



## Fall/Winter 2023

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AMS<sup>®</sup>

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EVERYONE  
BE  
SAFE!



### 2024 IMEC

### New Orleans, LA

### 9/11/2024—9/14/2024

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**John Lowe, AMS®  
SAMS® Newsletter Editor**

Hello Everyone,

I hope everyone enjoyed Montreal as much as we did. Penny and I had a great time, with the guests tour and the meet/greet going well. Thanks to my wife Penny for arranging the meet and greet for the last few years.

I wanted to thank the membership, Board of Directors, and office staff for all the support and kind words, while I was president. We really have a great crew who work well together which makes the President's position a little easier.

I wanted to point out the service of Bill Trenkle, AMS® Past President. Bill started on the board in 2012 as Public Relations advertising VP then moved up to Secretary/Treasurer from 2016-2018. In 2018, he was elected as Executive Vice President and during his tenure, we lost President Bob Horvath in 2019 and Bill was made interim President. He continued as President from 2021-2023. This was a rough time to be President with COVID causing many meetings to be run via zoom, or outright cancelled. Part of the fun of being on the board is seeing the other members, and board, at meetings and IMEC, so Bill had all the responsibility and very little of the comradery that goes along with the job, thanks Bill.

I also wanted to wish all the Board Members who took new positions, and new Board Members the best of luck in their new positions along with all our new Regional Directors. I will be serving as Past President for a while and after that we will see what transpires. I would like to continue to serve the organization in any capacity and look forward to seeing SAMS® develop in the future.

Be Well !!  
I will look for you in the yards !!

**Need CE Credits ???**

**Newsletter Material Deadline:** Have an interesting topic? Send it in! If your article is published in the SAMS® NEWSLETTER, you not only contribute news and information, you may be eligible to receive (3) CE Credits\* for your article. The cutoff date for material to be submitted for publication in the next SAMS® Newsletter is November 15, 2023. The editor must receive all articles by this deadline or they MAY NOT be published in the next issue.

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

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

# Twenty Years with SAMS®



Thank You !!



**Kristoffer Diel, AMS®  
SAMS® President**

“Ahoy”  
All SAMS® Members and Supporters

It was so wonderful seeing everyone who made it to Montreal for the 2023 IMEC. I want to send **A BIG SHOUTOUT** to **Joe Lobley**, AMS® Meetings & Conventions V.P. and **Ken Weinbrecht**, AMS® Education V.P. as well as the **SAMS® Office** crew led by Executive Director Ms. Rhea Shea. They all put in an enormous amount of time and effort to make the 2023 IMEC such an outstanding success. I encourage everyone to regularly attend these gatherings. They offer a wide range of education and the opportunity to meet other surveyors from around the world, as well as a good excuse to travel to different countries, and regions and enjoy the varied people and customs. Looking forward to seeing EVERYONE in New Orleans for the 2024 IMEC. Start planning now!

To serve the next generation of surveyors, SAMS® needs to continue to attract and retain new members. If you know someone who should join us, invite them to an event. If you meet a prospective new member, offer to mentor them. Only by supporting and encouraging each other will we reach our full potential.

Finally, THANK YOU, for electing me your next President, I am standing by to assist anyone in need, so reach out by phone, text or email and I will get back to you as soon as I can. It is humbling and scary, but I realize that I am merely the point man for the SAMS® team. The SAMS® Board of Directors have many years of accumulated experience and they are further supported by the Regional Directors and the SAMS® Office.

Be safe, and prosper, and enjoy the upcoming holidays with your families and loved ones.





**Gary Frankovich, AMS<sup>®</sup> SAMS<sup>®</sup>  
Executive Vice President  
Ethics Chair**

To begin, I'd like to thank all who supported me to become the new SAMS<sup>®</sup> Executive Vice-President and Chair of the Ethics Committee. It's indeed a great honor, and I pledge to do the job to the best of my ability and to be sure SAMS<sup>®</sup> keeps the reputation of the having the most ethical surveyors in the business.

To anyone who didn't attend the Montreal IMEC, I want to say you missed a fantastic meeting, and to Joe Lobley, AMS<sup>®</sup>, Ken Weinbrecht, AMS<sup>®</sup>, and Eddy Assaf, AMS<sup>®</sup>, who did an outstanding job, it's an enormous undertaking to put on a successful IMEC attended by about 260 people including spouses and guests, so a heart-felt THANKS to ALL 3 OF YOU.

As the immediate past Secretary/Treasurer, I'm happy to report that SAMS<sup>®</sup> is in quite good shape financially. We've been quite careful with the purse strings over the last few years, so we actually have a bit of a surplus for now. We've been investing the surplus in T-Bills and CD's, and by the end of the year should have realize about a \$12,000 profit after brokerage commissions. This in no way means we're flush with money, SAMS<sup>®</sup> will actually run just slightly in the red this year as far the budget is concerned, but in the black over-all because of the investments. There has not been a dues increase in about 13 years, and by now every one of you understands the term "INFLATION".





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

**Greetings everyone!!**

Montreal was an overwhelming success, an interesting city and a wonderful hotel (thanks Joe Lobley, AMS®). I had some speakers cancel two weeks before the meeting, but with the help of Eddy Assaf, AMS® our Advertising VP who lives in the area, he pulled some strings for us. Thanks Eddy.

So now on to New Orleans, 2024.

Here are some highlights just to start:

Harbor pilots seminar - challenges on the Mississippi.

ABYC

Steel barge building and welding, inspection.

Large custom yacht company

Updates from engine manufacturers

For those that missed Lithium batteries in Montreal, we hope to have them back again.

Maritime attorney, salvage or wreck removal

Ethics training, 2 CE's

Updates on some ethics case studies.

Possibly a large salvage company showing techniques for large salvage.

Marine insurance company, "do's and don'ts" writing reports and what underwriting looks for in a CV.

New developments in Gelcoat and paint.

Updates on CE credits and what counts. If you go to SAMS® website, education tab you will see the policy manual for CE's.

Here are some requests that I've had this past year:

A welding course, learning how to weld and inspect them - that counts, it helps you understand steel and aluminum construction.

Spending a day at a boat builder learning about molds and layup.

All ABYC / NFPA courses whether online or in person.

Any BOCES courses for marine related repairs.

Online ethics courses that count for your two CE's.

Any USPAP course.

**REMEMBER: YOU NEED SOME PROOF THAT YOU ATTENDED THE CLASSES OR COURSES FOR CREDIT.**

And finally.....wishing you and your families a safe holiday season and a very prosperous and healthy New Year. We have streamlined the CE policy for Surveyor Associates and AMS® keeping it simple.

1 hour of education = 1 CE

Whether it's online or in a classroom. If you don't have the updated CE Requirement Policy, you can find it on the website under the Members Corner - Education Link or Click Below.

[AMS® CE Policy Update](#)

[Surveyor Associate CE Policy Update](#)



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

Greetings,

The IMEC in Montreal was very well attended. We had 173 Members and 89 guests. The hotel was very nice and in a great location. Ken Weinbrecht, AMS<sup>®</sup> did an incredible job finding speakers to fill-in for others that cancelled last minute. It was nice to see everyone from the SAMS<sup>®</sup> International Office there. It's time to start preparing for New Orleans which is one of our favorite cities and draws a lot of members and guests.

IMEC 2024 is scheduled to be in New Orleans at The Sheraton on Canal Street. The dates are September 11<sup>th</sup> thru the 14<sup>th</sup>. We have a room rate of \$179.00 with the usual amenities. Parking deals with hotels in the city are non-existent but there are parking garages and lots nearby. The hotel is well situated just outside the French Quarter with a short walk to Bourbon St., Harrah's Casino, and the Riverwalk. The Warehouse District is in the hotel's "backyard". This area is also known as the Art's District, and is full of galleries, some of the best restaurants in the city, and of course, many watering holes.

IMEC 2025 is to be determined but we have two cities that are vying for our business. I will make the announcement once I have a contract in place.

Everyone have a safe and happy holidays season.

**2023 IMEC PICTURES**





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

Angel Zeno, Testing VP

Mercy Buckets, or as they say in Montreal, Merci beaucoup. If you were able to attend the IMEC in Montreal you probably know a little more French now than you did before. So on top of the great venue and food, thanks to Joe Loble, AMS® and a wonderful educational program thanks to Kenneth Weinbrecht, AMS® we got to learn a little bit of French. We also got to catch up with some old familiar faces and meet some new ones, which in my opinion is always one of the best benefits for in-person conferences. There is more information in the newsletter about future IMEC locations but be sure to start planning to be at the next IMEC which will be in New Orleans.

I did want to take a moment to thank our membership for electing me to the position of VP of Testing. I look forward to continuing to serve SAMS® in my new role. I also want to acknowledge passing the VP Membership baton onto Chuck Solarek, AMS®, I know Chuck will do a great job in his new role.

If you are a Surveyor Associate, please keep an eye on your Must Upgrade date, and if you feel you are ready to tackle the AMS® Exam sooner talk to your Regional Director to see if that is a possibility for you.

As the chairman of the SAMS® Safety Committee, I wouldn't feel right unless I reminded our members in the Great Lakes, and other areas with a winter off season to be especially careful this time of year. Most storage facilities are operating with a limited staff so when you are going on an assignment, always be sure to let someone know where you are going, and approximately how long you should be. Also, make sure that you check in and check out with someone at the storage facility.

Remember to always be safe and work safe.

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Angel Zeno, Chairman Safety Committee

The members of your safety committee did a great job at the Montreal IMEC presenting content for our membership. I wanted to be sure to thank the following committee members for their efforts:

- Bill Lee, AMS®, Ladder Safety.
- Steve Heinrich, AMS®, Working overhead loads.
- Ray Bracken, AMS®, Hearing protection.
- Frank Messana, Surveyor Associate, Summary of survey monkey safety questionnaire.

Sadly, we ran short on time and were not able to hear from John Malool, AMS® on confined spaces and toxic gasses.

If you stopped by the Safety Committee table in the lobby and visited with the committee members you were able to pick up some great pamphlets and literature on the safety practices, equipment and the regulations that guide safe boating. You were also able to take part in the table top questionnaire where we asked questions that the committee feels will help guide them as they continue to develop and launch safety training materials. Based on the feedback received, many of you would like to continue seeing safety related articles in the SAMS® Newsletter so stay tuned for more safety information in future SAMS® Newsletters.



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

Hi everyone, well another season is coming to an end up here in the northern part of the continent, winter started coming in early this year, the 1<sup>st</sup> snow fall was the day after IMEC, for those who hung around until Monday morning got to see some of that white stuff.

IMEC was a great success, Joe Lobley’s choice in hotels was perfect, having anything and everything we want and needed close by, Ken Weinbrecht pulled a few rabbits out of his hat to make sure our education seminars went great, even with a few detours along the way, and it was great to have so many of our members in my hometown. Thanks for being there.

Not much has changed since my report at the membership meeting, we are still advertising with 18 different advertisers covering areas for Y&SC, Cargo, Hull and Machinery, and recruiting for new members.

The social media is coming along well, Lita Smith gave us a better idea on how to use it, and that seems to be the magic words “use it”, hopefully some of us will try it and it will make a difference let’s see what the results will be like.

As I always mention, if you know of any area/magazine/advertising that would be a good place to place ads and give us more coverage, please let me know, it’s how I managed to find the other 18 we are using now.

Wishing everyone a Great Holiday season and lets be careful out there and remember our work quality is the best advertisement we can have.

Cheers!!!



Registration



Education Meeting



Registration



Education Meeting



Meet & Greet



Presidents - Past & Present



**Randell Sharpe, AMS®  
Secretary/Treasurer**

Thank you all for electing me as your Secretary/Treasurer, for SAMS®. I will continue to carry out the task following in the footsteps of my colleagues that have gone before me.

I will endeavor to record our board meeting minutes and look after the association finances during my tenure as the Secretary / Treasurer. If anyone is interested in the board meeting activities, they are all recorded in the minutes which are available to members upon request. Review of our budget shows that SAMS® is financially healthy, and I hope to maintain that status.

As your outgoing VP of Testing, I can let you know that you are in good hands with Angel Zeno, AMS® as the new VP of Testing. I urge you to continue studying for your AMS® exams when you are first accepted into SAMS® as a Surveyor Associate. Don't wait until you are approved for upgrade to start the studying. We are in an ever-evolving industry, and we all need to keep up on the latest standards and industry developments through continuing education. If you passed your AMS® exam, congratulations. Don't let that be a stopping point in your continuing education. Find out your areas of weakness and work on that to improve your knowledge.

The annual IMEC in Montreal, Canada was a success with excellent presentations and a venue that was very conducive for education, both in the conference room, and at social gatherings during the conference. I am looking forward to next year's conference in New Orleans.

I look forward to meeting you at Regional Meetings or the next IMEC.

Be safe out there!!





**Charles W. Solarek, AMS®  
Membership Vice President**

It was great to see everyone in Montreal for this year's IMEC. Ken had a great lineup of speakers as usual. And a thank you to those members that stepped up to fill the last-minute vacancies (still not going to survey sailboats). I would also like to take this opportunity to thank Angel Zeno, AMS® for his dedication & hard work these past couple of years. My goal is to continue with his initiatives to improve the quality of membership. Finally, I would also like to thank the membership for their votes at IMEC. I am both humbled and honored with your trust in me, to do my best, to keep SAMS® at the forefront of professional marine surveyors.

On a different note, there were some troubling comments I overheard at IMEC. I was also part of some discussions on the same topic: members not willing to take a potential member or Surveyor Associate to a survey. What was the reasoning behind this? They did not want to train their "competition." SERIOUSLY? One of the drawing qualities of SAMS® is the willingness of the members to provide guidance to those just starting out. I am forever indebted to those who provided mentorship when I first started surveying. Everyone should understand that for our society to continue to grow and be recognized as the leading professionals, mentorship is crucial. The nurturing of those coming behind us to, yes, relieve us, eventually is essential to perpetuating the society. We can share lessons learned the hard way so that those coming behind us, do not have to. Mentors provide real world experiences, which can be more valuable than classroom experiences.

On the other side of the coin, the new generation of marine surveyors tend to be more computer literate and technical savvy. They most likely have been using computer technology since elementary school and could show us all a thing or two to make surveying more efficient. Working smarter, not harder is not just a cliché.

Now that the winter months are upon us, this is the perfect time to meet with those wishing mentorship. Sit down over lunch and get to know each other. Develop a plan, business and/or teaching, that will enhance both the mentor and the mentee. If done in the true spirit of the SAMS® professional marine surveyor, everyone will benefit. Stay warm and stay safe out the

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The following members have



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



Will return for the next issue!!



**Michael A. Terminel, AMS®  
Pacific Regional Director**

For those who didn't attend, IMEC 2023 in Montreal was a great success. The hotel, and education opportunities were well worth the 6,062 round trip miles my wife and I flew to get there. It was a good excuse for a get away with the wife and we took a couple extra days at Niagara Falls. We all need a break now and then. Mrs. Rhea and her team did an awesome job.

**Save the date:** The dates of the SAMS® Pacific Regional meeting are the 15th and 16th of February 2024 with tentative testing on the 14<sup>th</sup>. Bunker Hill, AMS®, has secured this year's event and meeting at the Bahia Corinthian Yacht Club in Newport Beach, CA. We're working on room rates at the venue, so stay tuned.

As I write this, I am surveying two vessels in Bethel, Alaska which is in the northwest interior of Alaska along the Kuskokwim River. There were two grizzly bears roaming through town today, looking for an easy meal. For us, it's just another day in paradise.

Now the big news from the Pacific Region, Chuck Solarek, AMS® has stepped down from the Pacific Regional Director's seat and was voted into the VP Membership Board Seat. We thank Chuck for his many years as the SAMS® Pacific Regional Director. I was appointed the new Pacific Regional Director. I thank Chuck for his mentorship the last couple of weeks and for a quick transition hitting the ground running. In the last month we approved one Surveyor Associate to AMS® candidate status and a new Surveyor Associate has been appointed with several more in the process.

For those who do not know me, I received my AMS® from SAMS® in 2019, I was a Surveyor Associate for three years. Looking back, those were the informative years. Some scuffed knees but for the most part, it gave me the chance to learn and work out the bugs. I took that time to take my ABYC Standards Course, ABYC Certified Electricians course, I became Certified in Ultrasonic Testing Level 2, Mag Particle Level 2, and NTSB Marine Accident Investigator. All before I took the AMS® exam. For all the Surveyor Associates, I ask all of you, take the ABYC Electrical, ABYC Standards and ABYC Corrosion classes before you take the AMS® exam. It will give you a lot of the tools that have been stumping some of the previous candidates.

I hold a USCG Unlimited Masters License of any gross tons, 3000-ton master of sailing vessels, master of towing any gross tons, and hold Unlimited First-Class Pilotage in Western Alaska. I have sailed globally on many different types of ships to include everything from charter boats in Lahaina Harbor on Maui to Ice Breakers in Antarctica. My most memorable time was serving as the Master and Ice Navigator on two US funded Ice Breakers and two commercial ice breakers. I made 30 roundtrips to Antarctica, and five trips to the Arctic.

My wife and I run our marine survey business, operate two charter boats in Alaska, and own the Lloyd's of London Claims franchise for Alaska. We represent 178 different insurance companies handling claims from fine art and jewelry to offloading offshore drill platforms on heavy lift ships on the North Slope of Alaska.

For a lot of the northerners, the survey winter season comes to a slow down when the snow flies. I wish I could say the same for the Pacific Region. We throw another layer on and head on out. The Pacific Northwest has a tremendous fleet of commercial and recreational vessels that work and play year-round. In Alaska, we have over 5,000 commercial fishing vessels alone. Many get serviced in Seattle and some even head further south. There are tankers, bulkers, tugs, fuel barges, freight barges, ferries, recreation pleasure, fishing, and sailboats. Previously we had a bumper season, however those days are gone, and were busier than ever. For all the above vessels take different skill sets.

A very good point that is raised time and time again, is only take the jobs you are comfortable with. I agree with this. But how do we learn if we continually turn down work because we lack the skill set. A good example was a few years back, there was a fire on one of the fishing vessels in Dutch Harbor, I was called by an underwriter who needed someone out there to investigate. I asked if the underwriter could give me a couple hours to make some calls. I called the local independent certified fire investigator, and we came to an agreement, and we did the survey jointly. Since then, we have done at least 15 fires together. A lot of our business is damage surveys. Call a local AMS® mentor and get them to come along, you're going to have to split the fee, and when I mean split maybe all, but you'll be learning a valuable lesson.

See you in Newport Beach.





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

The IMEC in Montreal was a great event and was well attended. Next years IMEC will be held in New Orleans in early September. For those of you that have not attended an IMEC recently, I recommend that you make plans to attend the IMEC in New Orleans.

Speaking of conferences, I am working on a Great Lakes Regional Meeting to be held in the later half of February. I have reached out to Formula Boats in Indiana, and they are open to giving us a tour of their facilities. Stay tuned for more information on that. I am also working on hosting an online 7 hour USPAP renewal which will be held on January 12<sup>th</sup>. I hope to have that completed shortly and will send that information to you as soon as possible. Speaking of the Regional Meeting, if you have any thoughts on what type of speakers you would like, please let me know.



**Jared H. Houghtalen, AMS®  
Mid - Atlantic Regional Director**

I hope everyone is having a great start to their Holiday Season! I've been told the 2023 IMEC in Montreal was a success! I want to thank everyone that attended, and I apologize for not being able to attend, but I can't wait to see everyone next year in New Orleans. Our next Mid-Atlantic Regional Meeting is set for February 1<sup>st</sup> & 2<sup>nd</sup>, and I look forward to a great turnout! A flyer can be found on SAMS® Website under Upcoming Events, or you can check your emails, as it went out to everyone on 11/28. We are going to have a few open session Q&A's with different speakers. If you have any questions feel free to shoot those over to me via email and I can pre-load some of those speakers to get the ball rolling. We will also have a chance to have dinner and drinks together which is always a great time to meet a new surveyor and learn what everyone has been up to. Well, that's all for now, please do not hesitate to reach out should you have any questions.

I hope you all have a Merry Christmas and Happy New Year - I'll see you in February!



**Christopher Day, AMS<sup>®</sup>  
North Florida Regional Director**

Greetings from North Florida.

First, I would like to address the recent changes within the Board of Directors, and the Regional Directors. I would like to say "Thank You" to those who put in their time and service. I would also like to "Welcome" those who are sitting in a new position or have been elected or appointed to their new positions.

It was great to see those from Florida who attended the IMEC in Montreal, and it was great to mix it up with those in the region, and networking with those outside the region. Remember, IMEC's are not only a great way to mix it up with members and speakers, but it is also an easy way to attain your much needed Continuing Education credits. The perspective that you can get from the meetings, from other members, and from the speakers is incredible. Remember, the IMEC for 2024 will be in New Orleans. Keep an eye out for the SAMS<sup>®</sup> flyers with the IMEC announcements.

As we wrap up another year of surveying and we get closer to the holidays, its time to reflect on what we have done during the year. Remember, we are business owners. We should go through some sort of reflection or analyzation as to how we did as compared to the year or years before. What worked? What did not work? What changes need to be made? Do we need to get our name out there more to gain a better name recognition to get more phone calls? As surveyors, we sometimes get caught into the dull and mundane rut of: "Take the Call", show up and inspect, collect the money and write the report. I suggest taking the time to run through the past few years and learn a bit of something about yourself and your business. I mean we are Marine Surveyors who are analytical by nature. Why not turn the magnifying glass on ourselves and see what we find. . . .

The N. Florida region will be holding its Regional Meeting at the Pelican Yacht Club the weekend of March 2nd. I plan on holding AMS<sup>®</sup> testing the day before (if the demand is there). Keep an eye out for the flyer.





**Rolando Santos, AMS®  
South Florida Regional Director**

Hello to all!

My name is Roland Santos, AMS® and I am your new Regional Director for the South Florida Region.

A little background on me. I am a Marine Engineer and a graduate of USMMA. Like most of us Marine Surveyors, I have a long & varied background of experience.

What I have learned over my 40+ years of experience is that every day, is a new day.

I am a big supporter of education and training.

Looking forward to 2024, we are planning on holding our Annual Regional Meeting in the central Florida area to facilitate attendance from all parts of the state. The meeting will be held in the Spring well in advance of hurricane season. Exact date and location will be announced after the New Year.

I look forward to providing a good educational experience at our Regional Meeting, and look forward to meeting & working with all of you.

I can be reached at [SFLRD@alphamarine.com](mailto:SFLRD@alphamarine.com), should you have any questions.





**John Hines, AMS®  
Canadian Regional Director**

Hello to all. My name is John Hines, AMS® and I am the new Canadian Regional Director. I am located in Nova Scotia, about 30 km east of Halifax. I am retired from the Canadian Coast Guard and hold a Master 500 tonne. I have been a member of SAMS® since 2012 with a Yacht and Small Craft designation.

Most of the pleasure crafts in this area have been hauled and winterized for the year, so survey calls should be dropping off, although there has been a boom in construction of heated storage buildings, so it may not drop off as much as we usually expect.

Even with this, the off-season time should allow some time for upgrading your education on the new regulations and standards coming in and gathering your required education credits for both Surveyor Associate, and AMS® members. Also, a little reminder to all Surveyor Associate members to keep track of your upgrading dates this is extremely important for your standing within SAMS®.

I hope to have a Regional Meeting arranged for early in the new year. Please stay tuned for further information and if there is anything you would like to see included in the meeting, let me know.

I would like to thank all those involved in putting on this year's IMEC. The annual meeting in Montreal was well attended. We had a very good showing from our region and everyone seemed to have a good time. It was encouraging to see new members coming through the system, and nice to reconnect with old friends. There was a good presentation from ABYC regarding the new update to the Standards with some reference to the linking between ABYC Standards and Recommendations and Transport Canada Small Vessel Regulations.

There was also a presentation on lithium batteries. There are many changes from lead acid or AGM battery systems. Lots of research and reading is required to note the differences between the regular and lithium system, and even between types of lithium batteries.

A number of you may have been contacted by Callum Campbell from Greenline Consulting regarding a Transport Canada research project into Domestic Maritime Oversight. I understand most of you took the time to respond. In speaking with Mr. Campbell, the research may be leading to a situation similar to what was done in the US with the T-boats. This could lead to a large new market for us.

The season will soon be starting for the annual boat shows across the country. Although a lot is spent on vendors, these can provide a good source of information on new items coming online.

Wishing all of you a very Merry Christmas and Happy Holiday season!!



**Brian Williams, AMS®  
Northeast Regional Director**

Good day to all. First, I would like to thank John Lowe, AMS® our Past President for all the work he has put into our organization. Second, I would like to thank all the board members and office staff for their dedication and work that goes in on a regular basis, that is not normally seen by the general membership and their faith in me to entrust me with the position of Regional Director. With that said I wish the new board all the best in the coming year. Third, I would like to thank Joe Lobley, AMS® and Ken Weinbrecht, AMS® for the work and effort that went into the IMEC in Montreal, I would certainly call it a success. Fourth, Thank you to Reinier Van Der Herp, AMS® for his recent work as Regional Director. If you feel The Society of Accredited Marine Surveyors® has helped your business or your surveying skills, think about how or what you can do to give back. Offer to host or help organize a Regional Meeting, present at a meeting, or write an article for the newsletter.

As the days have less sunlight with cooling temperatures, and the marinas are looking more and more like snow covered mountains (shrink wrap) in the Northeast, I'm still seeing some action with pre-purchase surveys on the last of season sales before winterization. Most of these jobs are prefaced the common "we are in a time crunch and need it right away, the yard wants to haul and wrap it, or we need to move it before the weather sets in." I have had to turn some away and refer them to other surveyors. When you accept these jobs, please be careful when moving around the vessel and in the engine space, with more and bulkier cloths, don't be afraid to wear a PFD on the sea trial should you end up in the colder water, hypothermia sets in quick. Also, I am seeing a fair number of C&V surveys scheduled for over the winter. I encourage you to report what you saw and tested, but more importantly, what you could not see or test with boats under wrap, systems winterized and possibly no AC or DC power available.

This is also the time of year I think about education and what can I learn about new products or technology in the industry that we are starting to see. ABYC is a great resource for education both virtual and in person and a lot of what they teach is directly applied in our business, and remember it counts as CE Credits. If you have questions about credits don't hesitate to contact me, the International Office, or the Education Vice President Ken Weinbrecht, AMS®, we are all here to help.

Lastly, as winter sets in and we are spending more time indoors and have caught up on the projects still hanging around from spring and summer. I encourage all of you to spend some time with your own report, and a copy of the Recommended Survey Report Content (available from the International Office, if you need). Read your report as a third party would, who does not have the in-depth knowledge of vessels and systems that we possess and make sure you are turning out the best product you can for your clients.

Remember to be safe and if you're in the northern colder climates enjoy the Downtime!  
Spring will be here before you know it.

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



OSHA AND DECK SPUD BARGE SAFETY  
AND SOME SURVEYING TIPS

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Anyone surveying deck and derrick barges, whether uninspected or inspected should have a copy of OSHA Fact Sheet “Spud Barge Safety” and be familiar with its contents.

While the US Coast Guard has regulatory responsibility regarding safety aboard uninspected commercial vessels at all times, the Occupational Safety and Health Administration (OSHA) also has regulatory responsibility regarding safety aboard these vessels while they are in US waters (OSHA Instruction, Directive Number: CPL 02-01-04, effective date: 02/22/2010, Subject: *OSHA Authority Over Vessels and Facilities on or Adjacent to U.S. Navigable Waters and the Outer Continental Shelf (OCS)*). Due to this memorandum, surveying uninspected commercial vessels should be done using the required standards of the USCG, general OSHA (29 CFR 1910), and if the vessel has a crane, OSHA (29 CFR 1919). If the barges are involved in construction, then OSHA 29 CFR 1026.605 *Marine operations and equipment* applies.

Available for download online, this fact sheet covers the basics of deploying spuds. These deployment operations and their principles are applicable to uninspected as well as inspected vessels which is why this pamphlet is of use when surveying either of these type vessels.

An online definition states: “a spud barge is a specialized type of barge commonly used for marine construction operations. The barge is moored by steel shafts or through-deck piling, which are essentially pipes driven right into the soil or sand at the bottom of the water to provide stability. These are often referred to as ‘spuds,’ giving this barge its distinct name.”

The OSHA Fact Sheet states “The spud equipment typically consists of forward and aft spuds and a diesel engine-powered spud winch. Three methods are available to prevent the spud from accidentally dropping or slipping: latching the winch foot brae; engaging a steel pawl that fits into a notched ring on the outside of the winch drum; and inserting a steel securing pin directly through the fully raised spud, preventing it from freefalling if the winch or cable fails.

The fact sheet discusses a fire aboard a spud barge caused by the un-intentional dropping of a spud onto a buried natural gas pipeline. The spud dropped because the back-up securing pin was not used. Other areas discussed are:

- Before a barge is moved, the spuds need to be raised so that the pinhole is above the resting area of the securing pin. Each spud should be pinned in the raised position.
- The Master of a towing vessel needs to ensure that the spud securing pins are in place and have a means to prevent inadvertent disengagement before the tow is underway.
- If the spuds must be lowered to stop the barge in an emergency a supervisor needs to direct the barge crew on how and when to lower the spud.
- Before attempting to lower mooring spuds, ensure that the spud securing pins are completely removed and that personnel are clear of the immediate area.

Cont.

- Owners and operators need to develop standards operating procedures. Owners and operators should provide initial and periodic training to crewman on barges including how to use securing pins to hold spuds safely in place before a barge is moved.

Points of especial interest to surveyors when surveying a spud barge not found in this fact sheet include:

- The lifting and lowering cables running along the deck are tripping hazards and the areas surrounding them should be marked in yellow.

- Winch machinery should have appropriate guards.

- Winch machinery should have a Pollution Placard.

- Winch machinery may require a Hearing Protection Placard and ear protection for the operators.

- Emergency shutoffs must be easily accessible, and sufficient guarding should be used for equipment controls.

- Assess the system for structural soundness by inspecting regularly for problems with welds, rivets, chains, pulleys, lines, blocks hooks, etc.

- Enclose the winch drum in a cage if practical.

- Should a guard be installed between the winch operator and the connected cables to protect the operator from potential whiplash?

- Store engine fuel tanks and compressed gas tanks properly, away from sources of ignition. Only keep onboard quantities of flammable and combustible materials that are necessary for operations and maintenance. Post appropriate danger signs.

- Regularly conduct visual inspections of connections, switches and wiring, and wire rope which may be subject to corrosion from saltwater and damage from use.

- Winch drum diesels should be inspected just like other machinery. Hours, age, rebuilds, and whether there is an oil analysis program should be noted.

Surveyors wanting to learn more about deck barge safety and earn CEUs can take “Course 895 – Deck Barge Safety” from the OSHAcademy, <https://www.oshatrain.org/courses/mods/895m1.html>, which is available for a nominal fee.

As always, anyone who would like a to discuss this article or has questions about surveying commercial workboats, tugs, barges or 46 CFR Subchapter M should contact me at 503-236-6818.



## UNITED STATES COAST GUARD

U.S. Department of Homeland Security

### **MARINE SAFETY ALERT**

#### ***Inspections and Compliance Directorate***

November 20, 2023  
Washington D.C.

Safety Alert 09-23

### **BY LAND AND SEA – FIREFIGHTING PREPARATION IS KEY!**

The purpose of this Marine Safety Alert is to raise awareness within the Marine Transportation System to the unique dangers of shipboard fires, particularly onboard multi-level freight vessels like vehicle carrying Roll-on, Roll-off or “Ro-Ros”.

In July 2023, a foreign flagged Ro-Ro experienced a fire on one of its vehicle decks while cargo was being loaded dockside. With over 1,200 vehicles on board, the fire quickly spread out of control to the point where most firefighting efforts became ineffective.



Tragically, during the response, two land-based firefighters lost their lives, and several others were injured. Preliminary findings of the ongoing investigation, led by the Coast Guard working with the National Institute for Occupational Safety and Health, indicated that the local fire department responding to the incident had little to no maritime firefighting training, experience, or familiarization with cargo ships of any type. Unfortunately, this is only one of several vessel fires occurring within the last five years where the lack of familiarity with commercial vessels and inexperience with shipboard firefighting techniques unduly endangered the safety of responding personnel.

Vessel fires require more firefighting resources and different technical skills than many land-based firefighting agencies traditionally possess. While shipboard fires may occur less frequently than other types, when they do, they can present significant risk to untrained first responders. Additionally, large foreign flagged vessels are typically operated by international crewmembers, for many of whom English is not their first language. While English is often the ship’s working language, the stress of an emergency and unexpectedly engaging with U.S. authorities can break down the ability for effective communication. It is critical that fire departments with commercial ports in their area of responsibility ensure their personnel understand the common vessel types and the unique hazards posed by each.

The Coast Guard **strongly recommends** that local fire departments, and port stakeholders:

- Engage with each other and their local Captain of the Port, as part of their Area Contingency Plan, to establish regular shipboard firefighting education and training in conjunction with the drills and exercises required for certain vessels under Title 33, Code of Federal Regulations, Section 155.4052.

- That fire departments develop training, qualification, and response doctrine utilizing guidance from the National Fire Protection Association's (NFPA) standards *1005: Standards for Professional Qualifications for Marine Fire Fighting for Land-Based Fire Fighters*, and *1405: Guide for Land-Based Fire Departments that Respond to Marine Vessel Fires*. This should include addressing topics such as unified command, shore to ship equipment interoperability, suppression systems, air management, and communications.

Effectively implemented, this two-prong approach will ensure the readiness of land-based firefighters to respond to maritime fires.

The Coast Guard **strongly recommends** that Coast Guard Captains of the Port, emergency response services, and port stakeholders:

- Incorporate into their planning process immediate access to translation capabilities, which could include translation apps or professional in person translator services, to assist first responders to decrease language barriers and increase effectiveness.

This Safety Alert is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirement. Developed by the *Investigations National Center of Expertise* and distributed by the Office of Investigations and Analysis. Questions may be sent to [HQS-SMB-CGINV@uscg.mil](mailto:HQS-SMB-CGINV@uscg.mil).



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