



SAMS® NEWS

Volume 26, Issue 3 Editor: Stuart J. McLea, AMS® Fall/Winter 2016



FIRST SNOW

**Happy
Holidays
From The
International
Office**



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**Stuart J. McLea AMS[®]
Editor/Past President**

Good day from the land of Ice & Snow

Yes, winter is upon us here in Atlantic Canada. Pleasure boats are put away for the season and the Commercial Lobster season is in full swing.

For those of you who missed Newport, Rhode Island, you really missed a good time; full of educational presentations and opportunities. Those of you out there, that just do the bare minimum, you will never grow your business or profession. A professional SAMS[®] surveyor, supports its professional society, takes advantage of every educational opportunity, networks with other surveyors, not only to build his/her business, but to gain knowledge because knowledge is power. We are in the Florida Region next year, Bonita Springs, you should plan to be there, and be part of the opportunity.

Errors & Omission Insurance

The SAMS[®] Board of Directors has directed me to make one last effort to obtain E&O insurance for our membership. If you do not have E&O, you are playing Russian roulette. If I am successful in securing a policy, it will be a Group Policy that will afford our members with a very discounted price (economy of scale). You will have to work with a work order that will have required legal wording. Now, the work order will only be required for Pre-Purchase Surveys only, all other survey work will not require this type of work order under the insurance policy. This wording will be provided by the Insurance Company Lawyers who, if you have any legal actions brought against you, will be defending you. I hope to have a policy for BOD review by the end of January 2017, with possible implementation in the Spring of 2017. To do this we will need 400 members willing to participate. Stand-by for more information by email very soon.

Point of interest

I received a call from a claims manager of a very large international company. This person is a good friend, and I have known him for a number of years. He complained to me about a survey that was provided by an underwriter as part of a Loss Investigation. The survey was a Pre-purchase survey on a steel ketch from the Florida region, that is now in Canada. He read some paragraphs that also disturbed me, as well. The vessel was of steel construction, hull and decks. In the report, there were statements made using the work fiberglass. This is not a fiberglass vessel. It was obvious that the report was never proof read by the surveyor, and by appearances it was a program generated report. The survey was conducted by a SAMS[®] Surveyor.

If you take an assignment, that you are not qualified to do, you will find yourself in hot water. If you do not proof read your reports, you will be in hot water. If you write a report full of mistakes, you will lose professional credibility. A survey report is a LEGAL DOCUMENT that will stay with the vessel for its insurable life, what you say now may haunt you at a later date. Food for thought!

From myself and my wife Linda - Merry Christmas and a Happy and Prosperous New Year.... CHEERS!



Lloyd Kittredge, AMS[®]
President

Well, the National Election is finally over and here we are going into 2017. I hope 2016 was a good financial year for all of you. The surveying market has been very strong, and if you are promoting yourself you should have gotten your piece of the pie. The Newport meeting was very successful. The attendance was strong, and the sessions were well done. I have to give a “Tip of the Hat” to Kenny Weinbrecht, AMS[®] VP of Education and Joe Lobley, AMS[®] VP of Meetings/Conventions for handling the venue. If you attended, I am sure your bottom line will show it this year. Also, Rhea and her staff were able to do another outstanding job in handling all the details. Before I get off this part of the article, I would like to thank Jim Sepel, AMS[®] for his many years of service to our Society. Jim started out in 2001 as VP of Testing and moved along through Secretary/Treasurer, Executive Vice President, President, Past President and VP of Membership. It takes a big commitment to do that and a “Thank you for your service is certainly in order.” Maybe he will not have to sleep with the Bylaw’s and Policy manuals under his pillow now. Gary Frankovich was elected to serve as Membership VP, and R. Dylan Bailey will be the new Florida Regional Director. I’m sure both will do an outstanding job.

I would like to mention the voting. A number of absentee mail-in ballots had to be rejected because members did not follow the instructions on the ballot before sending them to the International office. If you want your vote to count you must follow the accepted protocol.

A number of our members were not able to stay at our hotel, because the room block was filled by the time they decided to attend the conference. In order to obtain meeting rooms and get the proper pricing for meals, etc. we must make a commitment, as pricing will change in a hurry. As a reminder, next year our meeting will be in Bonita Springs, Florida from October 4, thru October 7. My suggestion, would be to reserve you room as soon as the information is available, and then book your transportation arrangements. I personally know that I have received several assignments just because I had attended the conference. Networking is, in my opinion, the most important aspect of a National Conference. Just like “word of mouth” advertising, one just can’t buy it!

Support your Society, your Region, and your colleagues. Even though we work separately when we “Network” together we succeed as a team.



**Robert Horvath, AMS®
Executive Vice President**

I hope everyone enjoyed IMEC 2016 as much as Virginia and I did. Both Ken Weinbrecht, AMS® and Joe Loble, AMS® deserve a big round of applause for having a great educational program, food and accommodations.

At the meeting, I reported that we were on schedule for an average year for complaints against our members, unfortunately since that time we have received several more. As I have stated many times, if members would communicate with their clients, these issues could be resolved amongst themselves. But there is a diffident lack of communication so they wind up on my desk.

As usual the complaints are about work product. Again I stress **PROOF READ, PROOF READ** before sending out your reports.

OK that's enough soap box, I hope everyone had a good Thanksgiving and wish everyone Happy Holidays.



ATTENTION

Marine Survey teaching position is available at Chapman School of Seamanship:

Jerry Schmitt AMS®, our Department Head of the Yacht & Small Craft Surveying Program is heading toward retirement. We are looking for an experienced person to commence teaching some of the classes within the program.

Call Jennifer at 772-283-8130 or send resume to j.field@chapman.org



**Bill Trenkle, AMS®
Secretary/Treasurer**

First of all Happy Holidays to all. I hope the season is a happy and healthy one for everyone.

It was great to see so many of you at the IMEC in Newport, in October. What a great meeting, Ken Weinbrecht, AMS® out did himself with the speaker line up. I especially enjoyed the presentations from our own members. Dylan Bailey, AMS® our new Florida Regional Director and Roland Santos, AMS® presentations were especially enjoyable to me. Ken is always looking for speakers, so please SAMS® members, step up. We have so many smart and talented surveyors with so much information to share, we need you guys and gals to step up.

One thing that I want to comment on, was the business meeting on Saturday. These meetings are important, and they need to be run in an orderly manner. The meeting is supposed to be run following Robert Rules of Order. Unfortunately, we have gotten away from the rules when it comes to accepting new business presented from the floor. This lack of adherence to the rules results in a lack of order, which I can tell you as the secretary/treasurer trying to record the meeting minutes, is not an efficient way to operate. We all want to get through the meeting quickly, but also want to cover everything, so please remember that we need a motion and a second to bring new business up for discussion. Ideally, if you have something you want to bring up to the membership, you should forward it to the International Office in writing, so it can be determined by the Board, if it is appropriate to add to the agenda section for "new business", that goes to all members, that way everyone can have a chance to think about the issue prior to the business meeting and will be more likely to be fully addressed.

The 2017 IMEC will be in early October, in Bonita Springs, Florida, so plan ahead and I hope to see you there. Remember you should try to attend all of the IMECs, not just when you need the CE's or your 5 years is up. The educational opportunities, the networking and the camaraderie are priceless.

Surveyor Associates Reminders!!

All Surveyor Associates who have not yet become an AMS® Candidate must submit one survey per year within 30 days of the anniversary date of their membership. Please refer to the "Up or Out" Policy for further details. SAMS® Surveyor Associate CE policy requirement is 6 CE Credits per year.



**Gary Frankovich, AMS[®]
Membership Vice President**

First I want to thank everyone for giving me the chance to serve SAMS[®] as the VP of Membership. I feel extremely honored to have been voted in, and rest assured I will do everything I can to be sure, that all those that apply for membership will be thoroughly vetted, in a timely manner, and all applicants that are accepted for membership will be assets to our organization. I also want to especially thank Jim Sepel, AMS[®] for showing me what it takes to do this job, and for the good job he did during his tenure. SAMS[®] is recognized as one of, if not the premier marine survey organization, and the only way we can keep that reputation, is by being sure that all new members, as well as all current members, not only know their business, but keep up with their continuing education, and adhere to and respect our Code of Ethics, and that all survey reports meet the Recommended Minimum Survey Report Content.

Well, another year has flown by, hopefully everyone has made some money, learned something new, and just as important, made some new friends and contacts. I can't stress enough how important, I think, it is to attend Regional Meetings and the International Meeting and Educational Conference (IMEC). I know it costs money, but believe me it's money well spent. Not only will you get a ton of CE's, but you'll also actually learn something, and unless you just sit in the corner you'll meet people not from your immediate area who can refer work to you and who you can refer work to, when a previous client is looking at a boat and travel is not an option, and you may just become a new friend, which is just as important. Newport was fantastic and those of you who didn't go really missed something, the speakers were top notch and the food was exceptional. Some of the most valuable time at these events are the breaks, the reception, the dinner, and of course, at the bar in the evening. Personally, I think I know a lot of our members, but I always make new acquaintances at the meetings, and it's always nice to be able to put a face with a name. It's time for me to get back to work reviewing the check off lists of a couple of new applicants, but I sincerely wish everyone *Happy Holidays* and a very Prosperous *New Year*.

“Upcoming Education Opportunities”

January 10, 2017	Charleston, SC	ABYC Marine Law Symposium	Visit Website
February 14 & 15, 2017	Ft. Lauderdale, FL	The 24th Annual Knox Marine Yacht Claims Conference	Visit Website



**Kenneth Weinbrecht, AMS[®]
Education Vice President**

Newport.....One of the “Greatest Meetings Ever”

This was one of the examples of the comments that we received during and after the meeting. One person from another organization said: **“Look at this crowd, I’ve never been to a surveyors meeting with this many people, and the educational subjects are excellent”!**

After a year of planning, it’s gone in three days, but the time and energy that is spent is well worth it when I get comments like these.

Now it’s on to Bonita Springs, Florida for 2017. I’m already working on speakers and have a few lined up.

1. Surveying high performance boats.
2. Marine diesel engine failures.
3. Surveying Mega-Yachts and how to move your practice to that level.
4. How to develop a paperless office.
5. Failure analysis of composites.
6. Report writing, SAMS[®] Recommended Survey Content and your report.
7. Work place safety and environmental hazards of our profession.
8. Rigging failure and analysis (this subject has been requested again after the Newport meeting by a number of people)

Workorders.....do you use them, if not, what are the implications?

If you have a suggestion, please forward it to me and we’ll see how we can work it into the schedule.

We (the BOD) have been considering some changes in the CE credit policy and hopefully will have an update after the Boards’ winter meeting.

For those that attended Newport; I thank you. Your attendance and participation made the meeting a great success.

For those that presented; I thank you as well....your subject matter was very well received by all.

Last but not least; Merry Christmas / Happy Hanukah or whatever you observe, to all during the holidays. Have a prosperous, healthy and be careful out there “New Year”.



Kristoffer A. Diel, AMS®
Testing Vice President

First, congratulations to the 20 new AMS® members in 2016! Your learning journey is now beginning anew. This year the breakdown is; 1 Cargo; 2 Commercial Workboat; 1 Engine; and 16 new Y&SC.

Secondly, progress continues with the examination update program. This year we have new Y&SC exams in both Canadian French and English (not the same!), and the new Commercial Workboat exam is a work in progress.

As usual, I put out a request to all for any questions anyone wishes to offer to help with amassing questions for the new exams.

And, lastly, down here in New Orleans, Regional Director Thor Jones, AMS® just concluded a well-received Gulf Regional meeting; including a 1-day electrical class with Dave Rifkin, AMS®.

Wishing everyone a safe and happy Christmas Holiday.



Joseph Loble, AMS®
Meeting/Conventions VP

I want to thank all of you that attended IMEC 2016 in Newport. Due to the larger than expected turnout, we had a few challenges with the number of hotel rooms and the size of the meeting room. All of you were understanding and courteous.

IMEC 2017 will be in Bonita Springs, Florida at the Hyatt Coconut Point which is a short drive from the Ft Meyers Airport. I will gather transportation information as we get closer. We have a room rate of \$179.00 per night and you will get free parking. The facility is a beautiful resort with a lot of amenities including a private beach island with water taxi. I have already increased the room block since this event will likely be well attended. Watch your e-mails from HQ for more information.

IMEC 2018 will be in Portland, Oregon at the Hilton Downtown with room rates at \$189.00. Unfortunately, parking is at a premium but there are many transportation options as is with any city. This is a “foodie” destination not to mention the dozens of local brew pubs within walking distance of the hotel.

In Newport, the membership voted on the location for IMEC 2019. It was virtually a tie between Savannah, Georgia and Norfolk, Virginia. I am getting solicitations from hotels in both cities already. This should give us plenty to choose from and get us great rates. I will be touring the top picks in a few months.

My best to all of you and I look forward to serving you in the future.



**John Lowe, AMS[®]
Public Relations VP**

I enjoyed seeing everyone up in Newport, and hope you all found the meeting to be worthwhile. The feedback I have received so far has been very good.

I recently read a pair of letters to the editor, in an industry magazine which painted surveyors in a very poor light. In reading these letters, several points repeatedly came to mind. I know this subject has been beaten to death, but it seems that some of us are still missing the point. It is our responsibility, as professionals, to perform each survey to the best of our ability, and if an assignment is beyond our scope we should recuse ourselves, not just wing it. An underwriter, adjuster, banker or even a pre-purchase customer will appreciate your honesty, which will very likely result in work being sent your way in the future. The idea of recommending someone more qualified for a particular survey, then requesting that you go along with that surveyor should be considered. Learning something from a senior surveyor, or someone who has a different skill set can only help you move forward as a professional. Another point that was made, was report writing which is always an issue. We need to tell the story, of the condition, of our subject in such a way, that someone who possibly does not know boats, and has not been on board the subject vessel, can get an accurate picture of the vessel, loss etc. A common complaint is that reports contain too much “fluff”, and are little more than an inventory with very little narrative which describes condition of structure, damage and/or systems. An end user (who may not be your client) who has a large pile of reports to read does not want to have to sift through many pages of a report to get what he or she needs. If you are working with insurance underwriters, ask them what they like or dislike about your reports, and possibly change them as necessary. Many times the underwriter is only interested in values and findings, and read little more than those parts of the report. I heard a story from a local marine insurance agent about a local surveyor years ago who slipped in the phrase “if you read this call me @ XXX-XXXX, and I will buy pizza for your office”, he reportedly got away without buying for quite some time, so perhaps reports are not being read as well as they can. Finally, we need to continually tune ourselves as professionals, and our product, which is our reports, to best serve our clients.

Hope you all have a tolerable winter, and I will look for you in the yards.

Eddy J. Assaf, Jr., AMS[®]
Canadian Regional Director



Well, the season is coming to an end for us out here on the east coast, they seem to be coming and going quicker. Mind you this fall season has been pretty mild and we were able to work later in the year. I found this season much different due to the US exchange rate and found myself with the majority of my clients being from south of the border buying boats up here, and this was the same for many of the surveyors that I know around my area.

The Canadian Regional meeting, held at the end of August in Toronto, had one of the biggest turnouts that I have ever been to, we were 28 members and guests, nice turnout. I want to thank all those who pitched in to make it a full event and to David Rifkin, AMS[®] on his Corrosion class which all members appreciated. So, thanks to all of you who attended. It was great to see a big crowd at one of our meetings and all of you who attended made it happen.

IMEC in Newport, Rhode Island was a great event, a variety of different subjects on the venue in a great surrounding, a little windy, but still real nice. Again, a large number of Canadian members at the caucus on Wednesday morning and the meetings, sixteen of us there, I have been to 6 IMEC's and the number of our members at this one, was impressive. I want to take the time to congratulate Robert Hamel, AMS[®] and Gilles Morin, AMS[®] for taking and successfully passing their AMS[®] exams, which was the first real chance we had to test our French version of the AMS[®] exams. Welcome aboard gentleman.

A reminder for some of you who are lacking in CE credits, some are due for AMS[®] upgrades and a few are low of IMEC attendances. Remember to keep track of these things so, that we don't get ourselves in a binding moment. Verify yourself what is needed, and what you are missing, and if you need help give me a call, but it's up to us to keep track of these things. Also, remember that winter is a great time to catch up on taking care of these things.

I will hopefully try to organize a meeting for the west coast in early spring of 2017, so a little help from the members out west on what they would like, for a venue etc...

So, for now I will wish you all the best of the Holiday Season and hope that winter is short. Keep safe and warm.

Cheers

**John McDonough, AMS®
North East Regional Director**



Hello Fellow Members

Based upon the conversations I had with many of you in Newport, it has been a very busy season. It continues to be so, with work still scheduled about a week out this time of year. In thinking about this newsletter, I would like to give you all a topic to think about, and would welcome your feedback. This is not intended to air dirty laundry, please don't take it that way. The subject concerns the self-policing of our society. Since, I acquired this position a year ago, I have had several complaints directed toward our membership and calls for SAMS® as a society to do a better job promoting our Code of Ethics and Rules of Practice. Two of the complaints were for Surveyors taking on an assignment that they were not qualified for. In each instance, one or more of the parties who relied on those reports for either financing or underwriting were hurt financially, as a result of faulty and inaccurate information. Another was a drive by survey on a wooden boat that the Underwriter accepted, and underwrote the policy based upon faulty information at an inflated value. The 4-page report contained little of the SAMS® required survey content, had no justification for the surveyors value, and incorrectly stated it was a solid fiberglass hull, with solid fiberglass stringers throughout. Good grief. After it sunk, the boat owner wanted the agreed value policy, but it doesn't always work out that way. So, how do we as an organization, protect our reputation? In some cases, formal complaints are filed and come up before the Board of Directors. Other individuals who have E&O insurance may deal with this quietly. Recently, a boat builder I spoke with concerning the surveyor's inaccurate pronouncement that the deck was wet, explained that the readings were due to carbon fiber reinforcement. The vessel had to be surveyed by another surveyor, but by then the first buyer was spooked and the deal fell thru. The builder's comments to me were that the actions of the misinformed surveyor gave all of us a bad reputation. One of the ideas that was floated at the last BOD meeting was having both SA's and AMS® reports graded every few years by their peers. This went over like a lead balloon. Maybe this could still be done, but do it anonymously? Redacted surveys could be reviewed for accuracy, content, appropriate values? Round table discussions and grading of anonymous reports? I would like to hear others comments and ideas. We are only as good as our last report, and we continually need to be promoting SAMS® as new originations pop up. As a whole, I feel we are doing fine, but you are only as strong as your weakest link, so I think it behooves us to keep working toward a better product.

On a plus note Jim Sanborn, AMS® in Centerville, Massachusetts has taken it upon himself to act as a long distance mentor to any SA in the country who wants to take advantage. He has been reaching out to the SA's and would welcome your calls. I wish someone like Jim had been around when I was trying to figure it all out.

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



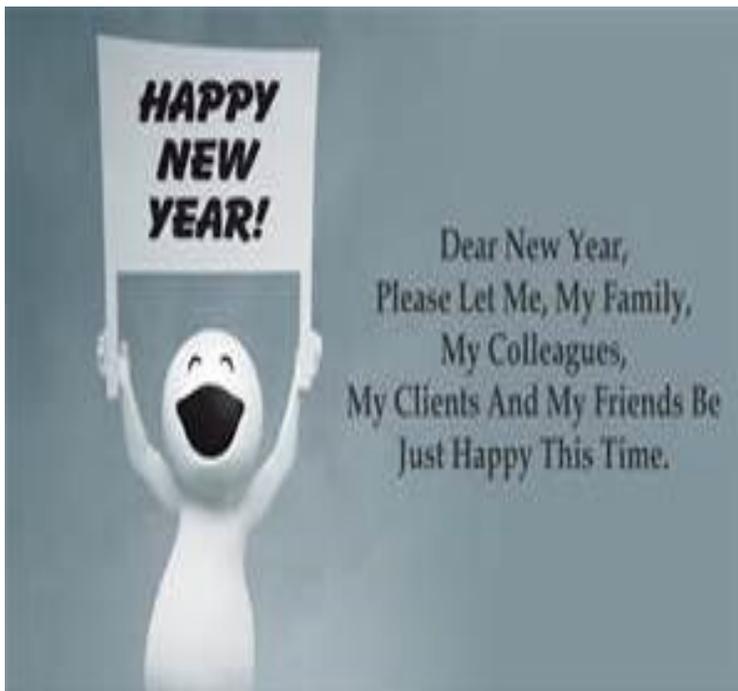
I missed the deadline for the newsletter; then was given an extension and missed it again. Too busy; at a time when I should not be; after the end of the traditional boating season (although up until now it's been extraordinarily warm this fall). Should be slowing down for the jolly fat man to come down the chimney and to greet the New Year.

Hurricane Matthew intervened and prevented me from attending IMEC. Both have now come and gone; Matthew leaving only the remains of broken boats and piers in his considerable wake.

Lloyd Griffin, AMS® organized a Bang-up Joint Regional Meeting with SAMS® and NAMS members; I can't wait 'til next year.

And now, my resolutions; some that I abandoned early are repeated from last year;

- Organize; and stay on top of it. Mr. Ward always said to keep pushing it ahead of you.
- Make a list and check it twice. Write it down (and remember where it was written).
- Learn something new. Refresh knowledge on everything I thought you knew.
- Impart wisdom to those who ask (and only when asked); unrequested advice is never appreciated.
- And finally; be kind to all fellow men and women, especially those in our shared industry. Remember, the ignoramus who doesn't know, used to be YOU! Share; we'll all benefit.



**R. Dylan Bailey, AMS®
Florida Regional Director**



Hello Florida and Caribbean Marine Surveyors. This is Dylan Bailey, AMS® the new Regional Director for the Florida Region. Gary Frankovich, AMS® has done a great job as Regional Director and I have some big shoes to fill. Thank you Gary! Gary is the new SAMS® VP of membership. Something Gary, myself, the rest of SAMS® Regional Directors and Board of Directors would like to see is better reports from our surveyors, not just Surveyor Associates but AMS® as well. You have already been reading about this in our newsletter and I am sure you will read about it in the future. You might be the best surveyor in the world, but if you cannot communicate your findings to your clients, underwriters, and adjusters (if you are writing damage claim reports), then your work product is lacking. It is never too late in your career to work on improving your survey reports. If you're a Surveyor Associate you are required to submit reports on an annual basis. Please make sure you do this! This process helped me improve my reports when I was a Surveyor Associate and I hope it will do the same for you. I am looking forward to working with Surveyor Associates in our region with your annual report reviews. Please contact me if you would like to discuss report writing. This goes for the AMS® as well.

IMEC 2016 in Newport was great this year. I enjoyed attending and it was a honor to speak this year. Thanks to everyone for the hard work putting on IMEC 2016! IMEC 2017 will be here before you know it. It will be at The Hyatt Regency Coconut Point in Bonita Springs, Florida. This is a short ride from the Ft. Myers airport. The dates are October 4-7, 2017. Since it is in our back yard, I am looking for a large turnout of Florida surveyors. If you are in the Caribbean, I am hoping you plan on attending. We would love to have you. If you fly into Miami it is a two hour drive to Bonita Springs.

The 2017 Florida Regional Meeting will again be held at the Pelican Yacht Club, in Ft. Pierce on March 4th, 2017. The Yacht Club has been a great location for us and the room was reserved before I was made Regional Director. I am in the works of lining up speakers, so if anyone has any subjects that they would like to learn about let me know and I will see what I can do.

Scott D. Schoeler, AMS[®]
Great Lakes Regional Director



PIERCING THE CORPORATE VEIL. HOW YOU MAY BE PERSONALLY LIABLE.

Our International Meeting in Newport had a great line-up of speakers and it was good to see many Great Lakes Surveyors take advantage of the educational opportunity. You always hear from people attending these meetings that we learn as much from the conversations with our colleagues as we do from the speakers and for me, this was especially true.

In a conversation, a fellow surveyor, who formerly owned and operated a successful business, he asked me if I have E&O insurance. I gave my standard answer that I'm a registered LLC and in my state I can only be sued for my company assets, which are few, and they can't come after my personal assets. Therefore, at this point in time, I don't feel the need for an E&O policy. His answer to my reply got my attention.

He stated that most small LLC's such as what I have as a surveyor, don't follow proper business protocols and therefore the liability protection of an LLC may not be as secure as one might think. He mentioned that there is something called "comingling of assets" which if found to have occurred, can be used to make a case that the judge would allow someone to sue me personally. He went on to tell me "... if you're not operating as a true company, you could find yourself personally liable." I came away wondering if this could be true.

After spending hours researching this subject, I discovered there is considerable merit in his comments and it changed my thinking as well as my business practices. I didn't know any of this when I started my research and after reading all the additional research, I thought my findings may be helpful to others.

As you may know, an LLC is a legal entity, separate from the person or people who established and own it and the owner of an LLC is called a "member". Among the advantages of forming the LLC is that the member(s) have limited personal liability, i.e. meaning the people or person who owns the LLC cannot usually be held personally liable. However, the courts can ignore the limited liability status of the LLC and hold its member(s) personally liable under certain conditions. This is called "piercing the corporate veil" and small LLC's with one or just a few members are the most likely to get their "veils pierced" principally due to their lax business practices.

If the court "pierces the veil" the member(s) can be held liable; meaning their home, bank account, investments and other assets can be at risk. If this is done, it is clear that the courts will impose personal liability only on those individuals who are responsible for the LLC's wrongful, fraudulent or harmful actions; the court won't hold innocent parties personally liable for the company actions.

The courts may be able to pierce the LLC's veil and impose personal liability on a member or members when all of the following are true:

The separation between the LLC and its owner is blurred. When the owner of the LLC has not maintained a clear, structured separation between their business and personal financial affairs, courts have found that the LLC is a "front", and the owner is personally operating as if the LLC doesn't exist. An example of this would be if the owner makes personal purchases from the LLC's checking account without documentation; or paid a personal bill from the business account without documentation; or using the same bank account for business and personal needs; or writing business checks for obviously personal expenses; or if the surveyor deposits survey fees into his personal account. These actions can be seen as "commingling of assets".

The LLC's members' actions were wrongful or fraudulent. If the owner of the LLC acted recklessly or dishonestly and caused damage, harm or injury, a court could find that the limited liability protection shouldn't apply.

The LLC's customers or creditors suffered an unjust cost. If someone who did business with the LLC and is left with unpaid bills or an unpaid court judgement and the above factors are present, the court will likely try to correct this unfairness by piercing the veil.

Small LLC's, like most surveyors have established, may not be observing the protocols associated with standard business practices and failing to do so makes them more of a target for piercing their corporate veil. For this reason it is important to follow the formal, established rules which govern business operation. This is a quick overview of the most basic rules most businesses operate under:

- Hold annual meetings of the LLC's members.
- Keep written records of the meetings and all important decisions made at the meetings.
- Develop company bylaws and policies & make certain the member(s) comply with the bylaws and policies.
- Establish a company bank account and never "commingle assets".
- Follow small business accounting practices. Use accounting software and document everything.
- Establish a consistent method of paying yourself for services provided to the LLC. These payments are considered disbursements to the member and must be documented as such.
- Keep the LLC adequately capitalized to be able to pay all bills, subscriptions, memberships, and other operating expenses so that it is not necessary to re-capitalize the company from personal assets. Moving money back and forth between your business and personal accounts must be documented.
- Never make personal guarantees for LLC obligations.

- Identify your company's status as an LLC or Inc. on business cards and all communication and advertising. Sign your checks & letters with your name and identify yourself as President of your LLC, etc.

The other issue, which many are well aware of, is the reality that a surveyor can be the most careful and prudent of all surveyors in the land and still spend tens of thousands to defend against frivolous litigation. I knew this and always felt that if I were in that situation, I'd just fold and let them come after the assets of my business, which are few. But now, I believe I've seen the error in my thinking.

There are many surveyors who have not set-up an LLC and are operating on a part-time basis for the purpose of supplementing either retirement pension or other income while others have established a business identity but are operating in the same position. For these folks, establishing a company identity and/or purchasing E&O insurance may seem to be a burdensome task and/or a substantial expense. But it is clear from the research I've done, that these people are the ones most likely to be at considerable legal liability risk.

Proper insurance protection is something every responsible business, large or small, and every responsible person, should have. I have obtained three quotes for E&O insurance and I am surprised at how different each policy is. I'm reading over the policies and will soon make a decision. After all this, I came to the conclusion that I was not as "... safe behind my LLC" as I thought I was and I'm making some changes to the way I operate the business. It's better to be safe than sorry.

There were many, many articles and web sites I read while researching this subject and you can do the same, as well as consult with a CPA and/or an attorney. The single article and best web site I can recommend to start with and that I found most useful in my research can be found following this link: <https://www.nolo.com/legal-encyclopedia/personal-liability-piercing-corporate-veil-33006.html> . The website: www.nolo.com began publishing do-it-yourself legal guides in 1971. In the 40 years since its founding, Nolo has evolved with technology, developing do-it-yourself software and building Nolo.com into one of the Internet's leading legal websites.

Text Seminars

If you are interested in picking up 10 CE Credits, please put together a Text Seminar. Take a marine subject and put together some information of the subject, also include reference material. At the end, provide some questions to be answered; twenty-five is a good number along with an answer key.

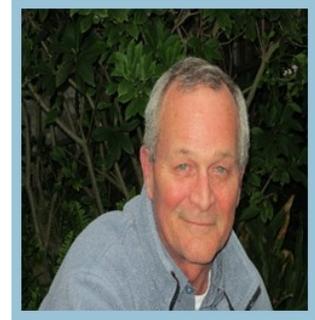
Some topics we are looking for:

Health & Safety in Marine Surveying
 Survey of Wooden Boats
 Any Marine Survey Topics
 Load & Stow Surveys
 Surveying a Yacht's Electrical System

Survey of a Marine Engine
 Using Infrared Thermography
 Gas Engines
 Diesel Engines
 Fiberglass Construction and Repair

If you are interested please contact SAMS® HQ.

**Thor Jones AMS®
Gulf Regional Director**



Hope everyone had a great Thanksgiving and has their respective Holiday decorations up and running? Not sure about everyone else, but I am fairly certain the Christmas light decorations on my house/in my yard would not come close to passing a SAMS® surveyor inspection. How many extension cords can you use in a wet environment? Doesn't matter: Wife, children, grand children, family and friends think the 'light show' is impressive.

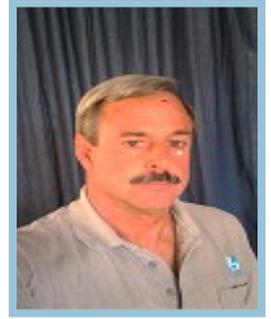
Would like to say Thank You to those of you that attended the Gulf Regional Meeting/Seminar and subsequent International Workboat Show in New Orleans. We had a good turnout for the SAMS® Meeting/Seminar. Hope everyone that attended enjoyed the presentations and learned something. A pointed thanks to our SAMS® members that gave very relevant presentations at the seminar.

Also, want to thank Kristoffer Diel, AMS® for all of his work and effort to put together the SAMS® booth at the International Workboat Show. By all accounts, the SAMS® booth/exhibit was a success again this year.

From the Gulf Region, would like to wish everyone a very Merry Christmas and a Happy New Year !



**Randell Sharpe, AMS®
Pacific Regional Director**



As most of you know by now, I recently assumed the duties of Regional Director for the Pacific Region. I want to start by thanking Darrell Boyes, AMS® for his service over the past several years, manning this position. It appears to be quite the task as our region covers the entire west coast including Alaska and Hawaii. I hope to be able to fill his shoes as I learn what is required to fulfill the duties of this position. As your regional director, I am tasked with reviewing SA annual survey report submissions. This has been a real eye opener for me. All of our SAs need to redouble their efforts in report writing to ensure that they are in compliance with the MINIMUM recommended SAMS® content for a survey report. I encourage all of you, SA and AMS® alike, to do the same. It is important that we all strive to write a professional report, that reflects the thorough work we have completed in conducting our surveys. The most glaring issues that I have noted relate to reports that are simple inventories, with no comments or remarks on the serviceability of equipment or systems and no support for valuations. My next task will be setting up the Pacific Regional meeting. Last year we decided to hold the meeting in Newport Beach, California. With the help of local surveyors in the area we are finalizing the dates and are shooting for February 20 & 21 of 2017. We will again have a meeting location and you will be free to set up your own transportation and lodging. I am currently looking for topics for the meeting and welcome your input or volunteering to make a presentation to the group. More to follow on that, as details are finalized. I look forward to serving as your Regional Director and welcome your input or concerns. I will be attending the SAMS® board meetings where your issues and concerns will be discussed.

Bonita Springs Hyatt Resort and Spa



**Joseph A. Derie, AMS[®]
SAMS[®] Commercial Workboats Chair**



**OSHA AND THE INSPECTION REQUIREMENTS
FOR AIR COMPRESSORS AND RELATED COMPONENTS
ON UNINSPECTED COMMERCIAL VESSELS**

Air compressors have many uses and can be found on many commercial workboats and barges. On larger vessels they are used to start the diesel engines, power engine/gear controls and pneumatic clutches. On other vessels, they are used to power tools. On commercial dive vessels, they are used to supply air for hard hat diving and power tools. Surveying air compressors on those vessels will be the subject of another column.

OSHA General

OSHA 29 CFR Subpart M – *Compressed Gas and Compressed Air Equipment* is the basic guidance for any survey of air compressors on uninspected commercial vessels. The only section under this subpart is 29 CFR 1910.169 *Air Receivers*.

29 CFR 1910.169(a)(1) *Application* states: "This section applies to compressed air receivers, and other equipment used in providing and utilizing compressed air for performing operations such as cleaning, drilling, hoisting, and chipping. ... This section is not intended to apply to compressed air machinery and equipment used on transportation vehicles such as steam railroad cars, electric railway cars, and automotive equipment."

Although uninspected commercial vessels obviously fall under the transportation exemption of this paragraph, that does not mean OSHA should be ignored when surveying these vessels. Besides surveying for the obvious (corrosion, broken welds, cracks, dents, leakage, etc.) the following modified OSHA guidelines found in 29 CFR 1910.169 offer a template for marine surveyors to use when surveying these installations on uninspected commercial vessels.

Note this section of OSHA does not cover the electrical standards for installation of air compressors. Surveyors should use NFPA 302 or ABYC Standards, whichever is more appropriate for the vessel they are surveying.

Template for Surveying Air Compressors Using OSHA Guidelines

1. Safety valves. Safety valves should be constructed, installed, and maintained in accordance with the American Society of Mechanical Engineers Boiler and Pressure Vessel Code (ASME), Section VIII Edition 1968.

2. Installation and equipment requirements.

a. Installation.

(1) ALL air receivers should have a nameplate with the ASME code symbol (a clover leaf with a “U” or “UM”) on the tank to indicate it is in compliance with the ASME Code and meets all safety and construction regulations.

(2) Air receivers should be so installed that all drains, handholes, and manholes therein are easily accessible. Air receivers should be located in normally accessible locations.

(3) Is the installation properly secured? Does it interfere with other operations? I was recently on a workboat that had a large portable air compressor permanently secured in the upper level of the machinery space. The installation appeared secure for the vessel operational area (the Columbia River and its tributaries). I would not have approved it for coastwise operation. The problem was that the handles stuck out and partially blocked the hatch opening from the aft deck into the upper level of the machinery space. This was obviously a violation of 29 CFR Subpart E - *Exit Routes, Emergency Action Plans, and Fire Protection Plans* and was so noted on my survey report.

b. Drains and traps.

(1) ASME Section VIII, Div. 1, paragraph UG-25(f), requires a suitable drain opening in air receivers. A drain pipe and valve should be installed at the lowest point of every air receiver to provide for the removal of accumulated oil and water. Adequate automatic traps may be installed in addition to drain valves.

(2) The drain valve on the air receiver should be opened and the receiver completely drained frequently to prevent the accumulation of excessive amounts of liquid in the receiver. When was this last accomplished? What procedures does the owner have in place to do this? Are they in writing? How often is it done and is this recorded? Does this comply with the manufacturer’s recommendations?

3. Gauges and valves.

a. Every air receiver should be equipped with a readily visible indicating pressure gauge and with one or more spring-loaded safety valves. The total relieving capacity of such safety valves must prevent pressure in the receiver from exceeding the maximum allowable working pressure of the receiver by more than 10 percent.

b. No valve of any type shall be placed between the air receiver and its safety valve or valves.

c. Safety appliances, such as safety valves, indicating devices and controlling devices, should be constructed, located, and installed so that they cannot be readily rendered inoperative by any means, including the elements.

d. All safety valves should be tested frequently and at regular intervals to determine whether they are in good operating condition. When was this last accomplished? What procedures does the owner have in place to do this? Are they in writing? How often is it done and is this recorded? Does this comply with the manufacturer’s recommendations?

Other Recommendations for Surveying Air Compressors

1. Internal Inspection of Air Receivers. Since air receivers are typically constructed out of carbon steel, they are subject to internal corrosion from water which has condensed from the compressed air. Internal inspections or NDT testing of air receivers should be conducted every three to five years or whenever the vessel is in drydock.
2. Hydrostatic testing of Air Receivers. Hydrostatic testing should be accomplished based on manufacturer's recommendations; the results of any internal inspection; or at any time a receiver shows evidence of bad dents, corroded areas, leakage, or other conditions that indicate weakness which might make the receiver unsafe.

Conclusion

From the above, it can be seen, that the surveyor should do more than list the make and model of any air compressor installed on a vessel they are surveying and look for obvious deficiencies (corrosion, broken welds, cracks, dents, leakage, etc.). Remember, compressed air system safety and reliability is critical. Loss of this system can seriously compromise vessel and tow safety.

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

IMEC 2017 Hyatt Regency Coconut Point Resort and Spa



Voluntary Safety Initiatives and Good Marine Practices for Commercial Fishing Industry Vessels

James W. Steffen, AMS[®], SAMS[®]
Chair, SAMS[®] Fishing Vessel Committee
Norcoast Marine Surveyors Inc., and
Joseph A. Derie, NAMS-CMS; AMS[®], SAMS[®]; CMI
Southwest Passage Marine Surveys, LLC, and
Timothy M. Vincent, NAMS-CMS; AMS[®], SAMS[®]
Vincent Maritime Services, LLC

On 4 November 2016 the USCG announced that the commercial fishing vessel Alternate Safety Compliance Program (ASCP) was superseded and suspended, and being replaced by the “Voluntary Safety Initiatives and Good Marine Practices for Commercial Fishing Industry Vessels (VSI).” The original purpose of the ASCP was for older vessels, which were mostly not built to classification society rules, to meet additional safety measures due to their higher risk. The Coast Guard determined, after discussion with industry and Congress, that even though the law required new guidelines for these older vessels, they could not be enforced without the development of new regulations, so the development of ASCP was stopped until those regulations could be developed. Basically there could not be an ASCP because there was no previous Safety Compliance Program to base an alternate on.

The draft VSI can be found at: https://www.uscg.mil/hq/cgcvc/cvc3/news_and_activities/VoluntarySafetyInitiativesGoodMarinePracticesForCFVs_10-25-16.pdf.

The 12 subjects are:

- Certificates, Documents, and Records
- Lifesaving Equipment
- Communications Equipment
- Deck Safety Equipment
- Fire Safety Equipment and Practices
- Machinery and Electrical Safety
- Material Condition
- Flooding Prevention
- Periodic Testing of Equipment and Systems
- Refrigerant Safety
- Stability Standards
- Combating Fatigue

As can be seen, the list of requirements covered in the VSI goes beyond the mandatory fishing vessel safety decal subjects, a notable addition being “Combating Fatigue.” The National Transportation Safety Board’s recently released “Safer Seas Digest 2015” mentioned fatigue as the primary cause of accidents in a number of instances.

In two cases the captain fell asleep at the wheel. In the third instance, the captain left the bridge before he was relieved, and the crewman who were supposed to relieve him didn't remember being woken up. In addition, "Refrigerant Safety" and "Periodic Testing of Equipment and Systems" are expanded.

The Coast Guard states that the VSI "should be implemented on non-classed vessels where possible and reasonable." The subjects in the VSI were compiled from input from the Commercial Fishing Safety Advisory Council (CFSAC) and analysis of commercial fishing fatalities, vessel disasters by the National Institute for Occupational Safety and Health (NIOSH), as well as meetings with industry organizations. However, it should be noted that "this does not preclude individual fleets from modifying these measures because some of the practices may not necessarily apply in all fisheries and operating situations. Fishing organizations representing specific fleets should feel free, and are encouraged, to work with CG District Commercial Fishing Vessel Safety (CFVS) Coordinators to determine the safety measures in this document that may, or may not, be applicable to their fleet. A fleet-specific safety initiative with good marine practices may also be considered."

Coast Guard personnel will discuss the VSI and its requirements with owners/ operators during dockside safety examinations and at-sea boardings and inquire to see if any have been implemented on the vessel. One concern is the voluntary nature of the VSI. Owners are allowed to perform the examinations without assistance from a third-party surveyor if a surveyor is not "reasonably available". This will not necessarily lead to an unbiased examination or improvements to the vessel, and could be seen as putting the fisherman in a conflict of interest situation as well as weakening the effectiveness of the program.

The final version of the VSI is expected out in January 2017. The Coast Guard is continuing to solicit input from industry on the VSI, and FV surveyors are encouraged to contact their CG District CFVS Coordinators with questions, concerns and/or recommendations. They are also requested to contact one of the above authors with their comments, as well. All authors have ties to industry; in addition, Joe Derie, AMS[®] is the marine engineer member on the CFSAC. We want to be able to pass on any comments via our channels and direct to USCG Headquarters, as well.

One Final Thought:

With regards to the now mandatory FV Fishing Vessel Safety Decals surveyors should understand that Decal exams are now **required every five years**, but the **decal is only good for two years**. In the case of FV's not carrying NMFS observers, this is significant. It is strongly recommended that all surveyors, as a part of their exam protocol, clearly inform their FV owner/operator clients that they should strive to obtain a safety decal exam or COC **every two years**, as part of good marine practice.

Sail Boat Rigging Survey 101

By: David Duong, AMS®

Methodology

First, walk around the vessel and check LIFELINES, look for any excessive wear and damaged stanchions. While on deck, take a close look to the CHAIN PLATES. The Chain Plates 4 out of 5 times are not accessible from the inside (“The survey is based solely on a careful visual inspection of all accessible portions of the vessel’s structure”). If the rigging is over 10 years old; recommend pulling one fastener on EACH chain plate and check for condition. If ANY are in poor condition, recommend renewal of all fasteners.

Then all PINS and their securing COTTER PINS need to be verified. If split pin cotter keys are used, recommend conversion to split ring type. Also, if any rigging tape is sighted wrapped around the fittings to protect against the cotter keys snagging people or lines; recommend removal as the rigging tape will accelerate corrosion of stainless steel fittings.

The shrouds and the backstay TURNBUCKLES need to be checked for excessive wear and signs of cracks. Condition of the THREAD and the CAGES need to be assessed. Any deficiencies will need to be commented on. If these items have excessive corrosion, and are found to be inoperative, I would recommend immediate replacement.

The MAST FOOT needs to be inspected closely, as well as the TENSION REPARTITION OVER THE STAYS. Deficiencies need to be commented on.

All the SHEAVES need to be inspected, and that includes the whole sheave, as they tend to wear out.

The GOOSENECK PLATE and PIN need to be inspected, as well as the BOOM END (many sheaves can be found in these areas, don’t forget them).

The MAST PROFILE also needs to be checked. Looking at it from the base vertically will reveal immediately potential issues and rig tuning needed if any. Same inspection should be conducted on the BOOM PROFILE reporting any abnormalities.

All WINCHES should be operated, and it has been my experience, that you be able to identify which ones need servicing.

All the CLEATS should also be operated, opened and closed (when possible).

The FURLING SYSTEM should be inspected if possible at the dock. The surveyor should use caution when conducting this inspection as a sudden gust of wind could be disastrous. Proper handling of any furling equipment is very important. I would recommend that vessels to a maximum of 50 ft.

LOA should be furled in by hand. Taking this action lets you inspect the action of any problems with the roller bearings (you will need to check the smoothness of the movement and comment on any possible service item.

SPREADERS will be checked during the aloft inspection. They should correctly be aligned and structurally sound.

Finally, on catamarans, you want to spend some time verifying the CROSSBEAM. *Worksheet on following page.*

You'll find below my worksheet:

	Correct	To be monitored	To be replaced	Remarks
Lifelines				
Chain Plates (Deck)				
Pins				
Turnbuckles Thread				
Turnbuckles Cages				
Swages				
Wire (Aspect)				
Mast Foot				
Tension Repartition Over Stays				
Sheaves				
Mast Head				
Gooseneck Plate				
Gooseneck Pin				
Boom Ends (Front & Aft)				
Mast Profile				
Boom Profile				
Winches and Cleats				
Furling System				
Spreaders				
Crossbeam				

Corrosion in Small Craft
By: Donald Walwer, AMS[®] SMS
SAMS[®] Past President

THE SURVEYORS ROLE WHEN DEALING WITH CORROSION

At the outset, it should be noted, that the U.S. Coast Guard and the international community have agreed to the establishment of 20 meters as the demarcation between small craft and larger vessels for numerous purposes. This applied to lights, vessel traffic regulations, etc. However, the surveyor is very often called on to deal with vessels considerably larger than 20 meters. The corrosion problems remain the same.

How many times have you as a surveyor, when corrosion is detected, heard the expressions, “I have some electrolysis on the boat?” This is the first step that needs to be taken by the surveyor, to clarify what corrosion is.

It basically is NOT electrolysis. The definition of that word, is: Passage of electricity through a liquid.

The decomposition of an electrolyte by the action of an electric current passing through it. The American Boat and Yacht Council, ABYC, Standards and Recommended Practices for Small Craft, spells it out clearly. Chemical changes in a solution or electrolyte due to the passage of an electric current. Further, it is recommended that the use of the term “electrolysis,” when indicating corrosion, should be discouraged.

The very word ‘Corrosion’ causes all concerned parties, to take a close look at a problem that may be detected during the course of a survey. The surveyor should be able to provide a client with a basic understanding of what the corrosion is, what may be causing it and make recommendations to correct and prevent it. Surveyors are not metallurgists, chemists, or scientists but they need to have a basic knowledge covering the various types of corrosion and some of the causes. It is important that the problem, when corrosion is identified, and a solution is offered, that it be given in simple terms, avoiding the high tech terminology. When the situation arises, that is beyond the scope of the surveyor’s knowledge, then it is time to bring in an expert in the field of corrosion.

Following, are types of corrosion that surveyors encounter in the course of surveying a vessel. The definitions and descriptions are given as an example of common language that should make the corrosion encountered, readily understood, as to cause and effect. The basic tenet in all corrosion is that electric current, in very small amounts, when going from one metal to another, will carry minute particles of the metal with it. The result of this is what we see as corrosion. There are exceptions, impingement, high velocity flow, foreign matter, etc., one exception that surveyors often see is the following:

Cavitation corrosion/erosion: Propellers are prone to this type of problem. Fast moving water causes a drop in pressure at the blade tips, so low that little bubbles form, almost like steam. As the bubbles collapse (implode) against the metal surface, erosion takes place. Minute pieces of the propeller actually fall off. The blade tips become thin and have a jagged edge. The blades become pockmarked. This usually indicates lack of blade area or wrong propeller overall. This is one of the types of corrosion that people refer to as “Electrolysis.”

The following are offered as some of the typical types of corrosion encountered in the marine environment.

Crevice corrosion: A problem found in Stainless Steel, particularly shafting. This occurs when the stainless steel is deprived of oxygen, either from air or water, by something shielding the oxide film on the steel surface, this is its protection against corrosion. This usually occurs under barnacles, cutlass bearings (particularly in vessels that do not get a lot of use), bolts, washers and in covered topside rigging.

Stress Corrosion: This is one of the problems with swaged fittings of stainless steel rigging. Coupled with the constant effects of wind, the bending or flexing of the rigging and the coating of saltwater, this can lead to a complete failure when the damp salt acts on a weld, a notch or a crack, it can even occur on a thread cut in the metal. A little pitting starts to develop and it eventually becomes a crack.

Pitting: It can occur on the exposed clear surface of stainless. A slight crack, crevice or nick in the metal can lead to pitting. The use of sacrificial anodes will greatly retard this process, if not stop it altogether.

Dezincification: This becomes obvious when a brass shows a Reddish bright copper color. The loss of the zinc alloy, leaves just the Red copper. The metal then becomes porous and weak. The ‘Admiralty’, ‘Naval’, ‘Manganese Bronze’ brasses are not immune to this loss, but will survive if galvanically protected. This is why a surveyor recommends that ‘brass’ screws or bolts not be used underwater. A manganese bronze propeller can dezincify in seawater and actually disintegrate. They must be protected with sacrificial anodes. Silicon Bronze on the other hand, is an excellent material for underwater use. Silicon Bronze ring nails have been removed from 30 and 40 year old wooden boats and found to be as good as when installed.

Galvanic Corrosion: This is one of the more common types of corrosion found in boats. It is simply a cell, battery if you will, that is set up by two different metals immersed in an electrolyte, sea water, and electrically coupled together. The electric current that is setup in this situation can be very minor, but it only takes a very small current to cause a problem. The current flows from the more noble metal to the dissimilar metal that is lower on the nobility scale, taking minute bits of the metal with it. This is similar to electroplating. The recommendation and the best solution is, to avoid using dissimilar metals underwater. If it must be done, care must be taken to provide sacrificial anodes to the metals and the anodes have to be monitored visually or by meter.

It should be noted and understood that stray electric current is always seeking ‘earth’ ground. It will always flow on a boat in seawater, from the cathode to the anode, the battery principal. The sacrificial anodes interrupt this flow and take the charge instead of the protected metal. When a surveyor finds a zinc anode that shows no sign of erosion, it should be closely checked to assure it is properly attached to whatever it is protecting.

Electrolytic Corrosion: This is one of the most prevalent causes of corrosion today. This is caused by an electric current from an external source, as opposed to dissimilar metals generating a current.

The boats battery or shore power, generator when used, can cause this problem. The most significant fact about this type of corrosion, is that similar metals can become positive and negative. It only takes a small amount of current to cause the problem.

Example: The bilge pump does not work. Examination of the wiring shows a broken wire that has turned green or black. Further examination reveals that the switch was wired into the negative line. As noted before, electricity will always seek to go to earth ground. It will follow any medium it can find, wet wires, sea water, plain dampness as in wood. In this situation, the corrosion was in the wiring itself. Very often the surveyor will find that the boat owner or operator has installed some electrical equipment and has not properly connected the wires, observing polarity. This will lead to a corrosion problem. All current carrying wires must have any interrupting switch installed in the positive line.

Bonding: This is simply the process of connecting all metal fixtures to a common wire or strap that is itself connected to earth ground. This can be a ground plate or in many vessels, a sacrificial anode mounted outside the hull, underwater and bolted through the hull. The grounding wire or strap is attached to it. The basic function of this system is to direct stray current that might occur in one of the metals, to ground. Thereby eliminating the potential of galvanic corrosion. It must never be used as a current carrying system. In the case of grounding the electrical system to the same earth ground, it must be done ONLY at the ground plate connection.

The surveyor must examine the entire bonding system to determine if there are any breaks or corrosion. Very often the main bonding strap or wire is either in or very close to the bilge. Bonding wires should not be allowed to be constantly wet.

Aluminum creates a special problem with dissimilar metals. There is a method for using dissimilar metals on aluminum hulls and eliminating a corrosion problem. It is known as, 'explosive fabricating'. Different metals are actually fused together using explosives. This process differs greatly from welding or brazing and creates a marriage of metals that can be attached to aluminum and not cause a galvanic reaction. No effort will be made here to detail this process other than to cite an example.

An aluminum passenger vessel in South Florida waters had a constant problem with through hull fittings. At approximately 14 months they started to show some corrosion at the hull connection. It was necessary to install new through hulls periodically. Partially due to the corrosive waters the vessel operated in.

An American based company, Northwest Technical Industries, provided through hull fittings that were a combination of aluminum, bronze and stainless steel, which had been fused together using the explosive fabricating method. This was a through hull fitting with a valve. The fittings have been in the vessel for approximately 18 months and look exactly the same as when installed. The process is not new, but is not well known in the small craft industry.

One of the tools a surveyor can utilize, is a milliamper meter coupled with a silver/silver chloride probe. The probe is put in the seawater and the other probe is momentarily attached, inside the hull, to the through hull metals, shafts, sea cocks, rudder posts, transducer fittings, etc. This sets up a current flow that can be measured to determine if the metal is protected, corroding or in some cases overprotected. It will also indicate if the bonding system is intact. Typical readings that indicate protected: Bronze 500 to 700. Steel 750 to 950. Aluminum 800 to 1050. Low readings usually indicate that the sacrificial anodes have wasted, if not entirely gone.

A good deal of the corrosion problems encountered are the result of assembly line production of small craft. Lack of proper engineering with regards to installation of dissimilar metals and electrical equipment. Also, installation of equipment and dissimilar metals by the boat owner, particularly wiring. Lack of understanding by the boat owner as to what is necessary to protect against corrosion. The false belief that only underwater metals will corrode. Droplets of seawater on topside metals can cause serious corrosion.

Aluminum spars are prone to such corrosion, particularly if halyards are allowed to slap against them. This can wear away the anodizing and allow salt deposits to accumulate and begin to corrode the aluminum.

It is incumbent on every surveyor, to obtain sufficient basic knowledge, as to the cause and effect of corrosion, and know what measures may be taken to correct and prevent future problems.

The subject of corrosion has been discussed, researched and volumes written about it. No short paper such as this can begin to cover the subject matter. This is merely an outline and touches on some of the basic, everyday types of corrosion that surveyors encounter. A good source of reference material should be in each surveyor's library.

Reference material and bibliography:

Most of the books on the subject of corrosion are technical in nature

Metal Corrosion in Boats. Nigel Warren, International Marine Publishing, Camden, Maine, USA. This is one of the more non-technical books available.

American Boat and Yacht Council, ABYC, 3069 Solomons Island Road, Edgewater, MD, USA

Marin Corrosion T.H. Rogers, Newnes, London

Electrical Installations for Wood Yachts, Lloyds register of yachts.

The Interrelation of Corrosion and Fouling of metals in seawater, INCO Europe Ltd.

Don Walwer, AMS[®], SMS presented this at:

Marine Surveying Forum

April 3rd and 4th, 2000

Barcelona, Spain

Don was instrumental in bring SAMS[®] to the International Level.

IYRS Tour

"Make anything possible" at the International Yacht Restoration School.

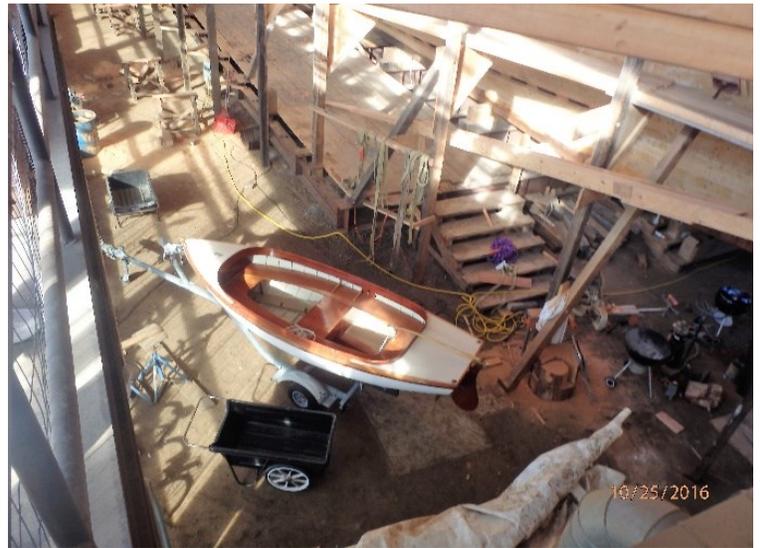
SAMS® conferences are always a whirlwind of activity. This year was no exception. The continuing education component, and networking opportunities all provided excellent professional development. This year, the Board of Directors coordinated a field trip & tour of the International Yacht Restoration School (IYRS), for a little learning outside the classroom.

IYRS is located across from Gary's Handy Lunch on Thames St., in Newport, RI, where Bill Kenyon, lead instructor from IYRS, led the tour for over 80 SAMS® participants. We observed lofting, a steam box in action, and frame construction from the shop floor. As part of the Boatbuilding and Restoration program traditional wooden vessels of all sizes are welcome, with a focus on New England built Beetle Cats. Finished products are then available for purchase and source of revenue for the school.

In an adjacent building on campus, we were able to see the ongoing restoration of the "CORONET" a 131' Schooner built in Brooklyn, NY in 1885. Led by a team of Shipwrights, including recent IYRS grads.

IYRS programs focus on "Workforce-Ready" skills. The Boatbuilding and Restoration program is a 2 year endeavor beginning each September. Also offered are Marine Systems and Composites Technology programs, each with ABYC and NMEA certification components.

Graduates of the IYRS programs may apply course credits toward degree programs at partnering post-secondary institutions in R.I.



The job placement rate for an IYRS graduate is over 90%, which is in line with the stats recorded by RIMTA, the Rhode Island Marine Trades Association. RIMTA reports that the Marine Industry is one of the few sectors of economic growth since 2008 in the North East, showing that the industry is alive and well, and that learning traditional skills is a solid career foundation with room for growth and economic sustainability.

There is legitimate concern that the Retirement or “AARP rate” of marine industry professionals is greater than the “Newbie rate,” which impacts everyone across the marine industry. There is a need to support future growth and development in a productive, financially viable fashion. IYRS is doing just that.

Inspiring life-long learning is what IYRS fosters in its students, many of whom return as instructors.

By utilizing technology and hands-on training, IYRS is able to shape best practices and building processes. Similarly at SAMS®, the relaying of information and mentorship along with time and experience in the field. “Get ‘em young and train ‘em well” is a proven method for success.

IYRS staff commented on how much they enjoyed meeting the SAMS® group and appreciated our engaging questions. Ken Weinbrecht, AMS®, presented Jill Levin, part of the Capital Development Team, with a donation of over \$1,500 USD from contributing SAMS® members. Those funds will help support IYRS operations and program development.

Contributed by Nicole McLoughlin, AMS®
Mecal A3 Examiner; IAMI
Member VP Loss Prevention, Falvey Yacht Insurance.



Attention All SAMS® Members

SAMS® Google Group - <https://groups.google.com/forum/?hl=en#!forum/marinesurveyors> .

To access the SAMS® Group, please go to the above link. Upon logging in, an approval will be given via SAMS® HQ to enter the site. To be approved you need to be a member in good standing and you will need your display name (nickname) to show your first and last name.

The cost of this is covered as part of your annual dues. All we ask is that you abide by the group Policy, and show respect to your fellow surveyor.



MEMBER'S CORNER JULY 2016 THROUGH DECEMBER 2016

“YACHTS & SMALL CRAFT”

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

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

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“FISHING VESSELS”

The following members is now an Accredited Marine Surveyor with the earned designator:

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