



# SAMS<sup>®</sup> NEWS

**Society of Accredited Marine Surveyors<sup>®</sup>, Inc.**

Volume 24, Issue 1

Editor: Joseph B. Lobley, AMS<sup>®</sup>

Spring 2014



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## EDITOR'S CORNER



Joseph Loble, AMS<sup>®</sup>  
Editor/Immediate, Past President

I have received some very good technical articles for the newsletter from various members. I will endeavor to get all of them published and then archived. I am looking into the possibility of creating a section on our website to hold all of the articles so they can be available to anyone searching for information. So keep writing! It's good for SAMS<sup>®</sup> and yourselves.

On that note, please read the report from Bill Trenkle, AMS<sup>®</sup>, SAMS<sup>®</sup> Public Relations VP, where he compliments Bill Lee, AMS<sup>®</sup> for reaching out to the local newspaper to do an article about the SAMS<sup>®</sup> North East Regional Meeting. Again, it's good for SAMS<sup>®</sup> and yourselves. Joe Derie, AMS<sup>®</sup> and Tim Vincent, AMS<sup>®</sup> collaborated on a well written paper pertaining to Surveying Commercial Fishing Vessels for Water Tight Integrity which you can see on Page 16. This is good knowledge even if you aren't a fishing boat surveyor. Another Past President has added some interesting SAMS<sup>®</sup> history, see Page 9.

There are several housekeeping items that need repeating and since I get the first page, it will hopefully be read. One is that paying your dues on line with Pay-Pal is less costly to SAMS<sup>®</sup> than calling in with a credit card. So give it a try. Second, for the SAs submitting surveys for the annual review process, please reduce the file size so it can be easily received and forwarded to the recipients. My email likes 20MB or smaller but I know some that will kick back 10MB files. If you do not know how to accomplish this, then find someone who does.

On a completely different subject but noteworthy is the news that Bruce Spahr retired from Boat/US after 34 years of dedicated service. If you do C&V surveys on recreational boats and your clients requested coverage from Boat/US, I can guarantee that Bruce has reviewed the report. He was the head of underwriting for many years and was very interested in qualifying surveyors to be sure the boats were properly represented. Bruce called me on his last day in his office and wanted me to pass on a few of his sentiments to all SAMS<sup>®</sup> members. He said that we (SAMS<sup>®</sup>) should be proud of the organization that he personally watched start, grow, and develop into the best surveying organization in the industry. Bruce followed by saying the difference with SAMS<sup>®</sup> surveyors and others is our continuing education, our embracing ABYC recommended practices, and our Recommended Survey Report Content. Bruce is going to spend time to finish the restoration of his Air Stream camper and his wife's Model T. He also intends on completing the last half of the Camino de Santiago trek in Spain. Join me in wishing Bruce all the best and congratulations on his retirement.

All indicators are pointing to a busy survey season. Everyone should work hard and then take some well-deserved time off, say in New Orleans this fall at the SAMS<sup>®</sup> Annual Meeting & Educational Symposium. See you there!

## President's Message Spring 2014 Newsletter



Stuart J. McLea AMS®  
President

Good day to you all, hope everyone is starting to Thaw Out!

I can report that SAMS® is busy and we are full ahead.

I had an opportunity to attend the December 2013 Gulf Regional meeting. I met our new Gulf RD, D. J. Smith AMS®, who is however not new to SAMS®. Welcome aboard D. J.! The meeting was very well attended showing very good support from the region. This meeting was also Kristoffer Diel, AMS® final act as past Regional Director with his good lady Phyllis at his side. I would like to thank Phyllis for all her hard work in helping Kristoffer organize the Gulf Regional meeting over the last few years. Kristoffer is now the new V. P. of Testing.

Bob Horvath, AMS® has also moved to the position of Meetings/Conventions Vice President and I'm sure he'll continue to do an excellent job there as he did as the Great Lake Regional Director. On that note, I would also like to welcome Scott

Schoeler, AMS® as the new Regional Director for the Great Lakes Region. Scott has jumped in feet first and working very hard for his region.

This year's **SAMS® Annual Meeting & Educational Symposium** is in New Orleans. This is an excellent location for a meeting and a fantastic vacation spot. The hotel is a Hyatt property that is very close to the French Quarter that has lots of night life, and some excellent restaurants. Be sure to book early so that you don't miss out on another great educational opportunity, and possibly some vacation time. Our Education V. P., Ken Weinbrecht, AMS® has been working hard on an exceptional program. Check out his article for more details.

### **Planning your CE Credits**

I would like to discuss a topic that a number of our members have a hard time with; '**PLANNING**', that's right **PLANNING**. Planning is a key point in the surveying business and in life in general. We cannot plan for everything; let's face it, that is silly if we think we can....But we need to develop a plan, and that plan I am talking about is your **Personal Educational Plan - PEP**. I would ask all our members to consider developing one to help you meet your CE's for the next five years. The SAMS® Board of Directors receive numerous requests for extensions because of lack of CE credits. It amazes me that a lack of planning puts our members in a spot where they have to ask for an extension. When some simple planning to meet your CE credit requirements, would put you ahead of the game and not cramming at the last minute. We cannot plan for the emergencies in life, but we can plan to meet our educational requirements to be a SAMS® member in good standing. Part of your PEP should be attending the Annual Meeting and Educational Symposium.

### **SAMS® Technical Library**

With the passing of James Wood, AMS®, his wish was to have his personal library donated to SAMS® for the use of others. With that we started the James Wood Memorial Library at SAMS® HQ in Jacksonville. The plan is to start to collect books that are donated by our members, and since Jim's initial donation we are starting to see books arriving at the office. I would ask that if any member has any marine or maritime technical books, and if they are getting dusty, please send them to SAMS® HQ for the library. Our plan is to organize and catalog everything in the library to be made available for research.

Hope to see you all in New Orleans!!!

## *Executive Vice President, Lloyd Kittredge, AMS®*



As the sun rises higher and higher in the sky, and with spring around the corner, I am extremely happy. The number of complaints against our members is very low when you look at the total membership. One of the most important duties

of the Executive Vice President is to process each issue and be fair and reasonable to each side. When a signed letter of complaint is received in Jacksonville, it is assigned a file and sent to the President and the Executive Vice President to be reviewed and processed. A letter of fact is sent to the member stating what the issue is, while another is sent to the client in response to receiving their letter. At that point, the member is to respond to the issue, and let us know what their point and facts are from their perspective. It is very interesting to weigh in on how the two individuals view things. Most, and I really mean most of the time it is a work product issue, not ethical in nature. The main reason for all of this is a lack of communication between the two.

Our Past President George Gallup, AMS® is known to say, “remember we are always on stage, be professional”. If the issue pertains to anything ethical, an investigative committee is selected to look into the facts and report back for a decision on how to handle the issue within a specified time frame. Ultimately we have to ask, is this person good for SAMS®? Remember, other than through a legitimate contract, you should not receive personal or financial gain through someone else’s expense. As another one of our Past Presidents, Jim Sepel, AMS®, says, “I keep SAMS® Bylaws and Policy close at hand and read it daily”. We all know this is a little extreme, but you know Sepel. Let’s all keep raising the bar and communicate exactly what we mean to our clients.

One last thing, have you booked your room in New Orleans yet? My wife tells me to get off my rear end and get it done! I just did!



### *Attention all AMS® Members*

The SAMS® Nominating Committee is accepting nominations for the upcoming election of officers at the Annual Business Meeting on Saturday, October 18, 2014 in New Orleans, LA. Any AMS® member interested in running for elective office should do so in writing with accompanying documentation to show the Nominating Committee your qualifications, knowledge and understanding of SAMS® Policies and Bylaws. The letters should be addressed to the SAMS® International Office, Attention: Chairman/Nominating Committee and must be received by May 31, 2014. Nominations can also be made from the floor during the Annual Business Meeting, per SAMS® Policy.

*Secretary/Treasurer, Paul Logue, AMS®*

**VALUATION OF VESSELS BASIC PRINCIPALS 101**



Hello to All:

Hopefully everyone is at full swing for the spring season. It's been a tough winter in the Northeast with extreme freezing temperatures.

We are starting to see many more individuals, banks, and insurance companies focus on our value of the vessels we survey. This means that well after the report is done, these same or different people may look at the value and compare it to the time it was done vs. current time. This also should ring a bell in everyone's head that we need to justify or document our findings of value.

It is really simple when you look at this. DOCUMENT in your report the details of the Valuation. Show the numbers from Soldboats, Yachtworld, BUC, ABOS, or anywhere you received your information. You can then adjust based on condition, equipment, region, etc.

You will find that you have less controversy in someone questioning your work. Recently a customer asked me to do a C and V on a Chris Craft Catalina. He wanted a number far higher than I had valued it. I simply asked him if he looked at the comp's I had documented. He emailed me back and was shocked as to what these were listing and selling for. He reluctantly understood and thanked me for giving him a reality check on his boat.

Everyone should do a USPAP course, but don't wait for one to come to you, to do what I mentioned above if you are not already.

See you all soon.

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**.....NEWS FLASH .....**

For those that might be interested in tugs and towing, the USCG is about to finalize Sub-Chapter M – (Inspection and Certification of Towing Vessels). It's been about 10 years in the making and should be finalized by our meeting. SAMS® intends to set up an educational program with the USCG for those that might be interested in this type of certification. We are also considering an additional designation and test for those that become USCG Towing Inspectors.

Kenneth Weinbrecht, AMS®  
Education Vice President



*Education Vice President, Kenneth Weinbrecht, AMS®*  
**NEW ORLEANS EDUCATIONAL SYMPOSIUM - 2014**



The educational program is starting to shape up; here's what you can expect.

1. ABYC
2. The history of New Orleans given by a noted historian. There's more to the city than you think.
3. Dave Gerr, Naval Architect will speak on "stability for the marine surveyor".
4. A noted marine salvage company will speak about the salvage operation of the Costa Concordia.
5. USCG – Sub-Chapter M, new towing inspections regs and how you can become an inspector.
6. Saving Miss Texas, Joe Lombardi, AMS® will talk about the work he has been doing to try to save this historic battleship.
7. Jim Mercante, Affiliate, noted maritime attorney – lecture to be determined.
8. Tugs and Towing from a New Orleans based company.
9. LNG Propulsion – going green
10. Corps of Engineers.

These are only a few of the speakers, more to follow soon.

**DID YOU KNOW:**

That almost every marine related course that you attend or take online can be awarded CE credits. Those who have taken classes on thermal imaging classes, audio gauging, engine classes, outdrive classes, ABYC, NFPA, arson, IAMI, Mariners Club Meetings all qualify for CE's.

We have changed some of the CE credits for online learning. If you take an online course and there is a "Proctored" exam at the end of the course you will receive FULL credit for the course as long as you pass the test and proof of passing the test is sent to the International Office. A proctored exam is one that is given at a test facility like Sylvan Learning Centers or by a person authorized to monitor the test. A test that is taken in your office or home online will not count for full CE credit (unless the proctor comes to the office and monitors you) but will count for the 25% (15 CE) credits as per the policy manual. If you fail the proctored test you can still be awarded CE's but will be limited to the 25% maximum. The CE's will be awarded in the certification year of the proctored passed test.

**EXAMPLE**

Let's suppose that your **5-year certification ends** in 2014 and you have just completed a 30-hour online course that would qualify for CE credit. You take a proctored test and pass in 2015; you will receive the credit in 2015 even if you completed all the online learning in 2014. Online learning has become an asset to meeting many of the industries CE credit requirements and with this new technological advancement, you will be able to obtain all the necessary CE's for your AMS® or SA requirements.

Let's suppose you are an SA, you need 6 CE's per year; online learning will qualify for this credit as well. But remember, once you become an AMS® you start with a clean slate and must meet the requirements for AMS®. If you take a proctored exam as an SA in the same year that you pass your AMS® test, those CE's will count for your SA requirement, not for your AMS® requirement.

Remember; as an AMS® you must have 60 CE's **WITHIN** the five (5) years from your certification date as well as one annual meeting.

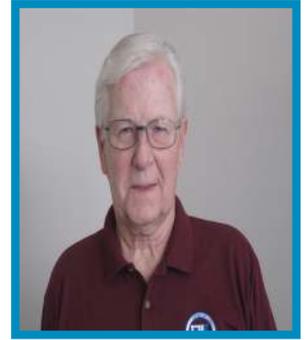
PLEASE SEND IN YOUR CE REQUESTS AS YOU OBTAIN THEM, DON'T WAIT TILL THE END OF THE YEAR.

Enjoy the wonder of New Orleans, the hotel is the best in the city and has many amenities, close to major attractions and the French Quarter.....It's an experience you'll always remember!

*Meetings/Conventions Vice President, Robert Horvath, AMS®*

*SAMS® Annual Meeting & Educational Symposium*

*New Orleans October 2014*



It's that time of year again when everyone involved with the Annual Meeting are finalizing plans. The ladies at the International Office are preparing the documents and shipping detail for all of the required items. Ken Weinbrecht, AMS® is working on the educational programs, and I'm planning meals and entertainment.

Our host hotel, the Hyatt Regency, is a world class hotel with all of the latest in accommodations. New Orleans is a city of great cuisine, music history and nightlife. Our hotel is within minutes from anywhere you want to be. Some examples are the Garden District, the French Quarter and the Super Dome to name a few. This is definitely a destination to come early or stay later.

Be sure to mark your calendars for October 15<sup>th</sup> – 18<sup>th</sup>, 2014. More details to follow as we get closer to the meeting date. Reserve your room early as we only have a limited number of rooms and cannot obtain anymore. The hotel link is on our SAMS® website. *(see back page for more information)*



## Membership Vice President, Jim Sepel, AMS®



Greetings from the sunny and soggy rain forest of SE Alaska:

As your Membership Vice President, I am happy to report that we continue to see a steady flow of new applicants. The vast majority continue to be Yachts & Small Crafts. Since our SAMS® Annual Meeting & Educational Symposium, we are declining membership to about one out of three applicants. The reasons for denials continue to be: **lack of experience, very weak reports, negative “peer” reviews** (we seek out SAMS® members in their area, as well as boat yards, brokers, etc.). Your committee, which consists of the RD’s, Cargo Chair, T&B Chair, Engine Chair, F/V Chair, and H&M Chair, continues to work

very hard in vetting an applicant.

Besides the new applicants and upgrades, we have to deal with the suspensions. Having just returned from a great Pacific Regional Meeting (kudos to Darrell Boyes, AMS® for putting on a great program), I discussed “Ethics and Running a Business”. In that discussion, we went over the **AUTOMATIC** reasons for suspension of membership. There are 4 automatic reasons: (page 21 of General Policy Manual)

1. Not complying with upgrade policy (UP or OUT).
2. Not complying with CE or International Meeting policies.
3. Advertising policy infraction.
4. Non-payment of dues.

Every year, after February 1<sup>st</sup>, HQ gets to deal with those members who are slow to pay. Dues are “past due” on January 31<sup>st</sup> and you get to pay a \$50 late fee. It becomes time consuming to suspend them, then turn around and reinstate them. Even into March there were over 50 who were suspended. Suspension gets you the following:

1. Removal from roster AND website.
2. No referrals from HQ for surveys.
3. Loss of General Liability insurance.
4. May not attend SAMS® meetings.
5. Must remove “SAMS®” affiliation from letterhead and survey reports.

So, why not run your business professionally? Avoid the hassle of losing your membership benefits. Pay on time! (Without having HQ light a fire under your bench seat)!



A nasty electrical heater fire in a bench seat, commercial fishing vessel.

## *Vice President Advertising and Public Relations, Bill Trenkle*

First of all, I want to thank all of those who have reached out to me with input on advertising or public relation opportunities. The more we can get exposure through efforts of the membership in writing articles and doing interviews, the further we can make the advertising budget go.

Bill Lee, AMS® did a great job during the December North East Regional meeting of engaging the local press. There was a great article in the Gloucester Daily Times about the 75 surveyors visiting Gloucester. The writer discussed, the boost to their off season economy, the use of the local experts in the seminar and the exposure of the local highlights to those who attended who have never been to Gloucester before. He also described what marine surveyors do, which is always beneficial when we can get that into the main stream press. These angles should be of interest to any newspaper, in any Regional meeting location. Regional Directors and locals reach out and see what you can do when a regional meeting is in your town. I am happy to help and provide content if needed.

The other opportunity for Public Relations at no cost to SAMS® is when you all write articles. This is great for three reasons. First it helps promote you and your business, second it promotes the value of marine surveyors as vital professionals in the marine industry and third it is free advertising for SAMS®. If we continue to promote and position SAMS® as the preeminent association of marine surveyors it will benefit us all. It will not only increase business, but it will encourage new, quality marine professionals to join SAMS® to replace those who are retiring. If you like to write and have an

article you want placed, send it to me and I will try to get it into one of the many publications we advertise in, we have good leverage with all of these publications because we spend a lot of money with them. If we advertise and get an article in a publication it becomes a great one-two punch. If you need samples of what an article might have content wise, let me know and I can forward you some samples.

The SAMS® Annual Meeting & Educational Symposium in New Orleans is going to be amazing. You may realize this already, but it is important to have good attendance to these events to help offset the costs. This means attendance not only from SAMS® members but from others we can draw in to attend. Extra attendees actually can help the bottom line substantially. We can promote the meeting by getting it onto other organization's calendars. We have had it added to the calendars of the National Association of Marine Surveyors, American Institute of Marine Underwriters, and The Flashlight newsletter, so please send me any suggestions of other calendars it should be added to that go to potential attendees.

Thanks for your time to read my pitch, and thanks for the help. I know you all are looking forward to some good weather soon, but until then get out your pens and write some stories.

Billtrenkle@gmail.com, cell 619-987-0162



### *Gloucester Daily Times*

Capt. Bill Lee, AMS® of Rockport helped bring a marine surveyor seminar to Gloucester, boosting the local economy ....

## *Past President/Advisor, Downing Nightingale, AMS<sup>®</sup> SMS*



### *SAMS<sup>®</sup>, the conception, gestation, birth, and early development.*

In the fall of 1986, I (a rather newbie surveyor) received a letter announcing a three day marine survey conference in Brunswick, ME in October. I only knew three local surveyors including my mentor and had read a few technical books. This sounded great, it was! (Three hundred surveyors and an international cadre of presenters and a ton of good information.) I learned a lot in those three days including that the only existing surveyor's association was not looking for new members (nor me). Interesting though, only about 30 attendees belonged to that survey association. Is something missing?

Before going to Brunswick, my insurance agent friend told me I should meet Jim Robbins who worked for one of the large yacht agencies in south Florida, but with the admonition, “don't try to talk to him at the meeting, wait until he and a group gather at the bar afterwards.” (This is still where the best meetings take place.)

Time passed and in April 1987 I got a letter from Jim Robbins that he and Fred Lowe of the Chapman School of Seamanship had formed the Society of Accredited Marine Surveyors<sup>®</sup> and “are seeking a cadre of fifty qualified charter members.” Yes, the bar meeting paid off. I didn't know if I was “qualified” but if Jim thought I was, great. I completed the application form and sent money. November of that year saw the first roster of SAMS<sup>®</sup> membership with 66 surveyors, 4 charter SAs and 4 associates. Along the way, I got one or two jobs from Jim. Again, time passed.

Then came the notice of a one day seminar by the same group that put on the Maine seminar to be held in Singer Island, Florida in April 1988. The morning after the seminar, we had the first general membership meeting of the new Society of Accredited Marine Surveyors<sup>®</sup>. Jim Robbins reported that we now have 100 members with 27 of that 100 present. Mickey Strocchi, RVP, told the group we needed a chain of command, organizational chart and operation guidelines. (No one was taking minutes so I did and became Secretary by default.) Dick Frenzel, AMS<sup>®</sup>, Retired, spoke on need for membership requirements and Robbins appointed him Chairman of the Standards Committee. Russ Thomas suggested the necessity of a test and an ethics policy and he became Chairman of that committee. Carl Foxworth, AMS<sup>®</sup> opined the necessity of continuing education. I stated that as SAMS<sup>®</sup> is incorporated, there must be By Laws and you can guess what I got to do. There was a lot to be done. Don Patterson, AMS<sup>®</sup> agreed to host the next meeting in Nashville in 6 months.

After the meeting, Jim Robbins invited Mickey and me to join him for lunch. After a little seafood and beer, Jim told Mickey and Downing, “You take SAMS<sup>®</sup> to Jacksonville and keep it going.” Mark Rhodes, AMS<sup>®</sup> article in the previous issue picked up details from here.

Mickey took the membership files (in one cardboard box) and set up a Post Office box, and I set up an “800” number, an answering machine and I ran the first national ads. My job for By Laws was easy. I took my yacht club's By Laws (Roberts Rules format), changed the name and some other wording and a draft was ready for Nashville. After Nashville there were six monthly meetings in New Orleans and Baltimore to “hash out” (some have said “bash out”) the details of the organization.

SAMS<sup>®</sup> was now an up-and-walking organization because, Jim Robbins and these early members saw what was lacking in the 90% unaligned Brunswick surveyors. SAMS<sup>®</sup> would be an inclusive instead of an exclusive organization with an avenue for new surveyors to participate and learn but with standards and testing requirements. We also welcomed industry Affiliate members. It would have a purpose, ethics statement and continuing education requirements.

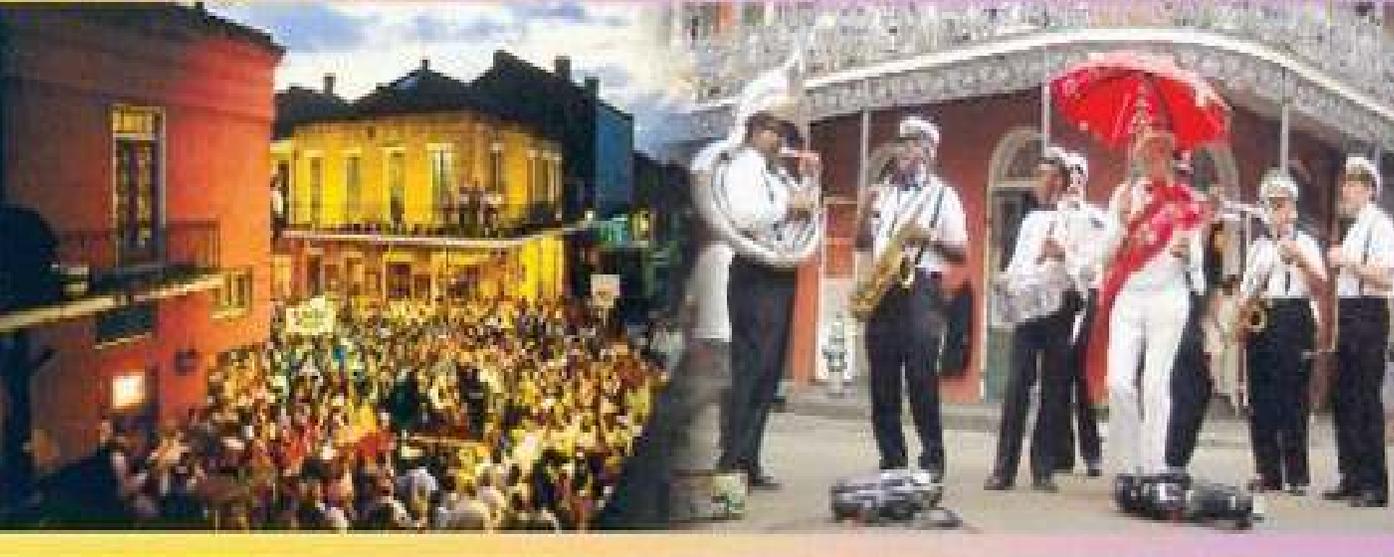
SAMS<sup>®</sup> set the NEW bar. It soon became the largest professional marine surveyor organization in the world.

Today, SAMS<sup>®</sup> continues with the same enthusiasm and dedication as it started. Don't let that stop. Don't just ship out as cargo, be part of the crew that charts the course.

Thanks to everyone for the opportunity to have been involved with the world's greatest marine survey organization.



*New Orleans* FRENCH QUARTER



## *Testing Vice President, Kristoffer Diel, AMS®*



***If you do not call someone you will never get any help.*** One of the amazing things I have discovered since beginning as Testing Vice President, is that of the 50 odd exams taken, I have only received a half-dozen phone calls afterwards. While I can understand the feeling of being “done with it” after passing the exam, surveying is if nothing else, a continuous learning process. So, pass or fail, if you wish to discuss your exam, give me a call.

I am continuing my own learning process by researching modern methods of testing; including online. While expensive to set up, it would instantly grade and report to the examinee their grade. We are also undertaking a review of the exams, as it has been a few years since last overhaul. I ask that if anyone has any interesting surveying questions (with the correct answers!!) please send them to me for inclusion in the pool of questions.

I hope the spring weather arrives early, as most of you I suspect have had enough of the cold. If you have any questions or suggestions in the arena of examinations, please contact me.

504-236-8151

Yachtsurveys@msn.com



**MAKE SURE TO CHECK SAMS® WEBSITE FOR MEETING UPDATES AND EDUCATIONAL OPPORTUNITIES**

### *Course Offering Information:*

#### ***USPAP American Society of Appraisers New Orleans Chapter Educational Event:***

15 hour and 7 hour USPAP Update for MTS (Machinery & Technical Specialists)  
PP (Personal Property) and GJ (Gems and Jewelry) & Marine Surveyors

Thursday, July 24, 2014 – 7 Hour Course – 8:00 am – 5:00 pm.

Friday & Saturday, July 25-26, 2014 – 15 Hour Course – 8:00 am – 5:00 pm each day.

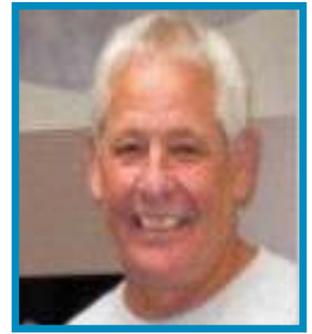
#### ***Location:***

New Orleans Airport Hilton  
901 Airline Highway, Kenner, LA 70062  
504-469-5000  
neworleansairport.hilton.com

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

If you missed the article that was published by Mark Rhodes, AMS® in the fall/winter edition, you can still go back and read it from the SAMS® website archives. The article's premise took us down the proverbial memory lane. Historians say that you first have to know where you have been in order to know where you are going. Mark is truly one of my mentors and heroes. Mark who I find to be quite modest, soft spoken and reserved formerly operated a successful full service marina in my district, he actually built a custom yacht and marketed it himself. He was notably the President of SAMS® during the Wild West era of 1994/95. Mark in my opinion was a very effective leader, however I might say he was probably reluctant to claim any notoriety for his accomplishments. In speaking to Mark's wife Marilyn in the recent past, she reminisced about the days when SAMS® was operated on a shoestring and meetings were held with whomever had a house that met the needs of a large group. The room had to be without charge and big enough to accommodate our then board members plus it had to include an all important referee. Marilyn by the way is a longtime ardent supporter of SAMS® and can hold her own with even the most seasoned surveyor.

In Mark's writing, he referenced many names of past SAMS® founders and characters at large. One of my central reasons for always attending the International meetings is to meet, socialize and associate myself with this group of diverse professionals. Unfortunately many of our newer members will not recall these trailblazers who gave unconditionally to our cause. But I think that in all things, SAMS® has changed for the better. SAMS® had to go through an era of "torture" in order to come out to a place where civility reigns over chaos. The image of SAMS® has perpetually been a work in progress that is by no means finished. I can see a sustained improvement from the glory days referenced by Mark as opposed to the SAMS® of today. I wish to pass along a personal thanks to Mark Rhodes, AMS® and men and women like him that provided the dedication in order to sustain and promote a better SAMS®. Mark will likely never take a bow, but I will do it for him.



### *Canadian Regional Director, Eddy Assaf, Jr., AMS®*



Don't you just love this time of the year, temperature is getting milder, the snow is slowly leaving and work will soon be upon us. It's been a long, cold, and snowy winter. Most of us up here have had enough and

can't wait to get back to work on a more regular basis again. But it has been a good time to catch up on some education courses and tweak up on some technology.

For a change, and due to many comments, we are going to try and bump up the Canadian Regional meetings in the spring/summer. I want to make two meetings, in different areas, on the same subject, to avoid all of the traveling during our busy season and the winter weather that we usually have in our fall meetings.

The SAMS® Annual Meeting & Educational Symposium in New Orleans should not be missed, for those of you who haven't been to one yet or are due for an Inter-

national meeting, you should make all efforts to go to New Orleans. Like usual, there will be a great education venue and CE credits are terrific, all of this in a city where the night life is beyond compare. Hope to see you there.

I want to congratulate David Berger, AMS®, John Vander Perk, AMS® and Ian White, AMS® for successfully taking and passing their AMS® exams at our Canadian Regional meeting in Kingston. Great job guys and welcome aboard. For those of you that are due for writing exams, please contact me so we can get started on the process.

I want to take this time to say goodbye to Michel Savage, AMS® (my fishing buddy) and well respected surveyor. He is leaving the surveying business to pursue his passion of being a writer/photographer, and moving it all to the mountains of Thailand. Wish you all the best of luck Mike, you will be missed.

Here is hoping we all have a great year and as always be safe.

*Mid-Atlantic Regional Director, Theodore Fred Wright, AMS®*

I wanted to thank those who participated in the Mid - Atlantic Regional in Charleston in December; over 50 folks attended. Note to self; check-out the restaurant availability and proximity next time you plan a venue. That being said; I hope it was educational and enjoyable for all.

One of our SA's passed away recently and I'll be attending his memorial later today. Bob Dean was described by a mutual client as a knowledgeable gentle soul.

He recently chided me a little a while back, regarding mentoring. I took exception at first to his comments, but he did make me think about my approach to that topic as I move forward. He expressed a wish that I would be more forthcoming with my knowledge (gained over decades of experience). I at first thought to myself; why should I so freely offer to share everything I've learned, only to train a competitor. After further consideration, additional thoughts have come to mind.

SAMS®, as I see it, exists for the purpose of exchange of information and to further the professionalism of the profession, the organization, and her members.

We all have a responsibility to share what we can with others; whether new members or old, whether part of this organization or another. A rising tide lifts all boats; anything one can do to elevate the knowledge of themselves or others elevates the profession as a whole. I'm describing a free exchange of information, a conversation of

sorts between active participants. Make no mistake; those of us with years under our belts can learn from those newer members, who bring with them all sorts of experiences that may be adapted to our professional environment; a free exchange of information is paramount.



So, Go Boating/Take a Kid Fishing (or the marine surveyor equivalent). Participate in Boatpokers (but do your homework before asking basic questions). Freely offer advice and answers to those who request and require information. Ask someone to carry their bag (or offer a newbie a ride-along, as the case may be). Share resources; books, websites, educational opportunities; it will help an associate, apprentice, or an accredited member, and the organization, and will elevate the entire profession.

An excellent mentoring and learning opportunity will take place in the Fall; the SAMS® Annual Meeting & Educational Symposium in New Orleans. Good food, lively conversation, a target rich environment for learning and sharing. Don't miss it.



*While we fondly remember the departed.....*

*SCOTT W. HOLLISTER, AMS®*  
Hollister Marine, Inc.  
Lemont, Illinois  
Passed away January 9, 2014

*ROBERT "BOB" DEAN, III, SA*  
Blue Harbor Boat Management  
Mooresville, North Carolina  
Passed away February 26, 2014

## *Cargo Chair, Dan McDonald, AMS®*

### *The MV MOL Comfort sinking prompts shipping industry to take action on container weights being wrongly stated.*



On 17 June, 2013, in high winds and heavy seas, the container ship MOL Comfort suffered a crack amidships and began taking on water. The vessel was approximately 200 miles from the Yemini coast while en route from Singapore to Jeddah, with 4400 containers on board. The vessel later suffered a catastrophic hull failure and split in two, with containers being lost overboard. On July 11, the bow section sank, after burning for several days. On July 27, the aft section sank with approximately 1,700 containers. To date, the MOL Comfort is the largest containership to be lost at sea.

Many observers believe that wrongly declared container weights likely played a role in the breaking in two of this five-year old containership.



MOL Comfort, Hull Cracked Amidships



Stern Section After Breaking Apart, Later Sank

A statement issued by IMCO, the International Association of Ports and Harbors (IAPH), the International Chamber of Shipping (ICS) and the World Shipping Council says that misdeclared container cargo weights have been a long-standing problem for the transportation industry and for governments. The problem is significant and arises in almost every trade. Misdeclared container weights present safety hazards for ships, their crews, other cargo on board, workers in the port facilities handling containers, and on roads. Incorrectly declared weights lead to incorrect ship stowage and accidents. The International Maritime Organization (IMO) is on the verge of addressing this recognized and documented safety problem. The collective work and agreement of 15 governments and 13 industry groups have forged a compromise solution to be considered by IMO's Sub-Committee on Dangerous Goods, Solid Cargoes and Containers. The SOLAS Convention already requires shippers to provide a correct cargo weight declaration, but these provisions are not always enforced and are largely ineffective. Incidents like the recent sinking of the MOL Comfort will surely push regulators to force stakeholders to be more diligent about ensuring container weights are accurately assessed and reported.

Marine surveyors could play a larger role in documenting cargo weights and I encourage my fellow cargo surveyors to be ready to make proposals to your clients regarding verification and documentation of container weights.



MV MOL Comfort with full load of containers, prior to disaster at sea

## *Tug & Barge Chair, C. Stanley Johnson, AMS®*

The Tug & Barge sector remains steady.

Several SAMS® members attended the NAMS national meeting a few weeks ago in Norfolk. We were able to get the latest information from the USCG on the pending 46 CFR Sub Chapter “M” regulations. I recently received a pdf file containing 416 pages for your reading enjoyment! Also a pdf of NAVIC 7-68 addressing vessel repairs. Please contact SAMS® office to receive copies.

Survey associations will have to submit their test questions for USGC approval prior to testing. We will be soliciting for test questions shortly. If you are interested in submitting questions and the answers, please contact SAMS® office. We have a total of nine new T&B applicants pending.



### *The Top 10 (UTV) Uninspected Towing Vessel Deficiencies as per USCG National Center of Expertise:*

- Remote Fuel Shutoff Valves (46 CFR 27.207)
- General Alarm (46 CFR 27.201)
- Navigation Lights (46 CFR 25.10-3)
- Drug and Alcohol Testing (46 CFR 4.06-15, 16.230, 6.401)
- Fire Detection Control Panel (46 CFR 27.203)
- Official Log Books (47 CFR 80, 33 CFR 164.80)
- Vessel Compass (33 CFR 164.72)
- Marine Sanitation Device (33 CFR 159.7)
- Fire Extinguisher Brackets (46 CFR 162.028 (g))
- Official Number Marking



M/V Kay Eckstein, 8,800 H/P, with 30 loads down bound for New Orleans, threads the needle thru the Memphis Bridges. Tow overall size is 1,180’ long x 210’ wide.

M/V Lidya Marie, 3,950 H/P, towing 15 empty hopper barges up stream for St. Louis.



## ***SURVEYING COMMERCIAL FISHING VESSELS FOR WATERTIGHT INTEGRITY***

Joseph A. Derie, NAMS-CMS; AMS<sup>®</sup>, SAMS<sup>®</sup>; CMI Chair, Fishing Vessel Technical Committee, NAMS  
Southwest Passage Marine Surveys

and

Timothy M. Vincent, NAMS-CMS; AMS<sup>®</sup>, SAMS<sup>®</sup> Member, Fishing Vessel Technical Committee, NAMS  
Vincent Maritime Services, LLC

Watertight integrity is defined as the ability of a structure on a vessel to prevent the passage of water in any direction. This can either be a structure on a weather deck, or a bulkhead, or a deck below the main deck. Openings on a weather deck that are watertight are components such as hatches, cargo hatches, port lights and bridge windows. Due to their exposed positions on the outer structure of the hull and their frequent use, any problem with the watertight integrity of these items is immediately noticeable, which allows steps to be taken to effect repairs before the situation becomes serious.

The lack of watertight integrity of items in below deck bulkheads and decks and compartments is not so easily recognized. These items include hatches (vertical and horizontal), piping runs, electrical cables and conduits, and remote valve actuators. That is because normally the only time they are exposed to water and found to be leaking is when that compartment is taking on water and the vessel is probably in grave danger. That is a bad time to find that a below deck opening is not watertight, and generally it is impossible to repair them at that time.

The most recent example of a vessel finding that its openings in a below deck bulkhead were not watertight was the F/V Alaska Ranger, a factory ship which sank in the Bering Sea after progressive flooding on 28 March 2008. The National Transportation Safety Board (NTSB) report on its investigation of the incident found that the vessel had lost its rudder and the rudder flat flooded. The NTSB stated that: "Flooding of the rudder room should not have sunk the ship since there was a watertight bulkhead." The NTSB speculated that the door was left open, the seals or latching dogs failed, or that the holes cut in the bulkhead for refrigeration lines needed for fish processing were not watertight.

### ***US COAST GUARD SAFETY ALERT***

Following the sinking of the F/V Alaska Ranger the US Coast Guard issued Marine Safety Alert 1-08: "Maintaining Vessel Watertight Integrity." This safety alert had an emphasis on "Watertight Integrity" and "Bilge and High Water Alarms." Under "Watertight Integrity" the Coast Guard recommended that owners and operators:

- Ensure all watertight decks and bulkheads are inspected periodically to verify that there are no unprotected openings or improper penetrations that will allow progressive flooding and that closure devices (e.g. watertight doors, duct closures, etc.) are in place and in working order.
- Ensure all crew members are familiar with the locations of the watertight doors (WTDs) and weather tight closures throughout their vessels. Knowing the locations of such WTDs and weather tight closures should be part of the crew member vessel familiarization process.
- Ensure WTDs and hatches are closed while at sea and as otherwise specified in the stability guidance provided to the master or individual in charge. The importance of keeping WTDs and hatches closed should be emphasized on a regular basis (e.g. at safety meetings). WTDs and hatches should be opened only briefly to allow passage and labeled appropriately to remind crew

members to close them. If they must remain open to permit work, WTDs and hatches should be attended at all times so that they can immediately be closed. Any WTDs permitted to be open while the vessel is underway should be secured during drills to ensure they work properly.

- Implement a WTD inspection program to ensure each WTD is regularly inspected and properly maintained.
- Ensure compartments and external hull structures fitted with ventilation ducts that have hinged covers with gaskets, hinges, sealing surfaces and securing mechanisms are regularly inspected and properly maintained.
- Ensure electrical cables and conduits, piping runs, remote valve actuators, and other components that penetrate watertight bulkheads, decks, and compartments are inspected frequently and properly maintained.

WTD inspection and inspection of electrical cables and conduits, piping runs, remote valve actuators, and other components that penetrate watertight bulkheads, decks, and compartments should be part of any survey of a commercial fishing vessel. To survey these items the USCG states that:

- As part of the inspection of each WTD, the following should be examined: straightness of the knife edge; the door assembly for twisting or warpage; evidence of loose, missing, seized or damaged components; permanent set in gasket material, cracks in the gasket; gaps at gasket joints; paint, rust, or other foreign material on gaskets, knife-edges and working parts; binding and difficult operations; and loose or excessively tight dogs. Rotating spindles of the dog, handles and hinges, and other points of friction should be lubricated to prevent seizing and allow proper closure. If fitted, the spindle packing should also be examined.
- Ensure watertight hatches, dogged man-holes, bolted manhole covers, and access plates are given similar examinations, focusing on the sealing surfaces and the method by which the hatch is secured. Gasket materials should be replaced whenever they are found insufficient. Regardless of the type of hatch or access, every component that secures the device, such as dogs, wing nuts, or bolts should be inspected, lubricated and free, and repaired or replaced as necessary to ensure they operate properly. As with watertight doors, hatches and accesses should be labeled to indicate they remain closed while underway.

### ***NORTH PACIFIC FISHING VESSEL OWNERS ASSOCIATION VESSEL SAFETY MANUAL (NPFVOA VSM)***

A good source of information on this topic is provided in the NPFVOA VSM. This manual is considered the industry standard for commercial fishing vessel owners and operators and was developed in conjunction with the US Coast Guard Fishing Vessel Safety Task Force, naval architects, engineers and end-users in the commercial fishing industry.

The NPFVOA VSM is an excellent reference for a wide variety of topics concerning fishing vessel safety. Developed for the

(cont.)

commercial fishing industry in the North Pacific, its coverage applies to commercial fisheries in any geographical area and it should have a place in any fishing vessel surveyor's reference library. Surveyors who perform surveys of commercial fishing vessels should be aware of the following challenges they may face when inspecting these vessels:

Commercial Fishing Vessels are often highly dynamic, with a wide variety of onboard systems. These systems include but are not limited to:

- Refrigeration machinery (refrigerated seawater systems) or refrigerated cargo holds, blast freezers.
- Extensive hydraulic systems.
- Exhaust and supply ventilation systems.
- Bilge/wash down/fire pumping systems.
- Seawater ballast systems, bow thrusters.
- Processing machinery systems and other ancillary equipment.

Surveyors should pay particular attention to the fact that these systems are subject to constant change, due to functional obsolescence, need for greater efficiency, changing of fisheries, and upgrades required to remain competitive in an extremely competitive industry.

These factors often contribute to compromise in watertight integrity, due to penetrations in bulkheads and through hull fittings installed for new piping, electrical and ventilation runs. Often these installations are carried out, but not fully finished, leaving open penetrations and potential for disaster.

More information can be found on pp 53-54 of the NFPVOA VSM.

### ***SURVEYING FOR WATERTIGHT INTEGRITY***

Fishing vessel surveyors should be aware that electrical cables and conduits, piping runs, remote valve actuators, and other components that penetrate watertight bulkheads, decks, and compartments may have a unique sealing method involving glands with packing assemblies, penetration seals, or other methods. They should be surveyed to see if the owner or operator inspects them frequently and if they have been properly maintained.

An important part of surveying watertight hatches, dogged manholes, bolted manhole covers, and access plates is inspecting the gaskets. This is best done by the "chalk test," that is chalking the knife-edge and then closing and dogging the hatch. The hatch is then opened and the gasket inspected. An area where there is no chalk on the gasket is an area that is not secured properly and is therefore not watertight. Irregularities or breaks will indicate the following:

- Improper adjustment of dogs.
- Defective gaskets.
- Wear due to closure of frame.
- Worn out or damaged places along the knife-edge.

Gaskets and knife-edges should always be visually inspected during a survey. A badly worn or torn gasket or damaged knife-edge indicates a door that needs repair and a test is probably superfluous. If a gasket or knife-edge has an irregularity it is best to take a conservative approach to the irregularity and a chalk test should be performed.

A watertight door that is not watertight must be repaired before the vessel gets underway again. A watertight door that is not watertight

is a clear indicator that the vessel is not suitable for use in its intended service and that should be noted on the survey report.

Testing the sealing of packing assemblies and glands of electrical cables and conduits, piping runs, remote valve actuators, and other components that penetrate watertight bulkheads, decks, and compartments is more difficult. The primary method is the "light leak" test. The surveyor looks at the packing assembly or gland and sees if light is visible from the adjacent compartment or deck. If so, then obviously the watertight integrity of the item has been compromised and it needs to be repaired or replaced immediately. Often this can be difficult to do because of their remote location and height above the deck.

Even if the item passes the light leak test, the surveyor should still inspect the item for condition and maintenance. Does it look like it will hold up in the event of flooding or does it look like it will deteriorate and fail if the compartment floods? This can be a difficult call at times and the surveyor should always be conservative in his findings. Lacking any other criteria, if it looks bad, it is bad, and replacement should be recommended.

Other means of testing for watertight integrity include pressure testing of a compartment by pumping air into the compartment to see if it holds air or spraying watertight doors with a fire hose. These tests are beyond the scope of most surveys.

### ***DAMAGE CONTROL KITS, THROUGH-HULL FITTINGS AND HIGH WATER ALARMS***

Keep in mind the vessel that you are surveying is more than likely manned by a Captain and crew who would like nothing better than to fill their boat with the maximum allotment of catch. When a fishing vessel is fully loaded with catch, the margin for safety where watertight integrity is concerned becomes razor thin.

Capt. Tim Vincent, one of the coauthors of this article, knows this well, because he spent nearly 30 years of his career attempting to do just that. He will never forget returning to Dutch Harbor in 45 knot winds and 25 foot following seas, fully loaded with catch and essentially zero freeboard, to find out the lazarette hatch cover had failed and the lazarette bilge pumping system had become clogged with debris. You learn a lot about damage control real fast in a situation like that.

As a surveyor when inspecting fishing vessels, you should always ask the owner or operator to show you their damage control kit and what sort of supplies they have. This kit is the fisherman's last line of defense and no commercial fishing vessel should be without one.

As part of your due diligence, pay careful attention to examining through-hull fittings. Flanged pipe fittings are best, but often threaded pipe fittings are what you find. Are the threads corroded? Do you see rust streaks anywhere adjacent to the fitting on the side shell? Is anything jury-rigged in-line with the fitting, such as neoprene hose with hose clamps? Are there any unusual added pipes/fittings to the through-hull fitting on the outboard side of the main sea valve?

It is suggested that through-hull valves should be butterfly valves or other type valves whose handles or hand wheels are arranged so that it can be clearly seen whether the valve is open or closed.

Keep a sharp eye out for locking handles on directional butterfly valves serving brine and circulating seawater pump systems. Often

(cont.)

these are found in poor condition from rust, missing detent springs or removed handles. These handles should always be installed and in working order. The stability of the vessel could be dependent on this.

Keep an eye on ANY overhead hatches above you when working below decks. Many watertight hatch covers are steel construction and will waste over time. Examine the hatch carefully for corrosion. When examining these hatches, keep an eye out for rust streaks on the coaming as an indicator of lack of watertight integrity.

Finally, you should inspect bilge high water alarms as well. 46 CFR 28.250 requires high water alarms on documented vessels that operate beyond the boundary lines, or with more than 16 individuals on board, or for fish tender vessels engaged in the Aleutian trade:

On a vessel 36 feet (11.8 meters) or more in length, a visual and audible alarm must be provided at the operating station to indicate high water level in each of the following normally unmanned spaces:

- (a) A space with a through-hull fitting below the deepest load waterline, such as the lazarette;
- (b) A machinery space bilge, bilge well, shaft alley bilge, or other space subject to flooding from sea water piping within the space; and
- (c) A space with a non-watertight closure, such as a space with a non-watertight hatch on the main deck.

The Commercial Fishing Vessel Safety Digest published by the Marine Safety Division of the 1st Coast Guard District recommends that:

- Any vessel with an enclosed space that uses water in the sorting or processing of fish [should] be fitted with a high water alarm in each corner of the space; and
- Masters should test each high water alarm at least weekly for proper operation.

Checking the high water alarms for proper operation should be on

any Vessel Pre-underway and Vessel Safety Inspection Checklists.

A USCG marine inspector gave some good advice recently suggesting the use a Ziploc bag filled with water to test bilge alarms, as opposed to poking the sensor with a screwdriver or other device, as that could jam the sensor.

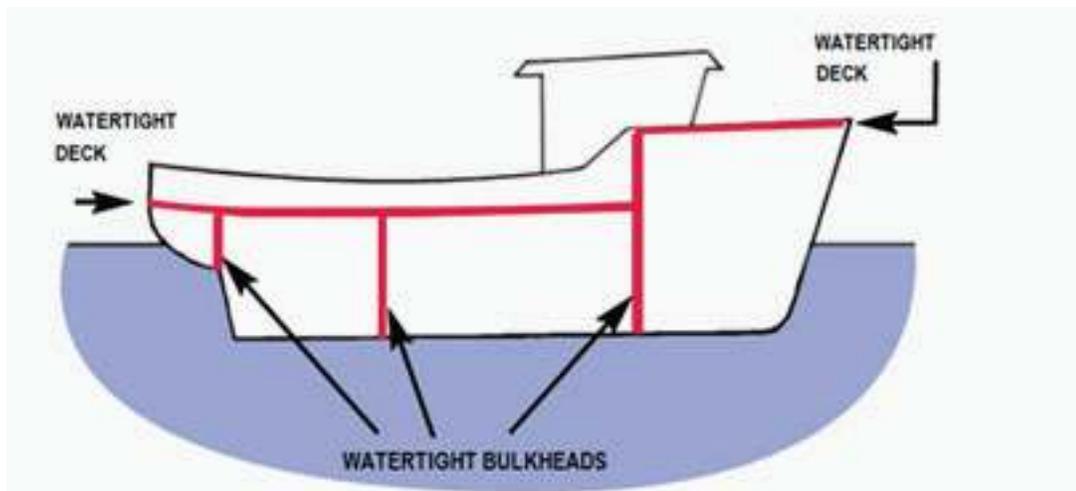
#### USCG 3RD PARTY FISHING VESSEL EXAMINERS

Surveyors acting as USCG 3rd Party Fishing Vessel Examiners should be aware of:

- Page 2 of the USCG Commercial Fishing Vessel Safety Examination which requires inspection of High Water Alarms for vessel 36' or more, and
- Supplement 2, Subpart E, to the USCG Commercial Fishing Vessel Safety Examination, which is required to be filled out for "Vessels 79 feet or more not required [to have] load lines, [which were] constructed or had a major conversion or alteration to fishing/processing equipment after 15 September 1991," specifically the section referring to 46 CFR 28.560 Watertight/Weather tight Integrity.

Watertight integrity is a key element in vessel safety, especially commercial fishing vessels, due to the nature of their mission and customs, and their operation away from well-traveled sea-lanes where rescue or aid would be on hand in case of an accident. Marine surveyors that survey fishing vessels should be aware of the USCG requirements for watertight integrity and high water alarms, as delineated in 46 CFR 28, and the industry standards of the NPFVOA VSM. Their survey checklist should include inspecting watertight doors and watertight bulkhead penetrations and their survey tool bag should include chalk.

In addition, as with other safety related parts of a survey, they should use the time spent inspecting watertight doors and watertight bulkhead penetrations as an opportunity to instruct the personnel from the vessel who are accompanying them on what they are doing and its importance, so that the crew can identify problems and take effective action to correct them early.



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# SPRING

### JANUARY THROUGH MARCH - 2014



Rhea Shea  
Executive Director

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