® International office, if you need a copy of the SAMS® RSRC.

Wishing everyone a safe and happy close to 2022 and a prosperous 2023 boating season. I am already looking forward to meeting you all at the 2023 IMEC, in Montreal.

It was great to see those who attended this year's International Meeting, in St. Louis. I have always found the speakers educational, but I really enjoy meeting other surveyors in the industry. It gives me a chance to understand different niches in the trade and what type of "boat market" everyone else works in. I am sure most of us are starting to see our busy season winding down. For those who work damage claims and are tied in with Hurricane Ian, you are just getting started!



**Jared H. Houghtalen**  
**Mid - Atlantic Regional Director**

As far as the Mid-Atlantic Region goes, we seem to have had a steady stream of new applicants and plenty of annual survey reviews throughout the year. Overall, I am impressed with the survey products crossing my desk and appreciate everyone's willingness to reflect and adapt, as needed. I also appreciate those who have offered their free time and services mentoring the up-and-coming surveyors in our region. Due to the generosity of those who have reached out to help me, we have been able to maintain very quick turnaround time on the new applications and annual reviews.

I am starting to plan our next Mid-Atlantic Regional Meeting which will be held in Wilmington, NC at the end of February. I am hoping that we can get a good turnout after the holidays, but prior to everyone getting busy in the spring. I am still in the process of securing the venue and I am confirming a few more speakers. With that being said, please keep this meeting in mind and be on the lookout for meeting flyers as we creep closer.

I am here if you need me!!

Hello and Welcome to the busy holiday season. I am sorry I missed those that attended the IMEC in St Louis. I understand that it was a good turn out and a great meeting. Unfortunately with the hurricane and family matters, I was not able to attend this year. As an effort to help with my back log of application, the Board of Directors have elected to help by distributing some of the back logged applications that have been in my cue to the other Regional Directors. This should help get me back on track.



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

Keep an eye out for the flyer after the first of the year as the Spring Regional meeting will be right around the corner and will be held at the beginning of March. This will help get us back into the normal rhythm of things as it was in the past. It will be held at the Pelican Yacht Club again.

In the coming year, I would like to hold a fall meeting at a different location to help mix it up a bit. I am currently investigating the St Petersburg Yacht club as it was offered to me by a retired SAMS® Member.

I hope that everyone had a great Thanksgiving and planning for a celebratory Christmas/Chanukah and New Year Season.

Best of wishes !!!



**Richard Reichelsdorfer, AMS®  
Great Lakes Regional Director**

As I write this Great Lakes report for the SAMS® fall/winter newsletter, the fall weather is mild, and business is steady. The SAMS® IMEC in St. Louis was by all accounts a success, well attended and presentations excellent.

I am currently working on an in-person Great Lakes regional meeting which will most likely take place in early March. Stay tuned for more details. Regarding the regional meeting, if you have any subject matters that you would like to see presented and/or know of presenters that would be willing to talk, please let me know.

At the IMEC there were numerous presentations, including a round table discussion about survey reports and recommended survey report content (RSRC) which was led by Randell Sharpe, AMS®, with a couple Regional Directors adding comments. You will probably read in this newsletter from other Regional Directors about survey reports and RSRC as well, and the reasoning behind this is that your reports are your work product, and the only way to communicate the story behind the vessel. Having been the Regional Director for less than a year now, I have had the chance to review several surveys for new applicants, yearly reviews, and upgrades. While we do find a few that come through that are quite good, I find that most reports need to be better. The one thing I always think about when writing my reports, is how do I provide as much detail with as few words as possible so that the reader can be as informed as possible. Keep in mind that the reader is not just your client, there are many people that will read this report and will read it numerous times. The reports need to have as much detail as possible. Take for example, gasoline engine space ventilation. In almost every report I read, it just states ‘provided by 12-volt blowers – powered up’. There is a lot more to ventilating a gasoline engine space than just having a 12-volt blower or two. Being the devils advocate, what would happen if there was an explosion caused by trapped gasoline vapors and it was found out that the duct work from the lower engine space to the blowers and hull vents was poor or missing? The answer is they will be coming to talk to you about it. Now in that same example if you were to write ‘Provided by two 12-volt power blowers in the engine compartment with flexible ductwork between lower engine room space and hull side vents. Natural ventilation provided by hull side vents with flexible ductwork to lower engine room space’ and describe the condition of all aspects of the ventilation system, you will have done your job, and no one will come calling if there is an incident later. Having us continually discuss survey reports is that it is such an important part of the survey. Everyone will have their own style of writing and layout and that is great. No matter what your writing style is, your reports need to follow what is in the RSRC.

Thanks



**Charles W. Solarek, AMS<sup>®</sup>  
Pacific Regional Director**

It was great to see so many faces at the IMEC in St. Louis! We had quite a crowd from the Pacific region. I am sure everyone learned something new, I sure did!

Continuing that theme, Randell Sharpe, AMS<sup>®</sup> is working on the details for our upcoming Regional Meeting in the bay area. The current plan is for this to happen in a late February time frame. We are always looking for speakers and subject matter. If you have any thoughts, please email me.

As your Regional Director, I receive lots of feedback from you, both good and bad. Sometimes the call is just about how to handle a particular situation with a customer, or maybe even another surveyor. And there are times that I receive information about another surveyor from outside sources, say, a former client or broker that is unhappy with how the survey process went or how the report was written.

Yes, SAMS<sup>®</sup> has a policy of one surveyor not reporting on another surveyor. That is NOT what I am discussing here. We have an obligation to our customers, to SAMS<sup>®</sup>, to each other, to be as professional as possible. The fact that there is an informal discussion regarding a report or how a surveyor may have interacted with customers or brokers does not mean an unethical event has occurred. While sometimes it is a hard pill to swallow, we should always be open to constructive criticism.

As professional marine surveyors we have a lot on our plate. There are so many systems, and components to inspect. There is the Code of Federal Regulations (CFRs), American Boat & Yacht Council Standards (ABYC), National Fire Prevention Association (NFPA), and the list goes on. We do our best to be as thorough as possible, but it is very possible to miss something unintentionally. If you are using a template, maybe you forgot to remove or change a certain item that does not apply to the current vessel being surveyed.

I would like to think that most of the time honest mistakes were made. We are, after all, human. And unless we are made aware of those mistakes, we are going to repeat them. So, someone should give the professional courtesy of letting us know, in a constructive way, about those errors.

I know that if another surveyor found some mistakes in my reports, I honestly would not be happy. And it might even come across that I was being defensive, but that is not true. I get upset with myself for not catching those errors. The goal here is again, to be professional. And sometimes, it is forgotten that that also means towards each other. We are doing a disservice to ignore something that is not right.

Finally, be safe out there! We are in a profession that constantly requires you to be aware of your surroundings. Take a second before you try to step across that rotating shaft to get a better look at the batteries, while underway. Maybe it can wait until you are back at the dock.

Happy Holidays to all in the Northeast! I hope everyone is healthy and enjoying family time. I'd like to thank John McDonough, AMS® for his help setting up this Regional Meeting in December; this one should be interesting as attendees will see the processes and a little hands on of what goes on in a high tech propeller shop.



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

We're also planning another in person meeting in the spring; dates are yet to be confirmed. We're looking at Long Island, NY for a possible meeting site. More information on that will be available, after the first of the year.

Our Surveyor Associate program seems to be working well, and survey reports I've been reviewing are getting better! It takes time and effort to generate a good report that tells the story of the vessel you're surveying, always look to improve your reports, as Regional Director my reports have been modified quite a bit to make them better and I constantly look to improve them. Describing systems well with condition and functionality statements, are a must. One of my instructors, when I went through Chapman's many years ago said, "say what you see, and more important what you don't." I think the biggest problem is that most of us aren't English teachers so writing reports isn't our strong suit. Developing those skills makes you a better surveyor, when you can accurately put on paper the knowledge and expertise you use, while inspecting a vessel. It also keeps you out of legal trouble.

When it's time to upgrade to AMS® please contact the main office, at least 6 months in advance, it gives us Regional Director time to set everything up prior to your date. Take the AMS® exam seriously, it's no joke and hard, especially if you don't study. All that chapter and verse I harp on your reports comes into play when you're ready for the test.

Stay Safe and Stay Busy!

## The Following Members Have



**John W. Huddleston, AMS®  
Gulf Regional Director**



**C. David Sandford, AMS®  
Canadian Regional Director**

## Will Return For The Next Issue

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



The below are TVIB's Top 10 Sub M vessel *audit* findings for the period 22 Nov 2021 – 17 May 2022:

1. Permit to carry excursion party or temp. extension or alteration of route (46 CFR 136.245(b)). Captain unaware of or did not display knowledge of related TSMS policy/procedure.
2. Shipboard lighting (46 CFR 143.410). Sufficient shipboard lighting not provided within crew living working areas (lighting inoperable, missing globes, portable battery lights missing, phosphorescent strips worn, etc.).
3. Items to be recorded (46 CFR 140.915(b)). At the time of the audit there was no way to make corrections to erroneous entries to the TVR.
4. Personnel records (46 CFR 140.400(c)). TSMS doesn't specify and/or Captain not maintaining the date and time of watch change for the lookout.
5. Navigation assessment (46 CFR 140.635(b)). No documentation of navigational assessments being reviewed by oncoming Master/Mate.
6. Internal audits for a TSMS Certificate (46 CFR 138.310(b)). Internal audits not completed at the time of audit.
7. Notification prior to audit (46 CFR 138.500(a)). Company failed to notify local OCMI at least 72 hours prior to external audit being conducted.
8. Shipboard lighting (46 CFR 140.410(b)). Emergency lighting missing, inoperable, no evidence of 2-hour duration or lack of non - electric phosphorescent adhesive lighting strips along escape route.
9. Inspection, testing, maintenance, and records (46 CFR 142.240). Portable fire extinguishers, semiportable extinguishers, fixed fire-extinguishing systems, and fire detection systems (monthly, annual, or hydrostatic testing/inspection)
10. Permit to proceed (46 CFR 136.240) . No procedure for or Captain did not have a clear understanding of permit to proceed policy.

As always, I hope anyone who wants to discuss this column or has questions about commercial workboats, tugs, barges or 46 CFR Subchapter M will contact me at 503-236-6818.

# **SAMS<sup>®</sup> Safety Committee Introduction to Mold Real Dangers New and Old**

**By  
Randy Renn, AMS<sup>®</sup>**

## **Some Reality**

Understanding that as a group we are not, as a rule, overtly concerned over our general safety practices. I believe it would be safe to say, that it would be the exception, rather than the rule that a USA Surveyor carries a stack of lock out tags, wears safety shoes or even a belly pack PFD w/strobe. Forget the safety goggles while we watch the 4000PSI power washer blow barnacles across the shipyard. Never mind the power washer operator wearing any protection at all, no eye, ear, footwear or breathing gear. Have you stopped and reflected why there is no grass growing anywhere near the wash bay? Plenty of water, lots of nutrient and sunshine. Not a blade of any of the weeds that you cannot keep out of your garden pavers. The simple answer is, all that mist is toxic. Even mosquitoes stay away from that area, and we breathe it almost daily.

Those issues are obvious, however some are not. Becoming increasingly aware of the old/new threat we usually refer to as mold, we should perhaps have bit better grasp of the enemy. As the saying goes “We have met the enemy and they are us”. Well sort of, but with a little identification and access to some available tools in our kits, we can switch the odds more than a little.

We are around this natural living “mold” thing every day, all day. All 30,000 versions of it. WE see it, smell it, taste it, feel it in a scratchy throat and itchy clothes and we just do not pay attention. Because we are what we are... independent.

Unless you have lived on the dark side of the moon, you have heard of MRSA. Methicillin Resistant Staphylococcus Aureus (MRSA) is very bad stuff. In a recent Surveyor Meeting 20% of the group had received a MRSA infection at some level and everyone knew of someone who has had a MRSA infection.

We can speak to the bad things we already know just as black mold *Stochybotrys* (bleeding lungs, Fungal Secondary Metabolites, *Aspergillus*, etc), as the normal group of bad actors, we hang out with in the bilge water. We know something about Necrotizing Infections - flesh eating bad news. We know about Hydrogen Peroxide, that we all carry in our bags (yeah right), and the NIOSH H-100 fitted masks we all wear, that have been fitted and smell tested.... But, enter the Dragon.

We were told two/three years ago by Michael Pinto, “that the bacteria we knew yesterday is not the demon we will know today - the Demon has arrived.” The phenomenon of mutation is very well known and accelerating at an incredible rate. Decades of Methicillin type medications have been a miracle of health, however have led to the “creation”- of self-made set of super bugs. The bacteria did not have to create themselves, as we have helped by taking out their cousins and grandparents (by several trillion generations) and only the strong survive...the ones that did not succumb to our medications.

So, here we are. The next, present, active, little nasty and fatal things may be a duo of ST8:USA300 a MRSA Variant and *Vibrio Vulnificus* - aerosol and contact contracted, and a relative of Cholera. Do not dismiss this growing set of situations. Reports indicate the infection enjoys iron-rich environments and that includes iron-rich blood. This is real, mean, and with an insane rate of mortality of 25% with blood infection.

So, what might we do to avoid this type of situation? The vessels we inspect are breeding grounds for all types of dangers big and small, from vipers to bats to highly venomous spiders and now a seriously aggressive, opportunistic and equal opportunity Bacterium - *Vibrio Vulnificus*.



## Nasty mold in bilge

Add to this the air and contact surface borne “molds” and we are placed in harm’s way. Not much to do about bilge water except to stay away from it, and never ever taste it and why would you do that? We can however give ourselves an edge with a few tools.

We might, first measure the vessel environment with something such a Bio Particle and Particulate Contaminate meter, such as a Dylos 1700. Having in some ways determined after walking about the vessel and lifting cushions - it is amazing, and just a little unsettling, how much the meter will move when you stir up the dust and dander left in vee berth and salon cushions.

So, the meter tells us there is a moderate level of particulate and Bio activity in the vessel accommodation, or machinery spaces.



## Numbers in the above average

So, what is next? You might not want to postpone, or in some cases we have informed the parties and moved on. However, you may wish to improve the living condition at least for your visit, by giving the space a small sanitation treatment with the owner’s permission, with something in way of an Air2San by Texa. This type of Ozone Generator can take out the viral activity very quickly, however can sense the air to such a level that it knows when saturation has been met, and shuts down Ozone generation and remakes Oxygen back to normal levels, while communicating with you via Bluetooth. This gear is slick and quick if a little noisy.



## Air 2 San

Cont.

So, maybe another less expensive and cumbersome method might help with improving the toxic nature of your workplace, on this vessel. The craft might already be fitted with HVAC and since you will be inspecting that systems set in any case, perhaps augmenting - with permission, the HVAC filtration for your stay.

There was a system developed for military vehicles wherein the inlet air was treated over a non - electric filtration media against Bioweapons and Contaminants. That filter media can make a significant difference in air quality, by simply laying the very light media against the air return ducting while testing. Note: We use this in hotel rooms with a battery powered Blu Blower to sanitize the room air, and it works. Produced by Sanders Filters and RGS Clean Space - no endorsement, very interesting system.



## Something you might put against a Blu Blower

How about that mask? I suggest you read up on ISO 9002 and EN 46001, in case you can't sleep. In fact, please do not bother, because they have less to do with how things should be done in planning, than how to do things and get a result. It will be on the packaging, but perhaps better you know that "non - toxic" particle masks and that cloth you were wearing during Covid, are not the protection you need when breathing pathogens.



## Flexi, fitted mask with dated charcoal elements

Stay out of the brackish water, never taste test a bilge, wear gloves, real masks (not non - toxic particle masks that we think will work).

This is Big Brother speaking and we are very, very clever, but we cannot outsmart nature.

Be clean and at all times protective. The Vibrio can get to you through your undamaged fingernail cuticles! (it happened to me and if I had waited just a few hours more, would have lost fingers or more).

There is no minor intersection between the bacteria and surveyors that work around it. Learn the new rules or needlessly suffer. We are at the nonexistent mercy of the bacteria. Situational Awareness!

This is where the scary music is played.



**UNITED STATES COAST GUARD**  
U.S. Department of Homeland Security

## **MARINE SAFETY ALERT**

*Inspections and Compliance Directorate*

September 01, 2022  
Washington D.C.

Safety Alert 09-22

### **HIDDEN CORROSION ON DECK FITTINGS CAN CAUSE DANGEROUS FAILURES**

A recent marine casualty that resulted in a severe injury to a crewmember onboard a United States flagged cargo vessel brought to light a dangerous and potentially fatal situation involving D-ring lifting points.

While positioning a removable hatch cover on the vessel (Figures 1 and 2), three of the four D-ring securing straps failed (Figures 3 and 4), causing an uncontrolled snap-back of the lifting sling assembly that struck the crewmember in the head. The three fractured securing straps showed similar failures with a significant amount of corrosion beneath the paint and on the underside of the straps. It is likely that just one D-ring failed initially, which would have instantly doubled the load on the two adjacent corner D-rings, both of which were apparently weakened and subsequently failed.

Without proper and periodic inspection and replacement, corrosion and stress can eventually lead to deck fitting failures.



Figure 1. Deck Configuration

Figure 2. Example D-Ring Configuration

After the incident, the Coast Guard verified that the arrangement of the hatch cover lifting points were in accordance with all available drawings and design schematics. There were no records of any pull-tests or other testing conducted on these lifting points since their installation in the mid-1980s. There were also no records of any D-ring replacements, indicating that these have likely been in an exterior weather deck environment for several decades. Although there are requirements

for design and in-service testing of mooring fittings and cargo-handling cranes and associated gear, there are no prescriptive periodic testing or inspection requirements for general purpose D-rings or their securing straps. Consequently, similar failures may occur in the absence of an established inspection and maintenance program.



Figure 3. Separated D-Ring



Figure 4. Failed Securing Strap

The Coast Guard strongly recommends that vessel owners, operators, and other maritime stakeholders:

- Immediately identify high-risk D-rings and similar lifting-point fittings. High risk factors include: Age, weather exposure, and lifting load. These factors will cumulatively cause corrosion losses on the fitting, increasing its stress and fatigue vulnerability during each lifting cycle.
- Thoroughly inspect all high-risk lifting points for damage, hidden corrosion, and wastage. Audio gauging, pull-testing, or even replacement may be appropriate.
- Consult with the manufacturer's instructions to ensure safe lifting limits are in place and that the effects of service life are considered in their determination.
- Establish a maintenance schedule for periodically inspecting all lifting points and audio gauging or testing any fittings as they age into high-risk status.

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

This Safety Alert is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirement. Developed by Investigators at U.S. Coast Guard Sector Maryland-National Capital Region and distributed by the Office of Investigations and Analysis. Questions may be sent to [HQS-SMB-CGINV@uscg.mil](mailto:HQS-SMB-CGINV@uscg.mil).

# MSD Tank Level Gauge Regulations

By Randell Sharpe, AMS<sup>®</sup>

I have been asked multiple times whether a tank level gauge is required for Type III MSD sewage holding tanks, on yachts that I survey. The regulations on this issue are a bit difficult to follow, as there are only a few regulations that actually apply to a holding tank Type III MSD. Bottom line, no level gauge is required. I'll attempt to clarify the issue here.

33 CFR §159.7 requirements for vessel operators. This section of the regulations requires that an installed toilet discharge to an MSD.

It states: (a) No person may operate any vessel equipped with installed toilet facilities unless it is equipped with: (1) An operable Type II or III device that has a label on it under §159.16 or that is certified under §159.12 or §159.12a; or Type I MSD.

So, what does that mean? You have to look at the specific applicability and each regulation to figure this out. It is important to note that §159.12a is not paragraph (a) of §159.12, but a separate paragraph. It basically states that holding tanks are self-certified, if they meet the following simple requirements.

33 CFR §159.12a Certification of certain Type III devices.

(a) The purpose of this section is to provide regulations for certification of certain Type III devices.

**There are two very specific issues addressed here.**

(b) Any Type III device is considered certified under this section, if:

- (1) It is used solely for the storage of sewage and flush water at ambient air pressure and temperature; and
- (2) It is in compliance with §159.53(c).

(1) The first sentence is self-explanatory.

(2) 33 CFR §159.53(c) General requirements. A device must: (c) Be designed to prevent the overboard discharge of treated or untreated sewage or any waste derived from sewage (Type III).

159.12a(c) **Any device certified under this section need not comply with the other regulations in this part except as required in paragraphs (b)(2) and (d) of this section and may not be labeled under §159.16.**

Lawyers love to write stuff this way. So paragraph (b)(2) is a simple statement as noted above, and (d) has requirements for MSDs on inspected vessels.

That's it! There is no further requirement for a Type III self-certified MSD.

The overall requirements for MSDs have a requirement for a level indicator.

33 CFR § 159.83 Level indicator. Each sewage retention device must have a means of indicating when the device is more than 3/4 full by volume.

However, 33 CFR §159.83 sight does not apply to the Type III MSD certified under §159.12a as noted by the top set of regulations stating what regulations apply to holding tanks.





# UNITED STATES COAST GUARD

U.S. Department of Homeland Security

## **MARINE SAFETY ADVISORY**

*Office of Search and Rescue*

September 28, 2022  
Washington, DC

Safety Advisory 01-22

### **Maritime Distress Communication Devices**

This Marine Safety Advisory addresses maritime distress communication devices available to recreational and commercial mariners. Over the past decade, these devices have proliferated in the marketplace, and there are key differences to consider when purchasing one. Some devices transmit via satellite, while others transmit on terrestrial frequencies, and these devices use different technologies to relay the distress notice. Furthermore, not all devices notify the U. S. Coast Guard directly.

The Coast Guard **strongly recommends** that mariners fully understand the capabilities and limitations of devices when purchasing a distress communication device. It is imperative that mariners know how the devices work and who is notified when a distress signal is transmitted. Below is a list of the common devices, their capabilities, and potential considerations.

#### **The following devices *NOTIFY* the U.S. Coast Guard:**

- **Digital Selective Calling (DSC)** – DSC is an internationally recognized radio system protocol to facilitate establishing digital and voice communications between other maritime and terrestrial-based radio stations on the same network. A radio equipped with DSC can generate a distress alert with vessel ID and position data, and an alert is relayed by other DSC-capable radios. The user must register their Maritime Mobile Service Identity (MMSI) to link the radio to the vessel. Information to register MMSI can be found at <https://www.navcen.uscg.gov/maritime-mobile-service-identity>.  
**\*Failure to do so may delay rescue.**

#### ***The following DSC frequencies are for distress and calling purposes and monitored by the U.S. Coast Guard***

- **High Frequency (HF):**
  - 4207.5 kHz
  - 6312.0 kHz
  - 8414.5 kHz
  - 12577.0 kHz
  - 16804.5 kHz

**\*USCG no longer monitors HF DSC voice only distress frequencies with the exception of 4207.5 kHz in Kodiak Alaska and Guam. When alerted, the USCG will activate and respond via the associated HF voice frequency. (Associated HF voice frequencies in the table on page 2)**

- **Very High Frequency (VHF):**
  - 156.525 MHz

- **High Frequency (HF) Radio** – HF- radios with DSC are not typically carried by recreational vessels near shore but are useful for vessels operating in the open ocean or on transoceanic voyages. The frequencies may also be used for routine ship-to-ship communications with distress communications having priority, and for receipt of high seas marine weather forecasts and warnings. When alerted, the USCG will activate and respond via the associated HF voice frequency. (Associated HF voice frequencies below)

HF DSC Frequency	Associated Voice Frequency
4207.5 kHz	4125 kHz*
6312 kHz	6215 kHz
8414.5 kHz	8291 kHz
12577 kHz	12290 kHz
16804.5 kHz	16420 kHz

**\*Voice only distress frequencies are monitored in Kodiak Alaska and Guam on 4125 kHz. This is the only HF voice distress frequency monitored by the USCG.**

- **Very High Frequency (VHF) Radio** – The VHF maritime radio operates in the maritime very high frequency band of 156 to 162 MHz (channel 01A to channel 88) and provides digital and voice communications within the radio line of sight range (approximately 5-20 miles depending on the antenna height above water). A radio equipped with DSC can use channel 70 (156.525 MHz) for reporting a distress or to contact other stations by entering their MMSI and then switching to a voice channel for further communications. The U.S. Coast Guard monitors channels 16 (voice) and 70 (DSC).
- **Electronic Position Indicating Radio Beacon (EPIRB)** – The EPIRB is an emergency alerting device operating in the dedicated 406.0 – 406.1 MHz distress band monitored by the International Cospas-Sarsat Programme. It may be water-activated or manually activated, depending on the model. Orbiting satellites detect and relay the signals to ground operating stations, which can locate the source and relay the coordinates and associated registration information to the appropriate internationally recognized Rescue Coordination Center worldwide. Newer EPIRBs also include encoded Global Navigation Satellite System (GNSS) position data and an Automatic Identification System Search and Rescue Transmitter (AIS-SART) locating signal. EPIRB distress alerts from U.S. coded beacons, as well as any EPIRB alert located in a U.S. SAR Region, are routed directly to a U.S. Coast Guard Rescue Coordination Center.
- **Personal Locator Beacon (PLB)** – The PLB is a manually activated emergency alerting device operating in the dedicated 406.0 – 406.1 MHz distress band monitored by the International Cospas-Sarsat Programme. Orbiting satellites detect and relay the signals to ground operating stations, which can locate the source and relay the coordinates and

associated registration information to the appropriate Rescue Coordination Center worldwide. Newer PLBs also provide an AIS-SART locating signal as well as GNSS position data. Similar to EPIRBs, PLB distress alerts are routed directly to a Rescue Coordination Center based on the beacon location.

- **Maritime Survivor Locating Device (MSLD)** – The MSLD, also called a Man Over-Board (MOB) device, is a personal device intended for use by persons at risk of falling into the water such as mariners and workers on marine installations or docks, or by divers returning to the surface out of sight of their dive boats. The Federal Communications Commission (FCC) requires that a MSLD transmit on at least one of the following frequencies: 121.5 MHz (aviation distress), 156.525 MHz (channel 70), 156.750 MHz (channel 15), 156.800 MHz (channel 16), 156.850 MHz (channel 17), 161.975 MHz (AIS1), 162.025 MHz (AIS2), or include a function intended to send a distress message directly to the U.S. Coast Guard or any other search and rescue organization. MSLDs transmit on frequencies that are received on a device monitored by personnel at the MSLD-wearer’s vessel or facility. The devices typically provide only line of sight (5-15 miles) communications and the functionality varies by the device model and the operating frequencies used. MSLDs that transmit a DSC signal (156.525 MHz) are generally best for alerting, and those that transmit an AIS signal (161.975/162.025 MHz) are generally best for locating. Those that transmit both DSC and AIS signals are best for alerting and locating. *Note, MSLDs may NOT notify a search and rescue authority, such as the U.S. Coast Guard, depending on the device capabilities and operating location.*

**The following devices *DO NOT NOTIFY* the U.S. Coast Guard:**

- **Satellite Emergency Notification Device (SEND)** – A SEND is a portable emergency notification and locating device, which uses commercial satellite systems. The devices use an internal GNSS chip to gather location information. When the SEND is triggered, this information is sent via commercial satellite to a commercial monitoring agency whose role is to relay the information to an appropriate responding agency based on the device’s reported location. Examples of responding agencies could be local search and rescue authorities, local police, or voluntary search and rescue. At present, no SEND operators have established formal arrangements or procedures with the U.S. Coast Guard for receiving SEND reports. A subscription service is required for a SEND and the service area coverage depends on the satellite service provider and may not provide worldwide coverage. Examples of SENDs are the Garmin inReach and the Globalstar SPOT.

***The following devices  
DO NOT NOTIFY  
The U.S. Coast Guard  
when activated:***

- SEND
- AIS-SART
- Radar-SART



- **Automatic Identification System Search and Rescue Transmitter (AIS-SART)** – The AIS-SART is a SAR transmitter used for locating survival craft. It may be used in lieu of the radar SART. It transmits messages from the survival craft received and displayed on AIS

installations (SOLAS regulated ships are required to carry AIS installations). The position and time synchronization for the class A position report is derived from a built in Global Navigation Satellite System (GNSS) receiver (e.g., global positioning system (GPS)) and updated at a rate of once a minute. The AIS-SART operates on VHF-FM Channels AIS 1 (161.975 MHz) and AIS 2 (162.025 MHz).

- **Radar Search and Rescue Transponder (Radar-SART)** – The radar-SART may be water-activated or manually activated, depending on the model. Once activated, the radar-SART listens for a 9 GHz X-Band radar signal and, when one is detected, transmits a response that is displayed by the triggering radar as a line of 12 dots equally spaced by about 0.64 nautical mile (1,185 km) from the center of the radar display. The performance of the radar-SART relies upon nearby vessels having a compatible radar operating in the 9 GHz X-Band. Radar-SARTs do not function with radars operating outside the 9 GHz band, such as S-Band radars. The detection range is limited to the radar line of sight, typically 12-15 miles. The radar-SART is not designed as a distress-alerting device, but does assist the locating those in distress.

**In addition, the following recommendations are made to all owners and operators of recreational or commercial vessels:**

- **Life jackets**
  - **Always wear a Coast Guard-approved life jacket while underway.** People rarely have time to locate and don a life jacket during an actual emergency.
  - **Make sure your life jacket fits properly.** People can slip out of ill-fitting life jackets when they hit the water, which immediately decreases their chances of survival.
- **Communication Devices**
  - **Locator beacons can help us find you faster.** Attaching a functional EPIRB to your vessel, or a PLB to your life jacket, and knowing how to use them can help rescuers locate you in an emergency.
  - **Use a marine VHF radio.** A cell phone may go out of range or run out of battery power when you need it the most. Make sure you familiarize yourself with how to use and properly maintain your radio.
  - **Have more than one way to communicate.** It is important to have more than one communication device on your vessel. We recommend having a properly working marine VHF radio, a well-charged cell phone in a waterproof case, and a properly registered EPIRB, PLB, or both.
- **Boating Knowledge**
  - **Know what gear you need.** Get a free safety inspection from the Coast Guard Auxiliary to make sure you have all the gear and safety equipment required by your state and federal laws. Find your local Coast Guard Auxiliary Examiner at <http://cgaux.org/vsc/>.
  - **Some major safety features you should have on your vessel.**

- Life jackets and a throw-able floatation device
- Kill switch for the engines
- Working carbon monoxide alarm
- Functioning marine VHF radio
- Fire extinguisher
- Sound-producing devices
- Visual distress signals



- **Take a boating safety course.** The Coast Guard Auxiliary is one of many organizations that offer valuable boating safety courses ranging from electronic navigation to boat handling.
- **Know your navigation rules.** Know how to properly navigate waterways and maintain lookouts to keep yourself and everyone else around you safe.
- **Know your vessel's limits.** Vessels carrying too much weight are more likely to become unstable and capsize.

- **Have a float plan**

- **Tell someone where you're going and when you'll be back.** That way if you don't return, we've got a good starting point to find you.
- **Check out the Coast Guard Boating Safety app.** You can file a float plan, request emergency assistance, request a vessel safety check, and report pollution and hazards to navigation.



- **Weather and Tides**

- **Look at the weather and tides before you head out.** It might look like a nice day, but squalls and shifting tides can pose sudden dangers. Safety Alert 07-21 ([USCGSA\\_0721.pdf](#)) provides excellent tips to prepare for heavy weather events.
- **Dress for the water, not for the weather.** Just because the weather is warm doesn't mean the water is warm, too. Check water temperatures before you go out and dress accordingly. Extended immersion in water with a temperature less than 95 degrees will result in hypothermia.

The following online resources are available to provide information on these topics.

- [USCG Boating Safety](https://www.uscgboating.org/) - <https://www.uscgboating.org/>
- [National Safe Boating Council](https://www.safeboatingcouncil.org/) - <https://www.safeboatingcouncil.org/>
- [Boating Safety Tips and Resources \(weather.gov\)](https://www.weather.gov/safety/safeboating) - <https://www.weather.gov/safety/safeboating>

- Downloadable USCG Auxiliary Float Plan - <http://www.floatplancentral.cgaux.org/download/USCGFloatPlan.pdf>
- [Maritime Telecommunications | Navigation Center \(uscg.gov\)](#)
- [SARSAT | Search and Rescue Satellite Aided Tracking \(noaa.gov\)](#)

This Safety Advisory is provided for informational purposes only and does not relieve any domestic or international safety, operations or material requirement. It was developed by the U.S. Coast Guard's Office of Search and Rescue and distributed by the Office of Investigations and Analysis. Questions may be sent to [HQS-DG-1st-CG-SAR-1@uscg.mil](mailto:HQS-DG-1st-CG-SAR-1@uscg.mil).





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Read online: <https://abycinc.org/news/622005/Transport-Canada-Accepts-ABYC-Standards.htm>

PDF download: [https://abycinc.org/resource/resmgr/pr/TransportCanada\\_ABYC.pdf](https://abycinc.org/resource/resmgr/pr/TransportCanada_ABYC.pdf)

## **FOR IMMEDIATE RELEASE**

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## **Transport Canada Accepts ABYC Electrical Standards for Electric and Hybrid Vessels**

**ANNAPOLIS, MD (Nov. 2, 2022)** – Transport Canada has approved a policy accepting American Boat and Yacht Council (ABYC) electrical standards for electric and hybrid vessel compliance in Canada. This new Tier I Policy allows the marine industry to use alternative industry standards where no requirements currently exist within Canada's regulatory framework. The policy went into effect on Oct 25, 2022.

This policy applies to vessels that are manufactured, constructed, converted, modified, altered or imported for use in Canada that are: pleasure craft less than 24 meters (78.7'); vessels other than pleasure craft not more than 24 meters; and fishing vessels not more than 24.4 (80') meters and not more than 150 gross tonnage.

"This electric and hybrid vessel policy expands the already widely applied and accepted ABYC standards as the alternative to the existing Canadian construction requirements for small vessels set out in the Construction Standards for Small Vessels (TP 1332)," said ABYC Technical VP Craig Scholten. "Today, over 50% of the vessel Declarations of Conformities for Canadian compliance are using ABYC standards as the construction requirements in Canada."

For more information on the policy, refer to [Transport Canada's Policy](#) in its entirety. The included ABYC electrical standards are listed below:

Standard Number	Standard Name	Type of system
A-31	Battery Chargers and Inverters	All
C-7	Battery Switches for Use on Boats	60VDC or less
E-13	Lithium-Ion Batteries	Batteries over 600Wh
E-30	Electric Propulsion Systems	more than 300VAC but less than 1000VAC
E-30	Electric Propulsion Systems	more than 60VDC but less than 1000VDC

###

Since 1954, the nonprofit American Boat & Yacht Council (ABYC) has developed safety standards for boat design, construction, equipage, repair and maintenance. The essential global source of marine industry technical information, ABYC's product safety standards, credentialing, education, training, and other tools help members make boating safer.

Sailing Museum has officially opened in the Ocean State.

[Newport's Sailing Museum](#)  
(Click Link)

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727-424-4276 - Cell • 727-522-1393 - O • alycia@anmmaritime.com • www.anmmaritime.com

**Sue Ryen, Ryen Marine Insurance Group, Inc.**

727-260-3900 - Cell • 727-242-1045 - O • sue@insuremarine.com • www.insuremarine.com

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**Kimberly L. Sandell, Yacht Support, Inc.**

561-379-7485 - Cell • kim@kerrmaritime.com • yachtsupport@kerrmaritime.com

## Legal

**Stephen M. Ouellette, Esq., Ouellette Law Office**

978-317-2542 - Cell • 978-281-7788 - O • smo@fishlaw.com • www.fishlaw.com

## Marine Association

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410-990-4466 - Fax & O • 410-990-4460 - O

## Marine Auctions/Valuation

**Graeme Shaw, O'Maras Valuers & Auctioneers**

+61-439-033-560 - Cell • graeme@omaras.com.au

**Kyle Baxter, Slattery Asset Advisory**

61-422-226-876 - Cell • 07-31-49-8210 - O • kbaxter@slatteryassetadvisory.au

www.slatteryassetadvisory.com.au

**Robert B. Stainforth, Pickles**

61 422 226 876 - Cell • rob.stainforth@pickles.com.au

www.pickles.com.au

## Marine Electrical

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**Ward's Marine Electric, Inc.**

954-523-2815 - O • 800-545-9273 - O • ward.eshleman@wardsmarine.com

## Mariner Training

**Chapman School of Seamanship**

772-283-8130 - O • www.chapman.org

**Laurent Long, HSCE**

0033-613-332-940 (France) • 001-506-223-0218 (Canada) • 0033-494-270-087 - O

hsce@rogers.com • www.formation-hsce.com

## Mold Mitigation & Prevention & Oil Analysis

**Daniel May, Motor Check Analysis Clinic**

561-373-3329 - Cell • 561-684-7799 - O • dmay@motorchecklab.com • www.motorchecklab.com

## Propeller Sales & Repairs

**Larry A. Kindberg, Accutech Marine Propeller, Inc.**

603-617-3626 - O • larry@accutechmarine.com • www.accutechmarine.com

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860-395-4745 - O

## Survey Software

**Ted Stevens, Force5 Marine Survey Report Software**

800-373-6030 - O • 772-334-8555 - O • info@force5.org



# IMPORTANT MEMBER INFORMATION



## 2023 SAMS® International Meeting & Educational Conference (IMEC) Oct. 25th To Oct. 28th Montreal, Quebec

### CE Credits:

Don't forget to check the website under "Education" for ideas to obtain CE's.

### Upcoming IMECs



[Montreal, QB, Canada 2023](#)



[New Orleans, LA 2024](#)



### While we fondly remember the departed.....

F. Brent Chomyszak, AMS®  
Punta Gorda, FL

Jack Mackinnon, AMS®  
San Lorenzo, CA

Craig D. Morley, AMS®  
West Lorne, ON, Canada

Nathan R. Spaulding, AMS®  
Marathon, FL





## MEMBER'S CORNER JULY 2022 - NOVEMBER 2022

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

### “YACHTS & SMALL CRAFT”

*William R. Boyance, Cream Ridge, NJ*  
*Ben T. Brown, Myrtle Beach, SC*  
*Nick Everse, West Olive, MI*  
*Brad Koeneman, Boyne City, MI*  
*Brian J. Levens, Norfolk, VA*  
*Jonathan Mark Lloyd, Palma de Mallorca, Spain*  
*Jim Merrick, Mill Creek, WA*  
*Michael E. Minor, Stafford, VA*  
*Matthew T. Peebles, Keetchikan, AK*  
*Cecilia M. Potts, Key West, FL*  
*Michael A. Russo, Hilton Head Island, SC*  
*Jonathan Yeater, Lake Worth, FL*

### “HULL & MACHINERY”

*Philip Joel Carmichael, Saint Augustine, FL*

### “CARGO”

*Nart Abu Zahra, Aqaba, Jordan*  
*Yanal Abu Zahra, Aqaba, Jordan*

The following people have been accepted  
into SAMS® as:

### “SURVEYOR ASSOCIATES”

*David W. Boone, Miami, FL*  
*Matthew E. Brattlof, League City, TX*  
*Hew Brown, Pompano Beach, FL*  
*Claudio Di Stefano, Sunrise, FL*  
*Charles Gary Eser, Preston, MD*  
*Peter H. Fenn, Mystic, CT*  
*Duncan Alexander Fong, Naples, FL*  
*Robert Darrin Fricke, Little Egg Harbor, NJ*  
*Denis J. Gordon, Staten Island, NY*  
*Paul W. Harrod, Hendersonville, TN*  
*Hunter Leroy Heverly, Wilmington, NC*  
*Elisha Hope Jones, Clearwater, FL*  
*Kevin Nicholson, Long Beach, CA*  
*William Garcia Pina, Ceiba, PR*  
*J. D. Sepel, Juneau, AK*  
*Dylan Alem Stephens, Baltimore, MD*  
*Shelvin Thomas, St. Kitts, Grenada*  
*Richard E. Zielinski, Clearwater, FL*

### “AFFILAITES”

*Michael Hill, Fort Lauderdale, FL*  
*Daniel Maruszczak, Naples, FL*

### Applicants Seeking SAMS® Membership:

*Kenneth Andrade, Bristol, RI*  
*Juan Barandiaran, San Diego, CA*  
*Aaron Benbow, Saint Augustine, FL*  
*Andy Carlson, Seattle, WA*  
*David Shaun Castle, Port Alexander, AK*  
*Nathan Daniel Carter, Nova Scotia, Canada*  
*David Shaun Castle, Port Alexander, AK*  
*Michael Connolly, Southold, NY*  
*Nicholas Paul Cook, Fort Lauderdale, FL*  
*Benjamin Dage, Houston, TX*  
*Allen Reed Davison, III, Luling, LA*  
*Merrill DeMeritt, Christiansted, Saint Crox*  
*Marcia (Maracy) Drake-Boynton, Saint Augustine, FL*  
*Christian Eck, Stuart, FL*  
*Jeffrey Martin Enright, Victoria, BC, Canada*  
*Aaran Geoffery Flanagan, Alpine, CA*  
*Anthony Paschal Gagliardo, Green Cove Springs, FL*  
*Steven Hearn, Gilbertsville, KY*  
*Loren Heay, Port Orchard, WA*  
*Rodney Janssen, New Smyrna Beach, FL*  
*Leloni Johnson, Fort Lauderdale, FL*  
*Andrew D. Lowe, Port Saint Lucie, FL*  
*William Miller, DeLand, FL*  
*Paul “Moe” Mottice, Key West, FL*  
*Justin Nuzzi, Cordova, AK*  
*Kelly Gene O’Day, Nayarit, Nuevo Vallarta, Mexico*  
*Joshua Andrew Olsen, Palmetto, FL*  
*Sebastian Rodriguez, Pembroke Pines, FL*  
*Andrew Sheppard, Middle River, MD*  
*Kevin Van Decker, Stuart, FL*  
*Daniel Lee Webster, Shalimar, FL*  
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Admin. Asst./Support.....	<a href="#">Cheryl Roach</a>
Admin. Asst./Education .....	<a href="#">Mark Shea</a>

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Diesel Engine Chair.....	Dennis Guthrie, AMS® .....	<a href="mailto:gutmarinc@bellsouth.net">gutmarinc@bellsouth.net</a> .....	954-294-4481
Gas Engine Chair.....	Reinier Van Der Herp, AMS® .....	<a href="mailto:rvmarinesurveying@gmail.com">rvmarinesurveying@gmail.com</a> .....	609-693-9005
Ethics Chair.....	Kristoffer A. Diel, AMS® .....	<a href="mailto:oceansurveys@msn.com">oceansurveys@msn.com</a> .....	504-236-8151
Fishing Vessel Chair.....	Michael Andrews, AMS® .....	<a href="mailto:obxmarinesurvey@gmail.com">obxmarinesurvey@gmail.com</a> .....	252-202-3121
Hull & Machinery Chair.....	Rolando R. Santos, AMS® .....	<a href="mailto:Roland_Santos@alphamarine.com">Roland_Santos@alphamarine.com</a> .....	305-324-1555
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Tug & Barge Chair.....	Joseph A. Derie, AMS® .....	<a href="mailto:joederie@comcast.net">joederie@comcast.net</a> .....	503-236-6818

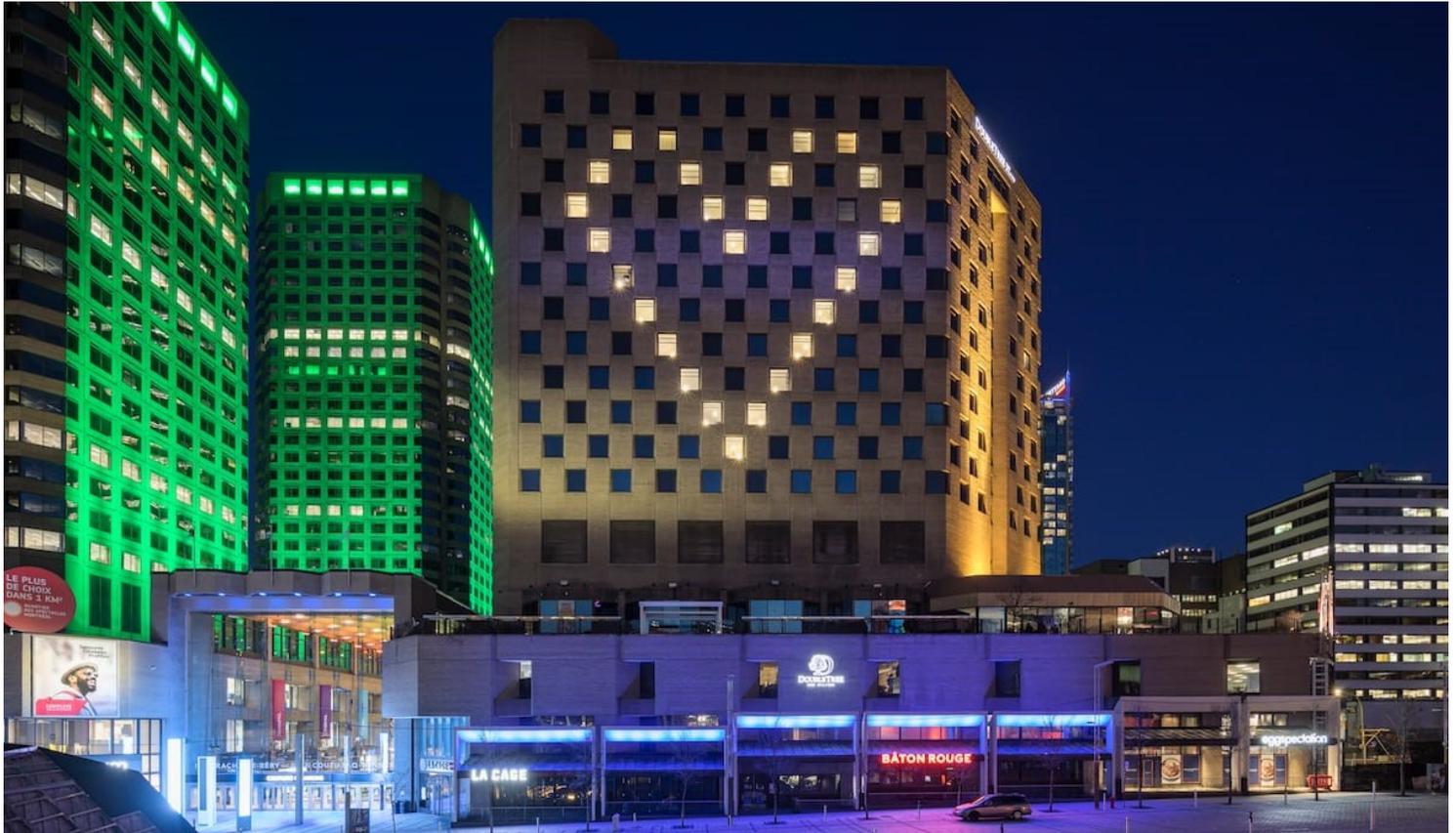
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***SAMS® 2023***  
***International Meeting***  
***&***  
***Educational Conference (IMEC)***



**October 25th - October 28th**

**Doubletree by Hilton**  
**1255, rue Jeanne-Mance, C. P. 130**  
**Montréal, Québec, Canada H5B 1E5**

**Reservations:**  
**514-285-1450 or 800-361-8234**  
**Group Code: SAMS2023Meeting**

**[Online Reservation](#)**

**Room Rates: \$239.00 CAD per night plus taxes and fees.**

**DEADLINE FOR RESERVED ROOM RATES: September 23, 2023**