



# SAMS<sup>®</sup> NEWS

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

Volume 24, Issue 3

Editor: Joseph Loble, AMS<sup>®</sup>

Fall/Winter 2014



**President's  
Message  
Page 3**

**Message From  
the Editor  
Page 2**

**Surveying Passenger  
Carrying Vessels Used on  
Sole State Waters  
Pages 16-20**

**IMEC 2014  
Pages 22-23**

**Member's  
Corner  
Page 21**



## From the Editor's Corner

*Joseph Lobley, AMS® , Editor/Immediate Past President*

IMEC 2014 was excellent and everyone involved deserves a big Thank You. Aside from the educational sessions, the memory I took away from the meeting was what occurred during the breaks. It was remarkable to see nearly 200 like-minded individuals swapping stories and passing out business cards. The meeting room was a bit on the large side which caused some audio problems but had enough room for everyone to stand up and move around without having to leave the room. The snacks in the back of the room likely helped as well. Most of the attendees did not know but Ken Weinbrecht, AMS® had to make last minute changes to speakers and called on Alison Mazon, AMS® and Joe Lombardi, AMS® who put on excellent programs on short notice. I am always impressed when we look inward at the SAMS® membership and see the level of skill and talent we have.

As the year is coming to an end be sure to pay your dues, update your roster listing if needed and submit your continuing education hours for credit. SAMS® HQ is very busy this time of year and should not have to spend time chasing after people.

We have had a few early snow falls here in Maine. I was left a skiff to use to get aboard a commercial lobster boat for a survey. Tough commute, not to mention having to shovel off the work deck of a 44' Calvin Beal. The Captain of the boat got his skiff and deck shoveled out while his bank paid for the survey. Not Bad!

Enjoy this edition of the Newsletter and remember we are always looking for articles and photos for future publications. See you in the spring.



---

**The following Regional Directors are hard at work and will not be submitting an article for this newsletter:**

Thor Jones, AMS®, Gulf Region Director

Roberto Scalvini, AMS®, Europe Regional Director



## *President's Message*

*Stuart J. McLea AMS® , President*

### **SAMS® To Possibly Offer Errors and Omissions Coverage**

Good day to you all and I hope that it is not too cold where you are.....

The 2014 IMEC in New Orleans is over, and it was a great meeting with excellent educational content. Ken Weinbrecht, AMS® again did an excellent job in bringing in great presenters with a wealth of knowledge and information to share. Well done Kenny....

The next meeting is in Milwaukee. For all you Hog Riders, for which I am one, it is my understanding our hotel is a short walk to the Harley Davidson Museum. If there is any subject or speaker that would be interested to present, please let the SAMS® HQ know.

During the Annual General Membership Meeting I brought up the subject of Errors & Omissions insurance. SAMS® has been approached by a well-known international broker about E&O Insurance coverage for our membership. I asked the membership present at the AGMM if they were interested in coverage, and for permission to investigate this further. The members in attendance approved this effort. The preliminary information provided is this type of policy costs around \$1,250 and upwards, however we have negotiated a bulk price of roughly \$145 per member or less, if the participation exceeds 800 members. They quoted the following:

Limit of Liability: \$500,000

General Aggregate: \$500,000

Deductible: \$2,500 each incident

This is a rough quote and the SAMS® BOD feels that we need to have a full understanding of what will be covered and how any claims will affect the premium. The cost of \$145.00 is the best price we have seen, but we need 800 members in participation. For the states that require an individual policy, and not group coverage such as the state of New York, the broker will provide individual coverage to meet this requirement at the same price. There are still some hurdles that we need to jump over which your BOD is now working on. This insurance company also wishes our members to use work orders or contracts with approved wording. It is my understanding that this will not be an option, but will be mandatory for all members covered under the policy. We have a lot of work to do before we can move forward with this, and SAMS® HQ will keep you updated for those interested in coverage. In reality, we will need 100% participation to make this happen. Stay tuned for more announcements.

Now on to other topics, we are again advertising in Yacht World. This is a costly venture so if you receive an assignment through our Yacht World advertising, please let SAMS® HQ and Bill Trenkle, AMS®, VP Public Relations know. On the subject of Ethics, we are starting to see an increase in less than professional inspections and reports. Please remember to write in your report what you did, **and** what you did not do. We would like to extend a big welcome to our newest Regional Directors. Thor Jones, AMS® Gulf Region and Roberto Scalvini, AMS® Europe Region. Lastly, regarding continuing education, please attend and support the SAMS® annual IMEC, and your Regional Meetings. SAMS® Surveyors are some of the most experienced and educated in the world, so keep it up.

*Lloyd Kittredge, AMS<sup>®</sup>, Executive Vice President*



**Avoiding Ethics Complaints...*Communication Is KEY***

I hope those of you who went to New Orleans in October found it useful and enjoyable, Darlene and I sure did. Whatever the program is, I still feel that networking tops the card. Meeting old friends and colleagues and getting to know the new folks pays dividends when you return home. Since the conference, my company has received a very good referral and we have been able to refer a couple of assignments to SAMS<sup>®</sup> members out of our workable area. To me, this proves that networking is successful and beneficial. To those folks that sit back saying that the meetings are too costly or the programs “just don’t meet my expectations”, you are missing the boat. I was able to attend the recent National NAMS meeting, and found the same type of comradery exists there. They made me feel welcome and it never hurts to get a different slant on our profession.

As Executive Vice President my main responsibility to SAMS<sup>®</sup> is chairing the Ethics Committee. I must say that this has not been the most enjoyable position I have had on the Board, but one of the most important, as far as the public and marine community is concerned. One of the main “reasons” a boater, insurance company or admiralty firm retains one of our members, is the strict adherence to our Code of Ethics, which we put out there for everyone to see. The Ethics Committee should not be only the SAMS<sup>®</sup> police, but be there to advise and help when there are issues or perceived issues. We receive a dozen or so letters a year from the public with what is perceived as a serious complaint, usually regarding pre-purchase surveys. Ninety percent of the time this is a work product issue, such as missed deficiency or the surveyor and survey report did not meet their expectations. The majority of the time this can be handled immediately with the surveyor calling the client and resolving the issue or if needed a call from a committee member. At times, I must say it goes farther than that which is very unfortunate. If you are named in a complaint, be sure you understand the published SAMS<sup>®</sup> Policies regarding complaints and suspensions. Please remember that in most ethics investigations you might think the Committee is hearing only one side of the issue but in fact they have looked at all sides of the issue before coming to a conclusion. I am sure you are probably tired of hearing that “Communication is the Key” but that is what it really comes down to. Communicate with your clients with a work order, letter of intent, or a direct and mutually understood dialogue. Find out what is important to your clients since you are working for them.

Start now, this year to plan on attending Milwaukee next year, not because you need it for CE credits, but because it is good for business and your family -

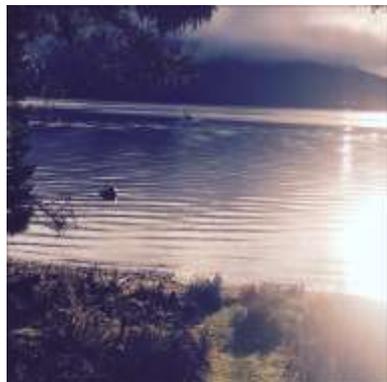


***George “Jim” Sepel, AMS<sup>®</sup>,  
Membership Vice President***



**SAMS<sup>®</sup> Membership Is On The Rise**

Greetings from balmy Southeast Alaska. These pictures are from Shelter Island, Alaska on a rarely nice November Sunday.

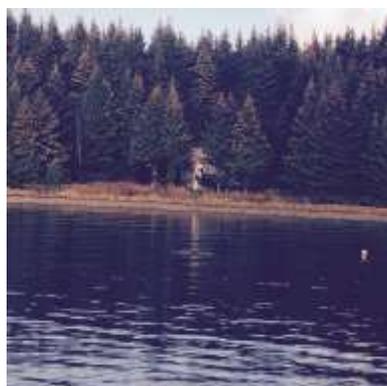


We had another great turnout for our Annual meeting (now known as “IMEC”). It was a busy week of interesting speakers with an exciting election for our Board of Directors on Saturday. Thank you, once again, for re-electing me as your VP of Membership. It is an honor and privilege to serve. Congratulations to those who won and those who ran. Keep trying!

For those who missed the business meeting, here is the status of Membership:



1. Overall, our membership numbers (of AMS<sup>®</sup> and SA) are beginning to rise, now at 847. Thus the decline in membership beginning in 2009 (which had a high of 889), bottomed out in 2012 when we hit a low of 828.
2. Denials in 2014 continues to average about one in five applicants. Since the last general business meeting, we have processed 84 applications. Denials are mainly due to poor reports, with a small number denied due to peer review, public record, and one prior member who had a history of non-payment of dues.
3. Upgrades were mostly approved, only two were denied (and they were early upgrades), for weak reports. The annual SAMS<sup>®</sup> SA report review program is working.
4. Overall suspensions have dropped to 54 from a high of 107 in 2009. Most of the suspensions continue to be due to non-payment of annual dues. And, we are seeing fewer requests for extensions for CE issues.
5. Our average *applicant* age is 50.5 years old.
6. For 2015, 17 SA's must upgrade.
7. For 2015, 20 AMS<sup>®</sup> candidates must test.



***“We are what we repeatedly do.  
Excellence then is NOT an act, but a habit”.***  
—Aristotle

**May we all continue with a daily habit of Excellence.**

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

***SAMS<sup>®</sup> IMEC- MILWAUKEE - 2015***



Well, from the response and large crowd in New Orleans the educational program was well received. We did have some issues with the microphones and your comments were heard. For some reason this is the first conference where we've ever had a problem with the microphones.

Now on to Milwaukee. Here is some of what you can expect.

1. Gougeon Bros.
2. History of shipping in the Great Lakes.
3. Edmund Fitzgerald accident.
4. Twin Disc.
5. A major engine manufacturer will speak about new innovations in engine technology.
6. "Survey Heads Up" - a compilation of some obvious and not so obvious "look out for's".
7. New technology in coring materials.
8. Fiberglass repair and vacuum bagging.
9. ABYC
10. Common systems - installation errors.

If you have any suggestions please feel free to send them to the International Office or me, and we will certainly consider them.

On another note, as most of you are aware of there has been continuing frustration in the area of CE's. That being said a panel of marine educational schools and instructors and I will be working on a more consistent credit approval system which we hope to call: Marine Educational Units, MEU's. If we can all agree I'd like to see one (1) MEU for each contact hour of education. The problem arises with on-line courses and testing, but hopefully we can work that out into the entire system. Of course any change in CE policy will have to be approved by the BOD.

I wish everyone a very happy holiday season...enjoy your family. Remember - You make all the money you want, work as hard as you can, but you can't buy back the time you've lost with your family!

**CE CREDITS REMINDER: Each request should include;**

- \* Your AMS<sup>®</sup> or SA CE Credits Reporting Form
- \* Your certificate of attendance or certification, etc.,
- \* An agenda for the Seminar/Training Class/Event attended,
- \* If the training was "Distance or Online Learning" was the test distance or online as well as the training or was it a proctored test?

The more details you submit the better



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

**SAMS® AMS® Testing Big Success At IMEC 2014**

Everyone I spoke to at the latest SAMS® IMEC meeting had a great time in New Orleans. Thank you Bob Horvath, AMS® for arranging an excellent meeting and Ken Weinbrecht, AMS® for putting together an outstanding educational opportunity.

All 7 people that took their AMS® Y&SC exams passed. Congratulations! And thank you, for all your hard work.

I utilized the opportunity at IMEC to meet with the Committee Chairs, Fellow Board Members and any interested party about the ongoing review of the various AMS® exams. Many exams are due for review to ensure they reflect new standards and requirements.

I want to emphasize again that whether you pass or fail your exam I am willing and available to discuss your results, so that you become aware of the weaker areas of your expertise. As usual, electrical questions are the most problematic. Also, knowing the names of the various parts of different vessels, is an area in which everyone could improve. Most vessel component names have been handed down from the historic wood vessel era and are still germane on modern vessels.

And, last but not least, thanks to SAMS® HQ and volunteers that helped put on IMEC!

As they say here in New Orleans. “A good time was had by all, chere”.

Laughter is the best medicine. But if you're laughing without any reason, you may need medicine.

***Paul Logue, AMS®, Secretary/Treasurer***



Paul is very busy with survey's and family commitments and opted to not write an article for this edition. He would like everyone to know that SAMS® is in good shape in regards to our budget and Rhea Shea and the staff at HQ are continuing to find ways to reduce expenses but at the same time improving and streamlining operations.



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

***IMEC Milwaukee Wisconsin 2015***

Our Annual meeting in New Orleans was well attended and I personally would like to thank all of those who helped to make the meeting a success.

Our next International Meeting will be in Milwaukee, Wisconsin. It is a great town that is going through a renaissance. The hotel will once again be a Hyatt Regency, which has just been remodeled, but will be less expensive than New Orleans and the meeting room smaller so we should not have the audio problems we had at the last IMEC. There are numerous restaurants within walking distance of the hotel and the Harley Davidson Museum is just two blocks away. Room rates are \$169.00 per night. Further details will follow as they unfold.

***Bill Trenkle, AMS® , Vice President of Advertising and Public Relations***



***Marketing SAMS® and Yourself***

It was great to see all of you who made it to New Orleans. If you did not make, it you missed a fantastic event. Bob Horvath, AMS® did a great job putting it all together, so if you have a chance, give him a word of thanks.

With the winter months upon us all and field work slowing down, now is the time to review what we are doing for marketing ourselves and our businesses. SAMS® continues to use the advertising budget to keep the organization in the forefront, but it is still up to you to differentiate yourselves. It is time consuming, but writing articles, attending boat shows and working on your web sites are just a few areas you can help yourself, leveraging off the generic SAMS® advertising we do. Please review the advertising guidelines in our policy manual and then make sure you utilize the SAMS® logo properly and strategically to your best advantage. You have earned the right to use the logo, so make sure you do. SAMS® is a great brand with tremendous recognition in the industry and we should all be proud to show our association.

While in New Orleans I had a few members make requests to use the SAMS® booth at some regional boat shows. The policy is that it can be done, but in recent years, emphasis has been to spend the dollars at the larger, “National” shows. After doing some research and getting a better understanding of how our advertising works I now believe we should encourage more of our members to utilize the booth when available to promote SAMS® and themselves by attending these shows. A member having a positive interaction with a boater or potential boater at a boat show is significantly more valuable than seeing an ad on “YachtWorld.com” or in a magazine. The cost for the booth is just the shipping cost and the space at the show may be free for a non-profit like SAMS® at most local shows. The SAMS® policy is that the cost is to be covered by the region, so the request for funding will have to go through your regional director. If they agree, then as long as the booth is available, the International Office will work to ship it to the responsible member. All we ask is that it is treated with respect and returned undamaged with all of its parts, plus copies or links to any PR it generates. Remember, the booth is to promote SAMS® first!

One other topic that I wanted to bring up was articles in magazines, newspapers and blogs. This is still the best advertising we can get for the lowest cost. I have asked that you let me know when you have something going to print, but I have not heard much. So guys and gals get busy and get yourself in print or online.

As always I am available if you have suggestions and ideas to help, and I welcome them all. Please feel free to call me at 619-987-0162 or email me at [billtrenkle@gmail.com](mailto:billtrenkle@gmail.com) anytime. I look forward to hearing from you.



***John Lowe, AMS<sup>®</sup>, North East Regional Director***

***Let's Fine Tune and Improve Our Survey Reports***

Hope you all are doing well and getting ready to slow down a little for the winter. We are still going strong here on Long Island but things should ease up with this last blast of cold weather.

I know you've all heard this before but I wanted to touch on the subject of report content. All the RD's and I review reports from the SA's in our respective regions and in speaking with the other RD's have noticed that we continually see reports that do not meet the SAMS<sup>®</sup> RECOMMENDED SURVEY REPORT CONTENT. This report content is recommended as a minimum and should be a baseline for a proper report. We have received several complaints from various sources on reports written by AMS<sup>®</sup> members as well. It would be prudent to sit down occasionally and review your work, then compare to the recommended content to see if your're firing on all cylinders. My reports are constantly changing as I fine tune them, and will continue to do so as long as I practice. Be careful, in the course of making these changes its easy to eliminate something essential.

I enjoyed seeing everyone in New Orleans and hope to have another regional meeting in the late part of winter.

Enjoy your holidays and I will look for you in the yards.

***Darrell Boyes, AMS<sup>®</sup>, Pacific Regional Director***



***Pacific Regional Meeting Coming Soon***

Hello from the Pacific Northwest. The indication from many in the Region is that the dark days of yester year have left and many folks are busy. The recent fall of fuel prices should also be having a positive impact on markets as well.

Following the Annual Meeting I begin to feel the pressure of organizing our Regional Meeting for the Pacific. This year is no exception. The meeting will be held in Vancouver, BC sometime in February. The meeting will be two days long and will be a joint meeting with the Canadian Region. I have been in communication with Eddy Assaf, AMS<sup>®</sup>, Canada Regional Director, and have agreed that he will take one day of presentations and I will take the other. We hope to have interesting topics and provide timely education. Eddy is hopeful of getting "Transport Canada" to present something on regulatory issues concerning both Commercial and Recreational vessels. This should be of value to U.S. Surveyors as well. We will keep you posted.

The Pacific Membership is growing and new members are being approved regularly. The SA's are keeping up with the SA Annual Survey review requirement. Reports appear to be improving and those participating should be in good shape when their application for AMS<sup>®</sup> begins.

There have been discussions regarding SA mentoring and I would like to get some input from all of you regarding this. The hope is to develop a way, maybe a list, for SA's to reach out to AMS<sup>®</sup>'s in their area for opportunities to receive some mentoring. If you have a desire or willingness to help out please contact me to discuss this opportunity.



***Scott Schoeler, AMS<sup>®</sup>, Great Lakes Regional Director***

**Surprises Can Be Lurking Where You Least Expect Them**

In the Great Lakes, late fall is always a good time to reflect on the hectic season just passed. It's recent enough to remember and distant enough to provide a little perspective. What was learned, what will be done differently next season and what to vow never to do again, are things to help make next season better. Here is one incident that caused me to make some changes.

During a particularly busy time in mid-September, I remember thinking to myself, "Why am I spending precious time checking for all the basic data on these boats." This survey was taking longer than I wanted as I had scheduled an appointment to do a damage claim inspection for the same day. I needed the serial number from the engines. The flame arrester covers have the engine serial number on them, but I always attempt to locate the actual plate on the engine and get a picture to confirm the numbers. That darn plate is hard, if not impossible, to get to and I often have to take several pictures to get a clear photo of enough numbers to confirm. Sometimes I've spent a half-hour on two engines and didn't find it. It's time consuming and I was questioning its value. "I should be



*Figure 1: Two cracks in the cooling jacket of the engine block.*

looking for the important things." I muttered to myself. There was less than four inches between the risers of the two engines so my best option was to hold and point the camera where I hoped the plate was. After the second attempt, the picture didn't show the serial number plate but there was a rusty-brown spot that caught my attention. After setting up some flashlights and two or three more photo attempts, I confirmed that the cooling jacket of the block had two rusty, horizontal, cracks and the area between the cracks was pushed outward. This was a major issue and when I thought about what it was, I was shaken. Had I not tried to find that serial number plate on the engine and instead, just wrote down the number on the flame arrester cover, I would have had no reason to stick my camera between the engines. I most likely would have missed the cracks entirely. My client may have purchased the boat only to discover that I had failed to notice a major, and quite obvious, deficiency with the port engine. It would have been hard for me to defend and expensive to

make right. Why spend precious time checking all the basics? Why look for the flares on the boat? Why find the life jackets? Why confirm the serial numbers of the engines, transmissions, outdrives? Because it's the job. And you never know what you might see while you're looking. What you see, what you notice, if you're paying attention while looking for the basics, might save your bacon.



**Robert Heekin, AMS<sup>®</sup>, Florida Regional Director**

**2014 IBEX A Memorable One**



You may or may not know that SAMS<sup>®</sup> is represented at the International Boatbuilders Exhibition and Conference, more commonly known as IBEX each year. This year the IBEX was held on September 30 thru October 02, 2014 in Tampa, Florida. The conference seems to currently fluctuate between Louisville, Kentucky and Florida. This year the booth was voluntarily manned / women(ed) by yours truly and wife Jane, Tom Shaffer AMS<sup>®</sup>, Richard Davis, AMS<sup>®</sup> and a SAMS<sup>®</sup> Surveyor Associate prospect Bryan Clemons. I mention this because they put in valuable time for the organization when they could otherwise be doing something a little more profitable. This entire event was also overseen and could not have been done without the gals in Jacksonville. This was my first time at IBEX even though it has been held literally in my very backyard in the past. The IBEX draws a number of vendors, parts manufacturers, dealer representatives, gadgets of all kinds and all things boats. There are a number of lectures, some are free and for some a fee is charged. The lectures are provided by experts spanning almost every field of the marine spectrum. The IBEX is also a business that charges fairly reasonably for the services they render. The conference is a showcase for new products such as LED lighting, joy stick controls and the “Dock Key”. Yes, The “Dock Key” which is an innovative and totally moveable mooring device that acts as a cleat on a dock or slatted surface. Go to “[www.thedockkey.com](http://www.thedockkey.com)” for a video presentation of this prototype.

SAMS<sup>®</sup> was charged over \$300.00 to rent 2 skirted tables, 2 chairs, 1 wastepaper basket and a piece of 12 X 12 carpet. That might seem a little steep but on the positive side of things our booth was not charged due to our non-profit status. A question that one might reasonably ponder is, why is SAMS<sup>®</sup> in attendance at such an event? I think largely it gives us credibility. At the booth we received some clear interest in joining, but for the most part, we are there to show the world that we are real and that we are genuinely a force in this industry. Admittedly many of our visitors were there to partake in our free candy complements of Richard Davis, AMS<sup>®</sup>. I also observed many current SAMS<sup>®</sup> members stopping by to say hello. This shows that we are not just a club but we are also a family.

On another subject, I wish to comment on the noticeable up tick in membership applications coming across my desk. This means one thing to me (more work). Seriously, I think that the marine world and insurance companies in general are coming to the conclusion that the marine surveying occupation needs to be regulated. The days of surveys being accepted without a true code of ethics, proof of continuing education and proof that a person's credentials meet certain standards is coming to an end. The bad economy and the horrific 9/11 event inherently adversely affected our ability to grow. I personally see a SAMS<sup>®</sup> that has been in a very positive transition and the public is taking notice. If you are a SAMS<sup>®</sup> member, you may want to take few moments to personally thank your Board of Directors and their administrative staff. It is at their competent direction that much of this is taking place.

**IBEX Tampa Convention Center 2014**



*Photos courtesy of  
Robert Heekin,  
AMS<sup>®</sup>*

Richard Davis, AMS<sup>®</sup>  
and Bryan Clemons,  
Tom Schaffer, AMS<sup>®</sup>  
and Jane Heekin

Tom Schaffer, AMS<sup>®</sup>  
and Jane Heekin



***T. Fred Wright, AMS<sup>®</sup>, Mid-Atlantic Regional Director***



***The Importance Of Continuing Education In Our Profession And Our Lives***

For those who did not attend New Orleans; what a time, what a beautiful city. I enjoyed being with like-minded folks (and those of sometimes differing opinions on various subjects), the education and especially the blues guitar stylings of Ana Popovich. If you've never heard of her, try Google; she is to a guitar what all of us wish we could be to our profession.

Speaking of professions, I have been studying about the word "professional"; which denotes knowledge, and expertise, as obtained by education and experience. In my mind this requires education, and most importantly, intellectual curiosity. I occasionally suffer from burnout; normally at the end of a long year, but may be drawn out of my funk when I pry myself out of my comfortable chair and grab a book I have not read in a while, or peruse an article I've saved but haven't read, and ran across as I was cleaning the pigsty (as my wife refers to my office).

For those longstanding members; appreciate the fact that we learn something new every day, on every boat, on every assignment from an underwriter. For the newer guys, buckle down and read the boring stuff, attend the boring seminars and as many as you can, depending upon scheduling (and resources). Develop your library; there are numerous magazines available (I have a bunch of old "Professional Boatbuilders" and "Maritime Reporters"), and other trade publications that feature articles germane to our profession. Buy/borrow (and read) all the relevant books you can; HQ has a library of books donated by various members and/or their estates that are available for research. Make sure you return them, and perhaps add another something to the library. It's trite; but learn all you can, to be the best you can be, as a reflection of your industry, your business, and our profession.



Don't you wish you were here....

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



**CHARLES LOPEZ, AMS**

1948 - 2014

Lake City, Minnesota

Passed away November 1, 2014

## ***Eddy J. Assaf, Jr., AMS<sup>®</sup>, Canada Regional Director***

***A Memorable Canadian Regional Meeting, If you Missed It,  
Then You Really Missed It!***



For most of us, we are nearing the end of the season where we will be able to work comfortably outside, that white stuff is going to start falling from the skies and before you know it winter will be upon us.

The Canadian Regional Meeting was in August this year and we turned it into a 2 day affair in which everyone appeared to have enjoyed the experience. We rarely get a chance to survey a boat, and then have it cut up so that we can see firsthand what was going on inside the structure and comparing it to our findings. While that was going on we had a full day with Rob Freake of Transport Canada giving us a little information on what is going on with Transport Canada and going through the regulations with us to make sure that all was well understood. A special thanks to Rob Freake of Transport Canada and Carle Vezina of Reparation Vezina who took the time with his staff to accommodate us and had the boat cut up for us to inspect the following day in the middle of high season. Many thanks guys.

I just got back from New Orleans for the IMEC (International Meeting and Educational Conference). The speakers throughout the event kept us interested and I must admit that this session had to be one of the best networking events that I have ever been to. I made a lot of new contacts and work opportunities. The Canadian attendance at the conference was low, only four of us there, this is the least amount that I have seen since I became RD which was too bad considering that it was a great conference in a terrific city.



Let's not forget that all our new SA's since 2013 and every AMS<sup>®</sup> have to attend an IMEC every five years. Next year, which will be in Milwaukee, Wisconsin, which is close to us and a great chance to get those CE credits and fulfill your obligation to attend an IMEC.

A few things getting organized for next year, Darrell Boyes, AMS<sup>®</sup> and I are going to try to get a Pacific/Canadian Regional 2 day meeting organized in Vancouver, B.C. next February. It will be a perfect opportunity for the west coast Canadians to not have to travel too far to get a Regional Meeting in. Flyers will be sent out once all is in place. We also are having an ABYC Corrosion course that is being set up in Port Credit, ON, scheduled for the 10th-13th of March 2015. We are starting to get a good crowd for that one, so please if you are interested contact me or Wallace Gouk, AMS<sup>®</sup> to get on the list. We will also try to set up something on the east coast later next year.

The winter off season is always a great way for us to get some additional CE credits which makes us better surveyors, and like always, gives us a chance to meet others in our domain. You would be surprised how everyone gets along and business cards get given out and like I said before, really good ways to network and maybe pick up some additional business.

Membership has risen across Canada in the last year, a few new members in which we want to welcome and a few SA's turned AMS<sup>®</sup> which we would like to congratulate. Keep up the good work guys. For those of you who are eligible to request an AMS<sup>®</sup> upgrade and have not applied, don't hesitate and get it done now.

During the winter season I am always available by phone so if anything arises please do not hesitate contacting me for whatever reason. All in all it's been a pretty eventful year which I hope to continue in the coming years, so here is to a short winter and an early and profitable spring.

Cheers



*Dan McDonald, AMS<sup>®</sup>, Cargo Chair*

*Higher Water Levels Welcomed by Ship Owners*

Last year I wrote an article for the SAMS\* Newsletter entitled “Water Levels Are Costing Millions \$”. The article outlined how low water levels and reduced dredging was costing millions of dollars to the shipping industry and recreational boaters throughout the St. Lawrence Seaway and Great Lakes. All the lakes were below their long-term averages for September through and December of 2012 and lower than a year earlier because of an abnormal lack of snow the previous winter and the hot, dry summer, according to the US Army Corps of Engineers, who are in charge of maintaining commercial harbors on the U.S.A. side. More than usual rainfall in October 2012, that included “Super Storm Sandy”, has made only a slight difference. In February 2013, some of the Great Lakes were setting new records for low water, meaning they were lower than they had been in the last 100 years.

I am happy to report that things have changed for the better and water levels have risen significantly in the past year. The coldest winter in 20 years caused more than 90 percent of the surface water to freeze, reducing evaporation. Coupled with heavy snowfall and a rainier than usual spring and summer, recent weather propelled water levels to rebound above the long-term average in the Great lakes and St. Lawrence Seaway. A typical freighter that enters the St. Lawrence Seaway/Great Lakes system will have tonnage reduced by about 100 tons for every inch of reduced water level. While the St. Lawrence Seaway itself can maintain water levels close to historic levels (maximum allowable draft of 8.08 meters, 26’ 06”), many ports where these vessels load and discharge have restricted depths that results in vessels loading as much as 36 inches less draft (3600 tons less cargo). To say the least, shippers and ship owners are relieved to see water levels finally increasing, as this makes water transport much more competitive with other modes of transport. All players are keeping their fingers crossed that this trend will continue.



Ocean freighter transiting  
St. Lawrence Seaway:  
1 inch reduction in water level  
means 100 tons less cargo.



*Joseph A. Derie, AMS® Tug & Barge Chair*

*SAMS® Planning For 46 CFR Subchapter M*

This is my first column as Chair of the Tug and Barge (T&B) Committee. I was flattered when SAMS® President Stuart J. McLea, AMS® asked me to replace Stan Johnson, AMS® (big shoes to fill) but I feel strongly that when a member of a professional organization is asked to do something for that organization that they should do it. SAMS® does a lot for its members and for the marine industry and we should all do something to support it when asked. I want to thank Stan Johnson, AMS® for all his hard work as T&B Chair and for leaving me such a successful program to Chair.

One of the big things facing SAMS® T&B surveyors is the forthcoming 46 CFR Subchapter M (due out 15 March 2015). My main task right now is to have SAMS® T&B surveyors accepted by the USCG to be 3rd Party UTV examiners at the earliest possible time. I met with the Executive Committee at the NOLA Annual Seminar and it was decided that SAMS® would take the following approach to complying with 46 CFR Subchapter M:

- SAMS® will request that the USCG have SAMS® T&B surveyors designated as 3rd Party UTV Examiners via a Classification Society as well as by SAMS® request directly to the USCG. I have begun discussions with a classification society that is interested in sponsoring SAMS® T&B surveyors.
- SAMS® will not be pursuing the 3rd Party Auditor qualification for its members. SAMS® is a professional organization of surveyors not auditors. Those SAMS® surveyors interested in the 3rd Party Auditor qualification should pursue those qualifications via an appropriate organization.
- SAMS® surveyors performing 3rd Party UTV examinations will be T&B AMS® surveyors who have submitted a survey and stating their desire to become 3rd Party UTV examiners. They will then be required to pass a written test on 46 CFR 27, 33 CFR 160, 163 and 164 and whatever requirements will be added by 46 CFR Subchapter M. The test will consist of 50 multiple choice questions and the passing score will be 80%.
- As Chair of the Tug and Barge Committee I will chair a committee of 3-5 SAMS® AMS® Tug and Barge surveyors, who will develop the above test questions. It is anticipated that a core of 100+ test questions will be developed to allow for different tests. Those personnel desiring to be on the committee should send me a resume and a short statement on their qualifications to become a member of the committee.

The above may change based on the final publication of 46 CFR Subchapter M. As it develops I'll keep you posted via this column. Persons wanting more information on the above or interested in becoming SAMS® T&B surveyors should contact me directly at 503-236-6818.



## Surveying Passenger Carrying Vessels Used on Sole State Waters

***Capt. Joseph A. Derie, AMS<sup>®</sup>, SAMS<sup>®</sup> T&B Chair, NAMS-CMS;  
Fishing Vessel Technical Committee, NAMS, Southwest Passage Marine Surveys  
and Randell B. Sharpe, AMS<sup>®</sup>, SAMS<sup>®</sup>, Sharpe Surveying & Consulting***

Most states don't have standards for vessels carrying passengers on sole state waters. While they usually license operators under rules for "Outfitter Guide Boat Operator" or "For Hire Vessel Operator" or similar descriptions, and generally specify safety equipment such as PFDs, fire extinguishers, etc., surveys are normally not required. Recently the Oregon State Marine Board began requiring "Charter Boats" (defined as vessels carrying more than six passengers on sole state waters) to have surveys completed every three years by a NAMS-CMS or SAMS<sup>®</sup>, AMS<sup>®</sup> marine surveyor. In addition those vessels must have documentation of a stability test and capacity designation from either the builder, or a naval architect who is a registered professional engineer.

The purpose of this article is to discuss recommendations for standards to be used when surveying passenger vessels carrying more than six passengers on sole state waters. It is recommended that vessels carrying six or fewer passengers on those waters should be surveyed as one would survey a USCG designated uninspected passenger vessel (UPV), commonly referred to as a six-pack, using USCG regulations, ABYC and NFPA standards as well as any state requirements.

### DEFINITIONS

For the purposes of this article:

- Cargo is defined as any gear that is not part of the vessel's normal required complement of equipment.
- A passenger is defined as any person aboard the vessel, *not including* the operator.
- A passenger for hire is defined as any person aboard the vessel, *not including* the operator when one or more of the passengers have paid consideration for carriage.
- Gear is defined as all items not a part of the vessel's normal required complement of equipment. Gear normally carried aboard a vessel would include bottled water, coolers, gear bags, fishing equipment, etc.

### STABILITY AND PASSENGER CARRYING CAPACITY

Unless the surveyor is qualified to perform stability calculations and tests and determine the passenger carrying capacity of a vessel, the surveyor should make no comments on these issues. Surveyors in states which do not require these evaluations should recommend them as part of their report. An argument can be made that if the state does not require a stability test and the surveyor does not recommend one the report is lacking in a critical aspect of safety. In those circumstances a case could be made that the surveyor accepted the lack of a stability report and accepted whatever passenger carrying capacity the owner used for the vessel in question without reasonable proof of the vessel capability and may be liable in a civil action after an injury. Should the vessel have stability documents the surveyor should review them and recognize that the vessel he is surveying will be carrying the number of passengers as documented. If the surveyor is uncomfortable with the documentation they should say so in the report. An issue that may call the stability information into question would be the age of stability information. Any changes that may have been made to the vessel since they were created could affect the vessels passenger carrying capacity and/or its stability. In addition, stability evaluation criteria may have changed. Prior to 1 December 2011, 140 or 160 lbs. were the assumed average weight per person (AAWPP) the USCG used for small passenger vessels depending on route. Since 1 December 2011, the USCG has used an AAWPP of 185 lbs. in accordance with (IAW) 46 CFR 170.090(g). Prior to a survey I was presented by an owner with a statement from the builder stating the vessel could carry so many pounds and thus so many passengers. Reviewing the calculations I determined that the builder had used the old 160 lb. passenger standard and not the current 185 lb. standard. This reduced the amount of passengers the vessel could carry from twelve to ten. I included my calculations in my report and the vessel was subsequently licensed for the smaller capacity based on the 185 lb. standard.

The weight a vessel can carry must also account for the gear. Another time I was presented with a statement from the builder stating the vessel could carry so many pounds and thus so many passengers. Reviewing those calculations I found the builder had used the 185 lb. standard but had left no room in the calculations for gear. I included my calculations in my report and the vessel was subsequently licensed for a capacity of one less passenger than the builder specified, the remaining 185 lbs. being for gear. Subsequently the owner told me that since he never had more than half a tank of the gas when he took the vessel out, the savings in weight could be used to carry the additional passenger. Keeping a straight face is often important when surveying vessels and dealing with clients. However, the fuel tank was installed low in the vessel and the reduced fuel likely actually reduced the vessel stability. The Coast Guard simplified stability test requires that all tankage be  $\frac{3}{4}$  full during the proof test.

### STATE REQUIREMENTS

Obviously the surveyor should be familiar with any state requirements and report that the vessel was surveyed to those standards.

### RECOMMENDED FEDERAL STANDARDS

It is recommended that 46 CFR Subchapter T, *Small Passenger Vessel (Under 100 Gross Tons)* should be the standard used when surveying passenger vessels carrying more than six passengers on sole state waters. This assumes that the vessel is under 100 GT, which is expected to be the case for the overwhelming majority of vessels a surveyor will see in these circumstances. It is recommended that larger vessels be surveyed under 46 CFR Chapter I, Subchapter H, *Passenger Vessels (applicable to vessels over 100 GT)*, or 46 CFR Chapter I, Subchapter K, *Small Passenger Vessels Carrying More Than 150 Passengers Or With Overnight Accommodations For More Than 49 Passengers*, whichever is applicable. Surveying those larger passenger vessels will not be discussed in this article. Selected areas of 46 CFR Subchapter T are discussed below. This is by no means a full list of what the surveyor should be checking. The Coast Guard inspection check list is published as the CG-840T booklet. It can be printed out from the Coast Guard forms website and used as a guide when conducting passenger carrying vessel surveys.

#### **Machinery Installation.**

46 CFR 182.130 *Alternate Standards* states that: "As an alternative to complying with the provisions of this part, a vessel of not more than 19.8 meters (65 feet) in length, carrying not more than 12 passengers, and propelled by gasoline or diesel internal combustion engines, other than a High Speed Craft, may comply with ABYC H-2, ABYC H-22, ABYC H-24, ABYC H-25, ABYC H-32, ABYC H-33, ABYC P-1, and ABYC P-4 (all eight standards incorporated by reference, see 46 CFR 175.600) as specified in this part." These are very specific standards that may be used as an alternative to what is contained in Subchapter T for specific items; they are not all encompassing as a simple replacement of the machinery regulations in Subchapter T. A careful read of Subchapter T is required to ensure that the specific requirements are met for the alternate use of the ABYC standard that applies.

#### **Electrical Installation.**

45 CFR 183 *Electrical Installation*, 46 CFR 183.130 *Alternate Standards*, states that:

(a) A vessel, other than a high speed craft, of not more than 19.8 meters (65 feet) in length carrying not more than 12 passengers, may comply with the following requirements instead of complying with the requirements of this part in their entirety:

(1) Section 183.420 [Note: this refers to navigation lights]; and

(2) The following American Boat and Yacht Council (ABYC) Projects where applicable: Again the "where applicable" wording must be closely reviewed.

(i) E-8, "Alternating Current (AC) Electrical Systems on Boats;"

(ii) E-9, "Direct Current (DC) Electrical Systems on Boats;" and

(iii) A-16, "Electrical Navigation Lights."

(b) A vessel with an electrical installation operating at less than 50 volts may meet the requirements in 33 CFR 183.430 instead of those in § 183.340 of this part.

For vessels that meet the above criteria, ABYC Standards, familiar to every NAMS-CMS or SAMS®, AMS® yacht and small craft surveyor, are highly recommended.

## **Seating.**

This is covered under 46 CFR 177.820. Pertinent requirements are 46 CFR 177.820 (b) “A seat must be constructed to minimize the possibility of injury and avoid trapping occupants,” and (c) “Installation of seats must provide for ready escape.”

46 CFR 177.820 (d) (4) states that: “Seats used to determine the number of passengers permitted, in accordance with § 176.113(b) (3) of this chapter, must be secured to the deck, bulkhead, or bulwark.” Note 46 CFR does not specify that seats are required to have backs. If a seat does not have a back but it is permanently installed, surveyors should use their best judgment as to the suitability of its use for a passenger (who may be less than robust) and the security of its connection to the vessel. The vessel’s route and operations may dictate whether a seat back is in order. A vessel that travels at high speed or on rough waters would probably require seat backs. This is one example of where the surveyor’s judgment is critical. Don’t just read the black and white regulations.

46 CFR 166.113 (b) (3) *Fixed seating criterion* states that.: “One passenger may be permitted for each 455 millimeters (18 inches) of width of fixed seating provided by §177.820 of this subchapter.” It is recommended that all seating, especially bench seats, be measured to ensure that they meet these criteria as part of evaluating the vessel’s passenger for-hire carrying capacity.

## **Deck Rails.**

The applicable standard is 46 CFR 177.900 *Deck Rails*. 46 CFR 177.900 (a) requires: “Except as otherwise provided in this section, rails or equivalent protection must be installed near the periphery of all decks of a vessel accessible to passengers or crew. Equivalent protection may include lifelines, wire rope, chains, and bulwarks, which provide strength and support equivalent to fixed rails. Deck rails must include a top rail with the minimum height required by this section, and lower courses or equivalent protection as required by this section.”

This section should be read thoroughly when determining the height required for the deck rails on the vessel being surveyed. Heights range from 30” to 39.5” and there is a proviso in 46 CFR 177.900 (f) which states: “A sailing vessel, an open boat, or any other vessel not specifically covered elsewhere in this section, must have rails of a minimum height or equivalent protection as considered necessary by the cognizant OCMI, based on the vessel’s operation, route, and seating arrangement.” Since you are, in effect, acting as the OCMI, this gives you some discretion as to height. However a surveyor should use common sense when determining if a height is appropriate and be able to defend his decision.

46 CFR 177.900 (b) states that: “Deck rails must be designed and constructed to withstand a point load of 91 kilograms (200 pounds) applied at any point in any direction, and a uniform load of 74 kilograms per meter (50 pounds per foot) applied to the top rail in any direction. The point and uniform loads do not need to be applied simultaneously.” If a surveyor feels a deck rail cannot withstand the loads indicated, testing is indicated. One preliminary test would be to lean against a deck rail and see if it gives. The question would be whether the railing could support someone who trips in a seaway or otherwise loses their footing and falls into a deck rail. Would the rail support them or would it fail, sending that person overboard?

**Means of Escape.** 46 CFR 177.500 (a) *Means of Escape* states that: “Except as otherwise provided in this section, each space accessible to passengers or used by the crew on a regular basis, must have at least two means of escape, one of which must not be a watertight door.” Unless a vessel is built to the standard of 46 CFR Subchapter T it is unlikely it can meet this requirement without substantial refit.

The “except as otherwise provided in this section” above refers to 46 CFR 177.500 (o) which states that: “Only one means of escape is required from a space where:

- (1) The space has a deck area less than 30 square meters (322 square feet);
- (2) There is no stove, heater, or other source of fire in the space;
- (3) The means of escape is located as far as possible from a machinery space or fuel tank; and
- (4) If an accommodation space, the single means of escape does not include a deck scuttle or a ladder.”

46 CFR 177.500 (p) states that: “Alternative means of escape from spaces may be provided if acceptable to the cognizant OCMI.” This section has been applied to vessels with narrow beam to allow a compromise in the minimum width of a required escape. The Coast Guard has accepted escapes of 24 inches in width where it can be shown that a full size person wearing a Type I PFD can easily pass through the escape.

When surveying a vessel surveyors should read this section carefully and determine how passengers, some not so spry, would escape from below or from an upper deck in the event of an emergency. Since, in effect, you are the cognizant OCMI, is there an alternate means of escape that could be provided without a major refit? Are there areas of the vessel that should be posted off limits to passengers for hire in order to meet these criteria?

## **Stairs and Handrails.**

These should be surveyed not only for their use as a means of escape, as discussed above, but also for their use in the normal movement of passengers for hire aboard the vessel. Stairways are defined in 46 CFR 175.400 as “an inclined means of escape between two decks.” However, other than their mention in 46 CFR 177.500 (a), above, their dimensions and other requirements are not given.

46 CFR 72.05-20 *Stairways, ladders, and elevators*, from 46 CFR Subchapter H *Passenger Vessels*, does lay out dimension and other requirements, but goes on to state in 46 CFR 72.05-20 (a) (2): “For small vessels, special consideration for relief may be given where it is shown to be unreasonable or impracticable to meet the detailed requirements for stairway size, slope, dimensioning, and landing area.” This undoubtedly covers the majority of the vessels surveyors will be looking at. In effect, surveyors should use their best judgment and be able to defend it. One point of note: 46 CFR 72.05-20(k) states “For all types of stairways, the stair width shall be clear of all obstructions other than the handrails.” Threshold plates are a possible tripping hazard. In evaluating stairs the surveyor should be particularly mindful of the rise and run of the treads to ensure that they are of equal dimensions. The OSHA regulations may also be used as a guide when evaluating stair dimensions.

Stair handrail dimensions and sizes are discussed in 46 CFR 72.05-20(k), which states: “For all types of stairways, handrails shall be fitted on both sides of the stairs. For stairways in excess of 66 inches in width, additional center handrails shall be provided. All handrails shall be fitted at a vertical height above the tread at its nosing of between 33 and 36 inches.” This again is from the larger passenger vessel regulations. Generally for smaller stairs the convention is to have a hand rail on the right side when descending.

The types and sizes of handrails are not specified in 46 CFR. However, par. 11.2.11.1 of American Society of Testing and Materials *Standard Practice for Human Engineering Design for Marine Systems, Equipment and Facilities* (ASTM 1166-07) approved 1 January 2007, recommends handrails be 1½” in diameter. This standard also requires that handrails start at the top of the stairs and run all the way to the bottom.

Tread covering is not specified, either. However par. 11.2.4. ASTM 1166-07 recommends that the treads on the stairs should be made of a non-skid material.

**Heating and Cooking.** The applicable section is 46 CFR 184 Subpart B, *Heating and Cooking*. 46 CFR 184.200 *General* states that: “Cooking and heating equipment must be suitable for marine use. Equipment designed and installed in accordance with American Boat and Yacht Council (ABYC) A-3, ‘Galley Stoves,’ and A-7, ‘Boat Heating Systems,’ or with National Fire Protection Association (NFPA) 302, ‘Pleasure and Commercial Motor Craft,’ complies with this requirement, except as restricted by § 184.202 of this part.”

Other sections pertaining to Gas Systems (46 CFR 184.240) will also be familiar to yacht and small craft surveyors, as they refer to such ABYC standards as ABYC A-1, *Marine Liquefied Petroleum Gas (LPG) Systems*; ABYC A-22, *Marine Compressed Natural Gas (CNG) Systems*; and Chapter 8, *Cooking Heating and Auxiliary Appliances*, NFPA 302.

## **Fire Protection.**

Fire protection comes under 46 CFR 181 *Fire Protection Equipment*. These requirements include:

- 46 CFR 181 *Subpart C Fire Main System*. This includes a fire pump, fire main and hydrants, hoses and nozzles. Fire pumps are required by 46 CFR 181.300 (a): “A self-priming, power driven fire pump must be installed on each vessel:
  - (i) Of not more than 19.8 meters (65 feet) in length which is a ferry vessel;
  - (ii) Of not more than 19.8 meters (65 feet) in length that carries more than 49 passengers; or
  - (iii) Of more than 19.8 meters (65 feet) in length.”

Note however that 46 CFR 181.610 *Fire bucket* states: “A vessel not required to have a power driven fire pump by § 181.300 must have at least three 9.5 liter (2 1/2 gallon) buckets, with an attached lanyard satisfactory to the cognizant OCMI, placed so as to be easily available during an emergency. The words “FIRE BUCKET” must be stenciled in a contrasting color on each bucket.”

- 46 CFR 181 Subpart D *Fixed Fire Extinguishing and Detecting Systems*. As with any section this should be read carefully. Basically it says if the vessel has an enclosed machinery space, that space requires a fixed fire extinguishing system. If the machinery space is so small that there is no room for a fixed fire extinguishing system to be installed, then it is recommended that the provisions of par. 4.5.2.2 ABYC Standard A-4 *Fire Fighting Equipment* or Section 12.1.1.2(2) NFPA 302 be used. They both recommend that a discharge port be installed into the machinery space to allow for a portable fire extinguisher with a nozzle to be discharged into the machinery space. This eliminates the need to lift the machinery space cover (thus adding air to the fire) in order to fight a machinery space fire.

- Overnight accommodation spaces for passengers are required to have smoke detecting systems that comply with 46 CFR 181.450, *Independent modular smoke detecting units*. This states: “An independent modular smoke detecting unit must:
  - (1) Meet UL 217 (incorporated by reference, see 46 CFR 175.600) and be listed as a ‘Single Station Smoke detector—Also suitable for use in Recreational Vehicles,’ or other standard specified by the Commandant;
  - (2) Contain an independent power source; and
  - (3) Alarm on low power.”

This is similar to the requirements of Section 12.2, NFPA 302.

- 46 CFR 181.400 (d) requires “All griddles, broilers, and deep fat fryers must be fitted with a grease extraction hood in compliance with § 181.425.”

- 46 CFR 181.425 *Galley hood fire extinguishing systems* states:

“(a) A grease extraction hood required by 46 CFR 181.400 must meet UL 710 (incorporated by reference, see 46 CFR 175.600) or other standard specified by the Commandant.

(b) A grease extraction hood must be equipped with a dry or wet chemical fire extinguishing system meeting the applicable sections of NFPA 17 or NFPA 17A (both incorporated by reference, see 46 CFR 175.600), or other standard specified by the Commandant, and must be listed by an independent laboratory recognized by the Commandant.”

If the vessel has a galley and prepares food for passengers, it will in all likelihood be licensed and inspected by local health authorities. If that is the case the vessel will probably comply with 46 CFR 181.425, as UL 710 is *Exhaust Hoods for Commercial Cooking Equipment*.

- 46 CFR 181 Subpart E *Portable Fire Extinguishers*. Table 181.500 (a) lists the minimum number of portable fire extinguishers as well as their size, type and placement.

- 46 CFR 181.600 *Fire Axe* states: “A vessel of more than 19.8 meters (65 feet) in length must have at least one fire axe located in or adjacent to the primary operating station.”

**PFDs.** The USCG requires small inspected passenger vessels to carry USCG Type I Life Jackets IAW 46 CFR 180.71. The USCG also requires uninspected passenger vessels to carry Type I PFD Life Preservers IAW 46 CFR 25.25-5 (c). Type I PFDs have the advantage of turning an unconscious person face up in the water. Only Type I PFDs should be carried on these vessels as well as the required number of Type IV (throw able) PFDs. Type I PFDs should also be equipped with lights if the vessel carries passengers at night. The USCG requirements of immediately and readily accessible should be a consideration as well as cleanliness and condition. It should be recommended that the Type IV (throw able) PFDs have a heaving line attached to them. This allows for the person in the water to be pulled back to the vessel or easy retrieval if the thrown PFD misses the person in the water.

**Conclusion.** As can be seen, a NAMS-CMS or SAMS\*, AMS\* yacht and small craft surveyor has knowledge of the ABYC and NFPA 302 standards called out in 46 CFR Subchapter T. This gives them a good basis as a start for surveying these vessels on sole state waters. The surveyor should be familiar with all sections of 46 CFR Subchapter T and any state requirements before performing this type of survey.

Surveyors are also reminded of the ethical requirements of performing these surveys. The NAMS Code of Ethics states: “Surveyors shall perform services only in their areas of their expertise.” The SAMS® Code of Ethics and Rules of Practice states that: “The surveyor will: Accept only assignments that can be completed with professional competence.” This applies particularly to stability testing and passenger capacity designation.



## MEMBER'S CORNER

### Sept ember Th r ough November -2014

The following members are now an Accredited Marine Surveyor with the earned designator:  
**“YACHTS & SMALL CRAFT”**

*Tom Lokocz Adams, Appleton, ME; Felix C. Bussmann, Palma de Mallorca, Spain; Mark Corke, Epping, NH; Daniel R. DeHart, Houston, TX; Tracy James Duepner, Page, AZ; Stephen Gilbert Marshall, Palm City, FL; Thomas A. Martin, St. Petersburg, FL; Christopher Michael, Dallas, PA;*

The following member is now an Accredited Marine Surveyor, with the earned designator:  
**“FISHING VESSEL”**

*Joseph M. Williamson, Ruskin, FL*

The following member is now Accredited Marine Surveyor, with the earned designator:  
**“HULL & MACHINERY”**

*Sydnee Munnings, Freeport, GB, Bahamas*

The Following People Have Been Accepted into SAMS® as:  
**“SURVEYOR ASSOCIATES”**

*Bryan Bowser, Hudson, QC, Canada;; Jon E. Bradford, Edna, TX; J.L. Buchanan, Orillia, ON, Canada; William J. Dhillon, Miami, FL; Michael W. Gerety, Jensen Beach, FL; Douglas M. Griggs, Bayfield, WI; Robert F. Hanley, New Port Richey, FL; Barton J. Hanline, Charlotte, NC; Kenneth Eugene Henry, Jr., Elkton, MD ; John Tyler Jackson, Havelock, NC; James Kormos, Ft. Myers, FL; Stephen Gilbert Marshall, Palm City, FL; Zachary Newton, Knoxville, TN; Richard A. Norman, II, Mobile, AL; Marc Pearson, Henderson, NV; Jason Alan Pinko, Ormond Beach, FL; Glenn Sawyer, Stoney Creek, ON, Canada; Lee C. Sebring, Southworth, WA; Samuel R. Vineyard, Mattapoisett, MA; John Charles Winter, III, Sweetwater, TN*

The following members have been accepted under the:  
**AFFILIATE BUSINESS MEMBERS:**

*James A. Cote', Coral Springs, FL, Kimberly L. Sandell, Ft. Lauderdale, FL*

**APPLICANTS SEEKING SAMS® MEMBERSHIP:**

*Will Bishop – Homer, Alaska, Thomas E. Cant - Campbell River, BC, Canada, Anthony L. Jones – Kodiak, Alaska  
Todd M. Kosakowski - Woolwich, Maine, John M. Walker – New York, New York*



Don't forget to pay  
your dues on time....

# SAMS® 2015 INTERNATIONAL MEETING & EDUCATIONAL CONFERENCE, (IMEC) NEW ORLEANS, LA



Spouses and Guests enjoy a grand tour of New Orleans and take a spin on the "Steamer Natchez".



Mrs. McLea's Meet & Greet was a big success. Thank you Mrs. McLea for a wonderful time!

The Networking this year was amazing!

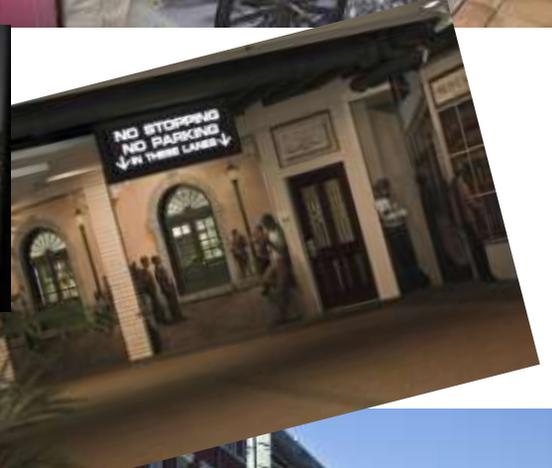


And some of us even made new friends....

Photos courtesy of Don Doe. Thanks Don!



*Some of what grand ole' New Orleans  
is famous for . . .*





# Society of Accredited of Marine Surveyors®

## BOARD OF DIRECTORS

### President

Stuart J. McLea, AMS®  
stuartmclea@yahoo.com  
902-789-1619

### Public Relations Vice President

Bill Trenkle, AMS®  
bill@boatman.com  
619-226-1895

### Executive Vice President

Lloyd E. Kittredge, AMS®  
kittsurvey@frontier.com  
219-926-5186

### Testing Vice President

Kristoffer A. Diel, AMS®  
yachtsurveys@msn.com  
504-236-8151

### Secretary/Treasurer

Paul Logue, AMS®  
marinesurvey@comcast.net  
781-544-1344

### Immediate Past President

Joseph B. Lobley, AMS®  
jblmarine@roadrunner.com  
207-557-5300

### Education Vice President

Kenneth Weinbrecht, AMS®  
oceanbaymarine@yahoo.com  
631-924-4362

### Advisor

Downing Nightingale, Jr., AMS®  
904-384-5577

### Meeting/Conventions

#### Vice President

Robert V. Horvath, AMS®  
nstar2295@gmail.com  
440-336-2295

### Membership Vice President

George J. (Jim) Sepel, AMS®  
jimsepel45@gmail.com  
907-321-2628

### International Office

Executive Director.....	Rhea P. Shea
Staff.....	Irene Carey
	Cheryl Merritt
	Sheila Pratt
LAYOUT/DESIGN.....	Cheryl Merritt

## REGIONAL DIRECTORS

North East Region.....	John N. Lowe, AMS®.....	captursa@aol.com.....	631-462-2624
Mid - Atlantic Region.....	Theodore Fred Wright, AMS®.....	Tfredwright@aol.com.....	704-708-5709
Florida Region.....	Robert Heekin, AMS®.....	encoreltdinc@bellsouth.net.....	954-781-2532
Gulf Region.....	Thor Jones, AMS®.....	thor.jones@mclarens.com.....	281-450-2374
Great Lakes Region.....	Scott Schoeler, AMS®.....	scott@c3marine.com.....	218-343-6794
Pacific Region.....	Darrell R. Boyes, AMS®.....	dboyes@cnw.com.....	360-391-1526
Canadian Region.....	Eddy J. Assaf, Jr., AMS®.....	info@avtechmarine.com.....	450-430-8362
Europe Region.....	Roberto Scalvini AMS®.....	roby@msb-palma.com.....	34-630-280-786

## COMMITTEE CHAIR

Cargo Chair.....	Dan McDonald, AMS®.....	mcdonaldsurveys@sympatico.ca.....	416-670-1160
Engine Chair.....	Robert Gallagher, AMS®.....	captbgallagher@comcast.net.....	978-807-2163
Ethics Chair.....	Lloyd Kittredge, AMS®.....	kittsurvey@frontier.com.....	219-926-5186
Fishing Vessel Chair.....	James W. Steffen, AMS®.....	1norcoast@gmail.com.....	907-747-5394
Hull & Machinery Chair.....	Rolando R. Santos, AMS®.....	Roland_Santos@alphamarine.com.....	305-324-1555
Insurance Chair.....	Jane Christen, AMS®.....	mcms@MarineLossSurveyors.com.....	800-794-0089
Newsletter Chair.....	Joseph B. Lobley, AMS®.....	jblmarine@roadrunner.com.....	207-557-5300
Tug & Barge Chair.....	Joseph A. Derie, AMS®.....	joederie@comcast.net.....	503-236-6818

## LIAISON

American Boat & Yacht Council.....	Kenneth Weinbrecht, AMS®.....	oceanbaymarine@yahoo.com.....	631-924-4362
Boat/US.....	George Gallup, AMS®.....	GallupYachtSurveying@gmail.com.....	781-598-5465
National Fire Protection Association.....	Kenneth Weinbrecht, AMS®.....	oceanbaymarine@yahoo.com.....	631-924-4362
International Standards Organization.....	James R. Renn, AMS®.....	randyrenn@aol.com.....	410-604-2327

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