

SAMS[®] NEWSLETTER



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2019**

**2019 SAMS[®]
International Meeting &
Educational Conference
(IMEC)
Sept. 25th - Sept. 28th
Savannah, GA**



**Volume
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**Editor:
Stuart
J.
McLea,
AMS[®]**

Spring Is Here

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Stuart J. McLea, AMS®
SAMS® Editor

Good day to you all from the Great White North

Winter was a little mild here in Atlantic Canada until March came along and we got a big dump of snow. Now the weather is beginning to melt the snow and ice. It is Boat Show season, which means that the boating season is just around the corner.

Robert V. Horvath, AMS® - It is with much sadness that Bob Horvath the fifteenth President of SAMS® has passed, and his hammer is now silent. Bob was a huge asset to the organization steering our ship after some legal challenges were brought against us. He will be sadly missed.

Errors & Omissions

We have just renewed our SAMS® Group Policy for the second year, and for those of you who are renewing, you now have a lower premium. The question was asked, Why? This is because the claims against our policy were negligible, and because of that, the Group received a premium reduction. Please remember that this E&O Policy is a **GROUP** Policy and if one of our Group makes a mistake/claim we all pay for it.

Code of Conduct

I received a call from one of our new surveyors who was asking me about an assignment that he was asked to do. He told me that he has some experience in this sort of assignment, but after some questioning about his experience I found that he was not as qualified as he thought he was. The SAMS® Code of Conduct is very clear about this:

3. CONDUCT THEIR BUSINESS IN A PROFESSIONAL MANNER

The surveyor will: Accept only assignments that can be completed with professional competence.

If you are offered an assignment, be very sure that you are experienced and qualified to complete the assignment in a professional and competent manner. If you are not, then find a SAMS® surveyor that you can pass it on to, and carry his/her tool bag and learn. Taking on an assignment you have no experience in, is like taking the first step into a pot of boiling water.

Newsletter Articles

I am always looking for articles for our newsletter and if you have a subject that you would like to write, I would be happy to consider it for the newsletter. Your article must follow the following parameters:

1. Composed in MS Word
2. Be a minimum of 500 words
3. If your article has been published before, I will need to see a release allowing SAMS® to reprint that article for our newsletter.
4. Please provide any photos in a jpeg format.
5. Articles used may qualify for CE credits, so if you are short on credits do some research and write an article.

Linda and I are so looking forward to Savannah, Georgia and the 2019 IMEC

CHEERS!

In Memory of Robert V. Horvath AMS®
SAMS® Fifteenth President



Bob was laid to rest at a memorial Mass that was held on March 9th, St. Joan of Arc Church, Chagrin Falls, Ohio after his long battle with both pancreatic and bladder cancer. His family included his wife Virginia, his two sons, Tim and Kevin, a grandson Nick (Cassie), a great-granddaughter L. J., and stepson Joe (Pam) and his son J.J. He was preceded in death by his brother, Jory (Evelyn).

Donations may be made to the Salvation Army or any animal shelter of your choosing.

SAMS® was represented at the service by Immediate Past President Lloyd Kittredge, AMS®, Past President Stu McLea, AMS® and representing the Great Lakes Region, Steve Lain, AMS®.



**Bill Trenkle, AMS®
Acting President
Executive Vice President**

Hello everyone, it is with a heavy heart that I write this newsletter article because it is difficult not to think of Bob Horvath, our president who has just passed away. Bob was a good friend, a leader, and a valuable member of the SAMS® Board of Directors. It was sad that so shortly after being elected as our new president at the Bonita Springs IMEC in 2018, which he was so looking forward to, his health took a turn for the worse. Not being able to attend the Portland IMEC was a real blow to him. Unfortunately, after his surgeries and other efforts to fight it off, the cancer eventually wore him down. He was greatly missed at our winter board meeting that was just held last month in Jacksonville. Due to Bob's passing the Board of Directors had to proceed on a continuity plan as per the SAMS® Bylaws. Article 5.03 states that in the absence of the president the Executive Vice President will take over the duties of the President. This assignment of the presidential duties was assigned to me by vote of the Board of Directors during the February 6, 2019 board meeting. Thankfully for me I have some great support in Past Presidents, Kenny Weinbrecht, AMS®, Joe Lobley, AMS® and Lloyd Kittredge, AMS®. Their experience and offers of support certainly give me the confidence moving forward wearing the hats of the Executive Vice President and President until the next election at the Savannah IMEC. Of course, Rhea Shea our Executive Director at the International Office is also vital in our continuity during this transition, and I could not do it without her.

I am certainly happy that as the Ethics Chairman, our complaints have been at an extremely low level in the past couple of months. Please keep up the good work. Please keep reading the ethics and rules of practice in your policy manual, keep communicating, communicating, communicating with your customers and keep getting those work orders signed before doing your surveys. Also please take the time to review your condition and valuation surveys against the SAMS® Recommended Survey Report Content, to ensure you have at least those recommendations covered in your reports.

In closing I wish to offer my condolences to all of Bob Horvath's friends and his family, and wish for his spirit to enjoy catching up with the other SAMS® members who have left us before him.

The Following Members Have



Will Return For The Next Issue

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



**John Lowe, AMS®
Secretary/Treasurer**



**Peter J. Spang, AMS®
North East Regional Director**



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





Kenneth Weinbrecht, AMS[®]
Education Vice President

SAMS[®] IMEC - Savannah Georgia

Joe Lobley, AMS[®] our Meetings and Convention VP has really set up an extraordinary venue for our IMEC. The educational agenda is almost full already, here's what you can expect:

ABYC - Standards Gone Wild

OSHA Safety Standards For Surveyors

Dave Rifkin, AMS[®] - "My Boat Is Tripping The Pedestal GFP, What Do I Do Now"

Dylan Bailey, AMS[®] - Metal Boats / Rigging Failures

George Zeitler, AMS[®] - Welding Inspections and Failures

John Wenz, AMS[®] - A review of surveyors reports

Peter Layson - Metallurgist, Failure Analysis

Gary Lowell, AMS[®] - Lowell Boats, Wood Boat Inspection

Jason Poulton, PHD - Akron Rubber Development - Impeller Failures and Analysis

Dan May - Oil Analysis Clinic - Oil Sample Testing and Evaluation

Cargo surveys

Commercial fish boat inspection

Electric Propulsion

Maritime Attorney

We have become more aware to the online learning that is available for our members and just wanted to let you know that CE's are available for online courses. Online courses that are followed by a "Proctored" exam will be granted **full** credit (i.e. if the course states 60 CE's etc.) upon providing proof of passing the exam. Online courses will usually state the number of hours that each module was given, that is the information that is needed for us to award the CE credits. Please refer to the General Membership Policy Manual for more information on CE allowance.

Make your reservations early for Savannah, rooms will go fast!



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

It's Spring here in N.E. Florida, but judging from the weather I see on TV, it hasn't quite begun in some parts of the country. Here, the pollen is heavy and the boat business appears to be in full swing. Most of the surveyors I've talked to tell me they are quite busy. Let's hope 2019 is as good a year as 2018 was.

2018 was a pretty good year for SAMS® Membership. In 2018 we had 75 Surveyor Associates applicants and 5 Affiliate applicants. Of the 75 Surveyor Associates applicant's, 27 were denied membership. Membership applications come in spurts, especially after Chapman's graduates a class (last year 4 and this year 5 classes are scheduled), 27 may seem like a lot of denials, but 23 of those denials were for poor survey reports that did not meet SAMS® RSRC, and almost every one of those applicants had several chances to bring their reports up to the RSRC after mentoring by either the Regional Director or a Mentor, but still couldn't produce a report that was in compliance. SAMS® is recognized as the Premier yacht surveying organization in the U.S. which is why survey reports by SAMS® members are accepted by every insurance company and financial institution. Even with that many denials, SAMS® has experienced a 2% growth rate in each of the past 3 years. Personally, I prefer Quality rather than just Quantity Growth is necessary, but not at the expense of quality, we never want to get a reputation like some organizations that anyone who can afford the fee, is accepted!

The Regional Directors and I feel it is our duty to be sure that anyone who is accepted into SAMS® as a Surveyor Associate will not only have the attitude, ability, and knowledge to already be, or ambition and drive to become, not only a good surveyor, but also be an asset to, and good representative of SAMS® when he or she accepts and completes an assignment. Having said all that, now comes the part some people really don't want to hear. We've all stepped onboard a vessel and run across a previous survey by a SAMS® member. More than once, I've actually been shocked to read the report. This is 2019 people, boats have evolved over the last 30 years, and your survey report should have evolved as well! An inventory is not acceptable, one word descriptions like "serviceable" or "operational" are just no longer acceptable, you need to be descriptive, what was the condition, was there any corrosion, did the handle turn freely, what were the dates on the fire extinguishers, flares, etc., did the VHF broadcast and receive, did the ice maker actually make ice? You can no longer use the excuse that if I didn't say something was wrong with it, that means it was OK. You're asking your client, the bank, and insurance company to "assume" it was acceptable or had nothing wrong with it, and it's your job to tell them that. Please, everyone, study the SAMS® Recommended Survey Report Content, compare your report to it, be critical, or better yet have someone else review your report and you review theirs, using the RSRC. You may be surprised.

Don't forget SAVANNAH in September!! I hope to see you all there.



**Joseph Lobley, AMS®
Meeting/Conventions Vice President**

Don't miss out! Make you room reservations now!

IMEC 2019 will be in Savannah, Georgia on September 25th thru September 28th at the Desoto Hotel. The room rate is \$176.00 per night and parking is \$18 per day. We have a normal room block of 150 rooms on the peak nights. We cannot get anymore. They have offered us an additional 10 corner suites for \$210.00 per night. This is a great chance to treat your significant other to a corner room with balcony. These are offered on a “first come, first served” basis. The hotel is in the Garden District but only blocks away from the many attractions and six blocks from the River Front. Savannah has a rich history and will be a perfect destination to bring your spouse. We are expecting a huge turn-out.

IMEC 2020 will be at the Double Tree by Hilton in, Montreal October 28th thru October 31st. The first three floors of the building is a mall with everything one could want. The city has extensive underground pedestrian walkways from building to building with an incredible amount of retail shopping and restaurants. The hotel contract is in Canadian Dollars which as of today would equate to \$185.00 for a room rate but may inch up or inch down. I drove to Montreal from the coast of Maine in 6 hours. The North East Members can all drive it in a day or take the train. **You must have a passport to enter Canada.**

The IMEC 2021 location was decided by the members at the Portland meeting to be San Antonio, Texas (1st) and Mobile, Alabama (2nd). However, the room rates and availability is just not possible for us in San Antonio. I am researching Mobile but also considering New Orleans as a possible destination. I will update everyone in the next newsletter.

Attention All AMS® Members

The SAMS® Nominating Committee is accepting nominations for the upcoming election of officers at the Annual Business Meeting on Saturday, September 28, 2019 in Savannah, GA. Any AMS® members interested in running for an elective office should apply in writing with accompanying documentation to show the Nominating Committee your qualifications, knowledge and understanding of SAMS® Policies and By-laws. The letters should be addressed to the SAMS® International Office. To the attention of the Chairman/Nominating Committee. Must be received by May 1st. Nominations can also be made from the floor during the Annual Business Meeting, per SAMS® Policy.



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

Well, another winter has come and gone and it seems, we survived another one. The advertising campaign is going well, with my experiences. Last year we had dropped a few advertisers, seeing that we were getting little action from them. Throughout the winter I have been looking for new places to spread the word about SAMS[®], and some advertising has been renewed. The Google Ad words budget has been slightly expanded seeing that the results have been so positive since November of last year. Other advertising with Boatingmag, U.S.C.G., Boats and Harbors and a few others magazines, are also continuing. We are also doing a mouse pad campaign for the underwriters, insurance companies, etc. As always our objectives are to get the word out to marine trade schools and facilities of that sort, to try expanding our membership. Surprisingly, there are still a lot of people in the marine industry that don't know about our organization, and many of them could be members and we're trying to get to them. It's hard for me to cover the entire continent, so if any of you have any suggestions eg: upcoming trade shows in your area we could advertise in, an area magazine that has very good response, etc. I would like to hear about it. I have been looking into newer places to advertise now that the Board of Directors have increased the advertising budget at our last meeting in February. The new budget is really going to make my rally easier and give the members more advertising. Remember that when you're out in the field, in the yards, with insurance companies, by talking about the organization and spreading the word of SAMS[®], to the marine industry, this is some of the best advertisement anyone can get.

Have a great summer and let's be safe out there.

Congratulations to SAMS[®] New AMS[®] Retirees

Hans J. Andersen, Lompoc, CA

Lawrence J. Feldheim, Port Canaveral, FL

Dennis F. Klodner, Middletown, RI

James T. McKay, Ten Mile, TN

Kurtis Samples, Dallas, TX



Wishing you lots of enjoyment and relaxation in whatever you decide to spend your time doing !!!



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



I'm returning from the SAMS® Pacific Regional Meeting in Seattle/Renton, Washington. We had an excellent turnout with 51 attendees from SAMS® and NAMS with most of the Northwest area surveyors attending. We had a good group of Surveyor Associates attending and it's great to see the new members participating. If you missed it, you missed out on an excellent educational opportunity. The full day presentation on USPAP valuation principles by Norm Laskay, was educational with lively discussions during the class participation in example valuations. The presentations on the second day on electrical inspections during C&V surveys, wood vessel surveys, damage surveys and report writing produced good discussions and were well received. The next Pacific Regional meeting will be held in San Diego in early 2020. If you have any suggestions for the regional meeting educational seminar or know someone that would be able to present an informative lecture, please contact me.

If you are willing and able to mentor new surveyors in our society, please contact me or our VP of Membership and volunteer. The task will be to review reports submitted by Surveyor Associates to provide peer review and assist them in improving their reports. This can also be a good way for you to review your own reports to ensure you meet the SAMS® Minimum Recommended Survey Report Content. It doesn't take a lot of time and you will be helping to improve the overall professional standing of our organization. The latest edition of the RSRC guideline is posted in the SAMS® documents section of the SAMS® Google Groups along with our policy manuals. If you are not a member of the SAMS® Google Group I recommend that you join. NO COST!

I trust you are all busy. I have been referring customers to the SAMS® website when they need a survey sooner than my schedule allows me to get to them. Check the website to make sure your information is up to date. Work with SAMS® Headquarters to make any corrections needed. ***When you get an email from SAMS® HQ open it; Read it!*** You read this far, so let your fellow surveyors know that this information is out there to read and encourage them to do so.

As always be safe out there. Please let me know if you have any questions or concerns that you want to bring to the Board's attention.

“Reputation”

We all play a part in protecting and building our *reputation* and maintaining high ethical standards in SAMS®.

Reputation takes years to build and minutes to lose. Acting responsibly as individuals will ensure we act responsibly as an organization.

Stuart J. McLea AMS®
SAMS® Past President

Angel Zeno, AMS[®]
Great Lakes Regional Director



Ahhh, Spring, what a wonderful season in the Great Lakes Region. The mountains of snow should be disappearing and the temperatures are starting to moderate. But more importantly, everyone's thoughts turn to the upcoming boating season with recreational boats getting prepped for sale or launch. Let's all shake off the cobwebs, and get ready to thump those hulls. As you begin gathering your tools and wits, take a moment to consider your practices to assure that you're operating as safely as possible. Safe practices are so important and should include being sure to tie up those ladders and always let someone know where you're going and when you should be wrapped up.

It's also a good time to review your survey report writing practices, tweak your formats if needed and hold up your past surveys to the SAMS[®] Recommended Survey Report Content (RSRC). If you need a copy you can reach out to the International Office.

As you are reading this we have just wrapped up the SAMS[®] Great Lakes Regional meeting in Traverse City, MI. I hope that you had a chance to attend and more importantly that you found the content beneficial. Rest assured that I am open for feedback on the speakers, presentations and venue, so feel free to give me a call or drop me a line to let me know your thoughts.

I'm also already thinking about another possible SAMS[®] Great Lakes Regional meeting late in 2019. So, now would be a great time to offer suggestions on locations, topics and speakers.

As we head into the 2019 Great Lakes Boating season I wanted to bring attention to an article from the SAMS[®] Summer 2018 newsletter. Gary Frankovich announced an exciting new SAMS[®] mentoring program. As a SAMS[®] recognized mentor you will review survey reports submitted by SAMS[®] Surveyor Associates and offer feedback on its form and content, but most importantly how does the survey report compare to the SAMS[®] RSRC. I would encourage you to reach out to Gary if you would be interested in becoming a SAMS[®] mentor or would like more information on this great volunteer program that will continue to raise the bar for our membership.

The 2019 SAMS[®] International Meeting and Educational Conference (IMEC) is being held in Savannah, GA September 25- 28 and from all indications it is going to be a fantastic event. The venue offers plenty to see and do for members and spouses and the IMEC content is shaping up to be educational and enriching. Keep your eyes open for more information and be sure to register early.

Every year the SAMS[®] International Office sends each member a snapshot on where each member stands with their Continuing Educational requirements. The SAMS[®] requirement to continue on a path of education and improvement by accumulating CE's is one of the features that best separates and elevates a SAMS[®] surveyor over others. Be sure that you review this information and stay on top of your requirements.

There are plenty of opportunities to earn CE's but I wanted to bring attention to the SAMS[®] Text Seminars. These are text seminars on varying subjects like rigging, container inspection or Insurance Terminology. Each text seminar when completed provides the opportunity to accumulate 2 CE's per subject on your timetable and from the comfort of your home or office. Reach out to the International Office to learn more.

As we head into the new boating season, I encourage you to be safe and hope that you are as busy as you want to be.

Dennis D. Eddinger, AMS®
Mid-Atlantic Regional Director



I'd like to introduce myself, I'm the new kid on the block, your new Mid-Atlantic Regional Director.

We do business as: Captain Dennis Eddinger & Sons Marine Services,
and we're located in Cornelius, NC on the shores of the "Great Lake", Lake Norman.

Starting up in the Great Lakes Region, I've been surveying for about 24 years and became an AMS® in April of 2001. My wife and I moved to Cornelius, NC 11 years ago.

I hold a USCG Masters Rating of 100 Gross Tons. I captain the "Carolina Grace" a 100 foot custom Stardust cruiser on the lake part time now.

I also sit on the Lake Norman Marine Commission as Mecklenburg County's representative.

I have a pretty good background as a marine surveyor but now, I'm starting a new phase of my career. Can you imagine that, 75 years old and I'm starting a new career. Sometimes I won't have all the answers but, when you have any questions or problems we'll dig in and get you the answer.

Don't forget the upcoming Mid-Atlantic Spring Regional Meeting on March 29th and 30th. We've put together a list of good presenters and displays along with some great food.

See you there.

Nicole McLoughlin, AMS®
Canadian Regional Director



Greetings Surveyors,

While on the flight returning from the SAMS® Winter Board Meeting last month, I was reading Sir Robin Knox-Johnston's book "On Seamanship and Seafaring", which offers an acute summary of his 50 years as a professional mariner, with noteworthy emphasis on mastering the basics. With that in mind, I am pleased to announce our next Professional Development & Education Opportunity will be a: **report writing seminar**, in Toronto, Canada, May, 2019. Details to follow.

Also: Please join me in recognizing Peter McGuire, AMS®, SAMS®, as Regional Director Emeritus, for his long-standing contribution and continuing support to SAMS®.

With just 3 weeks to go until Spring; it's time to wrap up the Conference Season, check equipment and get ready for some sunshine! Below are a few of the highlights from recent winter events:

Con't

SAMS® Members at Work - Toronto International Boat Show Jan. 18-27, 2019



Craig Morley, AMS®, SAMS®
Beta Marine, & show Presenter



Hatem Salama, Surveyor Associate, SAMS®
ROV display for Sea Conquest



Nicole McLoughlin, AMS®, SAMS®, guest panel speaker
2nd from left, Women in Boating Day, Jan. 20, 2019



Women In Shipping and Transportation Association
event at BLG Toronto, with speaker from the Canadian
Board of Marine Underwriters Feb. 20, 2019.
N. McLoughlin, AMS®, SAMS® behind the camera.

Vancouver International Boat Show Feb. 6-10, 2019



Sarah White, SAMS® Surveyor Associate presenter on
“What to expect from a marine survey” and partner Mark
Gilbert, at their Yacht Associates International Ltd.

Visit to SAMS HQ following BOD meeting



Following the winter board meeting, with cake for Secretary/
Treasurer, AMS® John Lowe’s Birthday. (from L to R:
Kristoffer Diel, AMS®, VP Testing, Mark Shea, Clinton Evans,
AMS® John Lowe, AMS®, Irene Carey, Susan West, Rhea Shea)

**Clinton Evans, AMS®
Gulf Regional Director**



WHAT IS IN YOUR TOOL BAG?

I asked many of the Gulf region surveyors the following question: “What tool(s) do you carry that makes your job easier or safer?” Although I have the normal tools most carry, hammers, magnifying glass, tape, three flashlights, etc. What I really wanted to know is what unique or odd “tools” you carry? The examples that I presented were a 4ft. piece of 3/16” line with a monkey’s fist in one end. The line is small enough it will fit through the eye of a strap latch where a pad lock normally is inserted, so that it can tie open a lazarette hatch, and not have it knock me in the head or trap me in the boat. A 5 ft. piece of bare copper wire. Copper so it can bend and coil easily. I use it to reach down into deep bilges and trip the float switch. Occasionally, I use it to fish something out of a tight spot. Lastly, I carry a piece of chain plate that has suffered crevice corrosion. It makes it much easier when explaining why a boat owner or buyer needs to pull chain plates. Some of the responses are below.

The commercial/cargo surveyors in our region responded with the following:

Silver nitrate for testing for salt water damage on cargo.

Containers/barges: 2 small magnets with 6' string to measure indent depth. 25' tape measure with a magnet on the end.

Leatherman's multi tool/knife.

A piece of 30 to 40 ft. ¼” yacht marlin with a hook on the end for raising or lowering the tool bag into the hold. Then I tie it off to a ladder and add a piece of international orange tape. That way someone knows I am down in the hold.

A pair of walkie talkies to stay in touch with any of my associates.

The yacht surveyors responded with the following:

A 2" mirror on an extendable handle. Allows you to see under motors and bottom side of hose connections. I also use it to trip float switches.

A magnet that will telescope about 3' , will trip float switches, and retrieve my dropped pen from bilges.

One I carry that always warrants an explanation is a telescopic back scratcher that is great for lifting bilge pumps floats (I've even mastered the ones with the twist knob), moving debris, and retrieving your flash light that you dropped into the bilge and you never have to dip your hands in the nasty bilge water or sump tanks!



Two "tools" that I always have with me are yellow tape marked in inches, and two identical cameras both kept in individual, small sealed plastic containers. I find the tape much easier to use than holding a ruler to mark an area I want to highlight in my photos. Ever since I dropped a camera in the water while doing damage surveys after Hurricane IKE, I carry two small cameras in my bag, both in inexpensive plastic sealed containers.



How about a left handed blind man's tape measure? Being right handed this allows me to hold the tape in my left hand and take the photo with my right hand.



I have a \$39 borescope camera from Amazon that connects via Bluetooth to my phone. I can snap a photo or video on my phone with it, it can be used to read transmission plates, look under motors, tops of fuel tanks etc. When I bought it, it had a 3-foot cord, I cut the cord and soldered the wire for a shorter cord. It is rechargeable.



Two plastic hammers. One clear for top sides and decks. The other is blue for bottoms and dirty engine stringers.



On the lighter side one surveyor reports:

I carry a flask of whiskey in case of snake bite. I also carry a small snake.

The last question for you to think about is "What process or procedure can you institute that will make your job safer?" Consider this one. When you arrive aboard the vessel ask for the keys to the engines and put them in your pocket or bag. This way the excited owner or broker is not likely to start the engines when you are draped across them or have your fingers where they should not be. Been there done that, one time. Lucky I was moving away when the owner cranked the engine. One minute sooner and I would be minus a digit.

Be safe out there.

Joseph A. Derie, AMS®
SAMS® Commercial Workboat Chair
SAMS® Tug & Barge Chair



USCG TOP 10 SUB-CHAPTER M DEFICIENCIES
AND OTHER COMMON SUB-CHAPTER M DEFICIENCIES

At a recent Board of Directors Meeting for the Towing Vessel Inspection Bureau (TVIB), the USCG provided the following list of the 10 most common Sub-chapter M deficiencies for towing vessels.

1. Generators do not have RPM gauges (46 CFR 143.230(c)(3) *Alarms and monitoring*).
2. The vessel does not have a method to seal off natural openings for the engine room (46 CFR 142.245(a)(1) *Requirements for training crews to respond to fires*).
3. The hydraulic oil tank is not alarmed (46 CFR 143.230(a)(6) *Alarms and monitoring*). This alarm sounds if hydraulic steering fluid levels are low and this alarm may not be required on all vessels.
4. There is no proper storage for flammable/combustible liquids (46 CFR 142.225 *Storage of flammable or combustible products*).
5. The engine alarm panels are inadequate (46 CFR 46 CFR 143.230(a) *Alarms and monitoring*).
6. The vessel's alarm set-points have not been tested (46 CFR 143.245 *Readiness and testing*).
7. The watertight doors are not properly marked (46 CFR 144.160 (e) *Marking*).
8. The escape hatches are not properly marked (46 CFR 144.160 (f) *Marking*).
9. Navigation assessments are not being completed (46 CFR 140.635 *Navigation assessment*).
10. The emergency fuel shut-offs are not properly marked (46 CFR 143.260 (e) *Fuel shut-off requirements*).

Below, in no particular order, are other common deficiencies I have found during my surveys:

- Piping is not color coded or marked as required by 46 CFR 143.250 *System isolation and marking*.
- System isolation as required by 46 CFR 143.250 *System isolation and marking*.
- Proof of compliance with 33 CFR 164.74 *Towline and terminal gear for towing astern* for vessels that engage in astern towing.
- There is no policy to test the air compressor relief valves at regular intervals as required by 46 CFR 143.245 *Readiness and testing*.

- MAWP is not on the air receivers as required by 46 CFR 143.300 *Pressure vessels*.
- Ensure the vessel's spill containment system meets the requirements of 33 CFR 155.320 *Fuel oil and bulk lubricating oil discharge containment*.
- Ensure all electrical panels, equipment and wiring comply with 46 CFR 143.250(b) *System isolation and markings* and 46 CFR 143.400(d) *Electrical systems, general*.
- Provide proof that the vessel's fire detection system complies with 46 CFR 142.330 *Fire detection system requirements*.
- Provide proof that the vessel's fire pump, main, hydrant and hose comply with 46 CFR 142.325(a) *Fire pumps, fire mains and fire hoses*.
- Provide proof that the vessel's portable fire pump complies with 46 CFR 142.325(a) *Fire pumps, fire mains and fire hoses*.
- Provide proof that the smoke detectors on the vessel meet the requirements of 46 CFR 142.330 *Fire detection system requirements*
- Provide proof that the emergency lighting system on the vessel meets the 2-hour duration requirements of 46 CFR 143.410(b)(1) *Shipboard lighting*.
- Provide proof that the general alarm complies with 46 CFR 143.235 *General alarms*.
- Provide proof that all doors, hatches and openings leading into the superstructure or hull meet the requirements of 46 CFR 144.320 *Watertight or weathertight integrity*.
- Provide proof that all watertight bulkheads meet the requirements of 46 CFR 140.610 (f) *Hatches and other openings*.
- Emergency exits and watertight doors are blocked. This violates 46 CFR 144.500 *Means of escape*.
- Violations of 46 CFR 140.510(A)(2) *Identification and mitigation of health and safety hazards*. This includes items such as holes in the deck, protrusions from the deck, lack of lagging on exhaust lines, damaged stair treads, damaged ladder rungs, damaged or missing railings, etc.

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

Professional Liability Insurance:

By John King, CIP | Senior Vice President
Commercial Risk Solutions
Aon

We have now successfully completed the first renewal of our Professional Liability Insurance program. With the Continuity Credit from underwriters, we have been able to reduce the renewal premium from \$421 to \$285. We believe this is the lowest premium in the world for Marine Surveyors Professional Liability insurance. We have also increased the participation in the program which is a benefit to all members. By spreading the risk we can keep the premiums to an absolute minimum. We would still like to see it grow and for the cost, it is a good investment for your piece of mind. The limit is \$500,000 per claim with a \$2,000,000 aggregate limit and this includes your defense costs, which are sometimes more than the claim itself.

We also recognized that the effective date of January 15 was not the best time of year to have this renewal as it coincided with your other dues and people are generally broke at this time of year as the Christmas bills start to come in. We have therefore agreed to change the effective date to June 15 which should be easier for everyone. We are still working out the details and it may just entail extending the policy another 6 months but we will make it as seamless as possible. More information to follow.

There were a total of 5 claims last year which mainly involved the surveyors missing items on the vessels. What became apparent was how important the terms and conditions were on your work orders and/or surveys. We have stressed this aspect from the start and it has certainly paid off. On one of the claims the surveyor had their client sign, date and agree to the Terms and Conditions before work commenced. This is the ideal situation and wherever possible we encourage all our members to do the same. We certainly recognize this is not always possible but the earlier you can bring it to their attention the better. And to get them to sign it is the best option. So Limitation of liability is key. While we haven't had the issue yet, as a lot are involved in pre-purchase surveys, you may want to also ensure that you make it clear what you are surveying, but equally, what you are not surveying. Very important! Our brokers and underwriters are always here to assist in drafting up wordings to help you to mitigate your risks.

If there is enough interest, our brokers and underwriters are considering issuing a "SAMS® Wire" - which will go to all surveyors with some advice, claims examples etc... It would be a joint ITIC/Aon newsletter. Let us know if you think this would be beneficial.

ITIC Newsletter

<https://www.itic-insure.com/our-publications/the-wire/>

Becoming a Marine Surveyor

By Mike Wall

Many merchant and royal navy officers often wonder what they can do if they choose to leave the sea. There are many choices for both deck and engineer officers. Deck officers may choose to become pilots or harbour masters whilst the engineer officers may become power station or hotel engineers. One job that both can do is that of marine surveyor.

Many experienced marine surveyors suggest that you will learn something new and find new challenges every day. If you love ships, but not necessarily the sea, you will get a lot of satisfaction from experiencing all types and designs of vessel/engine. You may be away from home for short periods but will probably earn as much, and probably more, as working at sea.

The term 'marine surveyor' covers a wide range of work involving surveys, inspections and investigations aboard all types of ship, eg, merchant vessels, pleasure craft, offshore structures. Surveys may also include the commodities being carried by those vessels, ie, their cargoes, of which there are many.

Marine surveys may be considered to be of two types, ie, proactive or reactive. In the former the surveyor inspects a vessel before a voyage or activity to ensure that it meets relevant requirements, standards and/or international conventions, eg, Classification Society surveys, P&I condition surveys, marine warranty surveys. A reactive survey is carried out after an event or incident, eg, marine accident investigation, cargo damage investigation, hull and machinery damage investigation. Some planning may be possible with proactive surveys whilst reactive surveys will usually involve a call out at short notice and at unsociable hours.

Type of surveyors include:

- Classification Society surveyors.
- Flag state surveyors.
- Government surveyors.
- Port state control surveyors.
- Hull and machinery surveyors.
- Nautical surveyors.
- P&I Club surveyors.
- Charterers' surveyors.
- Owners' surveyors.
- Cargo surveyors.
- Pleasure craft surveyors.
- Superyacht surveyors.
- Offshore oil and gas surveyors.
- Marine accident investigators.
- Marine warranty surveyors.
- Special Casualty Representative.

Some organizations, eg, those involved in gas or liquid cargoes, require surveyors to have several years of experience on board relevant vessels. Getting as much experience in different types of ships, cargoes or machinery will add more strings to your bow.

In employment terms, marine surveyors may be considered to be either 'staff' or 'independent' surveyors. Independent marine survey companies tend to be appointed by parties who need an honest, independent and objective opinion of the entity being surveyed or inspected, eg, a ship, cargo, piece of machinery, etc.

Independent surveyors tend to be employed to carry out:

- Flag state surveys.
- Hull and machinery surveys.
- Nautical surveys.
- P&I Club surveys.
- Pre-purchase condition surveys.
- Charterers' surveys.
- Owners' surveys.
- Cargo surveys.
- Pleasure craft surveys.
- Offshore oil and gas surveyors.
- Marine accident investigators.
- Marine warranty surveys.
- Salvage.

Whilst some P&I Clubs have their own inspectors, they all employ independent marine surveyors to carry out their condition surveys.

A staff surveyor is usually permanently employed by a company as an in-house surveyor. Staff surveyors are usually employed by:

- Classification societies.
- Governments.
- Port state control.

Just as in any other form of employment, the new surveyor will usually be considered to be a trainee. This may be difficult for some experienced mariners to accept having been senior officers on board ship. Whilst they may have years of seagoing experience with technical expertise being a major part a marine surveyor's job, the job involves gathering evidence and producing a good report. New marine surveyors will likely not receive a full salary and benefits package until considered to be of worth to the organization, whether as a staff or independent surveyor.

The report is a surveyor's and his company's product. These take different forms which depend on the nature of the work and the client's needs. A good report can make a surveyor while a poor one can ruin a promising career. For this reason, surveyors should be trained in writing simple English and comprehensive but succinct reports.

A severe lack of training in developed countries for the 25 or so years from 1975 to 2000 resulted in a shortage of masters and chief engineers coming through to become marine surveyors or superintendents. For this reason, several organizations produced distance learning courses leading to relevant qualifications, ie:

International Institute of Marine Surveying (IIMS).
Lloyds Maritime Academy (LMA).
Maritime Training Academy (MTA).
The Australasian Institute of Marine Surveyors (AIMS).

Most of the courses involve one year of study, there being 11 modules to learn and an assignment to pass. These have been written by experienced marine surveyors in their particular field of expertise. However, there is no practical training involved.

Whilst many graduates have proved to be worthy of their qualification there is still a need for masters and chief engineers to fill a large gap in Classification and H&M surveying. Many clients are looking for a combination of technical experience and expertise, evidence gathering and report writing skills.

Those serving at sea have a big advantage over those ashore in that they can be gaining practical experience whilst doing a distance learning course to obtain necessary additional qualifications. A suggested career plan is given below.

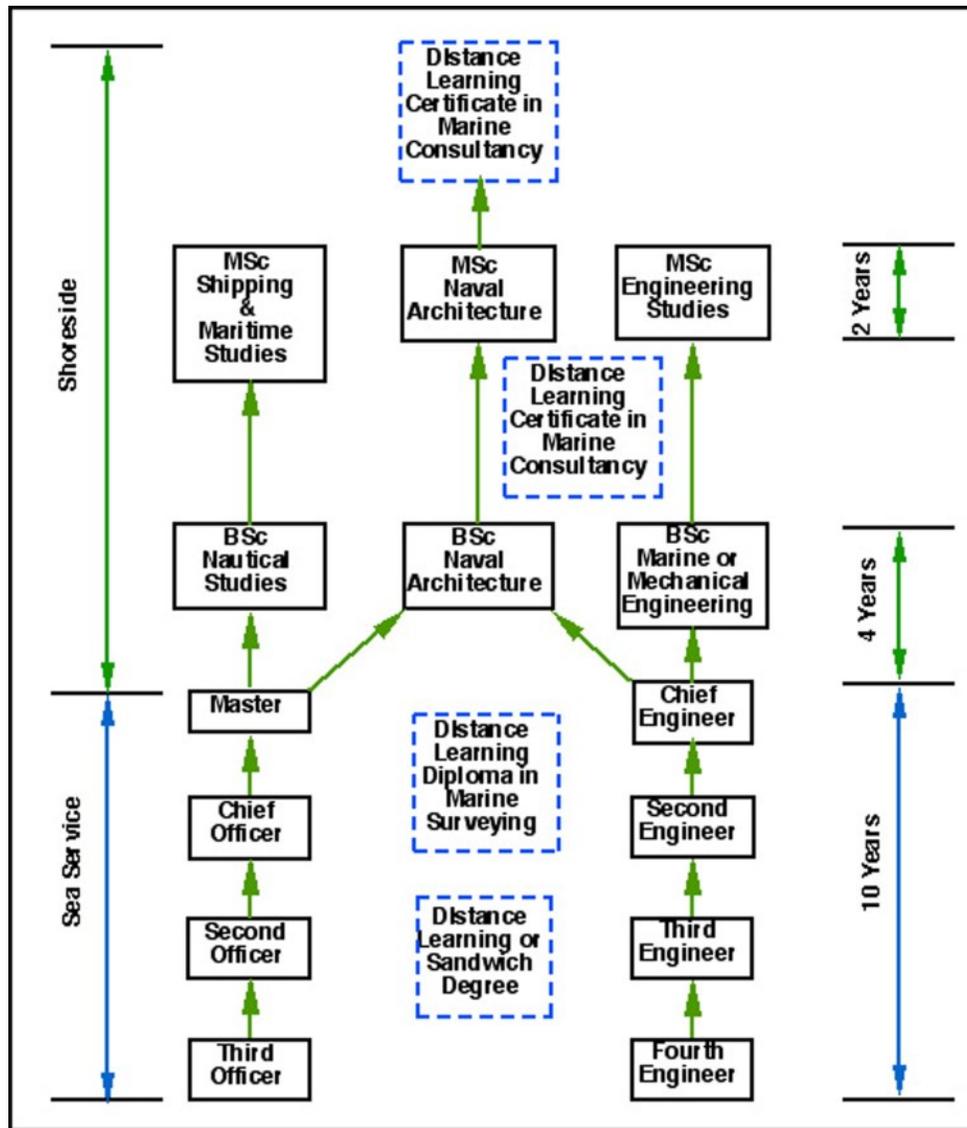


Figure 1. Possible career progression showing academic and professional qualifications.

The reader will notice that academic degrees have been introduced into the plan. For those wishing to progress from marine surveyor to marine consultant, whilst desirable but not necessarily compulsory, having a relevant degree adds more credibility.

Having a Class 1 CoC, a diploma in marine surveying and a degree, you will be a valuable asset to any marine surveying and consultancy firm. Many such qualified ex-seafarers go on to become experts and consultants, running their own company.

Mike Wall

mikewallassociates@gmail.com

Books which you may find useful:

‘Report Writing for Marine Surveyors’ by Mike Wall. Published February 2011 by Petrosport. ISBN: 978-0-9548097-7-5 Available from www.petrosport.com/books.

**A short story about a long day or
A case for plastic battery boxes**

By Ned McCrea, AMS®

I received an assignment from one of my clients to help with the recovery of a submerged 55' ferrocement ketch. When I arrived at the marina I found two situations that caused immediate concern. The first problem was the salvage team was brought to the scene by the insured. As I talked with the salvagers I found they would have to scrounge lift bags from somewhere since they did not have the capacity to lift so large a vessel. Their experience consisted of doing this type of thing for their friends, and the biggest vessel they had lifted was 24'. At that point it was my decision to pay them for their time, and hire full time professionals to salvage the vessel. The second problem was that the vessel had been side tied to the dock and when the vessel sank the lines holding the vessel to the dock caused it to come to rest under the dock. The vessel would have to be moved from under the dock before it could be brought to the surface.

When the divers came up after their first inspection, they reported another layer to the difficulty of lifting the vessel. The keel had sunk about 2 feet into the mud. This meant the vessel would have to be pulled from the mud with enough force to lift it out of the mud, but not so much that the vessel once free of the mud would just pop to the surface through the dock. With a little ingenuity and a lot of hard labor the dive company was able to lift the vessel part way out of the mud; then used a come-a-long set up underwater, tied to a piling opposite the vessel and pulled the vessel from under the dock. They were then able to bring the vessel to the surface with no further problems. Once the vessel was on the surface and emptied of most of the water the divers went on board to find the leak that sank the vessel. They were armed with wood plugs and an idea of all the thru hull locations information that was provided by the owner. As they worked their way aft we heard a shout they had found the leak. The problem was the water was entering the vessel from under the battery box and could not be accessed without removing 4 - 8D batteries and then disassembling the battery box. So, with lift bags tied securely to the vessel it was moved very slowly and carefully from the dock to the travel lift. There was concern that the load, due to the water still inside the vessel, might be too heavy for the lift but the situation was getting desperate so the vessel was loaded into the straps, and lifted from the water. Fortunately the vessel only had to be lifted partially out of the water to allow most of the water remaining in the vessel to come pouring out of the hole in the hull. After a few minutes the haul was completed and the vessel blocked in the yard.

For a moment there was some head scratching as to why there would be a softball size hole in the hull. However, after an inspection of the engine compartment and specifically the area under the "wooden" battery box the reason for the submersion became immediately apparent. During the course of the vessel's life the batteries had spilled electrolyte which leaked out of the wooden battery box and onto the concrete hull. Over time the acid ate through the concrete and chicken wire causing the catastrophic failure of the hull. Additionally there was damage to some wiring running under the battery box that was exposed to the acid.

If a story needs a moral this one is pretty obvious. Store your batteries in proper containers that can contain any electrolyte spill.



ADMIRALTY LAW

Expert Analysis

Admiralty 2, Navy 0

*The captain wired in he had water comin' in
And the good ship and crew was in peril
And later that night when his lights went outta sight
Came the wreck of the Edmund Fitzgerald
—“The Wreck of the
Edmund Fitzgerald”
Song by Gordon Lightfoot*

By
**James E.
Mercante**



There is rarely a sole fault collision at sea. Even the U.S. Navy is not immune from this principal. Despite the Navy's dominating presence at sea, a recent pair of fumbles placed the Navy's ship-handling squarely on the radar.

Destroyers Destroyed

On June 18, 2017, the USS FITZGERALD, a guided missile destroyer valued at \$1.8 billion, collided in darkness with the container ship ACX CRYSTAL in a heavily congested shipping lane off the coast of Japan. Prior to the incident, the FITZGERALD was proceeding on a collision course with not one, but three vessels. Two of those vessels took evasive action to avoid collision. The third vessel, the 728-foot

ACX CRYSTAL, inexplicably on autopilot in the channel, collided with the starboard side of FITZGERALD when the destroyer turned directly in front of the other ship and was not detected. Seven Navy sailors died, two sailors sustained traumatic brain injury, and the steel warship sustained millions of dollars in damage. As the destroyer began to take on water with ship and crew in peril, the sailors onboard were ordered to lock watertight doors to prevent sinking, thereby trapping their shipmates behind closed doors. The deceased sailors ranged in age from 19 to 37 years old.

On the heels of that crash, on Aug. 21, 2017, the guided missile destroyer USS JOHN S. McCAIN collided with a loaded oil tanker ALNIC off the coast of Singapore, resulting in the death of 10 Navy seamen ranging in age from 21 to 39 years old. Admiralty litigation is pending in the Southern District of New

York. *In re Energetic Tank*, 1:18-cv-01359 (S.D.N.Y. Feb. 15, 2018). At the time of the collision, JOHN S. McCAIN was transiting through one of the busiest shipping lanes in the world. On the bridge, JOHN S. McCAIN's crew erroneously believed that they had lost steering during a transfer of control modes. In the midst of the confusion, the JOHN S. McCAIN proceeded across the heavily congested channel and crossed the bow of the 30,000-ton tanker ALNIC. It was reported that no one on the JOHN S. McCAIN had situational awareness of the ALNIC's relative position or that they were on a collision course until the crash. Below decks, some crewmen thought their warship was being attacked or had run aground, unaware that they had collided with a tanker. All 10 of the sailors who died were in a berthing compartment that took a direct hit from the bow of the tanker. The compartment instantly became inaccessible and flooded. See Department of the Navy Memorandum for Distribution, at 49, *Impact of the Collision*.

The two Navy Captains were relieved of command and the Vice Admiral in charge of the Seventh Fleet was removed. Seventeen sailors from the FITZGERALD and JOHN S.

JAMES E. MERCANTE is a partner at Rubin, Fiorrella, Friedman & Mercante, president of the Board of Commissioners of Pilots of the State of New York, and Captain, U.S. Navy (ret.). KRISTIN E. POLING, an associate with the firm, assisted in the preparation of this article.

McCain are presently facing non-judicial punishment. Geoff Ziezulewicz, *Navy: 17 sailors disciplined for Fitzgerald and McCain collisions*, Navy Times (Feb. 1, 2018).

Admiralty Actions

The Navy recently received a \$27 million settlement from the owners/insurers of the cargo ship ACX CRYSTAL involved in collision with USS FITZGERALD; however, this covered a fraction of its total losses. See Geoff Ziezulewicz, *Ship Owners to Pay U.S. Government for Fitzgerald Collision*, Navy Times (Jan. 11, 2019). The foreign ship did not admit liability, but it certainly did not help that its vessel was on autopilot in darkness in the middle of a congested sea lane with no crew on watch. That is liability. These acts or omissions are in direct violation of international "Rules of the Road" governing navigation. On the other hand, while the settlement terms are murky, it does not appear that the United States has paid anything yet to the CRYSTAL container ship owner.

As for the sailors, it is unlikely that the USS FITZGERALD crew can obtain admiralty jurisdiction against the CRYSTAL owners in a U.S. court because the CRYSTAL was a Philippine flagged ship and the collision occurred in Japan.

Similarly, the owners of the tanker ALNIC that collided with the USS JOHN S. McCain are not U.S. residents and the ship was flying the flag of Liberia. However, the Navy claimants were able to seek recourse in a New York federal court because the tanker vessel owners took the first shot by filing an admiralty petition here for Exoneration from or Limitation of Liability under 46 U.S.C.

§30501. *In re Energetic Tank*, *infra*. In its petition, the owners of the tanker cite to the Navy's critical investigation report and seek to be exonerated from liability or to limit liability to \$16.7 million, the value of its vessel after the collision. The U.S. filed a claim for damages to its warship in the ALNIC's limitation proceeding and the owners of the tanker countered with a claim against the United States pursuant to the Suits in Admiralty Act (SIAA), 46 U.S.C. §30901 and Public Vessels Act, 46 U.S.C. §31101, for damages to its tanker. Without other options, the injured sailors and families of the fallen seamen aboard the USS JOHN S. McCain have each filed claims in the tanker owner's admiralty action as well.

No Recourse

A professional mariner may bring an action against his or her employer for negligence pursuant to the Jones Act. 46 U.S.C. §30104. The act was developed in light of the unique risks presented to seafarers who may spend months away from home and subject to the rigors of sea. However, the sailors in the Navy enjoy no such remedy. The *Feres* doctrine prevents military members from suing the United States where the injuries arise out of or are in the course of activity incident to military service. *Feres v. United States*, 340 U.S. 135 (1950). The rationale for the *Feres* doctrine is to subject all personnel to uniform rules governing compensation for injuries sustained in military service. *Taber v. Maine*, 67 F.3d 1029 (2d Cir. 1995). In addition to an outright ban on suing its employers, military members are also unable to sue a vessel (or aircraft) manufacturer for

products liability so long as the product complies with the specs provided in the military instructions. *Stencel Aero Engineering v. United States*, 431 U.S. 666 (1977).

For example, the *Feres* doctrine barred a Navy servicewoman from a personal injury recovery after her boat was hit by a Navy serviceman operating another vessel. The vessels were rented for recreational purposes from a Navy-run recreational center. See *Bon v. United States*, 802 F.3d 1092 (9th Cir. 1986). Nine years later in the Second Circuit, the *Feres* doctrine did not bar a Navy serviceman's recovery after he was injured ashore in a motor vehicle accident with another Navy seaman. The pivotal issue was that both men were "on liberty" from their ships in Guam at the time of the collision. *Taber v. Maine*, 67 F.3d 1029 (2d Cir. 1995). However, in *Osik v. United States*, 1999 U.S. App. LEXIS 28461 (2d Cir. 1999), a Navy sailor was off duty and running a personal errand on a military base when he was struck by a Commander's vehicle, resulting in injury. The Second Circuit held that the sailor's claim was barred by the *Feres* doctrine. The court explained: "[T]he accident need not occur while the military member is on duty. Because Osik received his injuries on base, the allegedly negligent party was an on-duty officer, Osik received care from military medical facilities, and the accident was reviewed by military personnel ... *Feres* mandated dismissal of Osik's claims." *Id.* at *4.

Navy Standards Differ

The U.S. Navy is highly regarded for its attention to readiness. It may

be surprising, but U.S. Navy officers are not subjected to the same mariner licensing requirements as are professional civilian mariners. Professional mariners are issued licenses by the U.S. Coast Guard as engineers or navigation officers. One of the most important aspects of a mariner's licensing is testing and knowledge of the international "Rules of the Road," also known as the Collision Regulations (COLREGS). The Navy is not regulated by the U.S. Coast Guard and thus naval officers operate the U.S. warships without obtaining a professional mariner license.

All ships are required to obey the Navigation Rules. In its report on the USS FITZGERALD casualty, the Navy concluded that in the 30 minutes leading up to the collision, neither the FITZGERALD nor the CRYSTAL took action to reduce the risk of collision until approximately one minute prior to impact. Department of the Navy Memorandum for Distribution, p. 5, *Events Leading to the Collision*. The failure to take action to avoid collision violates Rule 8 the Navigation Rules. After the collision, the sailors on watch were tested on the Navigation Rules and failed to exhibit sufficient knowledge. In a steaming report, the Navy determined that the collision was also due, in part, to the Navy's "failure to plan for safety; failure to adhere to sound navigation practice; failure to execute basic watch standing practices; failure to properly use available navigation tools; and failure to respond deliberately and effectively when *in extremis*." *Id.*

In maritime law, when a vessel violates a statutory duty or Navigation

Rule (i.e., a COLREG), such violation is presumed to have been the cause of the collision. It shifts the burden of proof. This was the 1874 ruling in *The Pennsylvania*, 86 U.S. 148 (1874). To overcome the presumption, the vessel owner must show that the violation could not have caused the collision. *In re Otal Investments Ltd.*, 494 F3d 40 (2d Cir. 2007).

NTSB Stands Down

Typically, the National Safety Transportation Board conducts investigations into marine collisions and other seafaring casualties. However, the collision investigation of the two Naval combatants FITZGERALD and USS JOHN S. McCAIN were conducted by the Navy itself. A portion of that investigation was then distributed as a "lessons learned" report to the public. A question arises as to whether the Navy's report may be used as evidence in a U.S. court. In *Beech Aircraft v. Rainey*, 488 U.S. 153 (1988), a Judge Advocate General's Corps (JAG) report was held admissible as evidence under the public record exception to the hearsay rule. In that case, the family of an Air Force veteran killed in the line of duty was precluded from recovering against the airplane manufacturer because the JAG report cited several instances of actual operator error. In comparison, an NTSB report and a U.S. Coast Guard report is specifically excluded from evidence under 49 U.S.C. §1154(b) and 46 U.S.C. §6308(a), respectively. However, there is no specific exclusion for Navy reports. Thus, it would appear that the Navy's report for the USS JOHN S. McCAIN and USS FITZGER-

ALD collisions may be admissible in a U.S. federal court as a public record under FRE 801(c). Likely for this reason, only a portion of the Navy report was released as part of the public record. Indeed, by virtue of not releasing that information to the public, the confidential portion of the report arguably could be precluded from evidence as it is not a "public" record under the federal rules of evidence.

Conclusion

The Navy might consider contracting out its shipboard navigation to Coast Guard licensed civilian mariners with proper security clearances. While this is highly unlikely on Navy combatant ships, precedent exists aboard non-combatants. Meanwhile, the U.S. Navy will overhaul its shipboard procedures and readiness training to ensure that two back-to-back collisions like these do not become another seafaring tragedy song like "The Wreck of the Edmund Fitzgerald."

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**Evinrude Donates \$2 Million in Engines to ABYC Foundation to
Combat Industry-Wide Technician Shortage**

*Evinrude's Donation, the Largest to Marine Tech Education in History,
Will Help Train the Next Generation of
Marine Technicians*

MIAMI, February 14, 2019 - Evinrude, the American Boat and Yacht Council (ABYC) and the National Marine Distributors Association (NMDA) announced today that Evinrude will donate two million dollars' worth of Evinrude ETEC G2 3.4L V6 outboard engines to the ABYC Foundation supporting next generation marine technician training. The donation, which is the largest of its kind in history, will support students in high schools and colleges across the U.S. and Canada. NMDA will provide funds for schools to purchase related materials and to transport the engines.

"Recreational boats are becoming increasingly more integrated which requires technicians to be well versed in a multitude of advanced systems," said Tracy Crocker, Senior Vice President and General Manager, Evinrude. "By donating Evinrude engines and our training curriculum, we are providing the tools necessary to increase the number of certified professionals trained to service modern, technologically-advanced direct fuel-injection engines. Furthermore, we are maintaining Evinrude's long-standing commitment to the marine industry, while meeting dealer demands for additionally trained and talented employees."

Evinrude's donation includes access to the entire Evinrude training curriculum, including fundamentals and professional level online courses. Upon successful completion of this curriculum and associated tests, students will have the option to transition to the certification-level course at Evinrude's technical training centers. In addition to the Evinrude training curriculum, highly discounted Evinrude outboard engine test tanks and Evinrude outboard educational service tool packages are available to schools.

ABYC is the premier non-profit member organization that develops global safety standards for the design, construction, maintenance, and repair of recreational boats. With the recent publication of *Fundamentals of Marine Service Technology*, a comprehensive training program geared toward secondary and post-secondary education, ABYC has demonstrated its commitment to the growth of the marine industry and is a natural partner for the donation. ABYC will offer this accredited curriculum, which includes textbooks and training materials, together with the Evinrude outboards and training curriculum to schools. This program gives schools the tools needed to implement a standards-based curriculum including instructor guides, presentations, and sample tests.

"ABYC is focused on addressing the shortage of qualified marine technicians by developing and marketing an accredited technical education program," said John Adey, President, ABYC. "Evinrude's donation will provide these students hands-on experience servicing marine engines based on ABYC's current curriculum and is a key step in ABYC's efforts to address the shortage of qualified marine technicians. While ABYC's curriculum is general in nature, the addition of manufacturer-specific training enhances the value of the student to potential employers."

"Technical education and hands-on training need our full support so that students can develop their technical abilities and creativity," said Jeff Wasil, Engineering Manager, Emissions and Regulatory Development, Evinrude. "The donation package and partnership put together by Evinrude, ABYC, and NMDA provides a comprehensive marine technical training program, supporting schools and students with the tools they need to be successful in this industry."

NMDA will be providing matching funds to assist schools, as needed, with costs associated with purchasing test tanks, tools and with shipping outboards.

Cont.

“NMDA’s mission is to advance industry growth by strengthening the supply chain, providing training and education, promoting best practices, and fostering partnerships with industry stakeholders,” said Nancy Cueroni, Executive Director, NMDA. “This donation from Evinrude is a historic step in support of marine education and we are thrilled to partner with Evinrude and ABYC to make this program possible.”

To address the marine industry's need for post-secondary technical education, ABYC developed the Marine League of Schools. ABYC assists these schools in the areas of standards-based curriculum development and instructor training/certification to help ensure that the training provided is relevant and up-to-date. Member schools are nationwide and held to a high standard due to their affiliation with ABYC. Evinrude’s outboard engine and curriculum donation is being made available to these schools.

“Our faculty is very excited about the opportunity to access Evinrude’s innovative technology for our students,” said Ann Avary, Director of Skagit Valley College, Center of Excellence for Marine Manufacturing & Technology. “We hope this donation will inspire young people to pursue rewarding careers in the marine industry and open their eyes to the many opportunities available to them as marine technicians. We’re especially grateful to ABYC for its leadership and work in support of the educational mission of the Marine League of Schools, making this donation and opportunity possible.”

Interested accredited schools can apply online by visiting the ABYC Foundation website at www.abycfoundation.org or contact ABYC for further information. Evinrude and NMDA will also be reaching out to their dealerships and distributor networks to identify specific schools which would provide the most meaningful impacts to local communities.

Broward College in Fort Lauderdale, Fla., Fort Myers Technical College, Fla. and Skagit Valley College in Mount Vernon, Wash., have already received engines. The remainder of the engines are scheduled to be placed within the next 12-36 months.

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About Evinrude

Evinrude, part of the BRP Marine Group, is a global manufacturer of outboard marine engines. A model of innovation, Evinrude developed the first commercially viable outboard engine in 1909. Celebrating 110 years of innovation in 2019, Evinrude’s engine line up, from 3.5 to 300 HP, offers customers superior value across a full range of applications while meeting all global emissions standards. Engines are available at authorized Evinrude dealerships worldwide. For more information visit <http://www.evinrude.com>.

About the American Boat & Yacht Council and the ABYC Foundation

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

The ABYC Foundation supports the mission of the American Boat & Yacht Council, with a focus on workforce development and providing resources that create educational and lifelong career opportunities to both current and aspiring marine service technicians. To get involved, visit www.abycfoundation.org.

About NMDA

NMDA is the leading trade association for US and Canadian marine products distributors. Members include major distributors, many leading product manufacturers and manufacturers’ representatives. For more information visit www.nmdaonline.com, email [in-fo@nmdaonline.com](mailto:info@nmdaonline.com) or call 860.767.7898.

IMPORTANT MEMBER INFORMATION

2019 SAMS[®] International Meeting & Educational Conference (IMEC) Sept. 25th - Sept. 28th Savannah, GA

If you are planning to write an article you should know the following: Worth 3 CE Credits

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.

CE Credits:

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

Please just ask!

If anyone needs an updated Policy Manual, Bylaws or the Recommended Survey Report Content, please contact the International Office. They will be happy to email any or all of them.

Attention All SAMS[®] Members

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

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

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



MEMBER'S CORNER DECEMBER 2018 THROUGH FEBRUARY 2019

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

“YACHTS & SMALL CRAFT”

Bryan Clemons, Colorado Springs, CO; Kenny Ivey, Little River, SC; Joel David Jenkins, Decatur, AL; John M. Malool, Ridgefield Park, NJ

“FISHING VESSEL”

Jeff S. Anderson, Normandy Park, WA

“ENGINES”

Howard Frederick Held, Abbeville, LA

“HULL & MACHINERY”

Rogelio Enrique Fabrega Barsallo, Ancon, Rep. of Panama

The following people have been accepted into SAMS® as:

SURVEYOR ASSOCIATES:

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